



Midlands Highway Alliance Plus
MHA, MSIG, WMHA: Moving Forwards Together

CMPs – Key Learnings

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Agenda

- Why are CMPs needed?
- Key requirements
- Data and inputs
- Lessons learned

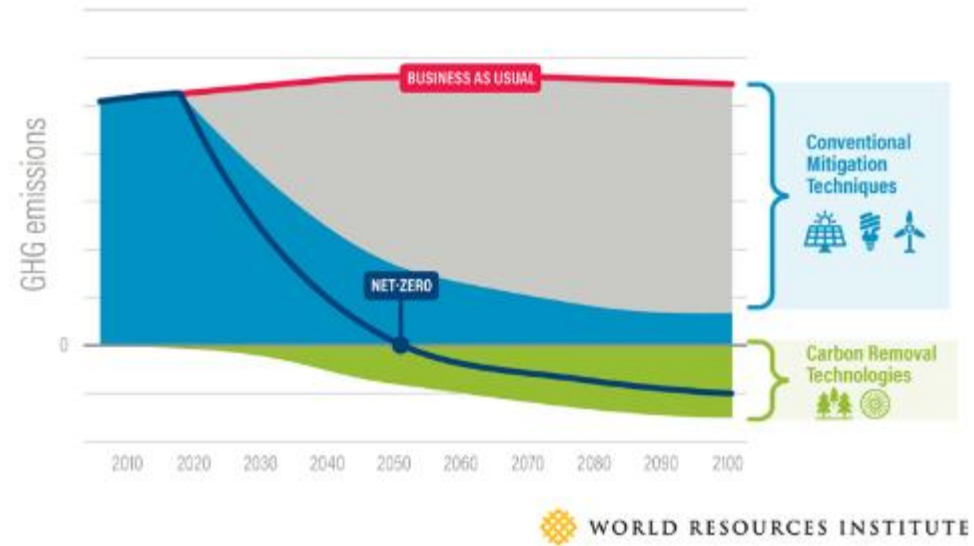
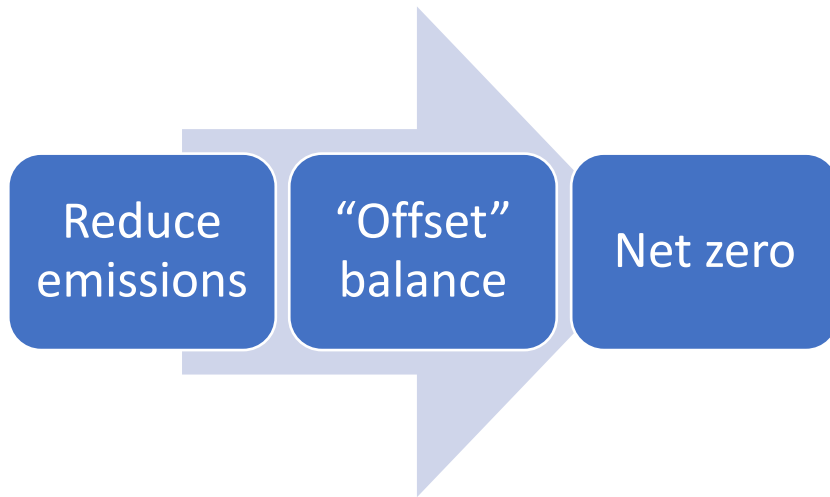
Carbon Reduction and Value

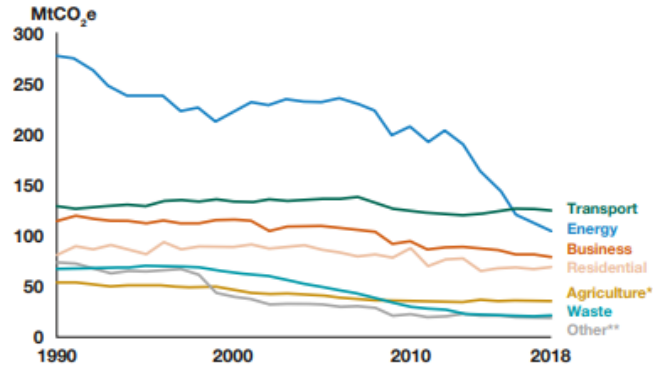
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Achieving Net Zero

- The balance of human generated GHG emissions with GHG removals. Focus on 'absolute reductions' prior to carbon removal/ offsets.



