

2019/20 Annual inventory of Council’s emissions profile and progress update

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Part 1: Overview

Purpose:

To provide a detailed annual inventory of Council’s emissions from its operations, and a progress update on meeting the net zero emissions target by 2025.

Key findings are:

- 1) Council is on track for meeting target
- 2) Electricity contract 100% carbon offset
- 3) 7% reduction in electricity sector actual emissions
- 4) 0.5% reduction in streetlight electricity usage due to replacement of 260 bulbs with LEDs
- 5) 5% increase in fuel usage
- 6) 4% decrease in waste water fugitive emissions, despite a 5% increase in flow

Summary

Byron Shire Council has experienced a 26% reduction in organisational carbon emissions compared to the previous year. This was predominantly due to the electricity contract with Powershop that fully offset electricity use (only half of the 2018/19 financial year was offset as the Powershop contract commenced in January 2019), and the natural decline of landfill gas fugitive emissions. This reduction brings Council on track to meeting the target of net zero emissions so long as this level of electricity offset is maintained in perpetuity.

The *Net Zero Emissions Action Plan for Council Operations 2025* (the Action Plan) was adopted by Council at the Ordinary Meeting of 26 November 2020 (**resolution 20-628**). The Action Plan maps a path for future activities that Council will undertake in order to reduce emissions from Council operations. It was designed to align with the Delivery Program and Operational Plan and allocates responsibility for specific actions to different Directorates. This will keep staff accountable and help track progress. There are five objectives, based on Council’s principal sources of emissions, which provide the Action Plan’s basic structure:

- Objective A – Electricity;
- Objective B – Fuel;
- Objective C – Waste, Water, and Sewer;
- Objective D – Governance; and
- Objective E – Community Infrastructure.

Actions within the Action Plan are labelled based on the emissions objective (i.e. sector) they correlate to. For example, under Objective A – Electricity, Action A1 is “investigate 5MW solar farm at Dingo Lane, Myocum”. Actions from the Action Plan that are relevant to reducing emissions in a specific sector this financial year are referenced in Part 2 of this inventory. Operational Plan (OP) activities are linked where relevant.

Table 1 and Figure 1 below show how Council is tracking towards the net zero target.

Table 1 – Total actual and net emissions since baseline year 2015/16

Financial Year	Actual Emissions (tCO2e)	Net Emissions (Offset) (tCO2e)	Target (tCO2e)
2016	21,389	21,389	21,389
2017	20,701	20,701	19,250
2018	19,122	19,122	17,111
2019	18,325	15,700	14,972
2020	16,470	11,613	12,833

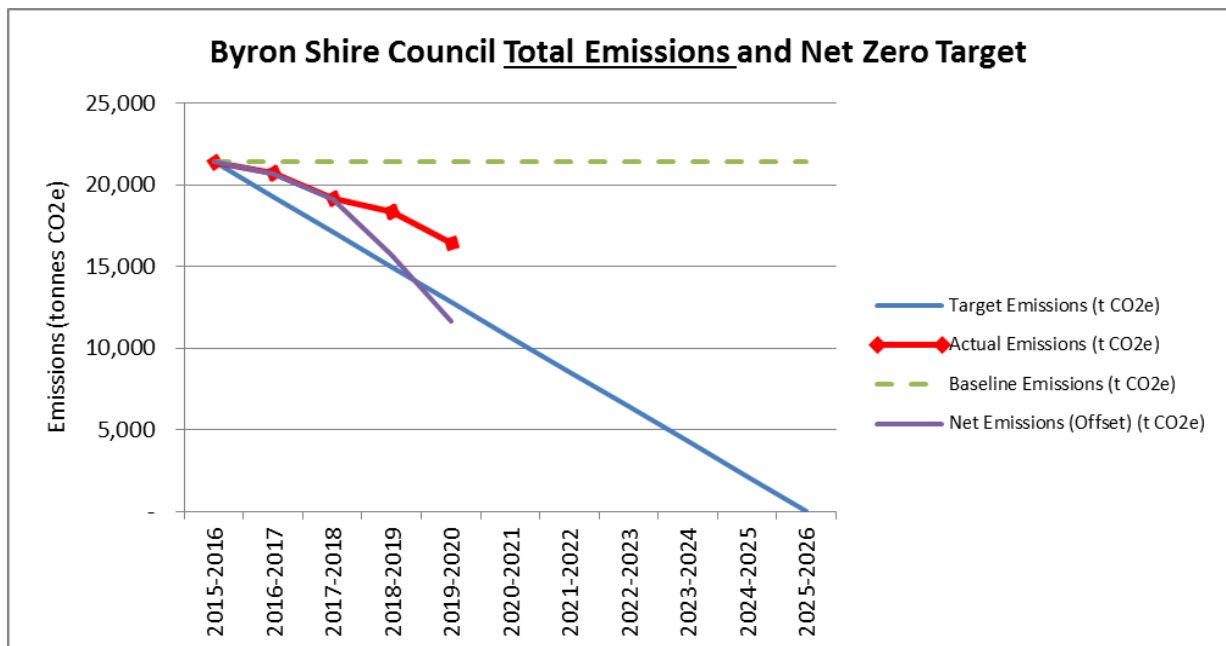


Figure 1 - 2019/20 Total Council emissions tracking towards 2025 target

Background

Scopes

Byron Shire Council uses the National Greenhouse Gas and Energy Reporting (NGER) methodology for its monitoring and reporting of carbon emissions. Historically Council has reported its annual emissions inventory across scopes 1 and 2.

Council introduced a selection of scope 3 emissions in the 2018/19 inventory. No new scope 3 emissions have been included in this 2019/20 inventory. As presented in the *Net Zero Emissions Strategy for Council Operations 2025*, Council will add more scope 3 emissions to the inventory as technology and processes for monitoring are developed and data becomes available. The addition of scope 3 emissions is also supported by the recently adopted *Net Zero Emissions Action Plan for Council Operations 2025*. Action D5 in the Action Plan is to “Develop an emissions disclosure framework for staff”. One of the measures against that Action is “Define Council’s emissions boundary in accordance with Climate Active guidelines”, which includes the addition of scope 3 emissions.

