



Ricardo  
Energy & Environment

# Gibraltar City Inventory 2016

A City-Level Greenhouse Gas Emissions Inventory for Gibraltar

Report for HM Government of Gibraltar

**Customer:**

Sera Fromow, Department of the Environment,  
HM Government of Gibraltar

**Customer reference:**

ED61636

**Confidentiality, copyright & reproduction:**

This report is the Copyright of the Government of Gibraltar. It has been prepared by Ricardo Energy & Environment, a trading name of Ricardo-AEA Ltd, under contract to the Government of Gibraltar dated 17/03/2016. The contents of this report may not be reproduced in whole or in part, nor passed to any organisation or person without the specific prior written permission of the Government of Gibraltar. Ricardo Energy & Environment accepts no liability whatsoever to any third party for any loss or damage arising from any interpretation or use of the information contained in this report, or reliance on any views expressed therein.

**Contact:**

Ellie Kilroy  
Ricardo Energy & Environment  
Gemini Building, Harwell, Didcot, OX11 0QR,  
United Kingdom

t: +44 (0) 1235 75 3706

e: [eleanor.kilroy@ricardo.com](mailto:eleanor.kilroy@ricardo.com)

Ricardo-AEA Ltd is certificated to ISO9001 and ISO14001

**Author:**

Ellie Kilroy, Luke Jones, Rose Bailey, Charles Walker

**Approved By:**

Rose Bailey

**Date:**

20 June 2017

**Ricardo Energy & Environment reference:**

Ref: ED61636- Issue Number 1

## Executive summary

Cities and communities present a significant opportunity in the management of global greenhouse gas (GHG) emissions, which has been increasingly recognised internationally and locally, as organisations and initiatives increasingly champion city and community action, recognising that these places are often a focus of energy and resource consumption, create significant demands for mobility, and generate large quantities of waste. Globally, the focus is increasingly shifting towards enhancing the accounting and management of emissions at the city scale, and scaling up efforts to accurately monitor, report and verify activities as the basis for developing robust and evidence based plans for action.

Since the landmark Paris Agreement in 2015, the emphasis is increasingly moving from making promises to taking action and tracking that action. Effective and committed governance at the national level will be key to achieving the Paris Agreement, however it is at the sub-national level where real gains in climate change mitigation will be made and communities like Gibraltar, with significant autonomy in key areas, have significant potential for leadership in demonstrating local level climate action.

The first step in managing Greenhouse Gas (GHG) emissions effectively at the city (or community) scale and making informed decisions to contribute to global mitigation efforts, is to have a good understanding of these emissions – the major sources, activities and relative contributions of different activities. Previous emissions data captured and reported through the UK Greenhouse Gas Inventory (GHGI) for Gibraltar did not give a complete picture of Gibraltar's GHG impact and mitigation activities, as its primary purpose is to monitor and report emissions produced on a territorial basis and is compiled following the Intergovernmental Panel on Climate Change (IPCC) 2006 guidelines to meet the UK's reporting commitments under the United Nations Framework Convention on Climate Change (UNFCCC). As it does not take account of activities outside of the geographic boundary or disaggregate information to a spatial resolution that is useful locally to enable targeted policy action such as electricity end use, the Gibraltar Emissions Inventory Programme was established to compile a detailed bottom-up inventory of community GHG emissions for Gibraltar annually from 2015.

This report covers the most recent inventory year, 2016. It considers emissions from all sources, including stationary combustion (both power generation and end consumption by sub-sector); mobile combustion (by road, marine, and shipping); waste disposal and wastewater; and industrial process and product use (IPPU) emissions. It follows the internationally approved standard from the Greenhouse Gas Protocol: the Global Protocol for Community-Scale Greenhouse Gas Emission Inventories (GPC) (Greenhouse Gas Protocol, 2014), and is reported using internationally approved tools.

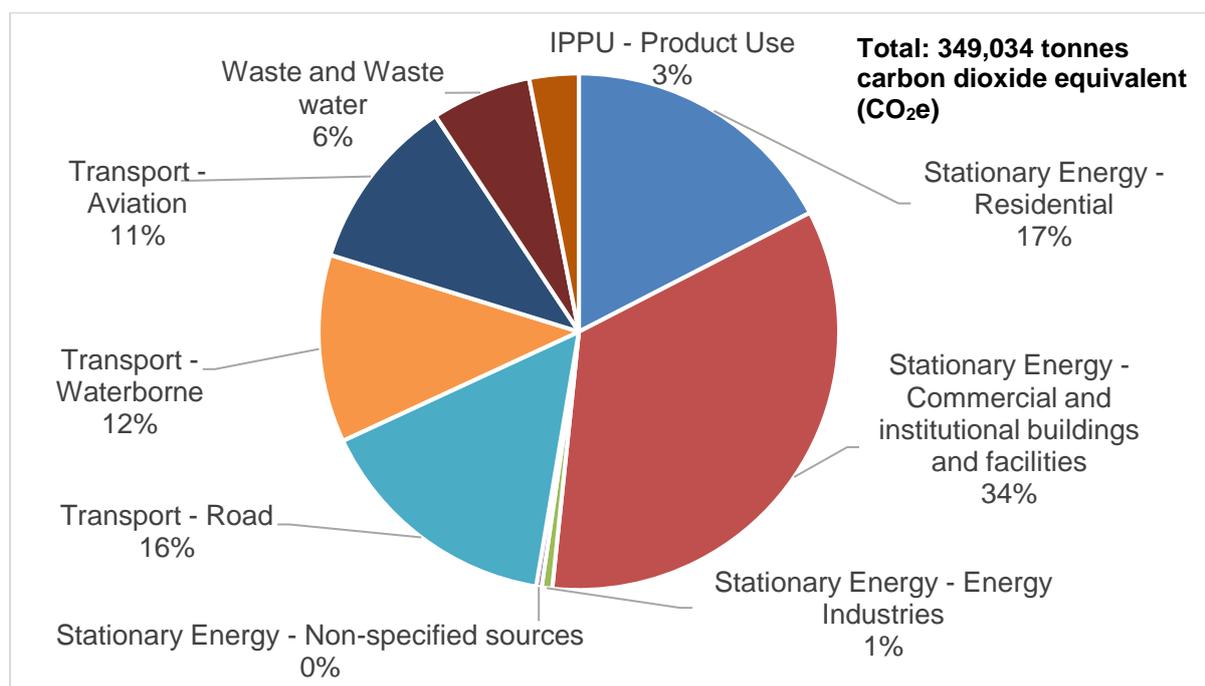
Emissions are calculated for the seven Kyoto GHGs, reported as carbon dioxide equivalent (CO<sub>2</sub>e) and are categorised by 'scope' consistent with the GPC:

- Scope 1 emissions are directly emitted in boundary
- Scope 2 emissions are indirectly emitted from in-boundary consumption of electricity
- Scope 3 emissions are indirect and out of boundary emissions

There are various levels of reporting, and this inventory also distinguishes between these different accounting approaches. The GPC has two reporting levels, known as BASIC and BASIC+, the latter including a greater number of sources, in particular some Scope 3 indirect emission sources. It is recommended that cities aim to report BASIC+ emissions. Transboundary transport emissions are included under BASIC+ reporting, and this includes water-borne navigation. However, in the case of Gibraltar, much of this is international shipping (non-bunkering), and is excluded from the BASIC+ results presented in this report due to its very large impact on overall totals, and the lack of potential local influence. This sub-set can therefore be considered **Gibraltar's 'manageable emissions'**. This is shown in **Figure i**.

Sources that are deemed to be 'outside of scopes' (i.e. they are reported for information, but are not deemed to be within the influence or responsibility of Gibraltar – such as bunker fuel) would dominate emissions overall if included in emission totals, with other scope 3 emissions accounting for 84% of emissions when all are combined.

