

Leicester
City Council

WARDS AFFECTED: All

Cabinet

25th April 2005

**ECO-MANAGEMENT AND AUDIT SCHEME (EMAS)
Progress for 2003/04, Proposed Action for 2005/06**

Report of the Service Director, The Environment

1 Purpose of Report

- 1.1 This annual report provides Cabinet with information on the Council's progress towards the corporate environmental improvement targets. The targets form part of the Eco-Management and Audit Scheme (EMAS), the corporate environmental management system. Reporting progress to Cabinet is a requirement of EMAS registration. The information is important for driving improvements in the Council's environmental performance. The report also presents the draft text of the seventh EMAS public statement covering the financial year 2003/04, and the proposed actions to be included in the 2005/06 action programme.

2 Summary

- 2.1 EMAS is being used to manage and improve the environmental performance of the Council. Maintaining EMAS registration and meeting EMAS improvement targets is measure B2 of the corporate plan. It also contributes to delivering the aims of the Leicester Environment Partnership (as set out in the recent Leicester Environment Strategy) and the Leicester Partnership, and sets a good example to our partner organisations in the City.
- 2.2 Leicester City Council pioneered the adoption of EMAS by local authorities and was the largest local authority in Europe to register when it did so in 1999. Leicester is still considered at the forefront of European municipalities and this is proving influential in attracting EU funding. For example, the Council is currently receiving £157,000 for leading the LIFE-funded European Eco-procurement project and EMAS was the key reason for our selection as lead authority.
- 2.3 The European Commission's recent communication "Towards a thematic Strategy for the Urban Environment" seeks to make it a requirement for all municipalities in Europe, over 100,000 inhabitants, to adopt an environmental management system such as Leicester's and Leicester is quoted in the Communication as an example of best practice for others to follow.
- 2.4 EMAS drives improvements in environmental performance, reduces the risk of breaching environmental legislation and demonstrates a level of performance management that has been viewed favourably in several inspections and awards (eg, Comprehensive Performance Assessment, Beacon Status for a Quality Environment). Achieving some of the targets should produce financial benefits. For example, if the Council meets the EMAS target to reduce fuel consumption

by 5% of 2000/01 level by 2005/6, this would save the authority £86,900 p.a. A further £29,582 would be saved by achieving the EMAS water reduction target.

- 2.5 The importance of protecting the environment is becoming ever more apparent. At his recent Cinquefoil Seminar on climate change Sir John Houghton quoted research that had conservatively estimated that approximately 150 million refugees would be created as a result of climate change by the end of the century.
- 2.6 EMAS has 11 environmental improvement objectives with associated targets and monitoring systems. Targets and/or monitoring systems are currently being developed for 10 others. Nationally, the Council is recognised for its work on the difficult task of developing a comprehensive set of targets and a system for monitoring progress. Sir John Houghton, during his recent Cinquefoil Seminar, praised the City for its challenging climate protection target of a *50% reduction in carbon dioxide emissions from the 1990 level by 2025* (The Leicester Energy Strategy).
- 2.7 During the financial year 2003/04 the Council made overall progress towards four of the targets. Four other targets will not be met if current trends continue. Progress towards three other targets was either neutral or inconclusive. Full detail is presented in table 1 together with some key actions for addressing these trends. A complete list of actions proposed for 2005/06 is presented in appendix 2.

Table 1 Summary of progress towards corporate environmental improvement objectives