The NGER framework defines scopes 1, 2 and 3 as:

- **Scope 1** greenhouse gas emissions are the emissions released to the atmosphere as a direct result of an activity, or series of activities at a facility level (e.g. burning of fuel).
- **Scope 2** greenhouse gas emissions are the emissions released to the atmosphere from the indirect consumption of electricity (e.g. all electricity used in buildings, pumps etc.).
- **Scope 3** emissions are indirect greenhouse gas emissions (other than scope 2 emissions) that are generated in the wider economy. They occur as a consequence of the activities of a facility, but from sources not owned or controlled by that facility's business (e.g. embodied emissions in the manufacture of paper used at Council).

Organisational Emissions Sectors

Byron Shire Council’s emissions inventory is divided into six organisational sectors as outlined in Figure 2 below. Figure 2 shows what percentage each sector contributes to the 2019/20 total.

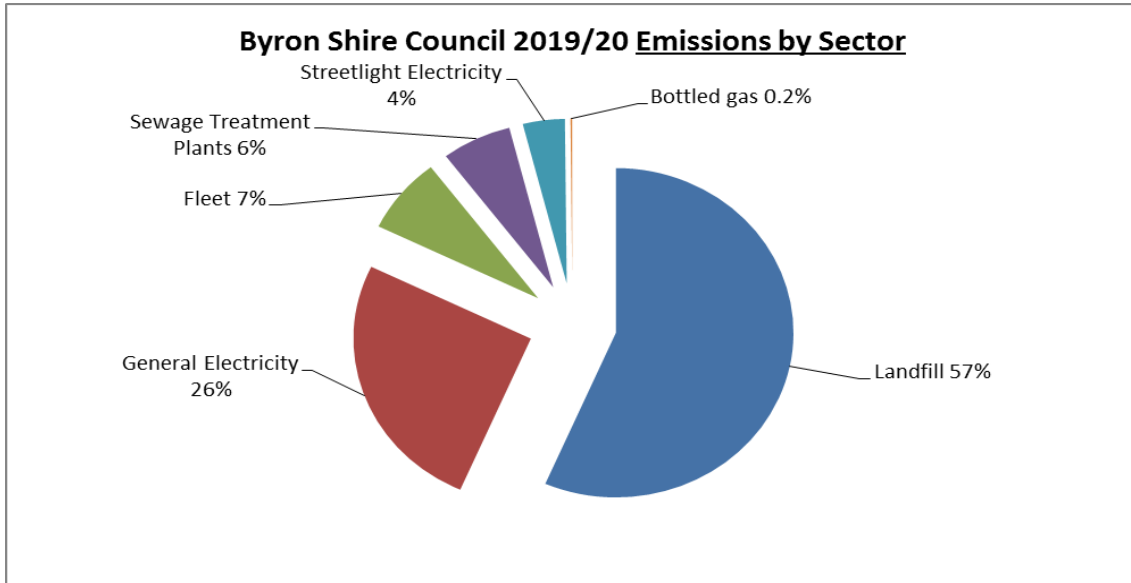


Figure 2 - 2019/20 Emissions by sector as a percentage of the total

Table 2 below shows the changes in each sector compared to the previous year as either an increase (+/-). It shows the changes both in real terms (Without Offset) as well as the change when offsets are taken into account (With Offset). The changes in each sector are elaborated on in detail in the Part 2: Emissions sectors.

Table 2 - Changes in emissions by sector from 2018/19 - 2019/20

Sector	Without Offset (actual emissions) (tCO2e)	With Offset (tCO2e)
Electricity	-323	-2,244
Streetlight Electricity	-3	-314
Fleet*	59	59
Bottled Gas*	-9	-9
Landfill*	-1,532	-1,532
Sewage Treatment Plants*	-48	-48
Total	-1,856	-4,088

*n.b. No offsets purchased for these sectors.

Figure 3 below shows the changes in each sector since the baseline year of 2015/16. The changes include offsets purchased for the electricity sectors (general and streetlight).

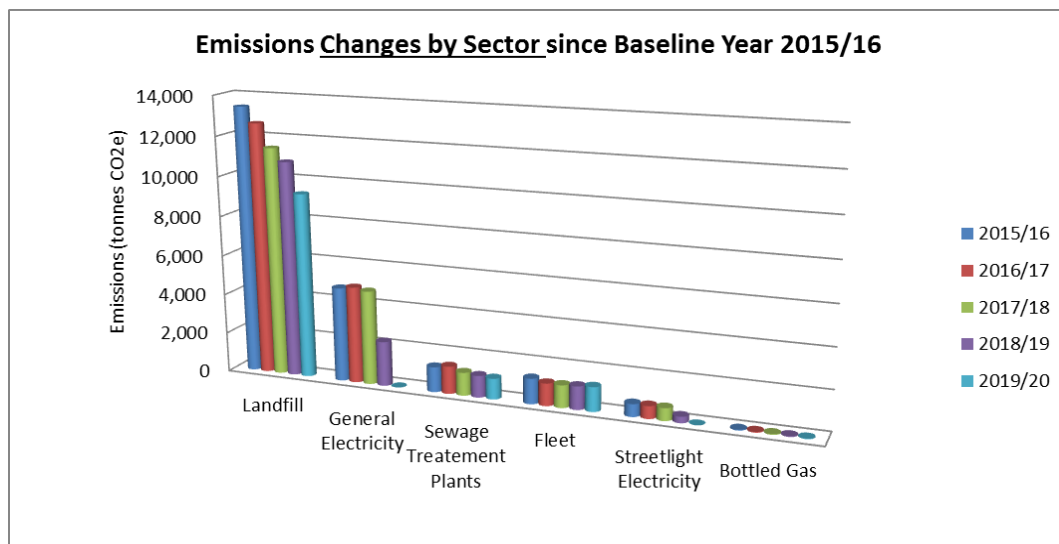


Figure 3 - Emissions changes by sector since baseline year 2015/16

Part 2: Emissions sectors

Sector: General Electricity

The general electricity sector consists of Council’s buildings, facilities, pumping infrastructure and sports/public lighting. Data is captured and analysed through a third party subscription with Azility. This year Council delivered a 7% reduction in electricity use compared to the previous year.

