



SPT Climate Change and Carbon Management update

Date of meeting 23 June 2023

Date of report 14 June 2023

Report by Chief Executive

1. Object of report

To update the Partnership on recent progress of SPT's developing Climate Change Strategy, draft framework, and other work in relation to climate adaptation and carbon management within SPT.

2. Background to report

Further to the update to the Partnership in December 2022¹, officers continue to progress SPT's approach to climate change, adaptation and carbon management through the internal Climate Change and Carbon Management Group in line with SPT's current Carbon Management Plan and emerging corporate Climate Change Strategy and Action Plan. This report provides a summary of recent progress and includes the draft Strategy framework.

3. Outline of proposals

3.1 SPT Climate Change and Carbon Management Strategy and Draft Framework

As noted in previous reports to the Partnership, SPT has been preparing a Climate Change Strategy to support our statutory commitments including national, regional and local emission reduction targets. Initial phases of strategy development have been reported and are now complete. Most recently SPT has prepared a draft Strategy framework, attached at Appendix 1, setting out SPT's long-term vision, objectives, commitments and key targets. A third stage of work has now commenced which will establish a new carbon footprint for SPT. Through detailed carbon assessment of SPT's functions, activity data will be used to quantify emissions and develop a Green House Gas (GHG) emissions inventory for SPT. In terms of adaptation, a climate risk assessment will also be carried out in this stage to determine current and future risks to SPT's assets and transport facilities.

Following formation of SPT's new carbon footprint, an options appraisal will be carried out to determine emission reduction pathways for different parts of the business and priorities and actions will be developed. The monitoring and evaluation process will also be established. The aim is to complete the strategy along with a supporting action plan by the end of this year.

¹ https://www.spt.co.uk/media/qltbqzwp/p161222_agenda11.pdf

3.2 Regional Transport Climate Resilience Group (RTCRG) Members Workshop

SPT is member of Climate Ready Clyde, a partnership of public sector partners working together to take forward the Glasgow City Regional Adaptation Strategy². SPT and Network Rail are the lead partners for Flagship Action 8 of the Strategy which established a Regional Transport Climate Resilience Group bringing together various transport partners including Transport Scotland, ScotRail, Confederation of Passenger Transport, CalMac and Sustrans to promote adaptation in the transport sector. To support this work SPT and Network Rail jointly chaired a recent workshop considering best practice, information sharing and opportunities for joint working. Partners found the workshop helpful in disseminating resources, identifying areas for further work and sharing experience of practice to date. This will help to support climate change and adaptation strategy work being undertaken by SPT and our transport partners.

3.3 Sustainability in procurement

Further to the previous update to the partnership, SPT has commenced work to embed Sustainability elements into SPT's procurement process. A new draft Procurement Strategy has been developed which includes updated sustainability objectives relating to environmental, social and economic priorities in line with SPT's new Regional Transport Strategy (RTS) objectives. Officers are working to further embed sustainability within the current processes. This includes the development of internal guidance for SPT staff using the Scottish Government Adaptation Journey framework with a view to developing a Sustainable Procurement Strategy in the long term.

3.4 Sustainable Glasgow

SPT attends the Sustainable Glasgow Green Economy and Green Transport hubs which formalise our commitment and contribution to a green recovery and reduction of the City's carbon emissions. At a recent meeting, Green Economy hub members met to define the groups actions for the next 12-18 months. As part of the workplan, The World Business Council for Sustainable Development (WBCSD) detailed their Mobility Pact which strives to make urban mobility more sustainable.

Focusing on incentives, infrastructure and policy, the WBCSD suggested the creation of a subgroup to take forward this action. SPT was recommended by the chair to be a part of the sub group to take the action forward alongside other members. This is a valuable opportunity for SPT to gain knowledge and collaborate on sustainable mobility efforts in the sector.

3.5 Electric Vehicle (EV) charging infrastructure

SPT has prepared an electric vehicle investment plan to convert SPT's vehicle fleet to zero emission vehicles over the next 5 years. The plan ensures that SPT supports the Scottish Government's Climate Change targets for phasing out diesel and petrol vehicles within public sector fleets.

SPT also will be aiming to install additional EV charging infrastructure at Subway Park and Ride locations and will continue to engage with Glasgow City Council around options for mobility hubs incorporating electric vehicle charging facilities at these sites. SPT is also developing proposals to support introduction of more zero emission buses in the region through provision of bus charging infrastructure.