| Target No. | Environmental Improvement Objective (with associated target in brackets) | Change Since Last Year | Overall Progress Towards Target | Proposed Key Actions |
|------------|---|------------------------|---------------------------------|---|
| 1.1 | Reduce the council's total building energy consumption (<i>to 50% of the 1990 level by 2025/26</i>) | +ve | On track | The programme of investment in energy efficiency will continue, together with further development of the intelligent metering system and the provision of information on energy efficiency eg. electrical equipment through the LEAP project. |
| 6.1 | Increase recycling of household waste (<i>40% of household waste collected in 2005/06 to be recycled</i>) | +ve | On track | The new waste management facility at Bursom Park should become fully operational during 2005. |
| 10.1 | Ensure that the council continues to provide Leicester people with publicly accessible green space (<i>publicly accessible green space owned by the council covers at least as much land in 2020/21 as it did in 1994 = 863 hectares</i>) | +ve | On track | Numerous sites have been acquired for publicly accessible open space in recent years (eg. the Orchards) and these sites will continue to be developed in 2005/06. |
| 12.1 | To improve the cleanliness of the city centre (Cleansing Index – PSA measure – in the city centre to be 75% or above by 2004/05) | +ve | On track | Actions in the Public Service Agreement action plan will continue. |
| 1.2 | Increase the council's use of renewable energy (<i>from 0% in 1997 (Mar) to 20% of energy requirement in 2020/21</i>) | -ve | Not on track | The reduction in the proportion of Council energy use from renewable sources is due to the over demand for reasonably priced electricity generated from renewable sources. However, |

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|-----|---|-----------------------|-----------------------|--|
| | | | | further renewable energy supply contracts are being pursued. |
| 1.3 | Reduce the fuel used by staff vehicles at work (not commuting) <i>(5% reduction of fuel used in 2000/01 by 2005/06)</i> | -ve | Not on track | See point 2.8 immediately below this table and appendix 2. |
| 4.1 | Improve air quality within the city <i>(To achieve national air quality objectives for nitrogen dioxide by 2005)</i> | neutral | Not on track | See point 2.8 immediately below this table and appendix 2. |
| 9.2 | Ensure prime ecological sites are retained <i>(The area of land covered by council-owned Sites of Importance for Nature Conservation to be maintained at 1999 levels and managed according to their schedules).</i> | +ve | Not on track | Continued investment in the City's parks, supplemented by other projects such as the NRF funded Ecoactive, will produce further benefits for prime ecological sites. |
| 4.2 | Reduce morning rush hour car trips to the city centre <i>(return to 2000/01 levels by 2006/07 and a 1% decrease by 2010/11)</i> | +ve | Not conclusive | See point 2.8 immediately below this table and appendix 2. |
| 7.1 | Reduce potable water used in council buildings <i>(5% reduction of 2000 levels by 2005/06)</i> | +ve | Not conclusive | The programme of installing intelligent metering in to council buildings and the programme of investment in water efficiency will continue. |
| 4.3 | Reduce car travel at schools with travel plans <i>(25% reduction in car travel by 2011)</i> | Not conclusive | Not conclusive | 2005/06 will see the further expansion of travel planning in schools, EMAS in schools and actions resulting from the Transport Efficiency Review. |

2.8 The paper identifies two areas of concern that were reported last year and require further attention:

1. Transport issues are still a concern. Although a slight, but welcome, reduction was recorded in the number of car trips to the city centre during the morning rush hour over the last year, it is still likely that the 2005 national air quality objectives for nitrogen dioxide will not be met and fuel used by LCC staff at work increased for the sixth consecutive year. Planned actions for 2005/06 to address these issues include:
 - A project to identify a range of options the Council could adopt to introduce a staff travel plan. An options paper will be presented to Corporate Directors Board during 2005.
 - The purchase of more fuel efficient diesel vehicles for the vehicle fleet and the possibility of retrofitting catalytic converters to older diesel vehicles in the fleet for removing nitrogen oxide pollution (using Energy Saving Trust funding).
 - The Air Quality Action Plan (AQAP) for the City that went to Cabinet on the 8th of November 2004 and the Local Transport Plan which is the main delivery mechanism for the AQAP.
 - Actions resulting from the Transport Efficiency Review completed in May 2004.