The reduction in usage is largely due to solar PV systems that were installed at four Council sites in 2019: Council’s Administration Building in Mullumbimby (99kW), West Byron Sewage Treatment Plant (150kW), Brunswick Valley Sewage Treatment Plant (99kW) and Bangalow Sewage Treatment Plant (50kW). Flooding events in the Shire in February 2020 caused significant kWh usage increases at a number of sewage pump stations, somewhat counteracting the benefits of the solar installations.

Council’s current electricity retailer Powershop supplies 100% carbon offset energy. One of Council’s assets (BBQs at Terrace Park) was not switched over to Powershop when the retailer contract was changed in January 2019. This asset remained with the legacy retailer and was therefore not offset. It produced just less than one tonne of carbon dioxide equivalent in the 2019/20 financial year. Staff have now moved this asset over to Powershop.

Table 3 shows Council’s general electricity emissions since baseline year 2015/16. Figure 4 shows both the actual emissions generated from Council’s energy use (dotted red line) and the net result having offset almost the entire year’s electricity (solid purple line). Figure 5 shows Council’s electricity usage by asset type.

Table 3 –General Electricity Sector Emissions since baseline year 2015/16

Financial Year	Emissions (tCO2e)	Net Emissions (Offset) (tCO2e)	Electricity (MWh)	Cost (\$)
2016	4,750	4,750	5,654	\$1,155,601
2017	4,865	4,865	5,792	\$1,205,135
2018	4,678	4,678	5,705	\$1,261,592
2019	4,551	2,245	5,618	\$1,289,804
2020	4,228	1	5,219	\$1,244,220

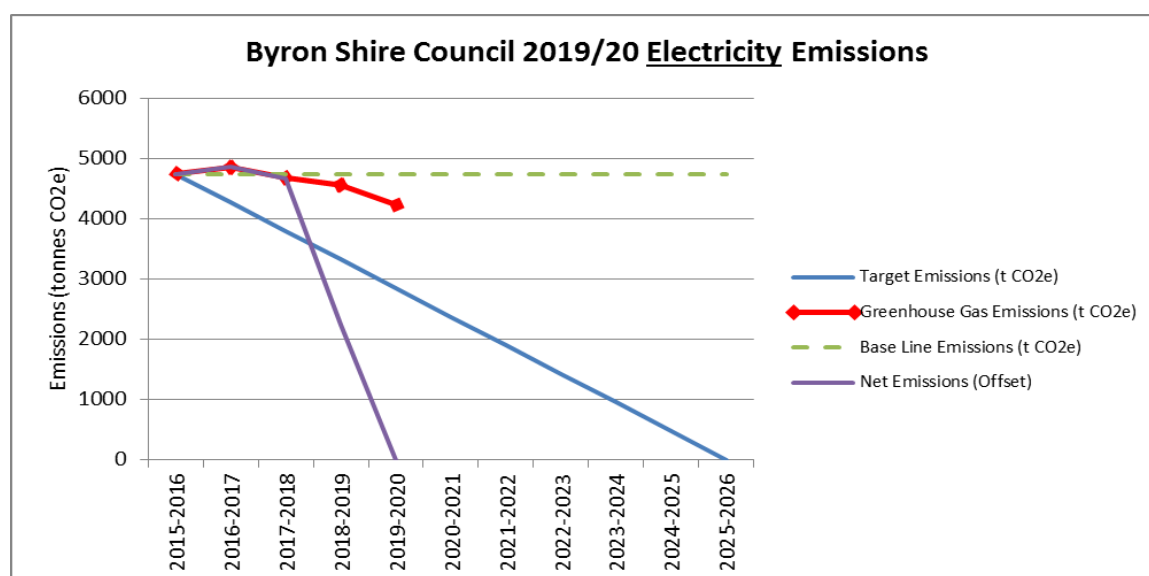


Figure 4 - General Electricity Sector Emissions (Offset and Actual)