3.6 Buchanan Bus Station bio solar opportunities

As reported previously, SPT has identified a requirement to replace the roof at each side of Buchanan Bus Station. A feasibility assessment has been undertaken to determine suitable roof systems. Possibilities include a sedum blanket system and a bio solar roof system which incorporates solar panelling and sedum blankets. Phase 1 of the roof

² <http://climatereadyclde.org.uk/adaptation-strategy-and-action-plan/>

replacement is planned to commence this year and will focus on smaller areas to be reroofed only. Going forward, plans are to specify, procure and apply for additional capital expenditure funding for future works.

4. Partnership action

The Partnership is recommended to note the contents of this report.

5. Consequences

Policy consequences	<i>Delivery of climate change mitigation, carbon management and climate change adaptation measures is in line with the new RTS.</i>
Legal consequences	<i>None at present.</i>
Financial consequences	<i>None at present</i>
Personnel consequences	<i>None at present</i>
Equalities consequences	<i>It is essential that transport policies in relation to climate change contribute to the delivery of a Just Transition to achieve a net zero and climate resilient economy that delivers fairness and tackles inequality and injustice.</i>
Risk consequences	<i>None at present.</i>
Climate Change, Adaptation & Carbon consequences	<i>The delivery of an effective SPT climate change and carbon management strategy and action plan, positive procurement policies and effective partnership working can help reduce SPT's carbon footprint and wider efforts to reduce emission.</i>

Name Neil Wylie
Title **Director of Finance & Corporate Support**

Name Valerie Davidson
Title **Chief Executive**

For further information, please contact *Bruce Kiloh, Head of Policy and Planning* at bruce.kiloh@spt.co.uk.

Appendix 1: Climate Strategy Draft Framework

1. Introduction

Responding to the challenges of climate change is now a mainstream activity for public and private sector organisations. The Scottish Government has established a legislative framework through the Climate Change (Scotland) Act 2009 which sets targets for carbon emissions reductions and places duties on public sector bodies, like SPT, to contribute to this process as well as to the requirement to adapt to the impacts of climate change.

SPT is committed to reducing the carbon footprint of our operations and ensure our property portfolio and transport services are resilient to the effects of climate change. SPT identified the need to prepare a new Climate Change Strategy, following a review of our existing Carbon Management Plan (CMP). This new Climate Change Strategy provides the framework to fulfil our responsibilities as a public body in Scotland, end our direct contributions to carbon emissions as soon as possible, and future proof our transport network against the impacts of extreme weather and rising temperatures.

Our Climate Change Strategy is focused on areas that are most within SPT's control to directly change. This includes our supply chain, our property portfolio, our staff and business travel, our operations, and the transport services and projects administered, managed and/or funded by SPT. Within this setting, SPT is aiming to be a zero-carbon emitter across our property portfolio and operations by 2030 and net zero carbon across our operational boundary by 2045.

SPT also has a role in reducing emissions and adapting infrastructure and services across the whole of the transport sector in the region, through our strategic transport framework set out in the Regional Transport Strategy. Some of these transport sector emissions are not within the scope of this Strategy but SPT will help to reduce all regional transport carbon emissions and adapt regional transport infrastructure by working in partnership to direct policy priorities, attract investment by government and the private sector, jointly deliver transport projects and interventions, change travel behaviours, and ensure a high quality, integrated, sustainable transport network for all.

It is also important that the targets detailed within this strategy are sufficiently ambitious and challenging to deliver the change required in line with wider national and local aspirations. Therefore, SPT's approach includes developing science-based targets which are measurable, attainable and in alignment with national and regional objectives and best practice. This framework will deliver significant carbon reductions as well as positive social, economic and environmental outcomes.

2. Drivers for change

2.1 Overview

SPT's Climate Change Strategy is built upon the urgent need to address the climate emergency and ensure the organisation fulfils our statutory obligations under various climate change legislation. In addition to this key driver, SPT recognises that there are a range of societal, environmental and economic factors driving the development of this Strategy. These include poor air quality, inequality and the nature emergency. Understanding these factors ensures that SPT's approach to climate change is cross-cutting and will deliver co-benefits across our business and the wider region. This chapter outlines the key drivers for change that provide the strategic rationale for this Strategy.

