

Local Authority CO₂ emissions estimates 2010

Methodology Summary

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2010 National Statistics on Carbon Dioxide emissions at Local Authority and Regional level

Methodology Summary

National Statistics of carbon dioxide emissions for local authority areas for 2010, and revised figures for the years 2005-2009, have been produced on behalf of DECC by AEA.

This report provides a summary to the methodology used to calculate carbon dioxide emissions (CO₂) at local authority (LA) level.

Full details of the results and methodology are available in the Technical Report and accompanying spreadsheets, which can be found at the following web-link:

http://www.decc.gov.uk/en/content/cms/statistics/climate_stats/gg_emissions/laco2/laco2.aspx

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1. Background on National CO₂ emissions estimates; National Atmospheric Emissions Inventory (NAEI)

The UK Greenhouse Gas Inventory, produced on behalf of DECC by AEA, includes estimates of greenhouse gas emissions, such as carbon dioxide (CO₂), for the UK. DECC use these estimates to meet international reporting obligations such as reporting progress against Kyoto protocol targets.

To estimate national CO₂ emissions, they are first defined in terms of coverage and accountability:

- **Coverage:** The sources included and excluded in the estimates are based on guidelines set out by the Intergovernmental Panel on Climate Change (IPCC). For example, the estimates need to include emissions caused by all domestic, commercial, industrial and agricultural fuel and electricity use, as well as emissions associated with transport and land use change. However, international shipping and aviation are excluded.
- **Accountability:** There are two main definitions of who is responsible for the emissions – the producer (or source) and the end-user. The former definition assigns emissions to where they are geographically emitted. For the latter, the emissions are apportioned out to the end-user. For example, all the carbon dioxide produced by a power station is allocated to the power station when reporting on a source basis. However, when applying the end-user method, these emissions are reallocated to the users of the electricity generated, such as domestic homes or large industrial users.

Of the two accountability definitions the geographic source of the emissions may be the most useful for certain pollutants. However, for CO₂ emissions which have no localised effects (e.g. on health), the end-user approach can be more useful.

Further information on definitions can be found in the NAEI web site¹.

To produce a national CO₂ emissions estimate, data are collected that allow either direct reporting (based on site operator emissions returns), calculation (from reported fuel use), or modelling of the different emission components specified by the definition. The end-user allocation is an additional step in the inventory compilation and requires further modelling.

Once measured/estimated, the components can be combined in different formats depending on user needs – by sector (e.g. all industrial emissions), by fuel type (e.g. all emissions associated with the burning of coal), and overall.

To produce estimates of CO₂ emissions by smaller geographic areas such as Local Authorities (LAs), the national emissions based on the end-user definition are used as a starting point. Some modelling already involved in producing component estimates at the national level lends itself to dis-aggregation by smaller geographic area; however in some cases additional data is required.

¹ <http://www.naei.org.uk/>

1.1 National Statistics accreditation

The United Kingdom Statistics Authority (UKSA) has designated carbon dioxide emissions at local authority level as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics².

Designation can be broadly interpreted to mean that the statistics:

- meet identified user needs;
- are well explained and readily accessible;
- are produced according to sound methods, and
- are managed impartially and objectively in the public interest.

Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.

In terms of comparability, these data need to represent a consistent time series, with previous estimates being revised to reflect the methodological changes used in calculating the 2010 estimates. This is important as it allows changes to be monitored over time. There is a commitment to back-cast any future improvements to methodology where appropriate so that a comparable time-series is maintained with a 2005 base year. Data for earlier years will not be made available because DECC sub-national data for gas and electricity are not available on a consistent basis for these years.

A range of Quality Assurance and Quality Control³ procedures are used in the compilation of this dataset. The procedures follow a methodology consistent with that for the national inventory compilation. This report summarises the data sources used and the key assumptions used when compiling estimates. Further technical details are provided in the Technical Report that accompanies the statistical release.

² <http://www.statisticsauthority.gov.uk/assessment/code-of-practice/index.html>

³ Document can be found at http://www.decc.gov.uk/en/content/cms/statistics/climate_stats/gg_emissions/laco2/laco2.aspx
(Contacts and further information section)

2. Background on Local Authority CO₂ emissions estimates

2.1 Sectoral breakdown

As with the national end-user estimates, the emissions associated with all domestic, commercial, industrial and agricultural fuel and electricity use, as well as emissions associated with transport and land use change must be measured or modelled but now at a lower level of geography. The additional spatial dis-aggregation required means some components must be estimated in a different way compared with the national methodology. The following sectors/sub-sectors are each estimated in a different way:

Industrial and commercial

- electricity use
- gas use
- large industrial installations
- other fuels
- agricultural combustion
- railways

Domestic

- electricity use
- gas use
- other fuels

Road transport

- A-roads
- motorways
- minor roads
- other

Land use, land use change, and forestry

2.2 Summary of improvements and recalculations for 2010

The carbon dioxide emissions Local Authority dataset is reviewed every year, and the whole historical data series is revised to incorporate methodological improvements and new data. The main improvements made to the dataset this year are:

Emissions from Northern Ireland electricity use: Confidentiality restrictions have been reduced in Northern Ireland. As a result, data on domestic electricity consumption in 2008-2009 and non-domestic electricity consumption in 2009-2010 at District Council level in Northern Ireland are now available. Therefore this year the methodology has been improved to allocate CO₂ emissions from industrial and commercial electricity consumption in Northern Ireland using these new datasets.