**Figure i: BASIC+ “Manageable” emissions attributable to Gibraltar (under the GPC’s BASIC+ reporting, excluding transboundary international shipping)**



The results for BASIC+ excluding transboundary shipping present a picture much more aligned to those expected for a community, with stationary energy dominating, accounting for 53% of emissions. This is particularly the case in Gibraltar given that electricity generation is still predominantly produced using higher-carbon (diesel) fuel. Transportation also contributes about one third of emissions, with 15% from road transport sources, 12% from waterborne navigation, and 11% from aviation. Waste and IPPU are smaller, at 6% and 3% respectively.

Scope 2 emissions from electricity consumption are the largest source of emissions in Gibraltar, due to the reliance on electricity for all energy needs and generation technology. Because gas oil is used to generate electricity, the emissions per kilowatt hour (kWh) are considerably higher than, for example, the UK. The implied emission factor based on fuel consumption in power stations and total output is 0.91kg CO<sub>2</sub>e/kWh in Gibraltar in 2016, compared with the UK 2016 grid factor of 0.28 kg CO<sub>2</sub>e/kWh<sup>1</sup>.

When comparing emissions with other global cities, per capita BASIC-level emissions are used (excluding any scope 3 emissions). For Gibraltar this equates to over 8 tonnes per person. This compares to a UK average of 5.9 tonnes per person in 2018, with the lowest cities emitting 3.4-4 tonnes per person<sup>2</sup>.

When compiling the inventory for the latest year for Gibraltar, any improvements in data, methods or understanding are assessed and where appropriate also applied to previous years inventories to enhance accuracy and consistency across the timeseries. The 2015 inventory has therefore also been revised, referred to as '2015r'. More details on the revisions are found in the main report.

The main findings from the 2016 inventory are summarised as follows:

- Total manageable emissions are **slightly lower (-0.5%) in 2016 than 2015r**
- **Emissions from electricity have decreased by 5%**; this is due to less electricity consumption and therefore reduced production
- In comparison to the 2015r inventory, the emissions from Gibraltar are largely unchanged for scope 1. As in 2015r, the **scope 1 emissions are dominated by the transport sector**.
- Total **emissions from Waste have seen a reduction (around 3%)** between 2015r and 2016; this is due to decreases in the amount of solid waste generated, that has been composted and sent to landfill. The quantity of clinical waste incinerated has increased.

<sup>1</sup> <https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>

<sup>2</sup> <http://www.centreforcities.org/reader/cities-outlook-2018/city-monitor/17-total-co2-emissions-per-capita/>

- 
- **Emissions from scope 3 waterborne navigation are 44% higher** in the 2016 inventory than the 2015r inventory; this is largely due to increases in the average distance logged by liquid bulk carriers departing Gibraltar (and therefore an increased fuel use).
  - **Emissions from aviation are 30% higher in 2016** than 2015r; this is due to a 30% increase in the number of flights, mainly going to London Gatwick, London Heathrow and Manchester Airports.

An emissions inventory is an ongoing tool for understanding and reporting emissions, and allows the identification of major sources and priority areas for mitigation. It can be seen from the results presented above that there are some areas where mitigation efforts could be focussed in order to reduce greenhouse gas emissions, and some areas that are already demonstrating a reduction.

Stationary energy, as the highest contributor to overall manageable emissions, should be given priority and it is a positive sign that total emissions have declined 5% in a single year. In particular, the commercial and institutional sub-sector, as the highest end user category, could be further prioritised. Road transport makes up 16% of emissions, significant given the small size of the territory and the potential for policy interventions to reduce vehicle use. Finally, individual industries that are high-energy users, such as water supply, should be identified and ways to reduce energy consumption investigated. Shipping activity remains a large source of emissions; and one that will likely increasingly dominate the inventory even after excluding those emissions considered outside of scope.

This inventory has been compiled using the best available data and methods, however there remains potential for improvement, and future inventories should seek to build on the work undertaken here, and improve the accuracy, reliability, and coverage of data. This will better support decision making and targeted climate policy making, potentially bring co-benefits for other strategic areas through enhanced data capture and management on key activities, and enable the development of robust emission pathways modelling, supporting tracking of progress over time.

# Table of contents

|          |   |           |
|----------|---|-----------|
| <b>1</b> | <b>Introduction.....</b>  | <b>1</b>  |
| 1.1      | Gibraltar's climate commitments .....   | 2         |
| <b>2</b> | <b>The Global Protocol for Community-Scale Greenhouse Gas Emission Inventories (GPC).....</b> | <b>3</b>  |
| 2.1      | Overview.....   | 3         |
| 2.2      | Difference from national emissions reporting.....   | 3         |
| 2.3      | Scopes and Sources .....  | 4         |
| 2.4      | Reporting levels.....   | 6         |
| 2.5      | Accounting and reporting principles .....   | 7         |
| 2.6      | Data quality and notation keys .....  | 8         |
| 2.7      | Accuracy.....   | 9         |
| <b>3</b> | <b>Assessment boundaries.....</b>   | <b>10</b> |
| 3.1      | Geographic boundary.....  | 10        |
| 3.2      | Temporal scale .....  | 10        |
| 3.3      | Greenhouse gases reported.....  | 11        |
| 3.4      | Sources and scopes .....  | 12        |
| <b>4</b> | <b>Calculation methodologies by emission source .....</b>                                     | <b>14</b> |
| 4.1      | Stationary energy .....   | 14        |
| 4.1.1    | Energy industries: electricity generation .....   | 14        |
| 4.1.1.1  | Summary of methods .....  | 14        |
| 4.1.1.2  | Raw data .....  | 15        |
| 4.1.1.3  | Determining emissions.....  | 15        |
| 4.1.2    | Allocating emissions based on electricity consumption .....                                   | 17        |
| 4.1.2.1  | Overview .....  | 17        |
| 4.1.2.2  | Raw data .....  | 18        |
| 4.1.2.3  | Determining activity.....   | 18        |
| 4.1.2.4  | Determining emissions.....  | 19        |
| 4.1.3    | Other stationary fuel combustion .....  | 20        |
| 4.2      | Transportation .....  | 20        |
| 4.2.1    | Road Transport .....  | 21        |
| 4.2.1.1  | Overview .....  | 21        |
| 4.2.1.2  | Raw data .....  | 22        |
| 4.2.1.3  | Determining activity.....   | 23        |
| 4.2.1.4  | Determining emissions.....  | 25        |
| 4.2.2    | Marine – private boats.....   | 26        |
| 4.2.3    | Shipping.....   | 27        |
| 4.2.3.1  | Overview .....  | 27        |
| 4.2.3.2  | Raw data .....  | 28        |
| 4.2.3.3  | Determining activity.....   | 30        |
| 4.2.3.4  | Determining emissions.....  | 35        |
| 4.2.4    | Aviation.....   | 35        |
| 4.2.4.1  | Overview .....  | 35        |
| 4.2.4.2  | Raw data .....  | 36        |
| 4.2.4.3  | Determining activity.....   | 36        |
| 4.2.4.4  | Determining emissions.....  | 37        |
| 4.3      | Waste .....   | 38        |
| 4.3.1    | Summary .....   | 38        |
| 4.3.2    | Raw data .....  | 39        |
| 4.3.2.1  | Municipal solid waste .....   | 39        |
| 4.3.2.2  | Clinical waste .....  | 40        |
| 4.3.3    | Determining activity .....  | 40        |
| 4.3.3.1  | Composition of MSW .....  | 40        |
| 4.3.4    | Determining emissions .....   | 41        |
| 4.3.4.1  | Solid waste disposal.....   | 41        |
| 4.3.4.2  | Biological treatment.....   | 42        |