2.2 Climate change legislation and partnership commitments

Tackling climate breakdown is now a priority for governments, regional and local authorities, corporations and communities across the world. This reflects a recognition internationally that we will need to drastically reduce emissions of greenhouse gases if we

are to keep future average global temperatures to a level which will avoid the worst effects of climate change by. In parallel, and recognising that despite emissions reductions, there will still be significant changes in our climate and that concerted effort is required to adapt our built and rural environments to climate change to be resilient to future weather extremes.

At a national level, the Climate Change (Scotland) Acts³ and the Scottish Government's Climate Change Plan update⁴ establish the overall commitments and policy direction for climate change mitigation and adaptation in Scotland to 2045. This is the date by which the legislation requires Scotland to have 'net zero' emissions of greenhouse gases⁵ and responds to the declaration of a Climate Emergency by the Scottish Government in 2019⁶. Emissions must also be reduced to meet the statutory interim targets for 2030 and 2040 set out in the 2019 Act.

At a national level the Scottish Climate Change Adaptation Programme⁷ sets out a framework of key policies guiding adaptation and resilience responses which are being taken forward by local authorities, other agencies and the private sector. As a public body under the Act, SPT has a clear commitment to help deliver the adaptation programme in the best way calculated in our region. Again, this includes how we act corporately and in terms of our wider strategic role.

As a Public Body, SPT has statutory obligations under the Climate Change Act 2009⁸ to contribute to the targets in the Act(s) and to help deliver the national adaptation programme. To support this work, we established a Carbon Management Plan in 2009 (updated in 2019) and have reduced carbon emissions from our corporate activities and Subway operations by 57% between 2009 and 2020⁹. These reductions have been achieved from a range of initiatives including procurement of Subway energy supply from a renewables tariff, installation of renewable energy systems at bus stations and action to decarbonise our own fleet through our Zero Emissions Fleet Strategy which will ensure we meet the targets in the Climate Change Plan for no new public sector petrol and diesel vehicles (cars and vans) to be purchased by 2025.

SPT is also committed to effecting changes in our business practices to accelerate a reduction in climate emissions that contribute to Glasgow's 2030 net-zero carbon target¹⁰, as a partner and board member of the Sustainable Glasgow Initiative, and a Climate Change Champion signatory to the Green Economy Hub Charter.

2.3 National and Regional Transport Strategies

The National Transport Strategy (NTS2), which sets out four main outcomes for our transport networks to reduce inequalities, take climate action, help deliver inclusive economic growth and improve health and wellbeing. These are supported by a Sustainable Travel Hierarchy which promotes walking, wheeling, cycling, public transport and shared mobility in preference to single occupancy private car use. These principles are also reflected in the Infrastructure Investment Plan (IIP) and National Planning Framework (NPF4), Scotland's national strategies for transport infrastructure and for land use planning respectively.

³ Climate Change (Scotland) Act 2009 as amended by the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019

⁴ Scottish Government (2020) Update to the Climate Change Plan 2018-2032: Securing a Green Recovery on a Path to Net Zero

⁵ Greenhouse gases are generally defined as a 'basket' of 6 gases which have varying global warming potential. Carbon dioxide (CO₂) is the most abundant of these gases. To simplify reporting of GHG inventories, these gases are usually expressed as a carbon dioxide equivalent (CO_{2e}) and this document follows this approach. References to 'carbon emissions' are also used interchangeably and intended to be synonymous with GHG emissions

⁶ Source: <https://www.gov.scot/publications/global-climate-emergency-scotlands-response-climate-change-secretary-roseanna-cunninghams-statement/>

⁷ Scottish Government (2019) Climate Ready Scotland: Second Scottish Climate Change Adaptation Programme 2019-2024

⁸ Known as the Public Bodies Climate Change Duties (PBCCD), the annual reporting of which must comply with requirements set out in The Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) Order 2015 (as amended)

⁹ SPT Partnership Report, Climate Change and Carbon Management – SPT Progress Update, May 2021

¹⁰ As set out in the Glasgow Climate Plan <https://www.glasgow.gov.uk/CHttpHandler.ashx?id=50623&p=0>

The transport sector in Scotland currently contributes nearly 26% to national carbon emissions. The Climate Change Plan acknowledges that collaboration with local authorities and Regional Transport Partnerships such as SPT is essential in meeting outcomes around reduced private car travel, phasing out the need for new diesel and petrol cars and vans by 2030, and through collaboration to reduce emissions from buses, aviation, rail and the freight sector. The Plan update also committed to a 20% reduction in car kilometres by 2030 (against a 2019 baseline). Achieving this target will significantly contribute to meeting Scotland's statutory emissions reductions obligations.

