



DEVON & SOMERSET FIRE & RESCUE AUTHORITY

REPORT REFERENCE NO.	DSFRA/10/14
MEETING	DEVON & SOMERSET FIRE & RESCUE AUTHORITY (ORDINARY MEETING)
DATE OF MEETING	28 MAY 2010
SUBJECT OF REPORT	DEVON & SOMERSET FIRE & RESCUE SERVICE CARBON MANAGEMENT PLAN
LEAD OFFICER	Chief Fire Officer
RECOMMENDATIONS	<i>that the Carbon Management Plan enclosed separately with this report be approved subject to the associated resource requirements being considered annually as part of the budget setting process.</i>
EXECUTIVE SUMMARY	<p>The Devon & Somerset Fire & Rescue Service (DSFRS) together with the five other fire and rescue services (FRSs) making up the Chief Fire Officers Association (CFOA) South West Region embarked on the 2009 Local Authority Carbon Management Programme Phase 7 run in conjunction with the Carbon Trust. The programme uses 2008/9 as its baseline year and runs through to 2014. The Service Carbon Management Plan enclosed separately with the agenda for this meeting sets a 30% aspirational target reduction in CO2 emission levels by 2014. Several projects and initiatives have been identified within the Plan which to help the Service realise its target reduction and a number of these have already been implemented.</p> <p>Central Government, through the Climate Change Act 2008, is seeking to achieve an 80% CO2 emission reduction by 2050 and is looking to the public sector to lead by example to meet this target.</p>
RESOURCE IMPLICATIONS	Section 5 of the Carbon Management Plan sets out the financial implications of achieving our aspirational CO2 reduction.
EQUALITY IMPACT ASSESSMENT	No potentially negative impact sufficient enough to warrant a full impact assessment has been identified in the content of the Plan

APPENDICES	A. Carbon Management Plan (enclosed and page numbered separately with the agenda for this meeting). B. Carbon Management Programme 1 Oct 2009 (enclosed and page numbered separately with the agenda for this meeting).
LIST OF BACKGROUND PAPERS	Nil.

1. INTRODUCTION

- 1.1 Central Government, almost uniquely in the world, has passed legislation seeking to reduce the UK's CO2 emission levels.
- 1.2 The legislation is largely encapsulated in the 2008 Climate Change Act which identifies ambitious CO2 emission reduction targets of 34% and 80% by 2020 and 2050 respectively. Central Government sees the local government sector as key to delivering these targets and setting an example for others to follow.
- 1.3 Other national drivers for emission reduction include the Carbon Reduction Commitment (CRC) which is a mandatory scheme currently primarily targeted at organisations with annual electricity consumption in excess of 6,000MWh, but this threshold will undoubtedly fail to pick up organisations such as the Devon & Somerset Fire & Rescue Service (DSFRS) which currently uses just over 3,000MWh per annum. Other national drivers such as Display Energy Certificates and National Indicators are detailed in the Service Carbon Management Plan (CMP), enclosed separately with the agenda for this meeting.
- 1.4 International drivers such as the Kyoto Protocol and the 2009 Copenhagen Climate Conference seek to steer the world as a whole towards reductions in greenhouse gasses.
- 1.5 The DSFRS CMP sets out the Service commitment to carbon reduction and how it intends to achieve it.

2. THE CARBON MANAGEMENT PLAN

- 2.1 The Local Authority Carbon Management Programme Phase 7 (LACM7) was launched in May 2009 and the South West fire and rescue services launched their individual programmes in July 2009.
- 2.2 The DSFRS CMP sets out the Service commitment to managing and reducing carbon emissions from its buildings, fleet, travel, and operational activities.
- 2.3 Initially focussing on a five-year time frame to achieve the aspirational 30% reduction, the Service will need to continue in its efforts to further reduce emission levels and embed carbon reduction into its culture and activities into the foreseeable future.
- 2.4 The Embedding Matrix (Appendix A to the CMP) indicates where the Service was in 2008-2009, where it is now and where it aspires to be in five years time.
- 2.5 Appendix B of the CMP identifies some twenty eight projects that will enable the Service to move towards achieving its target reduction in emissions. Some of these could prove unviable and new projects could well be added as the Service moves forward with the Plan. A number of the projects have already started, indeed a programme has been in place to reduce the emission levels from Service buildings for a number of years.
- 2.6 Appendix D of the CMP sets out the energy use and carbon emissions of each of the Service's buildings in the baseline year 2008-09.

3. THE FINANCIAL IMPLICATIONS OF THE CARBON MANAGEMENT PLAN

3.1 Sections 3,4 and 5 of the Plan identify the potential savings and projected costs of the projects currently identified and what the Service would hope to save as a result - both financially and in terms of CO2 emissions.

3.2 Section 3.3 of the Plan specifically identifies what would happen if the Service carried on Business as Usual against achieving our 30% reduction target, the difference between the two being the Value at Stake which, by 2014, is predicted as having a cumulative value of £1.73m.

3.3 The table below illustrates the potential year on year reductions the Service could achieve over Business as Usual costs if it meets the 30% target.

Year	2008/09	2009/10 (£)	2010/11 (£)	2011/12 (£)	2012/13 (£)	2013/14 (£)
Total value at stake	-	104,644	216,811	337,149	466,362	605,212
Cumulative value at stake	-	104,644	321,455	658,604	1,124,966	1,730,178

3.4 The savings against Business as Usual will extend beyond 2014 provided the Service maintains the established levels of carbon emission reduction. Central government legislation, however, is likely to dictate that further reductions are achieved.

3.5 Section 4 of the Plan sets out the projected costs of the projects currently identified covering both Capital and Revenue expenditure. A number of these projects are already in hand but the Service needs to identify more to achieve the Value at Stake and meet its aspirational reduction target.

3.6 Section 5.4 of the Plan sets out funding already in place and what is required in future years – from 2011 to 2014 - based on the current projects. This means that the Service is looking at a cumulative “total spend to save” expenditure requirement of £811,000.

4. CONCLUSION

4.1 Central Government has put the legislation in place to meet its emission reduction targets and it is anticipated that this legislation will be tightened in the future.

4.2 Reducing DSFRS emissions in line with the CMP now appended to this report will achieve significant savings when measured against the Business as Usual model. With the difficult economic future to be faced over the next few years, such savings will have added importance.

4.3 Consequently, it is therefore recommended that the CMP be adopted in its entirety and that future funding requirements be considered as part of the annual budgetary process.

LEE HOWELL
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