- Work by consultants due in April 05 to produce a study to inform a City Centre Access Strategy.
2. Staff are still not compliant with the corporate paper policy when using external printers and paper suppliers (other than Creativity Works) meaning that paper use and recycled content cannot be monitored. Planned actions for 2005/06 to address the issue area as follows:
- Following the procurement efficiency reviews and the benchmark review of ESPO, completed during the summer of 2004, non-contracted suppliers of paper are being deactivated from the FMIS system. If subsequently orders are placed with off-contract suppliers this will be highlighted at either the time of order or payment (depending upon the system used). The possibility of an e-procurement project that will support paper policy implementation is also being considered.
- 2.9 The deterioration in the quality and protection of Sites Important for Nature Conservation (SINCs) was a concern during 2003/04. However, the investment made in the City's parks over the last year has had positive benefits for nature conservation. This has been supplemented by Neighbourhood Renewal Fund (NRF) funding for nature conservation related projects such as Ecoactive.
- 2.10 Four other objectives already have targets but monitoring systems are still being put in place, and targets are currently being developed for a further six objectives.
- 2.11 Some minor amendments were made to the EMAS targets for 2003/04. These are presented in appendix 4.
- 2.12 The monitoring exercise has informed the seventh annual EMAS public statement (appendix 3). The statement is a requirement of the EMAS regulation.
- 2.13 A review of the EMAS objectives and targets will be undertaken later this year to reflect the recent Leicester Environment Strategy. The results of this review will be included in the next annual monitoring report.

3. Recommendations

Cabinet members are recommended to:

1. Note progress towards the EMAS targets during 2003/04 (see sections 2, 3 and 5 in the main report and appendix 1)
2. Note the minor amendments made to the EMAS targets for 2003/04 (see section 4 in the main report and appendix 4)
3. Agree the implementation of the proposed 2005/06 action programme (see section 6 in the main report and appendix 2)
4. Agree the draft text for the 7th EMAS Public Statement (see section 7 in the main report and appendix 3)

4. Financial & Legal Implications

4.1 Financial Implications

- 4.1.1 EMAS is managed by the staff in the Environment Team and is financed through the Team's budget. This covers the verification costs and all associated printing

of documents required for the process, including publication of the annual public statement. Members of the Sustainable City Officers Group (SCOG) and several other individual officers from across the authority are involved in the implementation of EMAS. The implementation of the proposed 2005/06 action programme will be met from resources that are already committed (eg, through the Local Transport Plan).

- 4.1.2 During 03/04 the scope and extent of EMAS was widened to include schools and several additional significant environmental effects. These, together with increased audit requirements, have necessitated additional audit time and consequent cost. It is planned to use Internal Audit to undertake this work (their rates are lower than external providers) and they estimate their costs will increase by £9,660 to £33,120. This work is already included within the Internal Audit work plans.

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4.2 *Legal Implications*

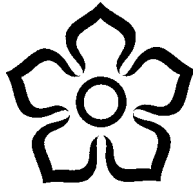
- 4.2.1 The corporate environmental policy commits the organisation to "fulfill our statutory environmental responsibilities". A prosecution for breaching the relevant legislation would result in automatic removal from the EMAS register. The Council does take effective measures to ensure that its contractors comply with the EMAS obligations by ensuring it is an evaluation criteria in the procurement process and including clauses requiring compliance within all standard and bespoke contract terms.