SPT's strategic transport framework set out in the new Regional Transport Strategy has a large focus on decarbonising the transport network to be achieved through a combination of reducing the need to travel and managing demand for car travel, shifting travel from private car to public transport and walking, wheeling and cycling, and transitioning road transport vehicles from ICE to zero tailpipe emission vehicles. The RTS also sets out 3 targets related to decarbonisation including adopting to national targets for the region.

These national and regional transport strategies make evident the large role that the transport sector has in the overall approach and targets for carbon reduction.

2.4 Energy market exposure

Pursuing a strong climate change policy can help SPT reduce its exposure to future energy and fuel price increases and volatility in the energy market. Optimising our assets, reducing consumption and increasing efficiency, making best use of innovation and developing expertise in renewables and other technologies will help SPT to negate risk and maximise allocation of resources towards delivering high quality, sustainable transport.

2.5 Innovation

Climate change policy is leading to government and private sector investment and innovation in many areas including new technologies, fuels, and business models that aim to reduce the environmental impact of industry, business and consumer behaviours. It is critical that SPT structures its climate change approach to maximise these opportunities for better, cleaner sustainable transport for all. This includes developing expertise and knowledge within the organisation.

2.6 Changing weather and increased flooding

All climate change scenarios for the Glasgow City Region show that the region will experience increasing extreme weather, heavier rainfall in winter and drier summers, higher average temperatures, sea level rise and increased likelihood of flooding. The annual economic cost of climate change in Glasgow City Region is estimated to be £400 million each year by the 2050s - around 1% of current GVA. By understanding its climate vulnerabilities and taking proactive, prioritised actions, SPT can reduce adverse impacts on our staff, passengers, infrastructure and services and be a key partner in ensuring the transport network is reliable and resilient.

SPT is also a member of the Climate Ready Clyde, the regional adaptation partnership for the west of Scotland. Together with Network Rail, SPT is a joint lead of the Climate Ready Clyde Regional Transport Climate Resilience Group which works to increase co-ordination among transport partners on climate adaptation and resilience across the regional network.

2.7 Inequality and poverty

The SPT region faces substantial challenges around poverty, deprivation and inequality, with nearly two-thirds of the most income deprived areas in Scotland located in our region. This means the significant investment and effort that is going towards mitigating and

adapting to climate change also needs to be delivered in a way that also delivers fairness and tackles inequality and injustice. This is known in Scotland as the 'Just Transition'. The objectives for a just transition are mutually compatible with SPT's role in providing and promoting public and active transport across the west of Scotland.

2.8 Nature emergency

The climate emergency is also exacerbating other global phenomenon including the nature emergency and biodiversity loss. The abundance and distribution of Scotland's species has on average declined over recent decades and there has been no let-up in the net loss of nature in Scotland. Actions taken to mitigate against and adapt to climate change can also deliver co-benefits for biodiversity, for example, through integrating nature-based solutions into infrastructure and transport networks.

2.9 Air quality

Poor air quality is a significant public health issue. Air pollutants increase incidences of a large number of diseases and are bad for everyone, but have disproportionate impacts on vulnerable population groups and communities. Increasing average temperatures that will be experienced due to climate change can also increase the frequency and severity of air quality pollutants and exceedances of legal thresholds. Actions taken to reduce climate change emissions can also deliver co-benefits for better air quality.

3. Our ambition for tackling climate change

3.1 Our Vision

By 2030, SPT will be a low carbon, resource efficient and climate resilient organisation with a robust net zero carbon pathway across all of our operations and supply chains. We will have a green organisational culture and a workforce highly trained in climate change mitigation and adaptation. We will have a leading role in delivering a decarbonised and adapted transport network in the west of Scotland and will have strong partnerships in place to maximise co-benefits of green investment and innovation and ensure a Just Transition.

3.2 Our Objectives

The objectives we want to achieve through delivery of this strategy are as follows:

- **Emissions reduction** – to achieve rapid and sustained cuts in SPT's greenhouse gas emissions consistent with supporting national and regional commitments to net zero carbon and taking account of life cycle emissions in carbon management.
- **Climate adaptation** – to build the resilience of the transport network to a changing climate which can adapt to more frequent and severe extreme weather events wherever possible.
- **Just transition** – to consider all equalities aspects in our work and support national and regional plans and commitments for a Just Transition to net zero which benefits all our communities and sustains our environment.
- **Engagement and communication** – to work with national and regional partners to promote, share and embed best practices in carbon management and climate adaptation in our processes and to publicly communicate our progress with clarity and integrity.
- **Facilitate and Influence** – to facilitate and influence transport sector decarbonisation through market engagement and specifications.
- **Processes** – to embed energy and carbon management systems and climate risk assessment processes into our plans, policies, investment decisions and

communications which promotes cultural change and provides us with accurate information about our progress.