|          |  |           |
|----------|--|-----------|
| 4.3.4.3  | Clinical waste incineration.....                                     | 43        |
| 4.3.5    | Wastewater .....   | 43        |
| 4.4      | Industrial Processes and Product Use (IPPU) .....                    | 45        |
| 4.4.1    | Summary .....  | 45        |
| 4.4.2    | Separating IPPU GHG emissions and energy-related GHG emissions ..... | 45        |
| 4.4.3    | Determining activity .....   | 45        |
| 4.4.4    | Estimating emissions.....  | 46        |
| 4.5      | Agriculture, Forestry, and Other Land Use (AFOLU) .....              | 46        |
| <b>5</b> | <b>Results.....</b>  | <b>47</b> |
| 5.1      | Summary .....  | 47        |
| 5.2      | Total emissions for Gibraltar .....                                  | 53        |
| 5.3      | Total manageable emissions.....                                      | 53        |
| 5.4      | Comparison with 2015 inventory .....                                 | 54        |
| 5.4.1    | Summary of changes .....   | 55        |
| 5.5      | Reducing emissions in Gibraltar.....                                 | 57        |
| 5.6      | Inventory accuracy .....   | 58        |
| <b>6</b> | <b>Recommendations.....</b>  | <b>61</b> |
| 6.1      | Improving inventory compilation and future year reporting .....      | 61        |
| 6.1.1    | Improved activity data collection and management .....               | 62        |
| 6.1.2    | Recalculations and tracking emissions over time .....                | 62        |
| 6.2      | QAQC and verification.....   | 64        |
| 6.2.1    | Quality control .....  | 64        |
| 6.2.2    | Quality assurance.....   | 64        |
| 6.2.3    | Verification.....  | 65        |

## Appendices

Appendix 1: Detailed reasons for changes between 2013 and 2015 inventories

Appendix 2: Recalculations

Appendix 3: Data recommendations

Appendix 4: Data collection template

# 1 Introduction

Cities and communities present a significant opportunity in the management of global greenhouse gas (GHG) emissions, which has been increasingly recognised internationally and locally, as organisations and initiatives increasingly champion city and community action, recognising that these places are often a focus of energy and resource consumption, create significant demands for mobility, and generate large quantities of waste. Globally, the focus is increasingly shifting towards enhancing the accounting and management of emissions at the city scale, and scaling up efforts to accurately monitor, report and verify activities as the basis for developing robust and evidence based plans for action.

Since the landmark Paris Agreement in 2015, the emphasis is increasingly moving from making promises to taking action and tracking that action. Effective and committed governance at the national level will be key to achieving the Paris Agreement, however it is at the sub-national level where real gains in climate change mitigation will be made and communities like Gibraltar, with significant autonomy in key areas, have significant potential for leadership in demonstrating local level climate action.

The first step in managing greenhouse gas (GHG) emissions effectively at the city (or community) scale and making informed decisions to contribute to global mitigation efforts, is to have a good understanding of these emissions – the major sources, activities and relative contributions of different activities. However, until recently, one of the overwhelming problems was the lack of a common methodology for GHG accounting at the city scale. To overcome this problem, the Global Protocol for Community-Scale Greenhouse Gas Emission Inventories (GPC) was launched in December 2014. The GPC offers cities, communities and local governments a robust, transparent and globally-accepted framework to consistently identify, calculate and report on city GHGs. It is methodologically consistent with national territory-based approaches to emissions accounting, but also provides the flexibility to account for emissions in ways that more accurately reflect local circumstances.

The 2013 city-level GHG inventory for Gibraltar<sup>3</sup>, prepared by Ricardo, was consistent with the draft version of the GPC standard available at the time. The 2013 inventory quantified emissions from stationary combustion by end user (power generation and consumption), mobile combustion (by road, marine and shipping), waste disposal and recycling, water supply, industrial emissions and indirect emissions associated with Gibraltar's supply chain (for instance, imports of food, construction materials and other goods). Gibraltar was one of the first communities to report a fully compliant GPC inventory, and the 2013 Gibraltar inventory was used as a case-study of best-practice in the final publication of the GPC, in meetings and with the World Bank and UNHABITAT, and in work with a number of global mega-cities (including Rio de Janeiro, Amman and Buenos Aires) on best practice in city GHG inventories. Gibraltar remains one of the leaders in community GHG reporting, having also reported an inventory for 2015. Gibraltar is therefore part of a fast-growing number of urban communities establishing processes to report such data regularly. It is significant that Gibraltar has committed to reporting this data on an annual basis, to maintain its position as a leader in this field.

A key part of following the GPC guidelines is to update the inventory on a regular basis, ideally annually, as it is intended to be a 'live' tool for reporting, mitigating and tracking GHG emissions. Previous inventories should also be revised in line with updated methodologies or available data, to ensure an ongoing process of improvement and consistency and accuracy across the timeseries. This report therefore provides an update to the 2015 inventory (reported in 2017) for the year 2016, and identifies a number of improvements where recalculations of the 2015 inventory have also been undertaken. This will also allow Gibraltar to continue showing best practice in city GHG inventories, successfully take part and report under initiatives such as the Global Covenant of Mayors for Climate and Energy, formerly known as the Compact of Mayors (see **Section 2**), and understand progress towards goals and inform the Climate Change Act and other programmes. Furthermore, this inventory programme will provide the evidence base to enable the undertaking of projections of emissions under different scenarios, including business-as-usual, planned policies and more ambitious actions.

This report and the accompanying GHG inventory data is part of Gibraltar's Emissions Inventory Programme (GibEmit), which in turn is part of the wider Gibraltar Air Quality and Climate programme, managed and delivered by Ricardo Energy & Environment.

---

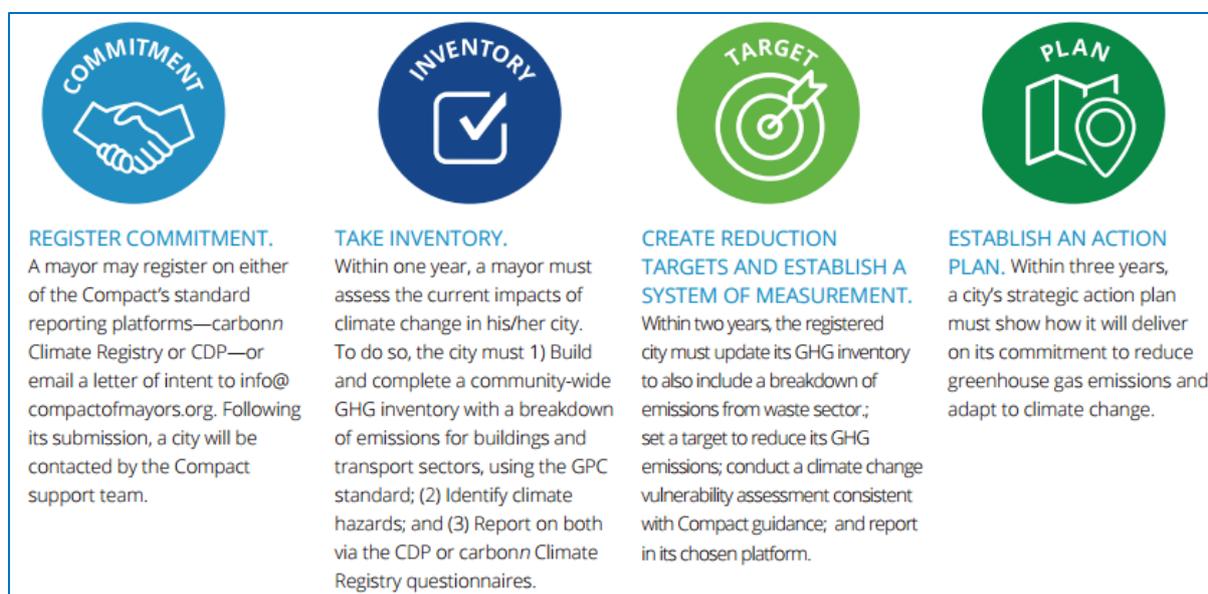
<sup>3</sup> [https://www.gibraltar.gov.gi/new/sites/default/files/HMGoG\\_Documents/20150301-A\\_City-Level\\_Greenhouse\\_Gas\\_Inventory\\_for\\_Gibraltar\\_2013.pdf](https://www.gibraltar.gov.gi/new/sites/default/files/HMGoG_Documents/20150301-A_City-Level_Greenhouse_Gas_Inventory_for_Gibraltar_2013.pdf)

## 1.1 Gibraltar's climate commitments

In October 2015, Gibraltar became a signatory of the Compact of Mayors, a global coalition of mayors and city officials pledging to reduce local GHGs, enhance resilience to climate change and track their progress transparently. The Compact collects the significant climate action data that cities are already reporting in a single, transparent platform. It therefore represents the greatest opportunity to bring attention to, and quantify, city action. As of January 2017, the Compact of Mayors merged with the EU's Covenant of Mayors to create the Global Covenant of Mayors for Climate and Energy (GCoM). GCoM brings together the world's two primary initiatives of cities and local governments – to advance city-level transition to a low emission and climate resilient economy, and to demonstrate the global impact of local action. Gibraltar is now one of over 7,400 cities and communities who have committed to GCoM.