In the domestic sector, the distribution of electricity consumption between LAs for 2008 from this new dataset has been used for the years 2005-2008; the distribution for 2009 has been used for 2009 onwards. In previous years, emissions were modelled using household counts in each LA.

Similarly in the non-domestic sector, the new methodology has been applied to the whole time series, so that in all earlier years the distribution of emissions is in proportion to the electricity consumption in 2009. In previous years, emissions were modelled using total employment by LA from the Inter-Departmental Business Register (IDBR) database.

Mapping distribution grids for industrial and commercial use of solid and liquid fuels: the maps have been updated making use of the latest Energy Consumption UK data; Display Energy Certificate data; and employment distributions from the IDBR.

Road transport: For the first time, we have used the Department for Transport's (DfT's) Automatic Number Plate Recognition (ANPR) data in compiling the LA emissions estimates. This has led to revisions in the emission factors for road transport. The fleet composition (e.g. the age of the vehicles, Euro standard mix and the petrol-diesel split in each of the DAs) on different road types for the whole of Great Britain has been developed. Previously the four Devolved Administrations (DAs) used the same emission factors.

Land Use, Land Use Change and Forestry: This year for the first time, mapped LULUCF emissions and removals have been estimated for all years from 2005 to 2010 to provide a fully consistent time series of data from the CEH model. Previously it was only possible to estimate the latest year and apply that distribution to earlier years. This is a more accurate method because it reflects activity data for the appropriate area and time. This change in methodology has caused a smaller change in emissions/removals for Local Authorities than overall national inventory changes.

3. Methodology for Local Authority CO₂ emissions estimates

This section of the report summarises how emissions have been estimated within each of the separate sub-sectors, particularly with reference to the underlying data on which the estimates have been based. A separate Technical Report, available on the DECC website, provides further details of these sectoral methodologies.

Firstly, it is worth making explicit a distinction between the two generic types of methodology involved, which are either where emissions are *directly* measured or where they are *modelled*.

In the first case, the component of emissions is *directly* measured, such as with electricity and gas use (both industrial and domestic). Electricity and gas consumption data have been collected by DECC, aggregated to the LA level and published as National Statistics. Even where accurate activity data like this exist, an emissions factor that defines the amount of CO₂ produced per unit of activity (e.g. of electricity generation) needs to be applied to convert the activity to actual emissions. There are also data on emissions from “point sources” such as large industrial sites that can be assigned to the LA in which they are situated by overlaying their location on a UK map with LA boundaries. This sort of “bottom-up” processing tends to be more accurate and is therefore preferable, although the emissions factors, where required, do still introduce an element of modelling as the emissions themselves are not measured.

In the latter case, direct records of spatially located activity are not available. Therefore, the national emissions for that activity must be divided out geographically in some way instead. This might involve *modelling* local emissions using the most up to date population or employment data, for which location is known, so as to allocate domestic and industrial emissions in a proportional way. The type of employment/industry can be taken into account as different industry types use different types and amounts of fuel. Other supporting data, e.g. the location of smoke control areas where coal is not burned, can be used to constrain and improve these models. This type of processing can be called “top-down” and may be less accurate. In most cases though, it should be noted that these top-down models involve production of 1km² emissions distribution maps that are then aggregated back up to LA level using LA boundaries to determine which emissions belong where, in a similar way to point source emissions.

Some sectors of the UK national inventory are not included in the local CO₂ estimates because these could not be spatially disaggregated to LA level. These are offshore emissions from oil and gas extraction, domestic aviation emissions, fishing, coastal shipping, exports and waste incineration (except for energy generation). International aviation and shipping are excluded from the UK national inventory. Emissions in the UK Crown Dependencies and Overseas Territories are also not included in these estimates.

Table 1 lists the sub-components of the dataset, along with the data source type, and a reference to a detailed methodology section in the Technical Report explaining how that element is estimated. **Figure 1**, that follows the table, illustrates the data sources, transformations and flows used to compile the final dataset.