3.3 Our Commitments

On climate mitigation, SPT recognises the urgency of making rapid and sustained emissions reductions along the pathway to 2030 to help avoid the worst effects of climate change. The focus of our commitments and targets for this Strategy is therefore on action to support the statutory emissions reduction targets and adaptation activity to this period, but with an awareness of the longer-term commitments for Scotland and our region including net zero.

3.3.1 Carbon mitigation

We will build on the emissions reduction progress achieved in response to our existing Carbon Management Plan and the commitments we have made through the Sustainable Glasgow Charter to reduce the emissions of our workplace, staff and operations. We will continue to focus efforts on reduction of emissions associated with our corporate activities and from energy use of the buildings and public transport assets we directly operate to align with meeting the net zero emissions target of our regional partners of 2030.

Through the development and implementation of this Strategy we will expand the coverage of our carbon accounting process to include indirect emissions. We understand that this will increase SPT's carbon 'footprint' from the activities which have been reported on to date through the Public Bodies Climate Change Duties (PBCCD)¹¹ process. The target for our combined direct and indirect emissions will therefore align with the trajectories set out in the relevant legislation established by Scottish Government to achieve net zero emissions by 2045.

3.3.2 Decarbonisation of the transport sector

SPT aims to reduce transport sector emissions within our direct control including Subway and bus stations and staff travel, and facilitate and influence emission reductions in transport services and infrastructure that are administered, managed and/or funded by SPT including MyBus and supported bus services. SPT will also continue to aim for decarbonisation of the whole regional transport sector through our strategic transport framework set out in the RTS.

3.3.3 Adapting to climate change

Adapting to climate change that is already taking place and which is unavoidable in the future is of equal importance to action on climate mitigation. Our work on adaptation will continue to be guided by the statutory requirements of the Climate Change Act and through partnership working with our regional partners, in particular through Climate Ready Clyde and the Regional Transport Climate Resilience Group co-chaired with Network Rail and our work with Glasgow City Council's Climate Emergency Working Group. Through this Strategy, and the roll out of future implementation plans, we will progress a systematic framework of climate risk assessment to inform action planning within SPT. This will be adopted in the operation, maintenance and asset development processes we employ in operating and maintaining the Subway and bus stations across the region we manage to ensure that our assets are as resilient as possible to future climate and predicted weather extremes. We will work with our regional partners in adopting climate risk assessment processes to cover other aspects of our scope including our support for bus and community bus services and through grant funding of local authority transport projects.

¹¹ Details of the Public Bodies Climate Change Duties process can be found at <https://sustainablesotlandnetwork.org/reports>

3.3.4 Taking action and monitoring progress

As our Strategy continues to develop and where we progress implementation plans in future, we will continuously monitor our performance and review the targets and commitments for climate mitigation and adaptation to reflect progress and priorities together with any future changes in national legislation and policy. We will review and refresh this Strategy at least every five years.

3.4 Our Targets

SPT has set provisional policy-based targets for the strategy, based upon the national climate change targets set out in legislation. These targets are specific to SPT's operational emission boundary set out in the next chapter.

Target 1: SPT aims to have zero carbon emissions across our Scope 1 and Scope 2 operational emission boundary by 2030.

Target 2: SPT aims to have net zero carbon emissions across our full operational emission boundary by 2045.

These targets will be revisited during the next stage of strategy development when quantitative carbon reduction pathways are established for different parts of the business. This will ensure the targets are ambitious, but feasible. Additionally, any changes in emission accounting best practice over the next few years may require adjustments to targets and carbon emission pathways.

4. SPT's approach to carbon reduction

4.1 SPT's operational emissions boundary

Our operational emissions boundary map, as shown in Figure 1, has been developed using best practice and guidance including the GHG Protocols. The map provides a clear representation of the direct and indirect emissions that SPT is including within its Climate Change Strategy.