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Leicester
City Council

WARDS AFFECTED: All

Cabinet

25th April 2005

**ECO-MANAGEMENT AND AUDIT SCHEME (EMAS)
PROGRESS FOR 2003/04, PROPOSED ACTION FOR 2005/06**

SUPPORTING INFORMATION

Report of the Service Director, The Environment

1. Background

- 1.1 The Eco-Management and Audit Scheme (EMAS) is the European Union's own environmental management system, similar to the international standard ISO 14001. It is currently a voluntary scheme which organisations can adopt to manage and improve their environmental performance. Leicester City Council pioneered the adoption of EMAS by local authorities and was one of the largest organisations in Europe to register in 1999.
- 1.2 Maintaining EMAS registration and meeting EMAS improvement targets is measure B2 of Leicester City Council's corporate plan.
- 1.3 The European Commission's recent communication "Towards a thematic Strategy for the Urban Environment" seeks to make it a requirement for all municipalities in Europe, over 100,000 inhabitants, to adopt an EMS such as Leicester's and Leicester is quoted in the Communication as an example of best practice for others to follow.
- 1.4 Leicester City Council continues to pioneer the way with EMAS by inviting Leicester schools to participate in EMAS and join our registered system. Approximately £400,000 leverage has been obtained from the Neighbourhood Renewal Fund to fund the EMAS in schools project. The project is key to Leicester City Council's Corporate Plan, as it seeks to deliver a joined-up approach to both of the council's strategic objectives:
- "To raise educational standards and skills irreversibly so that all schools are good schools and individuals are committed to learning throughout life"*
- "To improve our environment to make local neighbourhoods and the city centre places for people to be proud of."*
- 1.5 The system drives improvements in environmental performance, reduces the risk of breaching environmental legislation and demonstrates a level of performance management that has been viewed favourably in several inspections and awards (eg. Comprehensive Performance Assessment, Beacon Status for a Quality Environment).

1.6 Achieving some of the targets should produce financial benefits. For example, if the Council meets the EMAS target to reduce fuel consumption by 5% of 2000/01 level by 2005/6, this would save the authority £86,900 p.a. A further £29,582 would be saved by meeting the EMAS water reduction target.

1.7 This is an annual report to Cabinet to tell members about the Council's progress towards our corporate environmental improvement targets. These targets are a key element of the EMAS system. The EMAS action programme for 2005/06 shows those actions intended to deliver the EMAS targets (appendix 2). A monitoring exercise informed the seventh annual EMAS public statement (appendix 3). This statement is a requirement of the EMAS regulation.

2. Progress towards existing targets

2.1 On March 24th 2003 Cabinet agreed 21 environmental improvement objectives covering both city-wide environmental issues and the direct environmental impacts of Leicester City Council (LCC) operations. Eleven of those objectives currently have associated targets and monitoring systems in place. Work to develop further targets and monitoring systems is ongoing (see section 4).

2.2 The Council is able to demonstrate overall progress towards four of the targets. However, if the current trends continue we will not meet four targets. Progress towards the three other targets is neutral or inconclusive. A detailed review of our overall progress towards the eleven objectives and any changes since last year are given in appendix 1. A summary of progress is given in table 2.

Table 2 Summary of progress towards corporate environmental improvement objectives

| Target No. | Environmental Improvement Objective (with associated target in brackets) | Change Since Last Year | Overall Progress Towards Target | Additional Explanation |
|------------|---|------------------------|---------------------------------|---|
| 1.1 | Reduce the council's total building energy consumption (<i>to 50% of the 1990 level by 2025/26</i>) | +ve | On track | Energy consumption in council buildings in 2003/04 was 10.9% lower than in 1990. This is an improvement on the 2002/03 figure of 8.8%. The installation of the intelligent metering system in buildings has increased the ability to identify energy wastage and highlight opportunities to make significant savings. |
| 6.1 | Increase recycling of household waste (<i>40% of household waste collected in 2005/06 to be recycled</i>) | +ve | On track | In 2003/04 the recycling rate increased to 14.7% from 11.6% in 2002/03. The new green box recycling scheme was rolled out across the City in February/March 2004. |
| 10.1 | Ensure that the council continues to provide Leicester people with publicly accessible green space (<i>publicly accessible green space owned by the council covers at least as much land in 2020/21 as it did in 1994 = 863 hectares</i>) | +ve | On track | 25.1 hectares of publicly accessible green space were acquired by the Council during 2003/04, taking the total to 903.1 ha. |
| 12.1 | To improve the cleanliness of the city centre (Cleansing Index – PSA measure – in the city centre to be 75% or above by 2004/05) | +ve | On track | The Street Cleansing Index increased to 81% during 2003/04, up from 75% for the previous year. The introduction of litter wardens helped to achieve the target. |