Until December 2018 the requirements of the Compact of Mayors will remain the same, and, as such, Gibraltar are required to undertake a GPC-compliant inventory and vulnerability assessment, set a target, and establish an action plan to reduce emissions and establish a climate change adaptation strategy (see **Figure 1-1**).

**Figure 1-1: Compact of Mayors commitment requirements**



Source: [https://data.bloomberglp.com/mayors/sites/14/2015/07/Compact-of-Mayors-Full-Guide\\_July2015.pdf](https://data.bloomberglp.com/mayors/sites/14/2015/07/Compact-of-Mayors-Full-Guide_July2015.pdf)

It is important to note that as part of the merger, a “Common Standard for City and Local Government GHG Emissions Inventory Reporting for the Global Covenant of Mayors” is currently under development. This will ensure a common approach for cities to monitor their performance against their individual action plans and targets while simultaneously creating a mechanism to transparently track the contributions and impacts of cities and local governments within the framework of the Paris Agreement. It will help track the invaluable contributions of subnational actors, allow for comparison between jurisdictions and increase the potential for financing opportunities at the local, regional, and global levels. This common standard has emerged from a need to harmonise the GPC reporting undertaken under the Compact of Mayors, and the alternative accounting approaches promoted by the Covenant of Mayors. Whilst very similar, there are some slight differences and GCoM is seeking to harmonise these. At this point in time we do not envisage a very different reporting system to emerge, and expect that the principles and requirements will be largely unchanged (with amendments confined to nomenclature of categories and mandatory versus optional requirements). As Gibraltar is currently reporting one of the most complete GHG inventories of any community, the change in reporting will not require any additional effort with regards to inclusion of sources, gases etc., nor affect the reporting of the ‘manageable’ emissions as per this report.

## 2 The Global Protocol for Community-Scale Greenhouse Gas Emission Inventories (GPC)

### 2.1 Overview

In the past, inventory methods that cities have used have varied in the inclusion of emission sources and GHGs, how emissions sources are defined and categorised, and how transboundary emissions are treated. This inconsistency made comparisons between cities difficult; raised questions around data quality; and limited the ability to aggregate local, subnational and national government GHG emissions data. It was recognised that, to allow for more credible reporting, meaningful benchmarking and aggregation of climate data, greater consistency in GHG accounting was required. As noted in the **Introduction**, the GPC was launched in 2014 to address these issues and to offer a globally accepted robust and clear framework that builds on existing methodologies for calculating and reporting city-scale GHG emissions

Gibraltar's community-scale GHG inventory has been compiled following the GPC guidelines.

### 2.2 Difference from national emissions reporting

The GPC differs from national reporting methodologies (as required for reporting to the United Nations Framework Convention on Climate Change (UNFCCC)) in several fundamental ways, which reflect the unique circumstances of cities. Although adhering to basic principles of good practice in inventory compilation and reporting, the sources and sectors, and their categorisation are quite different. City-level emission inventories are not primarily focused on emissions from within the geographic boundary, as in a national inventory, but with emissions attributable to activities within the city. Therefore, a city-level inventory includes emissions that occur geographically outside the city (such as out of boundary waste disposal and transboundary transport). The focus on emission 'responsibility' also means that activities occurring in or near the city that are not the responsibility of the city can be excluded to give a more accurate picture of the city's impact; this is particularly significant for Gibraltar. Accounting for emissions on a territorial basis led to reports in summer 2012, based on data from the US Energy Information Administration, claiming that Gibraltar had the highest per capita carbon footprint in the world<sup>4</sup>; this was largely due to the volumes of bunker fuel sold to large marine cargo vessels<sup>5</sup> compared with a small population. This presents a distorted view of GHG emission sources under local control in Gibraltar. An alternative city 'activity-based' approach to measure and report community-scale GHG emissions was needed for Gibraltar; hence Gibraltar's 2013 and 2015 community-scale GHG inventories and the 2016 inventory presented in this report.

**Figure 2-1** shows, in simple terms, the difference in accounting approaches.

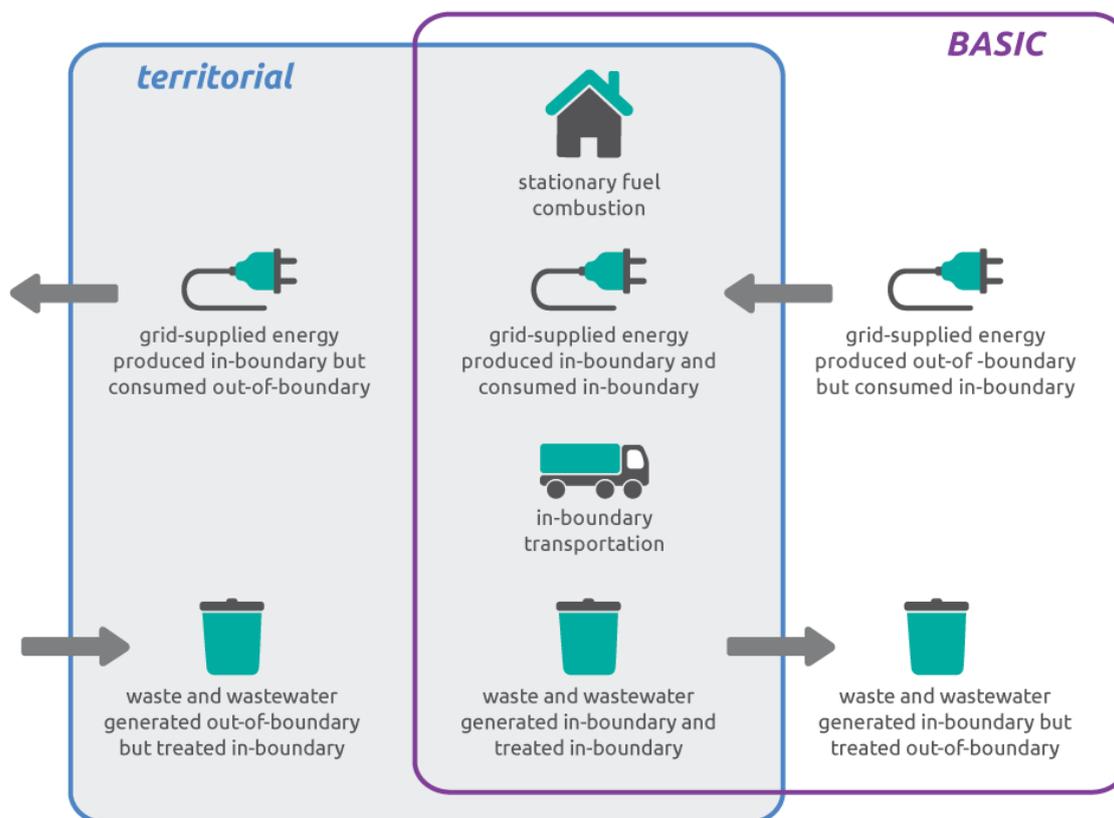
This 'responsibility' is broadly identified by means of 'scopes'. Scopes 1 and 2 are those sources occurring as a result of activities within the city boundary by and within the city. Scope 3 sources are those occurring, usually outside of the city boundary, as a consequence of activities. There is more detail on this in **Section 2.3**.