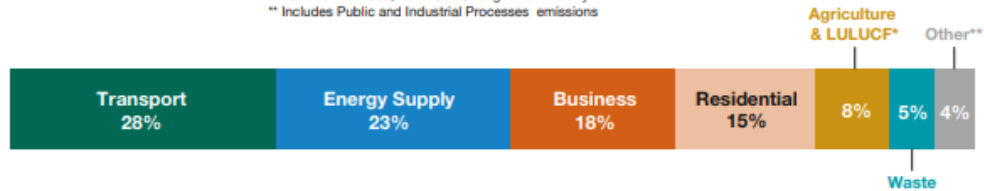


* Includes Land Use, Land Use Change and Forestry
** Includes Public and Industrial Processes emissions

Transport became the largest emitting sector of GHG emissions in 2016

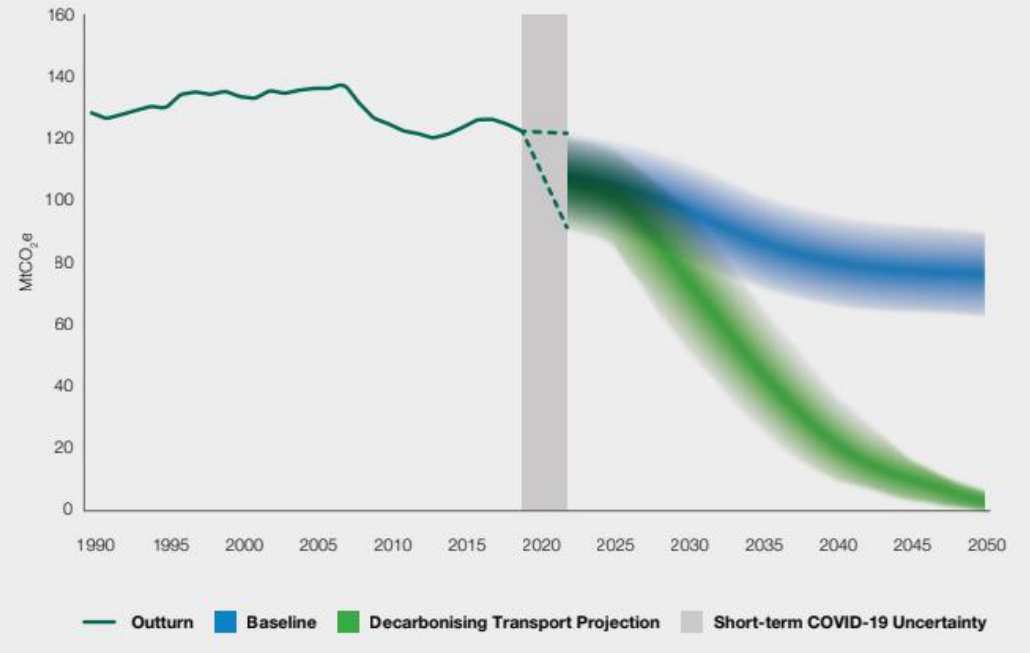
This follows large decreases in energy emissions while transport emissions have remained relatively static.

451 million tonnes of CO₂ equivalent (MtCO₂e) is the total net domestic greenhouse gas emissions from all UK sectors in 2018, down 2.1% from 2017.



Source: 2018 UK greenhouse gas emissions¹⁰

Figure 2: Decarbonising Transport domestic transport GHG emission projections, versus the baseline*



DfT, 2021, Decarbonising Transport A Better, Greener Britain

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Why?

- Department for Transport requires a CMP to be included with business case submissions for funding
- National commitment to net zero by 2050
- Early consideration of carbon results in greatest carbon reduction opportunities

What?

- Carbon Management is the *“assessment, removal and reduction of Greenhouse Gas (‘carbon’) emissions during the delivery of new, or the management of existing, infrastructure assets and programmes”*
- The CMP must indicate how carbon emissions will be managed and reduced across the whole course of the project lifecycle, from project conception to end of life
- Adopt the principles of PAS 2080
- Responsibilities for carbon management at all stages of the project clearly defined