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|-----|---|-----------------------|-----------------------|--|
| 1.2 | Increase the council's use of renewable energy (<i>from 0% in 1997 (Mar) to 20% of energy requirement in 2020/21</i>) | -ve | Not on track | The reduction in the proportion of Council energy use from renewable sources is due to the over demand for reasonably priced electricity generated from renewable sources and the consequent difficulty in purchasing such electricity. |
| 1.3 | Reduce the fuel used by staff vehicles at work (not commuting) (<i>5% reduction of fuel used in 2000/01 by 2005/06</i>) | -ve | Not on track | Fuel use by staff vehicles at work has increased every year since 1997 which is a 21% increase equating to 463,000 additional litres of fuel per year - See section 3 of the main report. |
| 4.1 | Improve air quality within the city (<i>To achieve national air quality objectives for nitrogen dioxide by 2005</i>) | neutral | Not on track | Road traffic is one of the major contributors to poor air quality in Leicester and it is probable that Leicester will not meet the 2005 national air quality objectives for nitrogen dioxide - See section 3 of the main report. |
| 9.2 | Ensure prime ecological sites are retained (<i>The area of land covered by council-owned Sites of Importance for Nature Conservation to be maintained at 1999 levels and managed according to their schedules</i>). | +ve | Not on track | The deterioration in the quality and protection of Sites Important for Nature Conservation (SINCs) was a concern during 2003/04. However, the investment made in the City's parks over the last year has had positive benefits for nature conservation. This has been supplemented by NRF funding for nature conservation related projects. |
| 4.2 | Reduce morning rush hour car trips to the city centre (<i>return to 2000/01 levels by 2006/07 and a 1% decrease by 2010/11</i>) | +ve | Not conclusive | During 03/04 a slight reduction was recorded in the number of car trips to the city centre, but overall progress is not conclusive. |
| 7.1 | Reduce potable water used in council buildings (<i>5% reduction of 2000 levels by 2005/06</i>) | +ve | Not conclusive | During 03/04 a reduction was recorded in the amount of water used in Council buildings, but overall progress is not conclusive. |
| 4.3 | Reduce car travel at schools with travel plans (<i>25% reduction in car travel by 2011</i>) | Not conclusive | Not conclusive | Changes have been made to this aspect of monitoring. Data are now collected only from schools with travel plans and are no longer collected from a wider sample of schools. This is because decreasing numbers of schools were providing data and the intention is that all school children will be covered by travel plans by 2010/11 if resources continued to be made available. This change means that a new data set needs to be collected before a trend can be established. |

2.3 Transport issues are the main concern identified from the review of progress and they are discussed below in greater detail.

3. Transport Issues - fuel use by LCC staff, air quality

3.1 Fuel used by staff vehicles at work has been increasing year on year since 1997. Furthermore, road traffic is one of the major contributors to poor air quality in Leicester. It is probable that Leicester will not meet the 2005 national air quality objectives for nitrogen dioxide.

3.2 The increase in fuel use by staff vehicles at work since 1997 has been around 21% (equating to 463,000 additional litres of fuel per year). Unfortunately, detailed information cannot be obtained for the period before 2002-03 when the largest increases were reported. However, table 3 shows areas of the council that

have significantly increased fuel use over the period 2002-03 to 2003-04. The table is ranked according to litres of fuel consumed. The underlying reasons for increases are currently being investigated. Fuel use increases could reflect a whole number of issues including increased service activity and fleet depot relocation.

