

# National Park Authority Board Meeting

Agenda Item 9

## Mission Zero Target Setting

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### *Paper for noting*

#### 1. Purpose

- 1.1. To update Members on progress with our Mission Zero Route Map prior to the December Board meeting.

#### 2. Recommendations

- 2.1. Board members are asked to:

- i. Note progress on our Mission Zero Route Map.

#### 3. Contribution to National Park Partnership Plan and Our 5-year Plan

National Park Partnership Plan:

Outcome 1: Natural Capital  
Outcome 3: Climate Change  
Outcome 4: Land Partnerships  
Outcome 5: Recreation Opportunities  
Outcome 8: Visitor Management  
Outcome 10: Placemaking  
Outcome 11: Sustainable Growth  
Outcome 12: Sustainable Population

Our 5-Year plan:

Priority 3: Sustainable Organisation  
Priority 5: Placemaking & Sustainable Communities  
Priority 8: Communication and Engagement

#### 4. Background

- 4.1. In June 2020 Board were presented with a CEO update paper<sup>1</sup>, which contained an update on our activity towards the creation of our draft Mission Zero Route Map. This document is the plan for how we will reduce our carbon emissions over time to net-zero as our corporate contribution towards Scottish Government climate change targets. This paper provides a brief update on current progress ahead of a draft Route Map being presented to Board in December 2020.

- 4.1.1. The lockdown impacts of the COVID-19 pandemic has meant that work on the draft Route Map has slowed, but not stopped. It has also fundamentally shifted the social and economic landscape within which much our work is framed and has re-framed how we look at creating a more sustainable future. The existential challenge of the global climate emergency remains regardless of the impacts of the pandemic, and recent flooding events and the landslip at the Rest and Be Thankful remind us that the impacts of

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<sup>1</sup> June Board meeting, agenda item 6, section 6.

# National Park Authority Board Meeting

Agenda Item 9

## Mission Zero Target Setting

---

climate change are local as well as international and very real in the National Park.

- 4.2. Scottish Government climate change targets include achieving net-zero emissions by 2045 and a 75% reduction in emissions by 2030. As a public body we are required to demonstrate our progress towards achieving these targets, and so work on tackling the climate emergency through our new Route Map has continued, building on six years of climate activity and associated annual reporting through our existing Climate Change Action Plan and public body duties reporting.
- 4.3. Since the last Board meeting much work has been carried out by Scottish Government and its agencies on the Green Recovery Plan<sup>2</sup> as we seek to recover from the huge impacts of the pandemic. The plan aims to rebuild a greener, fairer and more equal economy in Scotland, and work is underway as to what this would look like across the National Park – see CEO update paper 5. Our work on a just transition<sup>3</sup> to net-zero, though our Route Map will sit at the heart of a green recovery for the National Park, as does our strength as a collaborative and facilitating organisation working with different sectors, partners and stakeholders. The experiences of lockdown have also given us the unintended opportunity to consider how the National Park Authority might reduce its carbon footprint, through different ways of working. We continue to engage across our internal stakeholder groups, such as the Climate Change group and Youth Committee through virtual meetings and discussions, to ensure we build understanding and share ideas across the organisation during this time.
- 4.4. The complementary work of the Wild Park programme includes important nature-based solutions to tackling the climate emergency such as peatland restoration and woodland creation. For enduring, long term success in achieving net-zero we will need to apply a climate and nature ‘filter’ to all our work moving forwards. The Route Map will set out how we do this.

## 5. Progress with draft Mission Zero Route Map

- 5.1. This section provides an update on key areas of work.

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<sup>2</sup> “A green recovery is one that delivers economic, social and environmental wellbeing and responds to the twin challenges of climate change and biodiversity loss” Scottish Government - [https://www.parliament.scot/S5\\_Environment/General%20Documents/ECCLR\\_2020.05.08\\_GR\\_IN\\_CS\\_response.pdf](https://www.parliament.scot/S5_Environment/General%20Documents/ECCLR_2020.05.08_GR_IN_CS_response.pdf)

<sup>3</sup> “The need for Governments to take action to reduce emissions in a way which is fair and leaves no-one behind” <https://consult.gov.scot/just-transition-commission/just-transition-commission-call-for-evidence/>

# National Park Authority Board Meeting

Agenda Item 9

## Mission Zero Target Setting

---

- 5.2. **Baseline emissions data** - Critical to our ability to understand and set targets around reducing our climate emissions<sup>4</sup>, is our confidence in the data we hold on our emissions as an organisation. Our focus continues to be on those emissions which we have agreed to include within the boundary for our Route Map.