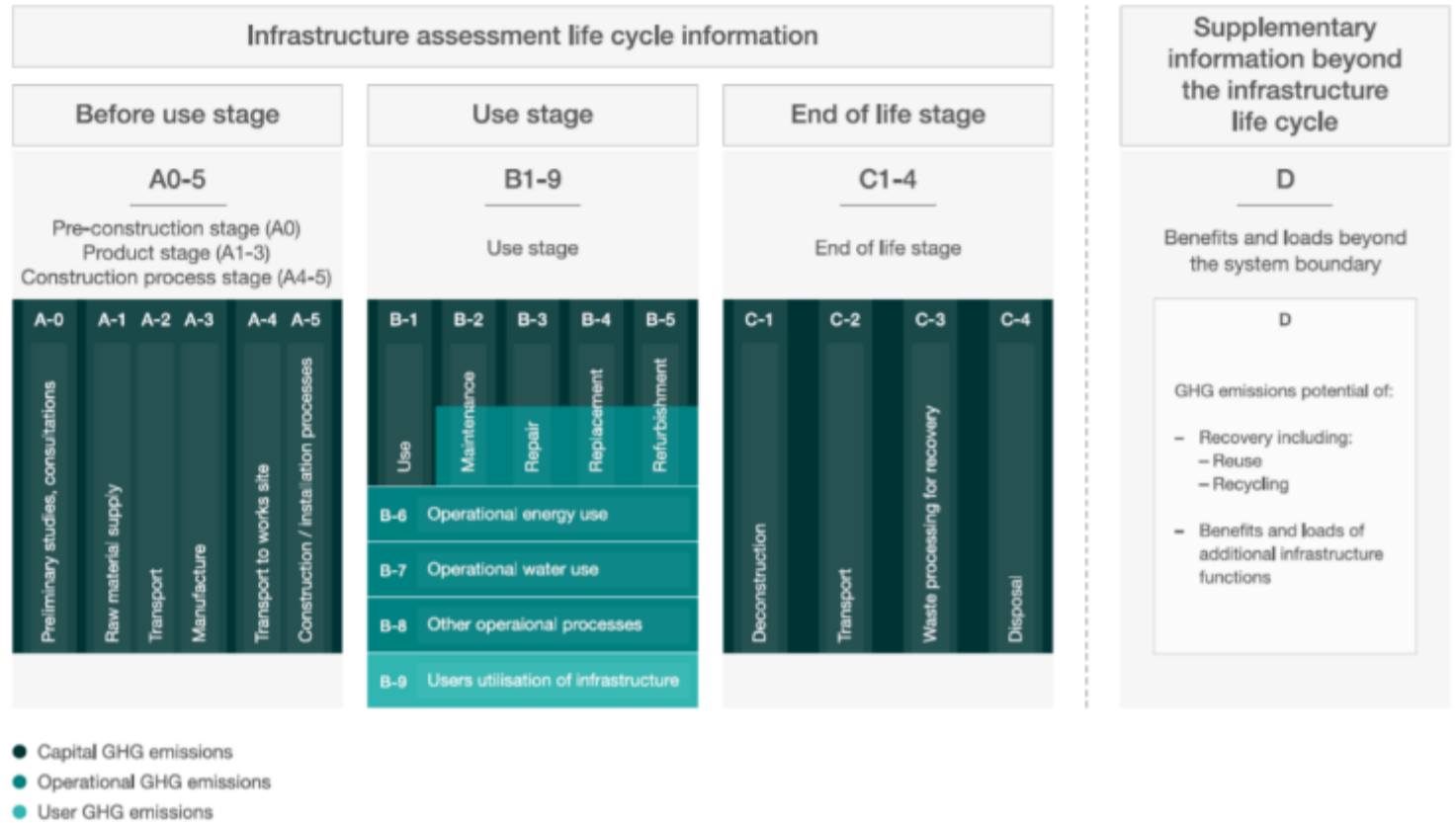
Business Case Stage	Carbon Management Activities
<p>SOBC: Set carbon reduction targets against baseline</p>	<p>Establish the frequency of carbon emissions quantification and reporting during delivery of the project to ensure that quantification sufficiently informs decision-making.</p> <p>Calculate a baseline value and set targets relative to the baseline. This can be done at an individual asset and/ or programme level.</p> <p>Set carbon reduction targets which are also cost reducing on a whole life basis. Targets can relate to Whole Life Carbon or a breakdown of targets for Capital, Operational or User Carbon can be provided.</p> <p>Clarify how carbon reductions will be measured, i.e. as a total reduction figure or as a carbon intensity figure (tCO₂e / £'000).</p>
<p>OBC, FBC, in construction and project closure</p>	<p>Assess and report emissions against baseline in order to track progress against the reductions target. Review and amend policies as needed.</p>



Establish the baseline emissions associated with the activities with each PAS 2080 stage, and the approximate contribution of the activity per stage.

The baseline:

- Helps you understand which activities are major sources of emissions
- Highlights any excessive emissions
- Provides a basis for carbon reduction targets and activities
- Provides a basis, against which carbon reduction can be measured, tracked and reported