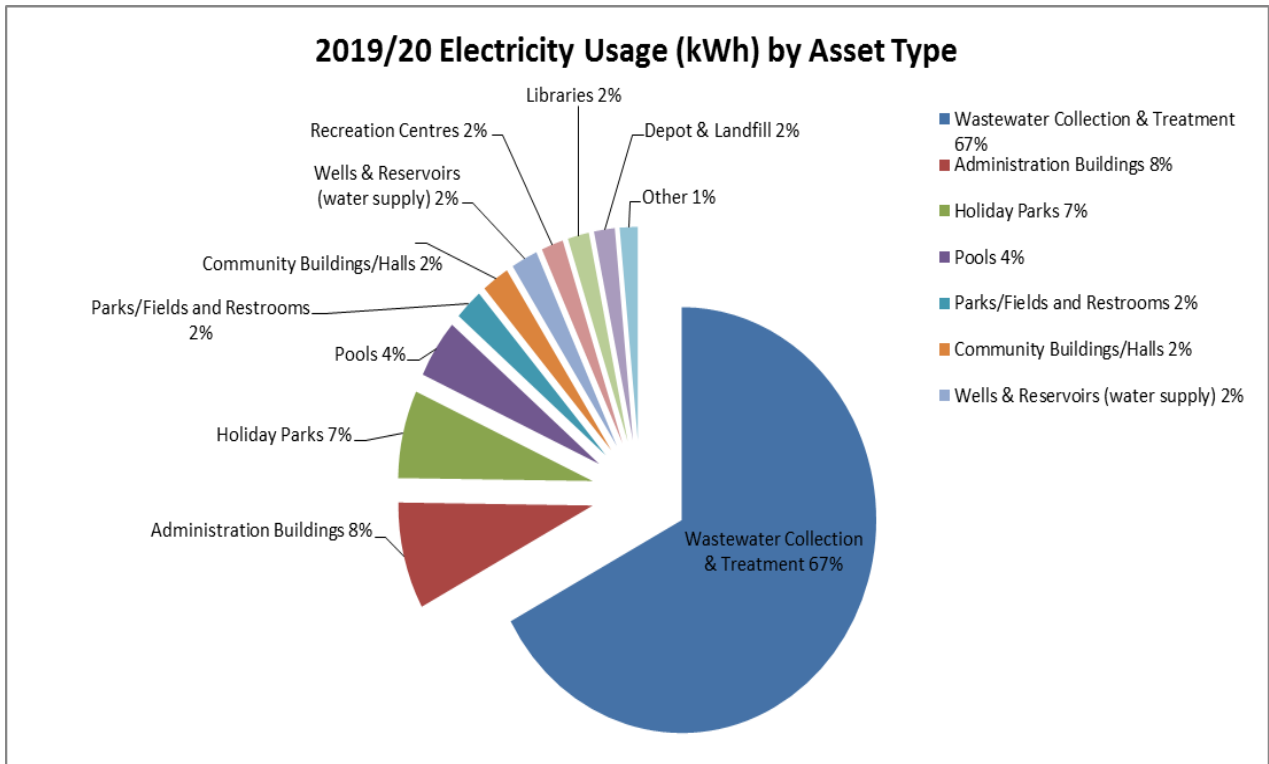


Figure 5 - 2019/20 Electricity Usage (kWh) by Asset type

Of Council's assets, wastewater collection and treatment uses the largest amount of electricity (67%). Council has created a new position, Sustainability Officer – Utilities, to focus on increasing energy efficiency and reducing emissions in the utilities (wastewater collection and treatment) sector. We anticipate that this position will be advertised early in 2021. Further, Council's proposed bioenergy facility would produce enough electricity to run the Byron Bay Sewage Treatment Plant, with excess electricity sent back to the grid. Council's decision for "Go/No Go" on construction of the facility (subject to State and Federal authorities) links to Action A2 in the Action Plan (OP Activity 3.2.1.6).

The next largest electricity user is Council's Administration Building at Mullumbimby (8%). Action A4 in the Action Plan is to "investigate energy efficiency upgrade of Council Administration Building, Mullumbimby". The Sustainability Team is working with the Property Maintenance Coordinator to develop a business case for an upgrade, to be funded from Council's Revolving Energy Fund.

Sector: Streetlight Electricity

Streetlight energy use reduced 0.5%, from 782MWh to 778MWh, despite 32 new streetlights being added in the Shire. The reduction is due to the replacement of 260 halogen bulbs with LEDs in Ocean Shores in December 2019. Essential Energy has a bulk LED upgrade planned for the Shire but there have been delays in the rollout. Council is pursuing a cost benefit analysis of the most cost effective way to implement the rollout as a matter of priority with Essential Energy. This project supports Action A3 in the Action Plan, "facilitate bulk rollout of LED streetlights for Byron Shire" (OP Activity 3.2.1.5).

Costs in the streetlight sector have reduced significantly compared to the previous year due to a decrease in the Streetlight Use of System (SLUOS) charges. SLUOS charges are paid to Essential Energy for operating the streetlight network. Charges were reduced from 1 July 2019 for the following reasons:

- End of the "smoothed" recovery of charges from 2014-2019;
- Cessation of capex recovery on pre-2009 assets;

- New benchmark efficiencies proposed by Essential (grouping of repairs to lower spot repair costs);
- Several minor changes were made during consultation with customers; and
- The Australian Energy Regulator rejected Essential Energy’s non-system capex overhead amount of ~15%.

Net emissions for 2019/20 are zero due to the retailer contract with Powershop being fully carbon neutral. This is shown by the purple line in Figure 3. (Note that only half the 2018/19 financial year’s electricity emissions were offset as the carbon neutral Powershop contract commenced in January 2019.)

Table 4 - Streetlight Electricity Sector Emissions since baseline year 2015/16

Financial Year	Emissions (tCO2e)	Net Emissions (Offset) (tCO2e)	Electricity (MWh)	Cost (\$)	Number of streetlights
2016	636	636	757	\$314,425	1,890
2017	635	635	765	\$336,809	1,897
2018	633	633	772	\$315,504	1,922
2019	633	314	782	\$355,420	1,941
2020	630	0	778	\$307,320	1,973

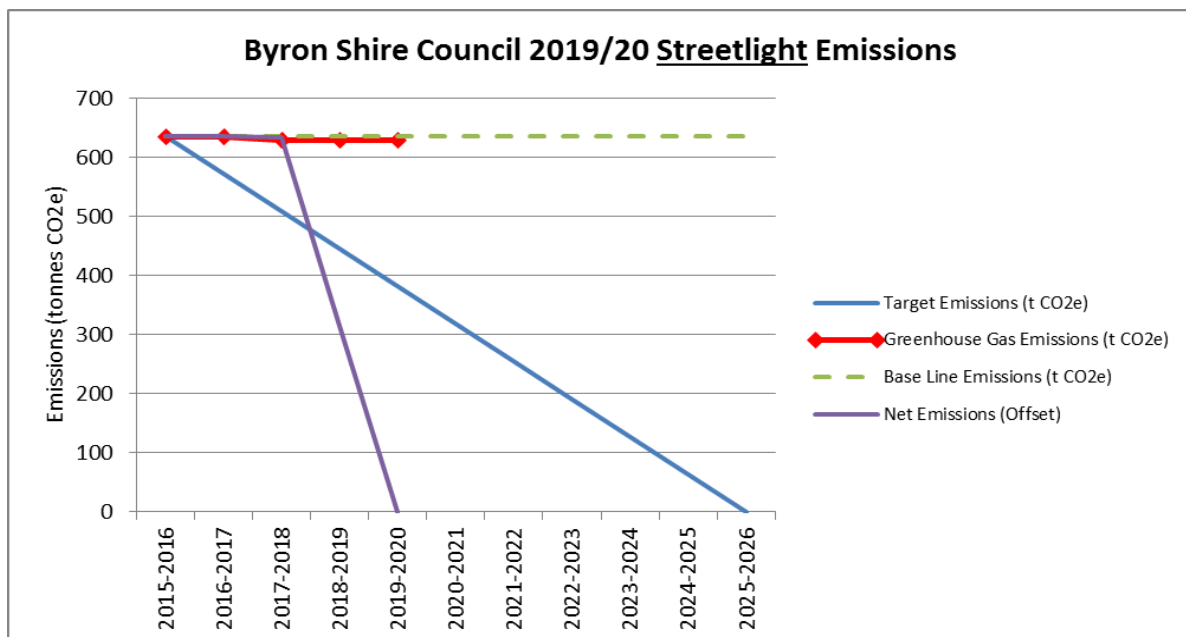


Figure 6- Streetlight Electricity Sector Emissions (Offset and Actual)

Sector: Fleet

This year Council has experienced a 5% increase in fuel usage. This did not translate to an increase in cost, as the price of petrol and diesel fell significantly in early 2020 due to the impact of COVID-19 and the oversupply of crude oil globally. Costs for 2019/20 actually fell by 3% compared to the previous year.