---

<sup>4</sup> [www.theguardian.com/environment/2012/jul/16/gibraltar-carbon-emissions-distorted-table](http://www.theguardian.com/environment/2012/jul/16/gibraltar-carbon-emissions-distorted-table)

<sup>5</sup> Bunker fuels refer to the storage and sale of fuels – typically gas oil and fuel oil – at national boundaries, in this case the trade of shipping fuels at the Port of Gibraltar.

Figure 2-1: Comparison between territorial accounting approach and GPC



Source: GPC v2.0 p.22

For Gibraltar, several key sources of emissions fall into the 'outside of scopes' category for a city inventory. These would be reported in a national inventory. Following an 'activity-based' approach which accounts for emissions that Gibraltar is 'responsible' for means that those sources that fall 'outside of scope' can be reported as such, and therefore excluded from inventory totals as a source beyond the responsibility of the community. Such sources for Gibraltar include bunker fuel sales and exported fuel in vehicles. Although methodologically more challenging to estimate (see methodology details below), it is important to attempt to differentiate between fuel used locally and that immediately exported by the many vehicles that cross the border to take advantage of cheaper fuel prices in Gibraltar.

## 2.3 Scopes and Sources

The GPC classifies emissions into six main sectors:

- I. Stationary energy
- II. Transportation
- III. Waste
- IV. Industrial processes and product use (IPPU)
- V. Agriculture, forestry, and other land use (AFOLU)
- VI. Other Scope 3 - Any other emissions occurring outside the geographic boundary as a result of city activities.

Emissions from these sectors are then sub-divided into sub-sectors and may be further divided into sub-categories. **Table 2-1** lists the GPC sectors and sub-sectors.

**Table 2-1: GPC sectors and sub-sectors**

| Sector  | Sub-sector  |
|---|---|
| I. Stationary energy<br> | I.1 Residential buildings                                 |
|   | I.2 Commercial and institutional buildings and facilities |
|   | I.3 Manufacturing industries and construction             |
|   | I.4 Energy industries                                     |
|   | I.5 Agriculture, forestry, and fishing activities         |
|   | I.6 Non-specified sources                                 |
|   | I.7 Fugitive emissions from coal                          |
|   | I.8 Fugitive emissions from oil and natural gas systems   |
| II. Transportation<br>   | II.1 On-road  |
|   | II.2 Railways   |
|   | II.3 Waterborne navigation                                |
|   | II.4 Aviation   |
|   | II.5 Off-road   |
| III. Waste<br>         | III.1 Solid waste disposal                                |
|   | III.2 Biological treatment of waste                       |
|   | III.3 Incineration and open burning                       |
|   | III.4 Wastewater treatment and storage                    |
| IV. IPPU<br>           | IV. 1 Industrial processes                                |
|   | IV.2 Product use  |
| V. AFOLU<br>           | V.1 Livestock   |
|   | V.2 Land  |
|   | V.3 Aggregate sources                                     |
| VI. Other Scope 3   | VI.1 Other scope 3  |

Source: GPC

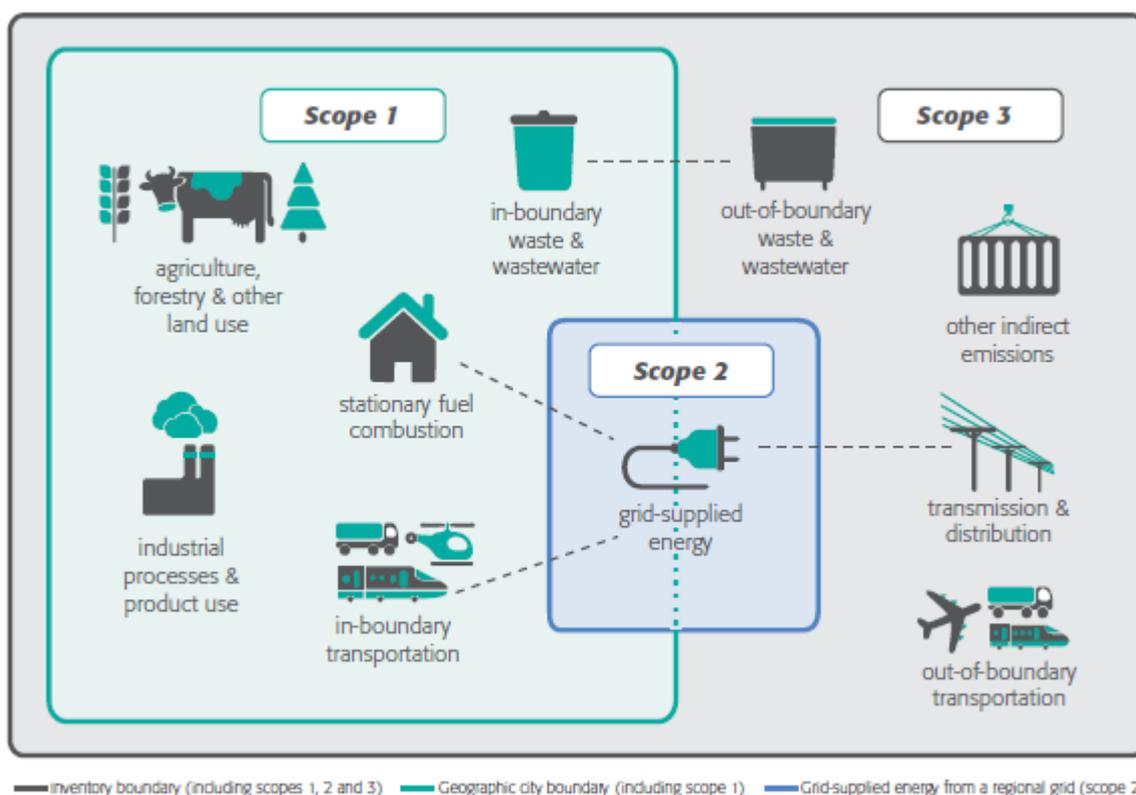
Activities taking place within a city can generate GHG emissions that occur inside the city boundary as well as outside the city boundary. To distinguish between these, the GPC groups emissions into three categories based on where they occur: scope 1, scope 2 or scope 3 emissions (**Table 2-2**).

**Table 2-2: GPC inventory scopes**

| Scope   | Definition   | Example   |
|---------|--|---|
| Scope 1 | GHG emissions from sources located within the city boundary.   | <ul style="list-style-type: none"> <li>Fuel consumed within the city boundary</li> <li>Waste generated and disposed of within the boundary</li> </ul>   |
| Scope 2 | GHG emissions occurring as a consequence of the use of grid-supplied electricity, heat, steam and/or cooling within the city boundary. | <ul style="list-style-type: none"> <li>Industrial consumption of grid-supplied electricity</li> <li>Residential consumption of grid-supplied heat</li> </ul>  |
| Scope 3 | All other GHG emissions that occur outside the city boundary as a result of activities taking place within the city boundary.          | <ul style="list-style-type: none"> <li>Waste generated in the city but disposed in a landfill outside of the city</li> <li>Transmission and distribution losses from grid-supplied electricity</li> </ul> |

Sources and scopes of a GPC inventory are summarised in **Figure 2-2**.

