

British Ecological Society

Residual Carbon Emissions Report 2022

The British Ecological Society seeks to reduce its carbon emissions as much as possible and all staff remain committed to acting in ways that limit the environmental impact of our activities.

2022 was a busy year, we are beginning to move beyond the pandemic and the positive opportunities we identified and to embed them within our future activities. We have also reinstated many activities we undertook prior to 2020.

2022 is the baseline year against which as we aim to reduce our carbon emissions by 30% by 2025.

1. In the office

The BES office was open throughout 2022, usually for 4 days each week. Most staff work in the office 3 days each week and 2 days from home.

Previously we have been recording our electricity based on 2019 estimates. We now have a more accurate and meter-reading-based measurements recorded monthly on our use of electricity. The society reports our electricity usage and is committed to a 100% renewable tariff.

Water and waste remain a challenge as we operate our office within shared premises.

2. Out and about

2022 GHG emissions data include new reporting on homeworking and this has been included in our annual report for all staff.

A small number of SIG events ran, although the number of events remains below pre-pandemic levels. A pilot activity working with SIGs struggled to obtain data we need on venues and only 1 data set was obtained; barriers to finding data included local organisers not able to identify the right people within the university to ask or data were not available for the scale of the event hosted. Work will need to continue in this area in 2023.

The majority of other face-to-face activities / hybrid events across the society were reinstated reflecting a return to more normal business in 2022

To reduce carbon emissions from travel, in 2019, the BES implemented a new travel policy which bans internal flights within mainland UK. However, the 2022 BES annual meeting took place during a period of significantly challenging travel conditions beyond our control and this required short notice permission to fly London–Edinburgh for a small number of staff. Travel in the latter half of the year was much higher than across all areas of the Society.

3. How we measure carbon

The Society has now established a reasonably robust mechanism to record carbon emissions throughout the year. Data are collected on reporting areas from a variety of

business accounts, expense forms and invoices. Carbon data are now allocated to the department responsible for their emission so that we are better able to identify the areas from which we can more easily reduce our emissions.

4. Key messages from our 2022 residual Carbon Emissions

Travel remains a significant portion (58%) of our carbon emissions; it is BES travel policy to travel via economy class, via train or public transport wherever practicably possible. Exceptions are made for inclusivity purposes and duty of care of those travelling on our behalf during early/late hours. 49.95 tCO₂e were emitted in 2022, of which 38.85 tCO₂e (77%) were as a result of flights to and from our own and other conferences. Train travel accounts for 52% of all journeys taken and finally car travel (includes all courier travel) remains high, this is in part due the final stages of the Connecting Schools to Nature project where staff worked in rural areas and depended on their cars for travel. This should reduce in 2023.

The annual meeting in 2022 does contribute a significant proportion of our total carbon emissions (28%) when including all staff/ BES guest travel and accommodation.

Our gross total 2022 carbon emissions are: 83.48t CO₂e as calculated below, and net emissions (excluding 100% renewable tariff electricity) are **79.05tCO₂e**