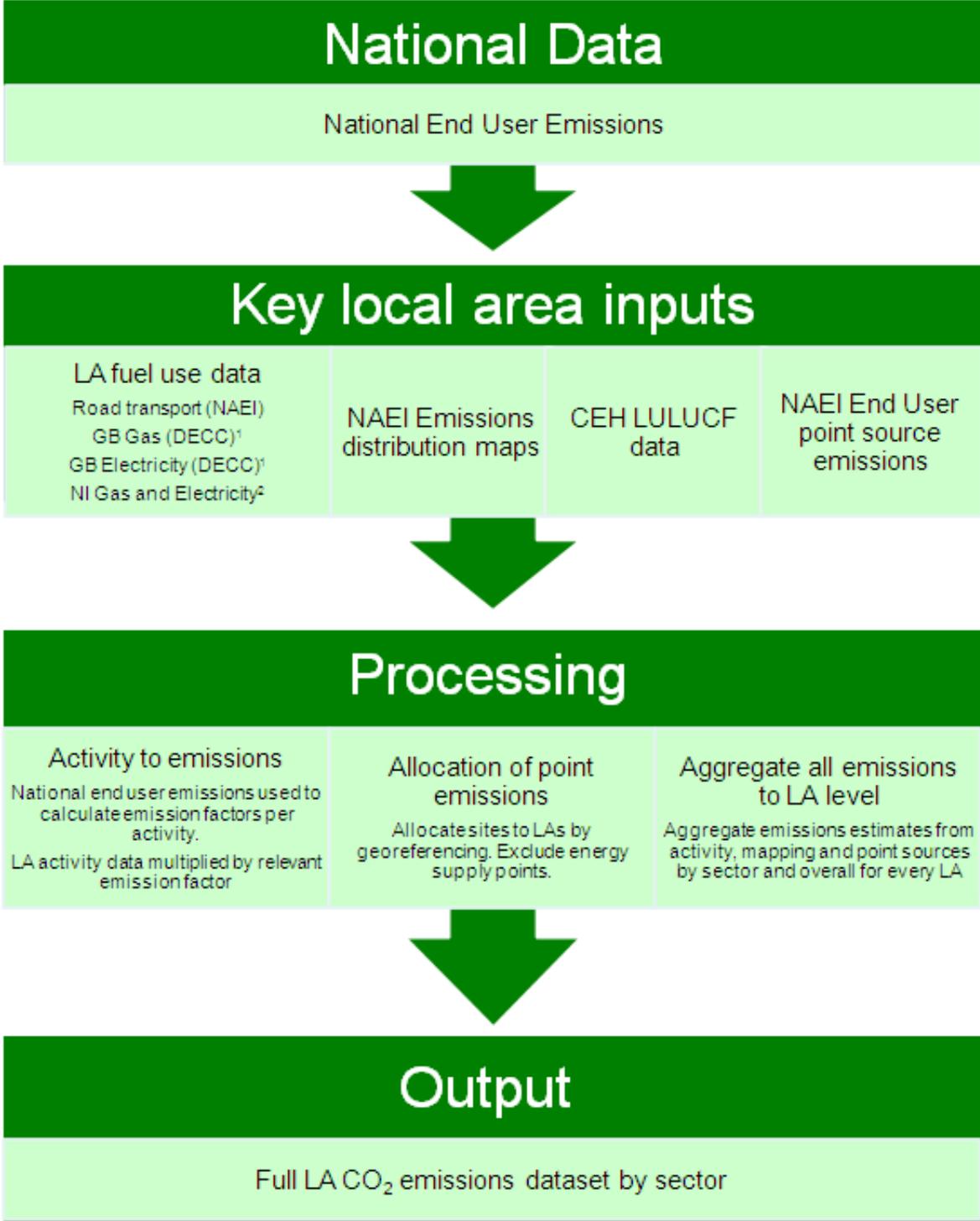
Table 1. Methodology summary for local CO₂ reporting sectors and fuels

Sector Code	New Sector Heading	Data source / method summary	Technical Report section
A	Industrial, Commercial and Electricity	DECC GB regional energy statistics and DECC NI non domestic electricity statistics	2
B	Industrial, Commercial and Gas	DECC regional energy statistics. Further data for Northern Ireland from energy providers	3
C	Large Industrial Installations	Point source emissions for large industrial installations.	4
D	Industrial and Commercial Other Fuels ^{(1)(2) (4)}	Remaining emissions (all fuels – excluding electricity and gas and large industrial installations emissions from old sectors D to I) distributed using high resolution (1km) emissions distribution of fuel use based in employment distributions and fuel intensity by sector.	5
E	Agricultural Combustion ⁽³⁾	High resolution (1km) emissions distribution maps developed under the NAEI programme	6
F	Diesel Railways	High resolution (1km) emissions distribution maps developed under the NAEI programme	7
G	Domestic Electricity	DECC regional energy statistics and DECC NI domestic electricity statistics	8
H	Domestic Gas	DECC regional energy statistics; Further data for Northern Ireland from energy providers.	9
I	Domestic 'Other Fuels'	High resolution emissions distribution maps developed under the NAEI programme	10
J	Road Transport (A roads)	Based on the NAEI data used by AEA to compile the DECC road transport fuel estimates. Emissions from fuel combustion in the road transport sector based on detailed DfT traffic census data and NAEI emissions factors.	11
K	Road Transport (Motorways)		
L	Road Transport (Minor roads)		
M	Road Transport Other		
N	LULUCF Net Emissions	LULUCF regional data supplied by CEH	12
	Unallocated emissions	Emissions not allocated for confidentiality reasons or because of problems with geo-referencing	Emissions not allocated for confidentiality reasons or because of problems with geo-referencing
	Sectors not included in these estimates that are included in national totals	Aviation ⁽⁴⁾ , Offshore gas and oil, Shipping (including coastal shipping and fishing) ⁽⁴⁾	Aviation ⁽⁴⁾ , Offshore gas and oil, Shipping (including coastal shipping and fishing) ⁽⁴⁾

Notes

- (1) Includes the management of airports (support vehicles, stationary heating and power)
- (2) Includes industry autogeneration of electricity
- (3) Includes agricultural off-road machinery
- (4) International aviation and shipping are outside scope of the UK inventory and are therefore not included in the National Totals
- (5) Colours represent the high level sectors: industrial/commercial, domestic, road transport and LULUCF

Figure 1. Summary of data sources, transformations and flows used to compile the Local CO₂ emissions



Notes:
 1. DECC LA electricity and gas use data are now National Statistics meaning the data meet stringent data quality criteria. Emissions related to these sources account for a large proportion of total local emissions.
 2. NI LA electricity uses DECC subnational NI domestic and non domestic electricity dataset. NI LA gas is provided by Northern Ireland energy providers.