**Figure 2-2: Sources and scopes of a city GHG inventory**



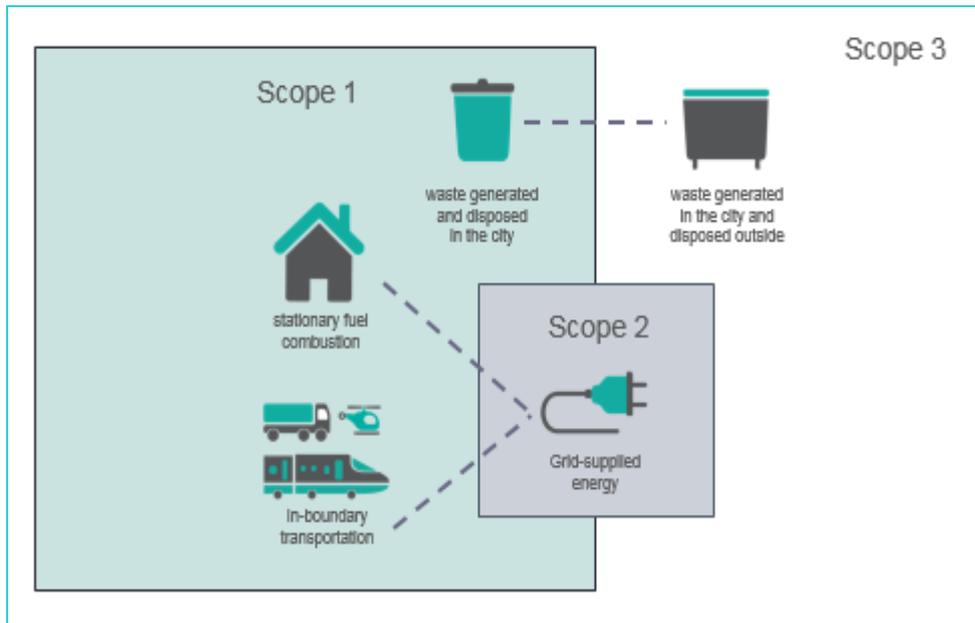
Source: GPC

## 2.4 Reporting levels

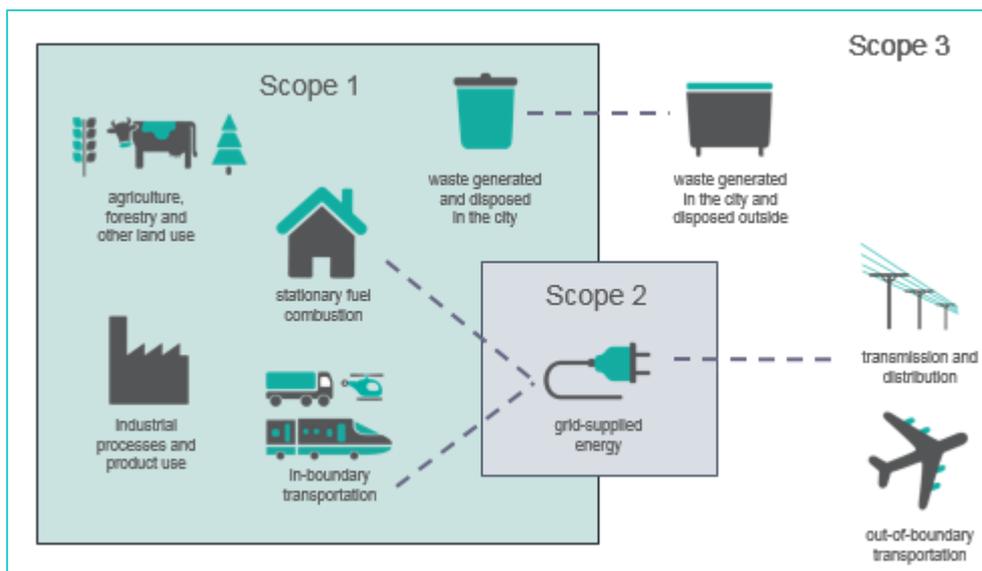
The GPC offers cities two levels of reporting demonstrating different levels of completeness, known as BASIC (**Figure 2-3**) and BASIC+ (**Figure 2-4**). The BASIC level covers emission sources that occur in almost all cities (Stationary Energy, in-boundary Transportation, and emissions from in-boundary generated Waste, including waste disposed outside the boundary). The BASIC+ level has a more comprehensive coverage of emissions sources (BASIC sources plus IPPU, AFOLU, transboundary transportation, and energy transmission and distribution losses) and reflects more challenging data collection and calculation procedures.

**Gibraltar is reporting a BASIC+ inventory.**

**Figure 2-3: GPC reporting level - BASIC sources**



**Figure 2-4: GPC reporting level – BASIC+ sources**



## 2.5 Accounting and reporting principles

Any inventory should include quality assurance/quality control (QA/QC) activities. The five key principles enshrined in the Intergovernmental Panel on Climate Change (IPCC) reporting guidelines, **transparency, consistency, comparability, completeness** and **accuracy** (TCCCA) should be adhered to in compiling inventory data and reports. The GPC also has five principles, although 'comparability' has been replaced with **relevance** and a more city-specific definition (see **Box 2-1**).

**Box 2-1: GPC Principles of inventory compilation**

1. **Relevance:** The reported GHG emissions shall appropriately reflect emissions occurring as a result of activities and consumption patterns of the city. The inventory will also serve the decision-making needs of the city, taking into consideration relevant local, subnational, and national regulations. The principle of relevance applies when selecting data sources, and determining and prioritizing data collection improvements.
2. **Completeness:** Cities shall account for all required emissions sources within the inventory boundary. Any exclusion of emission sources shall be justified and clearly explained. Notation keys shall be used when an emission source is excluded, and/or not occurring.
3. **Consistency:** Emissions calculations shall be consistent in approach, boundary, and methodology. Using consistent methodologies for calculating GHG emissions enables meaningful documentation of emission changes over time, trend analysis, and comparisons between cities. Calculating emissions should follow the methodological approaches provided by the GPC. Any deviation from the preferred methodologies shall be disclosed and justified.
4. **Transparency:** Activity data, emission sources, emission factors, and accounting methodologies require adequate documentation and disclosure to enable verification. The information should be sufficient to allow individuals outside of the inventory process to use the same source data and derive the same results. All exclusions shall be clearly identified, disclosed and justified.
5. **Accuracy:** The calculation of GHG emissions shall not systematically overstate or understate actual GHG emissions. Accuracy should be sufficient enough to give decision makers and the public reasonable assurance of the integrity of the reported information. Uncertainties in the quantification process shall be reduced to the extent that it is possible and practical.

Source: Section 2.1 of the GPC

## 2.6 Data quality and notation keys

Data collection is an integral part of developing and updating a GHG inventory. Data will likely come from a variety of sources and will vary in quality, format and completeness. In many cases, data will also need to be adapted for the purposes of the assessment. The GPC and the IPCC recognise these challenges and set out good practice data collection principles.

Not all data will be perfect, and there will be gaps, assumptions and limitations with data that are available. To recognise, accommodate and report these limitations, the GPC requires the use of notation keys (see **Table 2-3**). The GPC also requires that when notation keys are used, an accompanying explanation to justify the use of the notation key is also provided; this is to increase transparency and completeness. When collecting emissions data, it is important to establish first whether a source exists, and then the data availability and quality.

- If the source does not exist, 'NO' is used to indicate it is 'not occurring'. For example, in Gibraltar, there is no rail transport and no agriculture.
- If the activity does occur in the city, and data are available, then the emissions should be estimated. However, if the data are also included in another emissions source category or cannot be disaggregated, the notation key 'IE' would be used to indicate 'included elsewhere' and avoid double counting. The category in which they are included should be identified. For example, in Gibraltar emissions from water are included under stationary energy as the only emissions attributable to water are from the consumption of electricity.
- If the data are not available and, therefore, the emissions are not estimated, the notation key 'NE' would be used to indicate 'not estimated'. This is only permitted for scope 3 sources and IPPU and AFOLU sectors, reported under BASIC+ and therefore considered 'optional'.