Table 3 Changes in fuel use between 02/03 and 03/04 for areas of the council that have shown significant increases (excluding contractors eg. Exel Logistics)

| User | Dept | Litres used 2002-03 | Litres used 2003-04 | % Change |
|-------------------------------|---------|---------------------|---------------------|----------|
| City Cleansing | R&C | 459,005.51 | 487,418.91 | 6.2 |
| Engineering (DSO) | R&C | 183,189.19 | 208,320.61 | 13.7 |
| Windows Factory | Housing | 44,255.95 | 47,565.24 | 7.5 |
| Housing Contracts General | Housing | 39,473.14 | 44,861.91 | 13.7 |
| Housing Contracts Small Works | Housing | 19,915.89 | 21,753.22 | 9.2 |
| Renewal & Grants | Housing | 9,377.45 | 14,757.43 | 57.4 |
| Street Env Management Team | R&C | 6,521.74 | 8,626.84 | 32.3 |
| Parks Warden | R&C | 6,334.28 | 12,498.53 | 97.3 |
| Post Room | RAD | 3,368.65 | 5,367.42 | 59.3 |
| Heating Team | Housing | 1,929.58 | 6,935.07 | 259.4 |
| Housing Design | Housing | 1,341.24 | 2,882.16 | 114.9 |

3.3 Members should note that mitigating actions are included in the EMAS action programme for the coming year (appendix 2). Many of these are continued from last year. The key actions include:

- A project has been established to identify a range of options the Council could adopt to introduce a staff travel plan. This project looks at 5 specific areas. These are:
 - travel to work by staff
 - travel on business
 - fleet management
 - marketing, promotion and delivery
 - product development.

An options paper will be presented to Corporate Directors Board in the spring of 2005.

- The purchase of more fuel efficient diesel vehicles for the vehicle fleet.
- The possibility of retrofitting catalytic converters to older diesel vehicles in the fleet for removing nitrogen oxide pollution (using Energy Saving Trust funding).
- The Air Quality Action Plan (AQAP) for the City that went to Cabinet on the 8th of November and the Local Transport Plan which is the main delivery mechanism for the AQAP.

- Actions resulting from the Transport Efficiency Review completed in May 2004.
- Work by consultants due in April 05 to produce a study to inform a City Centre Access Strategy.
- A Bike to School Week planned for April 2005 that will include the production of a cycle route map and films.

4. Further Development of Targets and Monitoring Systems

4.1 The system of environmental improvement objectives and targets, and associated monitoring systems, is still developing. Four objectives already have targets but monitoring systems are still being put in place and targets are currently being developed for a further six objectives (see table 4).

Table 4 Summary of progress with the development of targets and/or monitoring systems for corporate environmental improvement objectives

| Target no. | Environmental Improvement Objective (with associated target in brackets where developed) | Progress with development of data collection monitoring system and/or target |
|------------|--|--|
| 5.1 | Reduce the amount of council waste going to landfill (<i>40% of City Council waste to be recycled by 2005</i>) | Data collection monitoring system currently being developed. From 2005/6 there will be a requirement for the authority to submit this information to DEFRA annually. |
| 8.1 | Reduce consumption of paper (<i>5% reduction in the quantity of paper purchased in 2000, by 2003</i>) | Monitoring paper consumption requires all paper to be purchased through Creativity Works or, if purchased elsewhere, the quantity of paper reported to Creativity Works. Unfortunately, a lot of paper is purchased from external organisations and not reported to Creativity Works making it impossible to obtain reliable data on paper use. See section 5 of the main report. |
| 8.2 | Increase the use of recycled paper (<i>98% of the paper purchased in 2003 to be 100% recycled post consumer waste</i>) | Monitoring the use of recycled paper requires all paper to be purchased through Creativity Works or, if purchased elsewhere, the recycled content of the paper reported to Creativity Works. Unfortunately, a lot of paper is purchased from external organisations and not reported to Creativity Works making it impossible to obtain reliable data on recycled paper use. See section 5 of the main report. |
| 9.1 | To ensure key aspects of the natural environment on council-owned land are sustainably managed (<i>to develop management plans for parks, open spaces, the riverside and trees and woodland by 2005</i>) | Survey work to establish the total number of tree management sites in the City has not been finalised so a figure for the % of management plans completed for all sites cannot be reported. |
| 2.1 | Reduce the energy consumption of homes within the city ie. increase SAP rating of houses | Target development is ongoing. Home energy data for the whole of the city is currently being collected and a target will be developed in 2005. |
| 3.1 | Reduce vehicle emissions from fleet and lease cars | Target development is ongoing. Investigations are underway, in partnership with the vehicle fleet manager, to establish the best technology available to reduce vehicle emissions |
| 6.2 | Reduce the amount of construction waste going to landfill | A construction and demolition waste recycling facility is currently being established. The target will be developed once the facility is |