3.1 Industrial and commercial

Since the input data – the LA energy and fuel use data produced by DECC – groups industrial and commercial activities together for the LA, carbon dioxide emissions for this sector follow the same grouping. Industrial and commercial emissions are therefore grouped together, meaning that the LA CO₂ data shows fewer sectoral breakdowns than the national end-user emissions data.

3.1.1 Industry and commercial electricity use

Electricity consumption data for 2005-2010 published by DECC⁴ is geographically accurate to the level of an address. Industrial and commercial meter data is reported separately from domestic data, and for domestic meters logging over a threshold of 100,000kWh has nominally been re-classified as industrial. Further, the addresses of those meters logging usage between 50,000 and 100,00kWh are manually checked, and if the address is indicative of industrial or commercial activity these records are also re-classified.

To convert the LA electricity use into estimates of CO₂ emissions, an emissions factor defining CO₂ per GWh is applied. This varies from year to year and is based on the proportion of electricity produced using different fuel types for that year at the national level. In other words, if the local power station burns coal which produces relatively more CO₂ per unit of electricity, then all local users who get their electricity from that power station will not be “penalised” for not having a choice.

Following the creation of a single electricity market in Ireland, consumers can now choose their electricity supplier and confidentiality restrictions have been reduced. Figures for non-domestic electricity consumption in 2009-2010 at District Council level in Northern Ireland are now available on the DECC website⁵. Therefore this year the methodology has been improved to allocate CO₂ emissions from industrial and commercial electricity consumption in Northern Ireland using this new dataset. In earlier years of the time series, the distribution of emissions is in proportion to the electricity consumption in 2009. The previous methodology modelled emissions using total employment by LA from the Inter-Departmental Business Register (IDBR) database.

3.1.2 Industry and commercial gas use

Gas use per LA per calendar year is produced by DECC⁶ using meter point data that is geographically accurate to the level of an address. The only way to distinguish industrial and commercial users from domestic users for this data is to use an arbitrary cut off. DECC have classified all users above 73,200kWh as industrial and commercial, meaning some small and medium businesses with usage below this threshold are incorrectly included in the domestic sector.

⁴ <http://www.decc.gov.uk/en/content/cms/statistics/regional/electricity/electricity.aspx>

⁵ <http://www.decc.gov.uk/media/viewfile.ashx?filetype=4&filepath=11/stats/energy/sub-national-energy/5036-subnat-electricity-cons-stats-2010.xls&minwidth=true>

⁶ <http://www.decc.gov.uk/en/content/cms/statistics/regional/gas/gas.aspx>

There are two factors users should note about the relationship between emissions and energy consumption for this sector.

Firstly, the Annual Quantities (AQ) data used in the sub-national analysis – which is an estimate of annualised consumption between two meter readings at least 6 months apart – covers the gas year from 1st October to 30th September, rather than a calendar year basis, i.e. January to December.

Secondly, DECC local consumption gas data are weather corrected using a 17 year average weather correction. However the national total, as reported in DUKES, is not weather corrected. The total LA CO₂ emissions from gas consumption are consistent with those from the national inventory, which is not weather corrected. This therefore results in a partial weather correction whereby the impact of changes in the weather are still evident in the time series for an individual Local Authority but the magnitude of change is reduced. This is covered in more detail in section 3.1 of the *Technical Report*.

More information on the weather correction methodology can be found on the National Grid website⁷.

Large industrial users at specific locations are not included in the DECC data, due to statistical disclosure control. AEA used alternative data held on these installations in the NAEI and liaised with DECC to ensure the correct installations were covered (to avoid both complete exclusion and double counting of any specific location). The total gas used by these large installations is approximately a quarter of the national estimate for industrial and commercial gas use and, as their location is known, these installations can be assigned to the correct LA. (The total gas use for all the excluded installations in the DECC data is known and is close to but not the same as the total when using the alternative data from the national inventory).

The remaining three quarters of the national emissions estimate (i.e. after the above emissions are subtracted) are then added to the emissions associated with domestic gas use. This new total is used to calculate an emissions factor per unit of gas at the National level that can then be multiplied by actual gas use at the local level as captured by the local meter point data.

Data for Northern Ireland gas consumption has been provided directly to AEA by the energy suppliers Phoenix and Firmus energy.