**Table 2-3: Use of notation keys**

| Notation key | Definition         | Explanation   |
|--------------|--------------------|---|
| NO           | Not occurring      | An activity or process does not occur or exist within the city.   |
| IE           | Included elsewhere | GHG emissions for this activity are estimated and presented in another category of the inventory. That category should be noted in the explanation. |
| NE           | Not estimated      | Emissions occur but have not been estimated or reported; justification for exclusion should be noted.   |
| C            | Confidential       | GHG emissions which could lead to the disclosure of confidential information and can therefore not be reported.                                     |

Source: Table 2.1 of the GPC

The GPC also requires a qualitative assessment of data quality to be reported; this involves using expert judgement to assign a rating of high (H), medium (M) or low (L) quality to the both the activity data and emission factors used in emission calculations (see **Table 2-4**).

**Table 2-4: Data quality assessment**

| Data Quality | Activity data                                   | Emission factor               |
|--------------|---|-------------------------------|
| High (H)     | Detailed activity data                          | Specific emission factors     |
| Medium (M)   | Modelled activity data using robust assumptions | More general emission factors |
| Low (L)      | Highly-modelled or uncertain activity data      | Default emission factors      |

Source: Table 5.3 of the GPC

## 2.7 Accuracy

Most major emission sources within the Gibraltar inventory ultimately fall under electricity consumption (relevant to most Stationary Energy sub-sectors) or fuel consumption (such as road and marine sub-sectors), for which accurate totals are available from the power stations and import statistics, respectively. Therefore, these data sources act as the high level 'fuel balance' that is allocated across different sources from available activity data. This ensures that there is a high level of reliability in the total emission figures and double-counting is avoided. Any uncertainty is then associated with the activity data and allocation methods across different end users. Accuracy here is important for policy purposes, but less important for understanding the total amount of GHGs emitted.

## 3 Assessment boundaries

This section sets out the reporting boundaries and requirements of the inventory.

### 3.1 Geographic boundary

The inventory is defined geographically by the territorial boundary of Gibraltar, as shown in **Figure 3-1**.

**Figure 3-1: Map of Gibraltar**



Source: <http://www.geoportal.gov.gi/webviewer/>

### 3.2 Temporal scale

This inventory covers all atmospheric emissions during calendar year 2016. Where 2016 data were not available, the most recent year's data have been used and the timescale noted accordingly. In particular, these are:

- Population: 2015 figure extrapolated to 2016 following recent trend (2016 not yet available)
- Gross domestic product (GDP): 2015 figure extrapolated to 2016 following recent trend (2016 not yet available)

Note that as the 2015 population and GDP data are now available, the 2015 inventory has been updated to report the correct figures (rather than values extrapolated from 2014) as part of the process of timeseries review and revision.

### 3.3 Greenhouse gases reported

As per the GPC, Gibraltar accounts for emissions of the seven gases currently required for most national GHG inventory reporting under the Kyoto Protocol: carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF<sub>6</sub>), and nitrogen trifluoride (NF<sub>3</sub>). Nitrogen trifluoride was not one of the six gases originally mandated under the Kyoto Protocol, but was added for the second compliance period (starting 2012). The gases required by the GPC are the same seven gases currently required for most national GHG inventory reporting. CO<sub>2</sub> from biogenic sources are reported separately and not included in inventory totals.

The International System of Units (SI units) is used for measuring and reporting activity data, and all GHG emissions data are reported as metric tonnes of CO<sub>2</sub> equivalents (CO<sub>2</sub>e). CO<sub>2</sub>e accounts for the global warming potential (GWP) when measuring and comparing GHG emissions from different gases. Individual GHGs are converted into CO<sub>2</sub>e by multiplying by the 100-year GWP coefficients given in the 2006 Intergovernmental Panel on Climate Change (IPCC) Guidelines (see **Table 3-1**). These are taken from the IPCC.

Gibraltar is using the 4<sup>th</sup> Assessment Report GWP values, consistent with the UK national GHG inventory and international best practice.

#### Box 3-1: Biogenic CO<sub>2</sub>

Biogenic emissions are those that result from the combustion of biomass materials that naturally sequester CO<sub>2</sub>, including materials used to make biofuels (e.g. crops, vegetable oils, or animal fats). For the purposes of national level GHG inventories, land-use activities are recorded as both sinks and sources of CO<sub>2</sub> emissions. Reporting emissions from combusting these biogenic fuels would result in double counting on a national level. The GPC also records land-use changes, and combusted biofuels may be linked to land-use changes in its own inventory, or other cities' inventories.

Source: Box 4.2 of the GPC

**Table 3-1: Global warming potentials (GWP) used in calculations, adapted from IPCC 2006 Guidelines.**

| Industrial designation or common name | Chemical formula | Lifetime (years) | Radiative efficiency (W m <sup>-2</sup> ppb <sup>-1</sup> ) | Global warming potential for given time horizon (100 years) |
|---------------------------------------|------------------|------------------|---|---|
| Carbon dioxide                        | CO <sub>2</sub>  |                  | 1.4x10 <sup>-5</sup>  | 1   |
| Methane                               | CH <sub>4</sub>  | 12               | 3.7x10 <sup>-4</sup>  | 25  |
| Nitrous oxide                         | N <sub>2</sub> O | 114              | 3.03x10 <sup>-3</sup>                                       | 298   |

## 3.4 Sources and scopes

**Table 3-2** indicates the sources included in the inventory under each emission scope, and **Figure 3-2** shows this in diagrammatic format.

**Table 3-2: Sources included in the inventory under each emission scope**

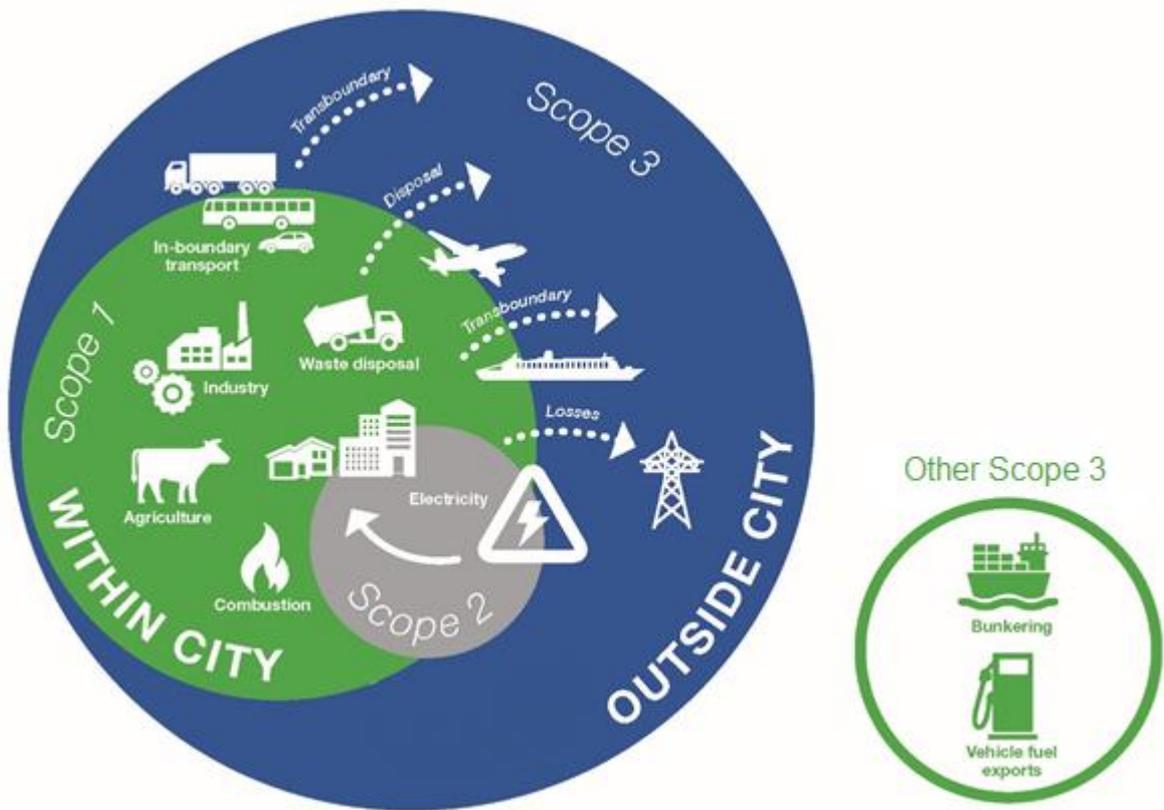
| Scope  | Definition   |
|--|--|
| Scope 1  | <p>All GHG emissions from sources located <b>within the boundary</b> of the city:</p> <ul style="list-style-type: none"> <li>• Stationary fuel combustion.</li> <li>• Direct IPPU emissions<sup>6</sup></li> <li>• Electricity generation (information item only).</li> <li>• Mobile fuel combustion: <ul style="list-style-type: none"> <li>– Road vehicles in-boundary.</li> <li>– Marine vessels in-boundary.</li> <li>– Aircraft in-boundary<sup>7</sup>.</li> <li>– Rail in-boundary<sup>7</sup>.</li> </ul> </li> <li>• Waste disposal.</li> <li>• AFOLU<sup>7</sup>.</li> </ul> |
| Scope 2  | <p>All GHG emissions occurring <b>as a consequence</b> of the use of grid-supplied <b>electricity</b>, heating and/or cooling within the city boundary:</p> <ul style="list-style-type: none"> <li>• Industrial electricity consumption<sup>7</sup>.</li> <li>• Commercial/other non-domestic electricity consumption.</li> <li>• Electricity consumption for key users (for example, water<sup>8</sup>).</li> </ul>   |
| Scope 3  | <p>All other GHG emissions that occur <b>outside the city boundary</b> as a result of activities within the city's boundary:</p> <ul style="list-style-type: none"> <li>• Mobile fuel combustion: <ul style="list-style-type: none"> <li>– Road vehicles transboundary.</li> <li>– Marine vessels transboundary.</li> <li>– Aircraft transboundary.</li> <li>– Rail transboundary<sup>7</sup>.</li> </ul> </li> <li>• Waste disposal and wastewater treatment.</li> </ul>  |
| Outside of scopes (reported under 'VI. Other Scope 3') | <p>Sources that occur in or within the vicinity of Gibraltar, but which occur indirectly as a result of activities outside the control or influence of the community.</p> <p>These sources are reported as information items and not included in the overall emission total:</p> <ul style="list-style-type: none"> <li>• Export of road transport fuels.</li> <li>• Marine fuel bunkering.</li> </ul>   |