SPT recognises the wider influence our operation and activities have on emissions generation, and in alignment with best practice for public sector reporting of emissions sources, we have included Scope 1, 2 and 3 emissions within our reporting boundary. Under the 'Climate Change (Duties of Public Bodies; Reporting Requirements) (Scotland) Order 2015', amended by the 'Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) Amendment Order 2020'. SPT is a public body and already prepares annual reporting on climate change duties. However, going forward, SPT will integrate the requirements of the PBCCD reporting with activities co-ordinated through Strategy implementation and incorporation of Scope 3 emissions reporting.

SPT's Scope 1 and 2 emissions will incorporate direct and indirect emissions arising from sources that are owned and operated by SPT, for example Scope 1 will include activities related to the burning of fossil fuels, combustion emissions from our fleet, as well as gas and boiler use; while Scope 2 will include indirect greenhouse gas emissions arising from the generation of purchased electricity for use within office buildings, electric vehicles, passenger information systems and Subway services.

Scope 3 emissions arise from sources not owned or controlled by SPT but are a consequence of our operations and policies. For SPT, Scope 3 'upstream' emissions are those associated with SPT's supply chain including purchased materials and services. Scope 3 'downstream' emissions are attributed to transport services and projects not directly operated or delivered by SPT, but resulting from SPT's role in specifying, administering and funding transport services and infrastructure. It is important to emphasise that how Scope 3 emissions are accounted for without 'double-counting' by

one or more organisations is an ongoing issue across the emissions sector, and similarly, how specific Scope 3 emissions can be the responsibility of an organisation when decisions affecting them maybe out with their control and decision-making processes. SPT will continue to seek to clarify and refine its processes and reporting in this regard.

4.2 Regional Transport Strategy and transport sector emissions

This strategy is focused on SPT's corporate climate change targets and operational emission boundary. However, given SPT's role as an RTP, it is useful to describe the relationship between this strategy and wider transport sector emissions and targets. This helps ensure that all emissions of interest to SPT are accounted for within our strategic frameworks and plans. This is also useful for future planning as SPT's operational emission boundary could change if powers and operational roles evolve over time.

SPT's statutory role in preparing and monitoring a Regional Transport Strategy means the organisation has an interest in transport sector emissions as a whole. Some emissions within SPT's operational emission boundary (Figure 1) contribute to overall transport sector emissions (e.g. Subway, staff commuting, supported bus services). SPT's work to reduce these emissions through this Climate Change Strategy will contribute to the targets in this Strategy as well the RTS emission reduction target for the transport sector. Additionally, there are carbon emissions arising from the wider transport network that are outside SPT's operational emission boundary, but within SPT's role in influencing sustainable transport policy and investment. This includes emissions from heavy rail and ferry networks and road network emissions not accounted for in Figure 1 (e.g. car-based commuting excluding SPT staff).

Figure 2 summarises the transport sector emissions of interest to SPT within the framework of the Regional Transport Strategy. The emissions shown in green are not within scope of this corporate strategy. However, some of these emissions could become a part of SPT's operational emission boundary in future if SPT's powers and role in the development and operation of regional transport infrastructure and services evolves.

4.3 SPT Carbon Footprint and Reduction Pathways

SPT will calculate a new carbon 'footprint' based upon our new operational emission boundary set out in Figure 1, which will ensure we have a detailed, comprehensive, and quantified understanding of all scope 1, 2 and 3 emissions in our boundary.

SPT will appraise carbon reduction options and develop carbon reduction pathways for each part of the business, setting out how and when carbon reductions will be achieved to meet the targets. We will test our 2030 and 2045 targets within each pathway and identify priority areas for action/investment as well as key risks and challenges to realising the targets. The carbon reduction pathways will be set out as an action plan and programme. Staff engagement and training will be carried out to ensure everyone understands their individual and department's roles in delivering the strategy and action plan.

We will develop improved monitoring tools and reports to continuously assess progress and performance towards the targets. Relevant legislation, duties, external funding sources and best practice will be regularly reviewed to ensure compliance and maximise opportunities.

5. SPT's approach to Climate Risk Assessment and Adaptation

SPT will develop a corporate approach to climate risk assessment to ensure consistency of consideration of climate vulnerability and responses across the organisation's physical assets, transport services, future projects and its key infrastructure dependencies.

Using Adaptation Scotland's Climate Risk Assessment and wider set of supporting tools within the Adaptation Capability Framework, SPT will generate an organisation-wide climate risk assessment which will be integrated within existing corporate risk planning procedures. By setting a framework and knowledge-base for adaptation, subsequent planning and targeting of adaptation response work can prioritise available budgets on the most vulnerable receptors and highest risk activities.