3.1.3 Large industrial installations

Emissions from large industrial installations are mapped using the NAEI database of point sources. A “point source” is in general a large energy consumer, such as a large industrial site. The site specific data have been compiled from a number of various sources like the Environment Agency Pollution Inventory, the EU Emissions Trading Scheme Installations (which reported emissions to the Environment Agency

⁷<http://www.nationalgrid.com/uk/Gas/OperationalInfo/operationaldocuments/Gas+Demand+and+Supply+Forecasting+Methodology/>

for the period 2005-2010) and other information obtained from AEA's industry contacts.

The emissions in the NAEI point source database are calculated as "at source" emissions. Therefore, where appropriate, an "end-user" adjustment was made to take into account the additional emissions generated by the use of electricity in that particular site.

Details of how emissions from large industrial installations have been derived, can be found in Section 4 of the Technical Report.

3.1.4 Industrial and commercial 'Other fuels' (oil and other solid fuels)

While electricity and gas emissions for the industrial and commercial sector are estimated using DECC regional statistics and emissions from large industrial installations are provided directly to AEA, there are other emissions that cannot be directly measured and need to be estimated with the use of additional modelling. This includes emissions from the other fuels for the public, commercial and agricultural sectors.

The industrial sectors in the NAEI are mapped using a combination of "point source" estimates of emissions and area source employment based distributions. The national level data to distribute locally come from the DECC UK Energy Consumption statistics. For some sectors the NAEI's UK total emissions estimate is entirely accounted for by point source emissions; in this instance all emissions will belong to the sector labelled "Large industrial installations". In other cases there are sectors that have no identified point sources, in which case all emissions have to be modelled as an area source. Many sectors, however, are comprised of a combination of point source and area source emissions. In this situation, point source emissions are mapped explicitly in the LA where they belong and the remaining emissions (national total minus point source emissions total) are treated as an area source and are distributed across the UK using modelling based on detailed employment data and fuel used.

To do this, the emissions for each sector, by fuel type, are matched up with the equivalent total number of employees who work in that sector using data from the Inter-Departmental Business Register (IDBR). The matching is possible using Standard Industrial Classification (SIC) codes⁸ that define the activity type in both datasets. This matching allows calculation of the average fuel use, or "fuel intensity", per employee for each different type of activity (or SIC code). The IDBR data also includes geographic location so that each employee (and their estimated fuel use) can be assigned to a 1km² grid square, and by extension to the relevant LA using LA boundary information. This estimated LA fuel use can then be multiplied by emissions factors depending on the fuel in question (oil, solid). Finally, the resulting emissions are combined with point source emissions to calculate final oil and solid fuel related emissions per LA.

⁸ <http://www.decc.gov.uk/en/content/cms/statistics/publications/ecuk/ecuk.aspx>

This modelling approach also incorporates various other factors. Firstly, since the point source emissions are often from sites that employ large numbers of people, these sites are removed from the employment data before it is used to distribute the remaining emissions, so as to prevent double counting. Secondly, data on gas availability is used to build up a picture of the gas network, and in particular to determine the locations that do not have access to gas and that are therefore most likely to be using oil and solid fuel. Finally, data on the location of Smoke Control Areas (SCAs) is used to constrain burning of coal to outside these areas, which has the effect of reducing the emissions from oil within these areas.

It should be noted that a limitation of this modelling approach is that it assumes the same fuel intensity per sector is present uniformly across the whole country, which may not be the case in practice.

Other national end-user industrial and commercial emissions from sectors such as waste, dry cleaning, petrol stations and chemical manufacture are also distributed similarly using employment data.

3.1.5 Agricultural combustion

Emissions from agricultural oil and solid fuel use are estimated at the local level using IDBR employment data.

Other agricultural emissions estimated at the national level are those associated with off-road machinery use and breakdowns of pesticides. Emissions from off-road machinery use are distributed using arable, pasture and forestry land use data combined with information on the number of hours of use of tractors and other machinery on the different types of land. Emissions from pesticides applied to crops are distributed using maps of arable land cover.

3.2 Domestic

3.2.1 Domestic electricity use

The emissions estimates are based on LA domestic electricity use data produced by DECC⁹. The methodology is the same as for the industrial and commercial electricity emissions in that there is a 50,000kWh cut off for domestic users with the rest being re-classified as industrial, and the same emissions factors are applied to each unit of electricity used.

Following the creation of a single electricity market in Ireland, consumers can now choose their electricity supplier and confidentiality restrictions have been reduced. Figures for domestic electricity consumption in 2008-2009 at District Council level in Northern Ireland are now also available on the DECC website. These statistics are produced by DECC using aggregated meter point data derived from NIE's Distribution Use of System (DUoS) Billing system. This year the methodology has been improved to allocate carbon dioxide emissions from domestic electricity consumption in Northern Ireland using the new DECC statistics. As these data are

⁹ <http://www.decc.gov.uk/en/content/cms/statistics/regional/electricity/electricity.aspx>

not available for the whole time series, the distribution of electricity consumption between LAs for 2008 from this new dataset has been used for the years 2005-2008, and the distribution for 2009 has been used for 2009 onwards. In previous years, emissions were modelled using household counts in each LA.

3.2.2 Domestic gas use

The emissions estimates are based on LA domestic gas use data produced by DECC¹⁰. The methodology is the same as for the industrial and commercial gas emissions in that there is a 73,200kWh cut off for domestic users with the rest being re-classified as industrial.