Emissions relating to the fleet sector include all fuel used in the light passenger vehicles, heavy plant and equipment as well as petrol operated tools (whipper snippers and generators etc.). Data is sourced from the Caltex Star card system for passenger vehicles (47% of total fuel use) and from purchases of bulk fuel delivered to the depot, quarry and landfill (53% of total fuel use).

The upturn in fuel usage was largely driven by an increase in diesel. Maintenance and capital works construction undertaken by the Works teams increased compared to the previous year. The teams also used extra hired plant and equipment on those jobs. In addition, several extra utes and small

trucks were hired during the early stages of COVID-19 as the Water and Sewer Teams adopted the one person per vehicle rule. Petrol usage fell slightly compared to the previous year due to the COVID-19 shut down and subsequent decrease in staff driving light passenger vehicles.

Council’s fleet sector will need to investigate and implement significant changes if progress is to be made towards meeting the net zero emissions target by 2025. A number of actions under Objective B – Fuel in the Action Plan are currently underway and some are included in the 2020/21 OP, for example:

- 1) Action B1 is “investigate new bulk fuel storage and monitoring system to minimise manual data entry” (OP activity 3.2.1.3). The Fleet Team Leader is currently looking at Council’s complete fuel infrastructure, including the software used for data capture and reporting. The current infrastructure has passed its recommended life span and the fuel management processes currently used are inefficient. The new system will include a fuel card system for all plant and equipment to allow relevant and accurate data capture. This will enable Council to provide meaningful and accurate reports on fuel usage and emissions. A detailed report outlining costs and options, with a recommendation will be tabled at an ET meeting by the end of 2020.
- 2) Action B2 is “develop and deliver Electric Vehicle Charging Station Policy and Procedure” (OP activity 1.6.3.2). The Sustainability Team has engaged a third party to manage and monitor Council’s two charging stations on one software platform, is investigating user pays options and is considering formalising a Council staff member as the official EV charging station asset manager.
- 3) Action B6 is “review Council’s passenger vehicle policies and procedures to encourage Hybrid and Electric Vehicle ownership”. On 7 October 2020, ET resolved that the Light Motor Vehicle Fleet Procedure – “Fees and Charges Makes & Models” be updated to include Hybrid and Electric Vehicle options, to support the transition to net zero emissions. Currently EV’s and Hybrids attract a high weekly internal lease rate for Council due to their high capital costs, which may make them an unviable option for staff private usage. They are expected to reach price parity with petrol vehicles by the mid 2020s.

Table 5 - Fleet Sector Emissions since baseline year 2015/16

Financial Year	Emissions (tCO2e)	Fuel (kL)	Cost (\$)
2016	1,279	482	\$482,922
2017	1,128	427	\$438,480
2018	1,134	435	\$523,606
2019	1,171	452	\$633,308
2020	1,230	474	\$613,329

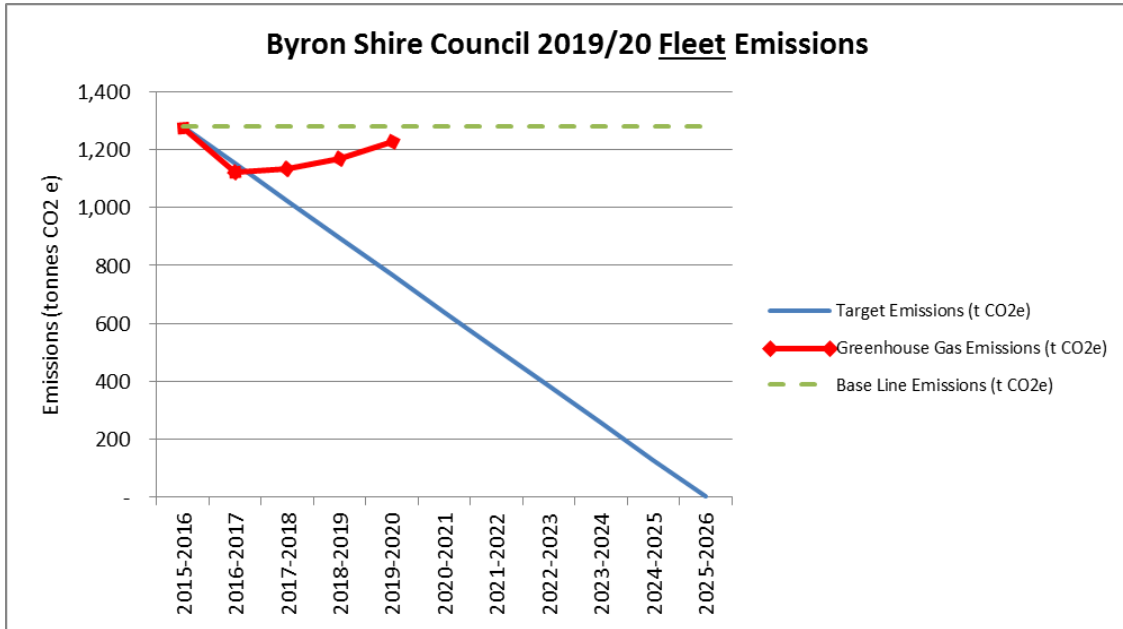


Figure 7 - Fleet Sector Emissions

Sector: Bottled Gas

Bottled gas usage reduced by 25% compared to the previous year, due to the travel bans and childcare centre shutdowns from COVID-19. Bottled gas is used at Council’s holiday parks and child care centre for cooking and hot water heating. The hot water heating is a boost system to solar at First Sun Holiday Park and was installed as an efficiency measure taken in 2016. The minimal nature of emissions from bottled gas compared to other sectors does not warrant further action at this stage. It is recommended as assets come to their natural end of life either the most efficient appliance is chosen or transition to induction (electric) cooking is made.