It is important to recognise the need for adaptation integration with emissions management, as well as the wider impact our activities may have. Therefore, as part of our future adaptation planning, climate risk associated with new infrastructure and other investments in public transport services will be measured through utilisation of an asset life cycle assessment. This will include a cross-compliance check in relation to emissions reduction potential, environmental impacts or wider equalities issues to develop nature-based interventions to manage climate risk which present opportunities for carbon sequestration and biodiversity enhancement as well as climate resilience.

Early engagement with key suppliers and partners is critical in order to promote resilience in inter dependant systems, networks and supplies, as well as promote the need for adaptation action across the public and active transport community in the West of Scotland. By doing so, SPT can raise expectations and demands in relation to the climate policies and procedures of the value chain. Training will be provided for key officials tailored to job roles to support the Strategy's implementation and ensure an appropriate level of capacity to manage this within the organisation.

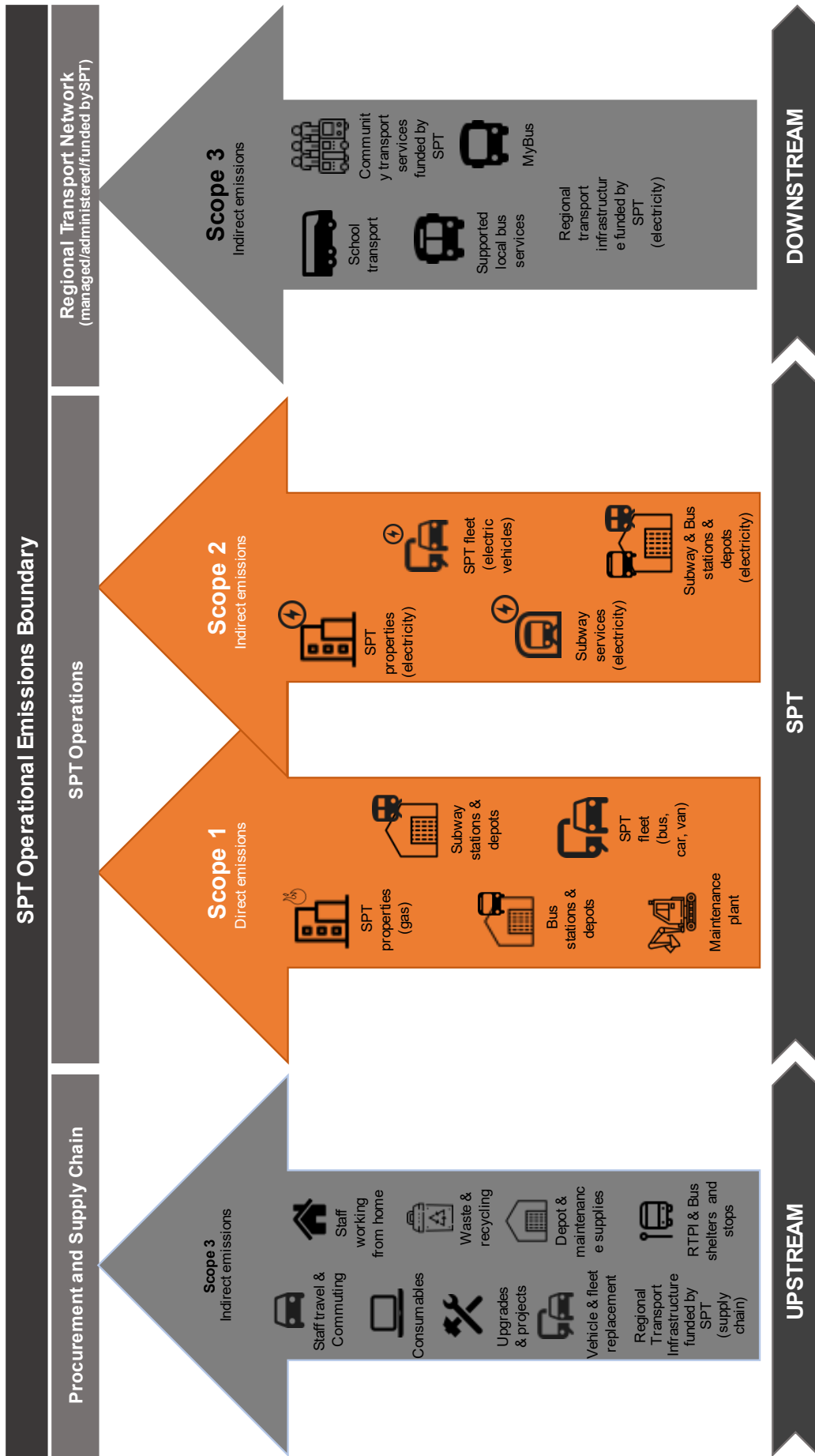


Figure 1. SPT's operational emissions boundary map.