These include emissions from:

- Fleet transport (vehicles: land and water),
- Other transport (personal vehicle use for work purposes), and public transport;
- Electricity use across all our sites;
- Buildings (gas: natural and LPG, water and woodchip);
- Waste production across all owned or managed sites.

We have made good progress in gathering much of this data but there are areas which we do not have any baseline data for, such as our levels of water use, or emissions associated with waste levels. Some data updates are also not currently available due to the lack of available data sources or staff capacity which was adversely impacted by the need to focus on COVID-19. We will be focusing on closing these knowledge gaps in the coming weeks.

- 5.3. **Emissions Reduction Feasibility Study** – We have just appointed a consultant to support our work on target setting by identifying emissions reduction opportunities and renewable energy generation opportunities across our estate. This study and subsequent report will provide us with a list of prioritised, costed, emission reduction recommendations for infrastructure, capital investment and will include any changes we may need to see to behaviour (e.g. how we promote Volunteer Ranger activity on foot or by bike), by mid-October 2020.

This work will provide expert external scrutiny of our baseline information and operational activity and allow us to create a more robust set of emissions targets based on valid operational actions and contribute to our draft Route Map.

- 5.4. **COVID-19 Impacts Assessment** – As with many organisations we are aware that one of the unintended impacts of the pandemic has been the huge reduction in travel as a result of the necessary need to lockdown the population. This has resulted in some positive environmental benefits, including a reduction in travel-related emissions. To allow us to consider how we might further realise these benefits in the longer term, Managers across the organisation have undertaken initial conversations with their teams on their experiences through lockdown and to gauge attitudes towards potential further working from home. Opportunities now exist for the organisation to consider future office and home working arrangements and how these could help reduce emissions, potentially improve wellbeing, while being mindful of individual staff circumstances and roles, and operational needs. Discussions with staff on this subject will continue in the coming weeks and feed into the development of the Route Map.

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<sup>4</sup> Emissions from carbon dioxide and other greenhouse gases.

# National Park Authority Board Meeting

Agenda Item 9

## Mission Zero Target Setting

---

### 6. Emissions Reduction Targets

- 6.1 In order to meet the objective of contributing to national targets for net-zero, our Route Map will need to contain targets for emissions reductions and other associated activity. These will focus primarily on our areas of greatest emissions, namely vehicle use, energy use and waste production.

Our approach to setting draft targets will be ambitious and aim to drive change in the way we work and in our organisational behaviours, but mindful of operational and staff considerations. Targets will likely be incremental and over an initial three year period with associated action plans for delivery. This will bring target reporting in line with annual reporting and the creation of our next National Park Partnership Plan in time for 2023/24.

- 6.2 For illustrative purposes members are invited to note the example below of a draft emissions reduction target, likely to be contained in the draft Route Map:

Climate Sector	Emission Source & baseline level from 2015/16	Target 20/21	Emission saving	Target 21/22	Emission Saving	Target 22/23	Emission Saving
Transport	Land fleet 74.6tCO <sub>2</sub> e	Electric Vehicles used as 50% of overall travel miles (emissions)	50% = 37.3 tCO <sub>2</sub> e saved	EV used as 65% of overall travel miles (emissions)	65% = 48.5 tCO <sub>2</sub> e saved	EV used as 80% of overall travel miles (emissions)	80% = 59.7 tCO <sub>2</sub> e saved

### 7. Conclusion

- 7.1. Members are asked to note progress ahead of being presented with a draft Mission Zero Route Map for the National Park Authority at the December Board meeting.
- 7.2. Members are also asked to note that the current COVID-19 situation has resulted in some rapid changes that had to be made to adapt our working practices some of which has provided some opportunities to consider and discuss how potential significant operational changes can be explored which would benefit our net-zero ambitions.
- 7.3. It is acknowledged that our net-zero work is a key strand of our wider work towards a green recovery.

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