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| | | operational. |
| 9.3 | Develop measurable indicators of ecological quality and complete the first monitoring programme by 2010 | Development of the target is on hold pending recruitment. |
| 11.1 | To create a sustainable built environment within the city | Target development is ongoing. The Better Buildings project officer is in post and is developing a target based around the adoption of the Better Buildings guidance within the planning process. |
| 13.1 | To improve awareness of environmental issues amongst Leicester residents | Target development is ongoing. It is proposed that baseline data be collected through the Leicester Residents Survey for 2005. |

4.2 Some minor amendments were made to the EMAS targets for 2003/04. The changes are mainly the clarification of target dates. Two other changes reflect the way the Local Transport Plan is monitored. All of the changes are presented in appendix 4.

4.3 Monitoring paper use and recycled content is a concern discussed below in greater detail.

5. Compliance with the corporate paper policy

5.1 The policy on paper requires all paper to be purchased through Creativity Works or, if purchased elsewhere, the quantity and recycled content of the paper reported to Creativity Works. This is so that accurate paper consumption figures can be reported. The purchasing of paper other than "100% post consumer waste" has to be justified as an exception. Unfortunately a lot of paper, possibly up to a quarter of all paper used by the authority, is purchased from external organisations and not reported to Creativity Works. This makes it impossible to monitor implementation of the paper policy. Active promotion of the policy in 2003 did not resolve the situation. Key actions for 2005/06 are as follows:

- Following the procurement efficiency reviews and the benchmark review of ESPO, completed during the summer of 2004, non-contracted suppliers of paper are being deactivated from the FMIS system. If subsequently orders are placed with off-contract suppliers this will be highlighted at either the time of order or payment (depending upon the system used). The possibility of an e-procurement project that will support paper policy implementation is also being considered.

6. Proposed EMAS Action Programme for 2005/06

6.1 Appendix 2 reports on progress towards the 2003/04 actions and recommends their continued inclusion in the 2005/06 action programme. In addition new actions have been suggested where appropriate. Together the 2003/04 actions recommended for retention and the new actions constitute the draft EMAS action programme for 2005/06.

7. The text for the seventh EMAS Environmental Statement

7.1 EMAS requires us to keep the public informed of the City Council's environmental progress. We do this by publishing an annual EMAS public statement. The text is checked for its accuracy by the external EMAS Verifier before being made available to the public.

7.2 The proposed draft text for the seventh annual statement is attached at appendix 3. The statement reports progress towards the EMAS targets during 2003/04.

The statement also provides a commentary on the key issues influencing our progress and presents some of the important future actions. We have used a format that places emphasis on graphical presentation and case studies.

8. Next Steps

The next steps are as follows:

1. The proposed action programme will be implemented from 1st April 2005.
2. External re-verification of EMAS will take place during May 2005, including the validation of the public statement.
3. The seventh EMAS public statement will be published following validation.
4. Members will receive the next annual report on progress towards the targets in March 2006. This will include a review of the implications of the Leicester Environment Strategy for EMAS.

9. Conclusion and Recommendations

- 9.1 Progress towards the EMAS targets was mixed during 03/04. Concerns remain about increased fuel use by council vehicles at work, the effect on air quality of nitrogen dioxide emissions from traffic and compliance with the corporate paper policy.
- 9.2 Actions proposed in the 2005/06 action programme should promote further progress towards the targets.
- 9.3 The draft text for the 7th EMAS Public Statement should be agreed so that publication can take place following the next EMAS verification (May 2005).