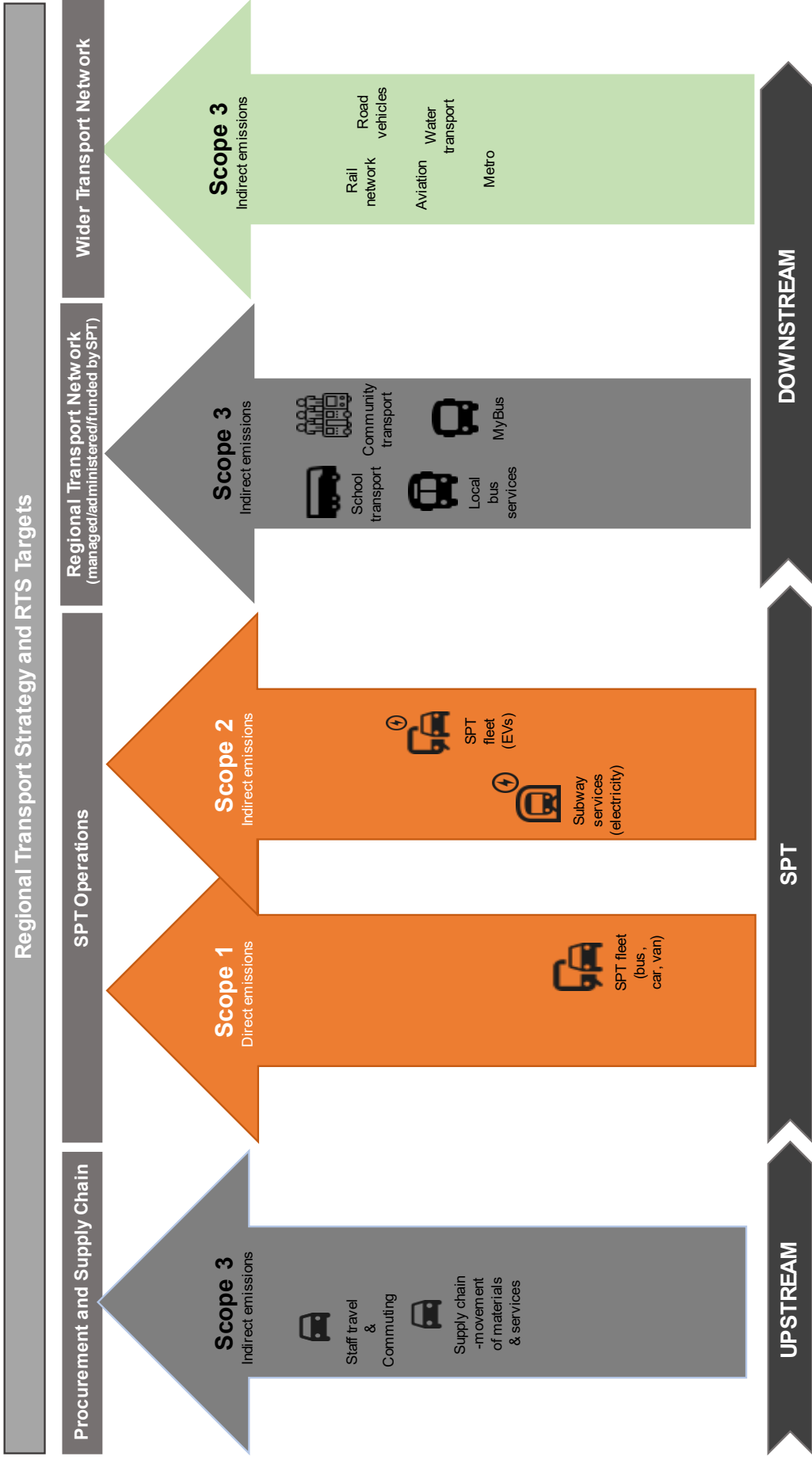


Figure 2: Regional transport sector emissions