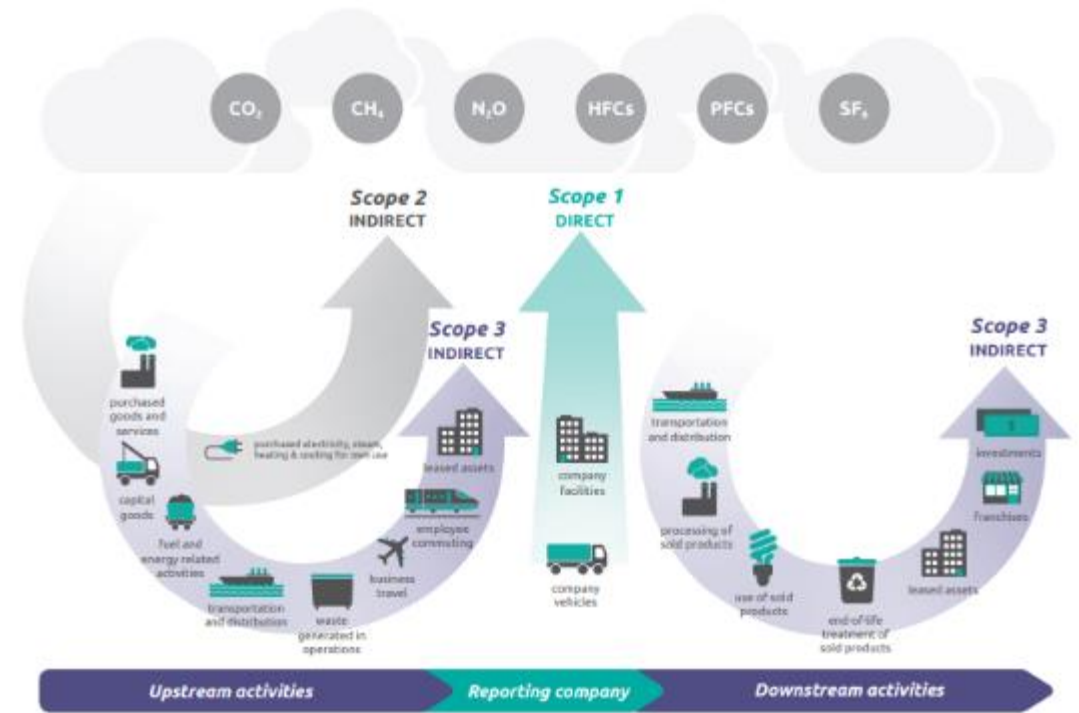
Key Learning 1: Data Availability

- Getting accurate data at the early stages of the project
- Spend or previous experience information
- Traffic modelling data – needs to have AQ assessment included
- Construction phase data – ECI a great help
- Make sure the data is consistent with other uses – e.g. planning



Key Learning 2: Consistency with Climate Emergency Pledges

- Some climate officers not aware of the requirements
- Focus is currently on LA's Scope 1&2
- New emissions (particularly in the lifecycle phase) not planned in inventories
- Awareness raising needed
- Maintenance team involvement





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Key Learning 3: Multiple Projects

- Many projects are phased, or in close proximity
- Total carbon and traffic benefits actually come as 'whole'
- Collaborative planning & opportunity identification
- Programme level CMP
- Wider stakeholder engagement e.g. members



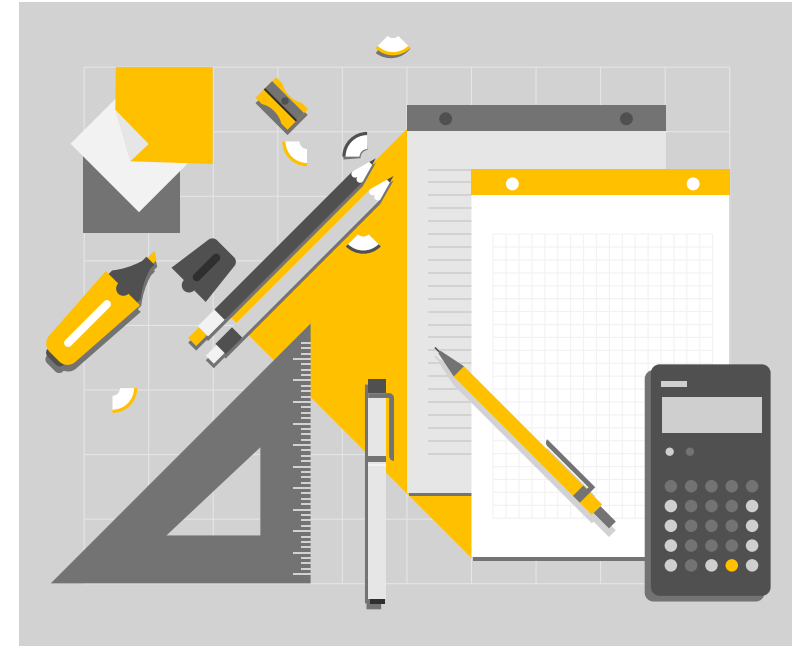
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Key Learning 4: Targets

- Baseline tends to be absolute
- Relative measures potentially more effective (kg CO₂ per passenger km)
- MHA-wide suite of targets?
- Focus on the hotspots
- Ownership (including ECI)



Key Learning 5: User Emissions?

- User emissions (B9) currently the greatest contributor
- Aligned with national strategy
- Electric vehicles are not zero emission
- Local initiatives
- Scheme considerations