In this case, there are no exclusions from the DECC dataset due to statistical disclosure control as is the case with the industrial users. Therefore the national CO₂ emissions factor per unit of gas use, as defined for industrial and commercial gas use earlier, is then multiplied by the local meter point data.

3.2.3 Domestic 'other fuels' (oil and solid fuels)

High resolution distributions of domestic solid and liquid fuels for Great Britain (England, Scotland and Wales) have been updated for the 2008 report, while these remain unchanged for Northern Ireland. The revised methodology has adopted a new logic to model the distribution of the domestic fuel consumption across Great Britain. The methods and inputs needed to model the data are the following:

- ONS 2001 census: census data gives details of the composition of the house, number of floors, number of rooms etc; it is used to calculate percentages of houses types within each local area.
- Ordnance Survey Code-Point data: used to generate a full-postcode spatial distribution database.
- DECC 1x1km domestic gas for Great Britain: used to identify locations where a gas network is present.
- Electricity and gas at Middle Level Super Output Area (MLSOA) for Scotland and electricity and gas at Lower Level Super Output Area (LLSOA) for England and Wales: these data are used to generate domestic electricity and gas spatial distribution.
- Building Research Establishment (BRE) data: data on total energy use by dwelling and fuel type, which is used in combination with the postcode database to generate the domestic solid and liquid fuels distribution across Great Britain.

¹⁰ <http://www.decc.gov.uk/en/content/cms/statistics/regional/gas/gas.aspx>

Additional assumptions are used to constrain and improve the model:

- Data on Smoke Control Areas (SCAs) are used such that the burning of coal is assumed to occur exclusively outside these areas.
- It is assumed smokeless solid fuel only is used within SCAs.
- It is assumed oil is only burned outside the largest cities; those larger than 100,000 populations.

This year, for the first time, high resolution distributions of domestic solid and liquid fuel use in Northern Ireland, using updated datasets specific to Northern Ireland, such as the Ordnance Survey Code-Point data and Address Point data, the Northern Ireland House Condition Survey, and the Gas connections information for domestic properties provided by Phoenix Gas and Firmus Gas, and the particular domestic fuel use characteristics of this part of the UK. From these datasets a bottom-up approach to the characterisation of domestic fuel emissions was prepared using local data. In particular:

- An updated geographic distribution of house type was prepared using the Ordnance Survey Code Point, Address Point data and information from the 2001 Census at an output area level and scaled to 2009, using information from the Northern Ireland House Condition Survey (HCS) 2009.
- Fuel used in private properties was derived from the 2001 HCS and then scaled to 2009, while fuel used in social housing stock was taken from the 2009 Northern Ireland Housing Executive survey (NIHE).
- Phoenix Gas and Firmus Gas provided information on gas distribution.
- BRE data was used in conjunction with the postcode database to generate the domestic solid and liquid fuels distribution across Northern Ireland.

3.3 Transport

3.3.1 Road transport

It is difficult to measure emissions from road transport. Within the NAEI, hot exhaust emissions and the related fuel consumption are calculated using fuel consumption and emission factors for each vehicle type. These in turn are calculated on the basis of the composition of the vehicle fleet (age profile and fuel mix). The resulting fuel consumption and emission factors are applied to detailed mapped traffic movements. The fleet mix varies by location and therefore different factors are applied to different road types in different geographical areas.

Vehicle kilometres:

The Department for Transport (DfT) collects average annual daily flow statistics by vehicle type at thousands of census points in major roads (Motorways and A-roads) throughout Great Britain; equivalent data for Northern Ireland are collected by the

Department for the Environment in Northern Ireland. These counts are applied to road links with matching road names in close proximity of the census point. Where possible, minor road count points have been allocated to minor roads in a similar way as for major roads, but also using local parameters for these census points. Where the above methodology is not possible, regional average flows by vehicle type are applied.

Emissions factors:

Emissions from road transport depend on many variables including the age, size and efficiency of the vehicle, the speed and manner in which it is driven, and the type of fuel used (petrol or diesel). As such, different emissions factors are estimated for the following categories of vehicle:

- Passenger cars
- Mopeds/motorcycles
- Light goods vehicles (LGVs)
- Rigid heavy goods vehicles (HGVs)
- Articulated HGVs
- Buses / coaches

There are further divisions by fuel type and regulatory emission standard. The categories for the latter are pre-Euro 1, Euro 1, 2 or 3 – categories actually related to pollutants, not CO₂ emissions but a good proxy for the proportion of cars in the total fleet that are of different ages. Finally, how emissions vary by average speed per vehicle category is also estimated. This is at present an unavoidable over-generalisation, and possible limitation, of the modelling as the fuel use / emissions for the same average speed can vary depending on the range of speeds and amount of acceleration / deceleration involved in the journey.

Finally, the vehicle kilometres for each road link (regional averages for minor roads) are multiplied by the appropriate emissions factors according to the vehicle types recorded there, and average speed per vehicle type on that road link. The incorporation of DfT's Automatic Number Plate Recognition (ANPR) data has led to revisions in the emission factors for road transport. Emissions factors have been adjusted to reflect the different vehicle fleets (e.g. the age of the vehicles, Euro standard mix and the petrol-diesel split) in each of the Devolved Administrations (DAs). Previously the four DAs used the same emission factors. Once emissions have been modelled to the road network, it is split out into 1km² grids that can be overlaid with LA boundaries to distribute the emissions accordingly.