Table 6 - Bottled Gas Sector Emissions since baseline year 2015/16

Financial Year	Emissions (tCO2e)	LPG (kL)	Cost (\$)
2016	41	27	\$17,913
2017	39	25	\$14,931
2018	36	23	\$12,342
2019	36	23	\$14,972
2020	27	18	\$10,235

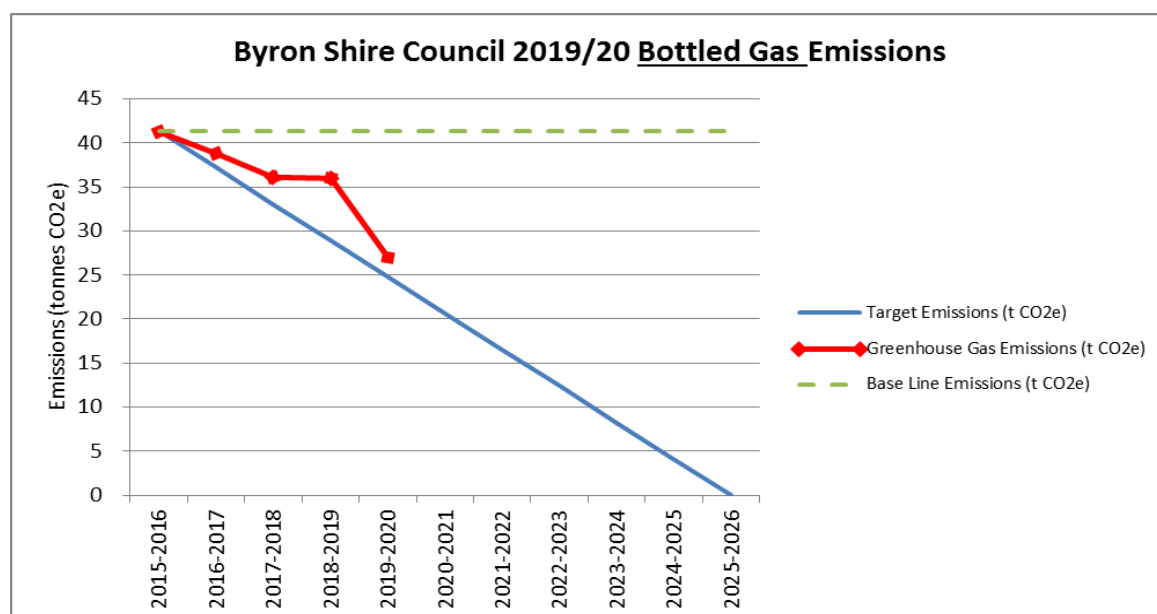


Figure 8 - Bottled Gas Sector Emissions

Sector: Waste Fugitive Emissions

Byron Shire Council's closed landfill emits fugitive emissions from the legacy waste buried within. The methane gas flare captures a portion of gas rising up and converts the methane to carbon dioxide thus reducing the global warming potential of the gas. The fugitive emissions will decline as the waste inside the landfill naturally decomposes. The methane gas flare has been certified to create Australian Carbon Credit Units (ACCU's) which are currently sold. This means that Council cannot count all of the reduction associated with the methane gas flare for its own reduction efforts.

Council sold the rights to count a reduction of 1,365 tonnes of CO₂e from its emissions footprint in 2019/20. In light of the net zero target Council may decide to not sell the associated ACCU's to enable the reduction to be associated with Council's own carbon footprint. Each time Council creates ACCUs for the methane gas flare, an auditor is engaged to complete the necessary work. As the landfill fugitive emissions decline this becomes less cost effective. For the 2019/20 financial year the ACCUs created approximately \$23,000 revenue. There was no audit done in 2019/20, therefore no cost; however an audit will be required next time the activity is undertaken and will cost Council approximately \$10,000.

Reviewing the operation of the gas flare in light of the net zero emissions target is Action C6 in the Action Plan (OP Activity 3.2.1.4). The delivery of Stage 1 of the landfill capping plan at the Myocum Resource Recovery Centre (Action C3 in the Action Plan and OP Activity 1.4.4.4) is expected to be complete by 30 September 2021. The capping is likely to have an effect on the efficiency of the gas flare and subsequently the implications of selling or surrendering the ACCUs. The Sustainability Team is working with the Resource Recovery Team to obtain projections of the capping's effect on the gas flare so that a business case on the selling or surrendering of ACCUs can be completed by 30 June 2021. A business case based on modelling as opposed to real data leaves room for error, however it is necessary that Council makes a decision regarding ACCUs before the current ACCU contract expires in December 2021.

Council commenced composting at the Myocum Resource Recovery Centre in 2019. The composting operations added an extra 140 tonnes of carbon emissions to the waste sector due to small pockets of anaerobic decomposition in the compost pile. Both the composting and fugitive emissions of the Myocum landfill are considered scope 1 emissions.

Table 7 - Waste Sector Scope 1 Emissions since baseline year 2015/16

Financial Year	Total Emissions (tCO ₂ e)	Total Flare (tCO ₂ e)	ACCU's Sold (tCO ₂ e)	Composting (tCO ₂ e)	Net Emissions (tCO ₂ e)
2016	15,931	5,241	2,729	0	13,419
2017	14,283	3,539	1,903	0	12,647
2018	12,852	3,097	1,723	0	11,478
2019	11,607	2,372	1,440	166	10,841
2020	10,519	2,382	1,032	140	9,309