FINANCIAL, LEGAL AND OTHER IMPLICATIONS

1 Financial Implications

- 1.1 EMAS is managed by the staff in the Environment Team and is financed through the Team's budget. This covers the verification costs and all associated printing of documents required for the process, including publication of the annual public statement. Members of the Sustainable City Officers Group (SCOG) and several other individual officers from across the authority are involved in the implementation of EMAS. The implementation of the proposed 2005/06 action programme will be met from resources that are already committed (eg, through the Local Transport Plan).
- 1.2 During 03/04 the scope and extent of EMAS was widened to include schools and several additional significant environmental effects. These, together with increased audit requirements, have necessitated additional audit time and consequent cost. It is planned to use Internal Audit to undertake this work (their rates are lower than external providers) and they estimate their costs will increase by £9,660 to £33,120. This work is already included within the Internal Audit work plans.

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2 Legal Implications

2.1 The corporate environmental policy commits the organisation to "fulfill our statutory environmental responsibilities". A prosecution for breaching the relevant legislation would result in automatic removal from the EMAS register. The Council does take effective measures to ensure that its contractors comply with the EMAS obligations by ensuring it is an evaluation criteria in the procurement process and including clauses requiring compliance within all standard and bespoke contract terms.

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3. Other Implications

3.1

| OTHER IMPLICATIONS | YES/NO | PARAGRAPH REFERENCES WITHIN SUPPORTING PAPERS |
|-------------------------------|--------|--|
| Equal Opportunities | No | |
| Policy | Yes | EMAS is the management system we use to implement the corporate environmental policy |
| Sustainable and Environmental | Yes | EMAS is the management system we use to implement the corporate environmental policy |
| Crime and Disorder | No | |
| Human Rights Act | No | |
| Older People on Low Income | No | |

3.2 Risk Assessment Matrix

| Risk | Likelihood L/M/H | Severity Impact L/M/H | Control Actions (if necessary/or appropriate) |
|---|---------------------|-----------------------------|---|
| 1 – Failure to take corrective action necessary to meet our EMAS targets Meeting the EMAS targets is not a requirement of the EMAS regulation, but progress needs to be reviewed regularly and corrective action taken as necessary to improve performance. | L | L | Progress is reviewed annually by members at Cabinet and corrective action agreed through the review of the EMAS Action Plan. The process of closing out non-compliances raised by internal EMAS audits provides another mechanism for taking corrective action. |

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| <p>2 – Failure to maintain an EMAS Action programme The EMAS action programme is a requirement of the EMAS regulation. Without this EMAS registration could not continue.</p> | L | H | Env Team have work instructions in place to review the action programme every 6 months and to report annually to members. |
| <p>3 – Failure to produce a verifiable public statement The EMAS public statement is a requirement of the EMAS regulation. Without this EMAS registration could not continue.</p> | L | L | The text of the Public Statement is presented to members at Cabinet for agreement and subjected to checking by internal audit prior to verification taking place. |

L - Low
Low M -
M - Medium
Mediu H - High
m
H -
High

4 Background Papers – Local Government Act 1972

- Reviewing EMAS (Eco-Management and Audit Scheme). Cabinet, 24th March 2003.
- The Leicester Environment Strategy. Cabinet, 7th March 2004.
- The Leicester Energy Strategy.
- The Transport Efficiency Review. Cabinet, 17th May 2004

5 Consultations

| Consultee | Date Consulted |
|--|-----------------------|
| Individual officers named in the action programme (appendix 2) | Nov to Dec 2004 |
| Sustainable City Officers Group | 13 January 2005 |

Appendices (available in the Members Library)

- Appendix 1 – Progress Towards EMAS Targets 2003/04
- Appendix 2 – Proposed EMAS Action Programme 2005/06
- Appendix 3 – Environmental Statement April 2003–March 2004
- Appendix 4 - Proposed Amendments to EMAS Targets 2003/04