It is worth mentioning that the methodology assumes that diesel cars travel more miles in a year than petrol cars, on average around 1.6 times higher.

3.3.2 Railways

CO₂ emissions from rail are associated with electricity and diesel use depending on the type of train.

Electricity use by rail travel cannot currently be separated out from the industrial and commercial electricity use covered earlier, and as such is included in that total.

Emissions associated with diesel rail use are modelled using data on the number of vehicle kilometres broken down by location and type (freight, intercity and regional), which are then multiplied by an appropriate emissions factor. The spatial element of the vehicle kilometres data is then used to assign the emissions to the appropriate LAs.

Emissions from railways now include emissions from combustion of coal which have recently been included in DUKES. These emissions make up 2% of all railway emissions in the Local CO₂ data and have been mapped using the same method as for regional rail emissions.

3.4 Land use, land use change, and forestry (LULUCF)

Land Use, Land Use Change and Forestry activities remove as well as produce atmospheric CO₂. Generally emissions are produced from soils and liming of soils and are removed through forest growth. Currently in the UK, LULUCF activities result in a net removal of emissions from the atmosphere.

The Centre for Ecology and Hydrology (CEH) in Edinburgh annually prepares estimates of the uptake (removal from atmosphere) of CO₂ by afforestation and net loss or gain of CO₂ from soils (emissions to or removals from the atmosphere) for inclusion in the UK GHG Inventory.

Each year improvements are made where possible to the LULUCF data for the National Greenhouse Gas Inventory as with all inventory sectors. For this dataset the Local Authority LULUCF data are rescaled with updated LULUCF data where necessary.

Emissions are estimated using dynamic models of change in stored carbon driven by land use change data. For forestry, the model deals primarily with plant carbon and is driven by the area of land newly afforested each year. Changes in soil carbon are driven by estimated time series of land use transitions between semi-natural, cultivated (farm), woodland and urban. LULUCF emissions and removals have been estimated for every year in the time series. In previous years, it was only possible to estimate the latest year and apply that distribution to earlier years.

More information on the LULUCF methodology can be found in the report entitled *Mapping carbon emissions & removals for the Land Use, Land Use Change & Forestry (LULUCF) sector*¹¹, which is published alongside these statistics on the DECC website.

¹¹ http://www.decc.gov.uk/en/content/cms/statistics/climate_change/gg_emissions/uk_emissions/2010_local/2010_local.aspx

4. Reasons for changes to previous years' emissions

In order to produce a consistent time series, the 2005 to 2009 estimates have been recalculated to reflect the methodological changes and revisions to data used in calculating the 2010 estimates. This is important as it allows changes to be monitored over time. Furthermore, there is a commitment to back-cast any future improvements to methodology where appropriate so that a comparable series starting in 2005 is always maintained. Details of the changes can be found in **Table 2** below.

Table 2. Reasons for changes to previous years' emissions

Sector	Nature of change in emissions	Reason(s) for changes	Notable examples of changes
A. Industry and Commercial Electricity	Changes from -42 to +69% (-102 to +75 kt) change from last year in Northern Ireland.	A significant methodology improvement: Use of new DECC NI sub-national electricity data rather than using employment data to map electricity consumption.	Ballymena, Ballymoney, Cookstown, Craigavon, Derry, Fermanagh, Limvady, Magherafelt, Omagh
B. Industry and Commercial Gas	0.6% decrease in emissions for all LAs in 2009.	Gas consumption data has been revised for 2009 in DUKES. Therefore, national emissions totals have been reduced across the whole of the UK.	All LAs affected in the same way.
C. Large Industrial Installations	Various changes to large point sources (maximum 279kt CO ₂)	Many sites affected by changes to the national inventory, for example inclusion of combustion of waste solvents and an increase in end user emissions for oils caused by increase offshore and refinery emissions. Small number of corrections to data included in point source database.	Durham, Stockton-on-Tees, Cheshire West and Chester, North Lincolnshire, Rotherham, Bolsover, New Forest, Newport, Falkirk, Fife
D. Industrial and Commercial Other Fuels	Changes from -86 to +93 kt CO ₂ change.	New emissions mapping grids have been developed using updated employment data from ONS, Display Energy Certificates and high resolution gas and electricity data. Changes have also occurred due to	Warrington, East Riding of Yorkshire, Kingston upon Hull, Daventry, Guildford, Blaenau Gwent, Newport, Rhonda, Cynon, Taff, Dungannon and South Tyrone, Fermanagh,