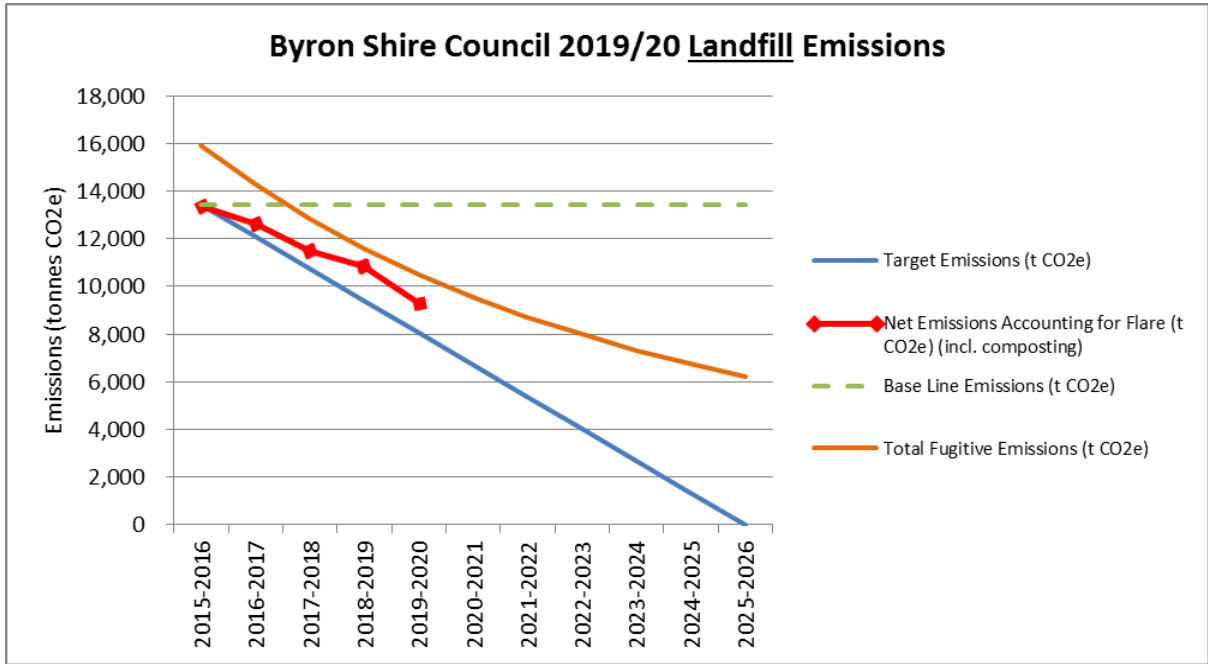


Figure 9 - Waste Sector Scope 1 Emissions

Sector: Waste Water Fugitive Emissions

Fugitive waste water emissions are created during the processing of waste water at Council's four sewage treatment plants (STPs) and are greatly affected by rain events due to the potential for inflow and infiltration to the sewer system. Despite an increase in annual flow, the 2019/20 fugitive waste water emissions declined by 48 tonnes, or 4%, compared to the previous year.

Total annual flow increased by 181ML, or 5%. Flows to the Bangalow, Brunswick Valley and Ocean Shores plants increased, likely due to heavy rains post-drought. Byron Bay STP influent flow decreased, likely because of a drop in visitor numbers due to COVID-19. The Byron Bay STP also has less storm inflow and infiltration compared to the other plants.

Despite the increase in flow, emissions declined due to several compounding factors. Because of the drought, there were significant increases in recycled water use from Brunswick Valley and Byron Bay STPs. The NGER only counts nitrogen emissions for effluent discharge to surface waters, not recycled water for irrigation, so the recycled water increases did not translate to an emissions increase. In addition to the reduced influent flow and increased recycled water use, the Byron Bay STP emissions are also lower due to a larger amount of land-applied biosolids tonnage in 2019/20. Biosolids are generally removed from STP sites quarterly, however there was a build-up of inventories from 2018/19 that were land-applied this year. Emissions were further reduced due to improved treatment at some plants, with lower chemical oxygen demand and total nitrogen in discharged effluent.

It should be noted that, while total emissions went down in 2019/20, they will continue to fluctuate across years as the Shire experiences different conditions (like the drought and then the rains) and different operational aspects (like catching up on biosolids inventories land application at the Byron Bay STP). Next year emissions could easily increase if tourism resumes, it's a wet year, the recycled water use is lower, and biosolids inventories build up at the plants and are not land applied due to scheduling.

Whilst solar and energy efficiency projects at the sewage treatment plants continue to drive down operational emissions, these projects have no effect on the scope 1 fugitive emissions. The major factors that can drive down fugitive emissions are water efficiency measures to reduce waste water generation, minimising inflow and infiltration, and improving the effectiveness and efficiency of treatment operations. These projects link to Action C5 in the Action Plan, "improve water efficiency within the Shire and maximise use of recycled water and alternative water sources".

Table 8 - Waste Water Sector Scope 1 Emissions since baseline year 2015/16

Financial Year	Emissions (tCO2e)	Flow (ML)
2016	1,264	3,255
2017	1,387	3,542
2018	1,162	3,349
2019	1,094	3,327
2020	1,046	3,507

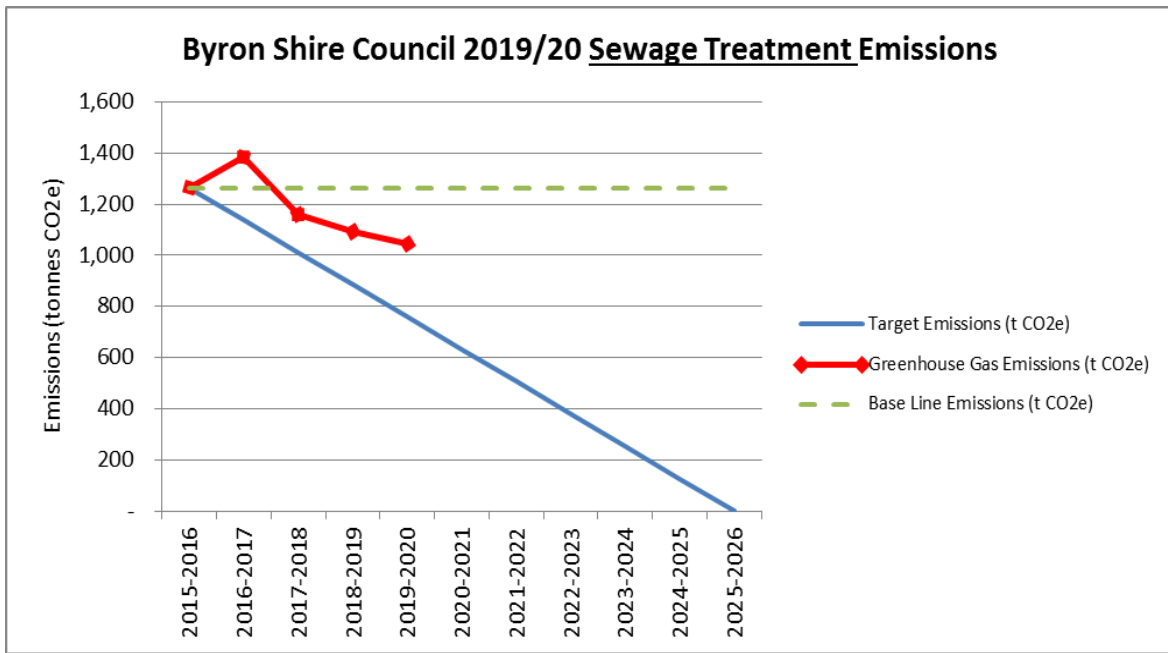


Figure 10 - Waste Water Sector Scope 1 Emissions

Scope 3 Emissions

Scope 3 emissions are emissions associated with the operation of organisations outside of Council's control such as contractors and suppliers. This is the second year that Byron Shire Council has endeavoured to capture a selection of scope 3 emissions. The process has highlighted some simple and minor changes that can be made to reduce the emissions impact of Council's business dealings.