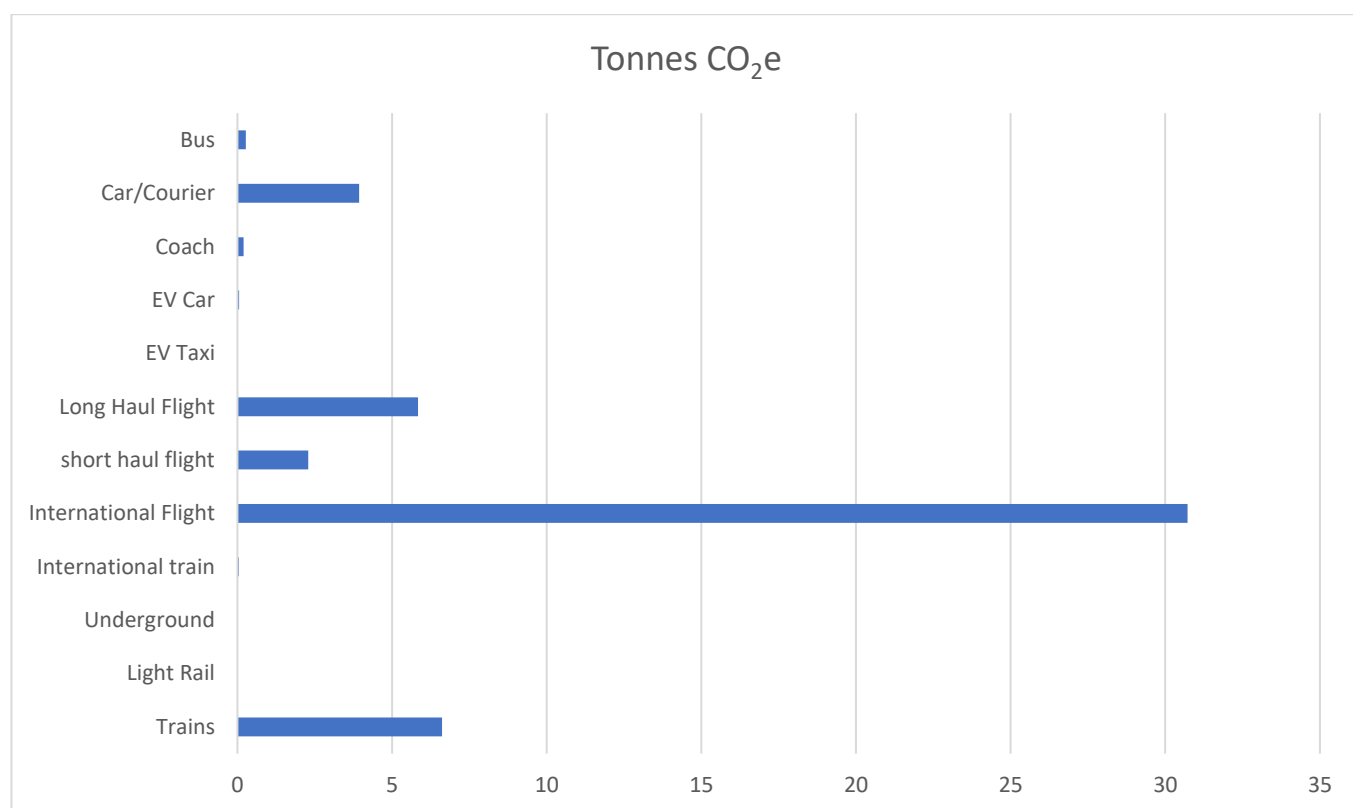
Category	Scope	Total Across Organisation				Annual Meeting data only		
		Units	Unit Description	Tonnes CO ₂ e	BES Value £	Units	Tonnes CO ₂ e	BES Value £
Travel	3	483	Number of journeys made	49.95	10755.75	141	20.36	5142.03
Hotels	3	586	Number of nights per person	11.17	1367.71	242	2.54	640.33
EICC Venue	3	1	Actual EICC	0.43	108.34	1	0.43	108.34
Paper	3	21800	Niche copies	4.36	910.69			
Electricals	3	16	New electronic Purchases	0.49	124.63			
Electricity	2 and 3	43392.3	Kilowatt Hours	9.55	287.28*			
Water	3	4.9	cubic metres	0.00204	0.51			
H/working	3	3290	days	7.53	1898			
Total				83.48	15165.63		23.33	5890.7

***Note: BES value calculated based on net residual emissions for electricity of 1.14 tCO₂e**

Further detail on travel emission by mode of transport

Category	Scope	Mode of travel	Total Across Organisation including Annual meeting			Annual meeting only		
			Number of Journeys	Tonnes CO ₂ e	BES Value £	Number of Journeys	Tonnes CO ₂ e	BES Value £
Travel	3	Trains	252	6.61	1161.68	68	1.9	488.47
		Light Rail	5	0	0.63	4	0.002	0.60
		Underground	9	0.004	39.33	1	0.0001	0.22

	International Train	6	0.04	10.65			
	International Flight	19	30.72	7,742	7	12.02	3029.87
	Short Haul Flight	17	2.29	577.02	15	1.93	486.41
	Long Haul Flight	14	5.84	147.38	7	3.55	894.88
	EV Taxi	2	0.0004	0.10			
	EV Car	1	0.05	12.39			
	Coach	2	0.2	6.19	1	0.00003	1.01
	Car/Courier	88	3.93	989.95	29	0.9	225.86
	Bus	68	0.27	68.43	9	0.06	14.71
	TOTAL	483	49.95	10755.75	141	20.36	5142.03



5. Next steps:

Our estimates for 2022 were much lower than the actually reported final carbon emissions. As we improve systems, we will need to support all staff in planning and sharing their planned carbon emissions especially during the budget planning cycle.

The implementation plan for the 2023-2025 BES Strategy sees a reduction of carbon emissions of 30% over the duration of the plan, so a key focus for 2023 is to aim for a reduction of at least 10% across the Society's activities.

The newly established staff Sustainability Champions Group will be crucial for enforcing this message to deliver results, making teams aware of the carbon impacts of their activities and seeking out measures to reduce them.

However, one hurdle in reducing 2023 emissions by 10% over 2022 is the Annual Meeting taking place in Belfast again, so the nature of travel arrangements and business need for staff to attend the meeting need to be carefully weighed up against incurred emissions.