		reallocations between sectors in the national inventory. Although the national total of gas oil (for example) has not changed, the sectors it is allocated to have changed and certain sectors may have higher emissions for some LAs than others. The scale of the change depends on the mix and size of employment sectors within the LA, and the number of off-gas employment sites.	Magherafelt, Gedling.
E. Agricultural Combustion	Up to 4.1 kt CO ₂ change in emissions.	Mapping grids for agricultural oil combustion updated with new employment data from ONS.	Orkney Islands, Shetland Islands, Fermanagh, Newry and Mourne
F. Railways	Changes from -6 to +4 kt CO ₂ change in emissions.	Decrease in emissions due to revisions to DUKES (burning oil in railways, stationary combustion). Increase in emissions due to the inclusion of coal combustion. Mapped using regional railways mapping grid.	Ryedale, Westminster, Teignbridge Hambleton, Sheffield, Ealing, Vale of White Horse, West Berkshire, Wiltshire, Dumfries and Galloway
G. Domestic Electricity	Changes from -8 to +8% (-37 to +5 kt) change from last year in Northern Ireland.	A significant methodology improvement: Use of new DECC NI sub-national electricity data rather than using population data to map electricity consumption.	Antrim, Armagh, Ballymena, Ballymoney, Banbridge, Belfast, Carrickfergus, Down, Dungannon and South Tyrone, Fermanagh, Magherafelt, Newry and Mourne, North Down,
H. Domestic Gas	0.6% decrease in emissions for all LAs in 2009.	Gas consumption data has been revised for 2009 in DUKES. Therefore, national emissions totals have been reduced across the whole of the UK.	All LAs affected in the same way.

I. Domestic 'Other Fuels'	Changes from -12% (5 kt CO ₂) to +14% (4.0 kt CO ₂) change in emissions.	All changes in this sector come from changes to the national emissions inventory. These are partly to do with revisions to DUKES, there is also an increase in end user emissions for oils caused by increase offshore and refinery emissions.	Cornwall, Wiltshire, Belfast, Derry, Northumberland, East Riding of Yorkshire, Herefordshire, Shropshire, Carmarthenshire, Pembrokeshire, Powys
J. Road Transport (A roads)	Changes from -43.4 to +32.9 kt CO ₂ .	Use of new evidence from Automatic Number Plate Recognition (ANPR) has led to revisions in the emission factors for road transport . Previously the four Devolved Administrations (DAs) used the same emission factors. However, these have been adjusted to reflect the different vehicle fleets, e.g. the age of the vehicles, Euro standard mix and the petrol-diesel split in each of the DAs. The vehicle fleets have been found to be newer than previously assumed and there have been some changes in assumptions regarding fuel splits on urban roads and motorways. This change means that the LACO ₂ figures now match more closely with the DA inventory totals. Also some revisions to traffic flow numbers.	Carlisle, Cheshire East, Cheshire West and Chester, Rochdale, Doncaster, Harrogate, Leeds, North West Leicestershire, North Warwickshire, Dumfries and Galloway, South Lanarkshire, Lisburn
K. Road Transport (Motorways)	Changes from -28.5 to +35.3 kt CO ₂ .		
L. Road Transport (Minor roads)	Changes from -36.7 to +21.3 kt CO ₂ .		
M. Road Transport Other	No significant changes		
N. LULUCF Net Emissions	Changes from -298 to +191ktCO ₂ . Differences observed in all years and all LAs.	Changes to national emissions and mapping methodologies. See 'Mapping Carbon Emissions & Removals for the Land Use, Land Use Change & Forestry Sector' report for more information.	Aberdeenshire, Argyll and Bute, Dumfries and Galloway, Highland, Moray, Scottish Borders

5. Carbon dioxide emissions within the scope of influence of Local Authorities (previously NI186) – differences from the full National Statistics dataset

Carbon dioxide emissions within the scope of influence of Local Authorities (LAs) is based on a subset of the full National Statistics dataset. The full dataset includes all the emissions that occur within the boundaries of each local authority; however, the reduced dataset excludes certain emissions, which it has been considered local authorities are unable to directly influence. The emissions that are removed from the National Statistics dataset to compile the CO₂ emissions within the scope of influence of LAs are:

- Motorways – all emissions from the “Road transport (motorways)” sector have been removed for the indicator dataset;
- EU Emissions trading schemes sites – these emissions have been removed from the “Large industrial installations” sector for the purpose of the indicator, with the exception of energy suppliers (e.g. power stations), whose emissions are indirectly included via the end-user estimates for electricity use. Note that not all the emissions from the “Large industrial installations” sector are produced by EU ETS installations, hence the fact that there are emissions remaining in this sector in the indicator;
- Diesel railways – all emissions from the “Diesel Railways” sector have been excluded;
- Land Use, Land Use Change, and Forestry – all emission belonging to the, “LULUCF Net emissions” sector have been excluded from the main dataset.

In effect, these are emissions that LAs can be least expected to responsible for. Arguments can be made for other exclusions, but a line has to be drawn somewhere that results in a dataset that is fair in terms of local authority actions actually affecting changes in the dataset, and where real change at the local level will be captured. DECC consulted with LAs during development of this subset of the data.

6. Planned improvements to the dataset

There are currently no planned improvements to the LA CO₂ emissions dataset.

Comments

We would welcome comments on these statistics. These should be sent to:

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Useful links

Details of DECC's estimates of local and regional energy statistics are available here:

http://www.decc.gov.uk/en/content/cms/statistics/energy_stats/regional/regional.aspx

The home pages of the UK National Atmospheric Emissions Inventory are here:

<http://www.naei.org.uk>