The below scope 3 emissions have not been included in Council's emissions boundary (the total operational emissions). Scope 3 emissions will need to be included in Council's boundary by 2025/26 when we aim to become certified carbon neutral under Climate Active. Defining Council's emissions boundary in accordance with the Climate Active guidelines is a measure under Action D5 in the Action Plan, and a report to define the boundary will be put to Council this financial year (OP Activity 3.2.1.1).

1. Corporate Paper Use

Prior to switching stationery suppliers at the end of the 2018/19 financial year, all of Council's printing paper was certified carbon neutral by the manufacturer (Australian Paper) under the National Carbon Offset Standard. The current stationery supplier (Complete Office Supplies) now provides Council with 100% recycled Australian paper. Similarly, Council's current supplier of envelopes (Quality Plus Printers) uses 100% recycled paper. At present, NGER does not provide factors for the embodied emissions of paper, however using factors from the Environmental Protection Authority (EPA) Victoria it was determined that Council has the following Scope 3 emissions for its 2019/20 paper consumption:

- Paper (81,250 sheets of recycled paper, including printer paper and letterheads) = **0.6 tCO₂e**
- Envelopes (50,000 recycled paper DL envelopes) = **0.2 tCO₂e**

2. Corporate Air Travel

Corporate air travel has the potential to be a major contributor to Council's emissions. However, it has not been possible to capture the total number of flights as there isn't a central purchasing system for flights. Currently, flights can be booked through a number of different avenues within Council depending on the purpose of travel. In 2019/20, the Sustainability Team recommended to all staff that they opt into the carbon neutral option at the point of purchase with the airline provider for all corporate air travel. Most major airlines including Virgin and Qantas (including Jetstar) offer this option for a small additional fee. Currently we do not have the capability to track if staff are following this recommendation. Going forward, the Sustainability Team is looking into ways to track flights and whether the carbon neutral option has been selected.

3. Popcar

The "Popcar" car share service began being trialled by Council in September 2019. Five staff in the Sustainable Environment and Economy Directorate were given access cards. All usage can be monitored via Council's Popcar membership platform. Table 8 below shows the details of the four trips taken by staff in 2019/20.

Table 9 - Popcar usage by staff in 2019/20

Trip	Reservation time (hrs)	Kilometres travelled (kms)	Cost (\$)
1	1.5	19	\$17.50
2	8	129	\$95.25
3	2	38	\$28.40
4	4	105	\$68.40
<i>Total</i>	<i>15.5</i>	<i>291</i>	<i>\$209.55</i>
<i>Minus GST</i>			<i>\$190.50</i>

It was incorrectly reported in last year’s annual emissions inventory that Council’s usage for 2019/20 would be carbon neutral. Due to an administrative error, Council’s 2019/20 subscription did not include carbon offsetting. It has been added to the 2020/21 subscription for a small additional fee.

At the 29 April 2020 Executive Team (ET) Meeting, ET resolved that the Popcar trial continue until the end of the 2020/21 financial year and that access be expanded from the five staff in SEE to multiple users, so that more data is available to better inform management’s decisions regarding the use of the service (see ET resolution (2) for Report 5.1 at Executive Team Meeting 14-2020). The logistics of giving multiple users access to PopCar are currently being worked out between PopCar, Council’s Executive Team and the Sustainability Team. We expect to have access set up for all staff in all Directorates in early December.

The Fleet & Depot Team reported the *Light Motor Vehicle Fleet Procedure – Proposed New Lease Fees, Makes and Models 2021/22* to ET on 7 October 2020 (Report 3.1 to Meeting 36-2020). The Sustainability Team contributed to the report a comparison of the costs and benefits of using share cars (Popcar) against council pool car costs. It was determined that the cost per kilometre of using a Council pool car is \$0.64/km, and the cost per kilometre of using a Popcar is \$0.65/km. These figures did not include carbon offsetting. When added, the increase in cost per kilometre for a Council pool car is so negligible that it does not increase when rounding to whole cents, and the cost per kilometre of using a Popcar increases by \$0.01c to \$0.66/km. ET resolved that share cars are only to be used in the event that Council owned vehicles are unavailable.

4. Waste Collection Service

Byron Shire Council contracts its waste collection service to Solo Resource Recovery. As part of this contract Solo monitors the fuel use for the collection and transfer of Byron Shire waste and then offsets the associated emissions with international carbon credits (VCU’s – Verified Carbon Units). For the 2019/20 financial year 634 tonnes of VCU’s were purchased for Byron Shire Council.

5. Water Supplied to Council Assets

Byron Shire Council purchases water from Rous Country Council and supplies its own water from the Lavery Gap Weir. All associated emissions from the water supplied from the Lavery Gap Weir are accounted for in previous scope 1 and 2 emissions outlined earlier in this report. The water supplied by Rous County Council has emissions related to its collection, transfer and treatment.

For the 2019/20 financial year 77.5 tonnes of emissions were created to supply Council assets with 39.7 ML of water. Table 9 outlines the emissions for water use on Council assets in each suburb.

Table 10 - Water supplied to Council Assets 2019/20

2019/20 Water Use	ML	Emissions (tCO2e)
Bangalow	3.50	6.8
Billinudgel	0.00	0.0
Brunswick Heads	2.40	4.7
Byron Bay	18.50	36.1
New Brighton	1.00	2.0
Ocean Shores	6.60	12.9
South Golden Beach	0.50	1.0
Suffolk Park	7.20	14.1
Total	39.70	77.5