<sup>6</sup> Industrial Process emissions are not occurring in Gibraltar. Product Use emissions are reported however.

<sup>7</sup> Not occurring in Gibraltar

<sup>8</sup> In Gibraltar, water emissions are included under Scope 2 as emissions are solely those associated with electricity consumption for desalination plant and pumping. No mains water is imported.

Figure 3-2: Gibraltar's emission sources by scope



## 4 Calculation methodologies by emission source

### 4.1 Stationary energy

Stationary energy is a significant part of any inventory. This is generally divided into two categories – emissions from stationary combustion of fuel, and emissions from generation and consumption of grid supplied electricity. Stationary energy sources appear in all reporting scopes as shown in **Box 4-1**.

#### Box 4-1: Stationary energy sources

**Scope 1:** Emissions from in-boundary emissions from fuel combustion and fugitive emissions.

- Combustion of fuels in buildings and industry.
- Conversion of primary energy sources in refineries and power plants (including production of electricity used by the power plant).
- Fossil resource and exploration within the city boundary.
- Fugitive emissions from fuel systems.

**Scope 2:** Emissions from the consumption of grid-supplied electricity, steam, heating and cooling.

**Scope 3:** Other out-of-boundary emissions.

- Transmission and distribution losses of electricity
- Steam, heating and cooling (not occurring in Gibraltar).

#### 4.1.1 Energy industries: electricity generation

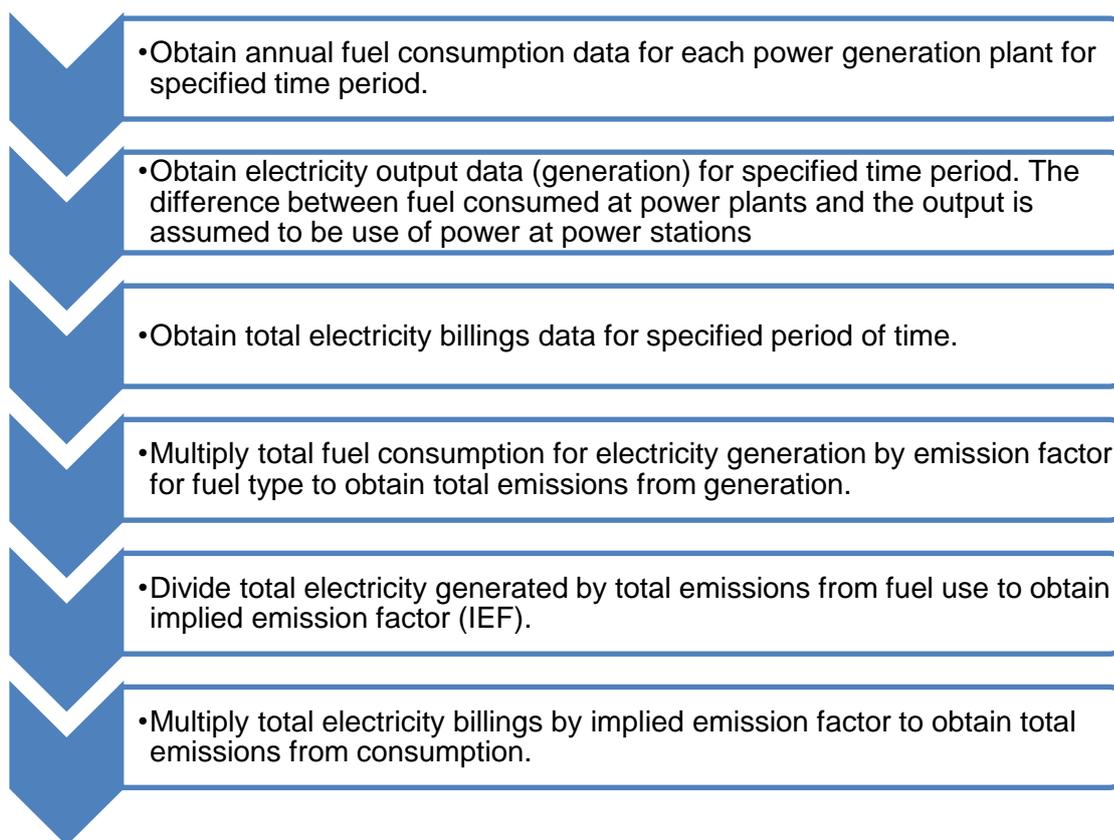
Electricity is the major energy source for Gibraltar and is the only energy industry present. Gibraltar is self-sufficient in electricity and operates as a 'closed system' (that is, there are no imports or exports from neighbouring regions). This allows for a very accurate calculation of the electricity-related emissions for Gibraltar.

##### 4.1.1.1 Summary of methods

Electricity production includes two categories, which should add up to total emissions from fuel combusted for energy generation:

1. Electricity generation sold and distributed: this comprises emissions from all fuel use for electricity generation from main activity producers.
2. Auxiliary energy use on the site of energy production facilities.

The process of estimating emissions from electricity generation is shown in **Figure 4-1**.

**Figure 4-1: Process of estimating emissions from electricity generation**

#### 4.1.1.2 Raw data

Raw data were obtained from the Gibraltar Electricity Authority (GEA) and consisted of electricity output, fuel use, fuel type and time period of reporting.

Gibraltar's power stations are:

- Waterport power station;
- North Mole Turbines, or temporary generators;
- OESCO power station; and,
- GMES power station.

All power stations use gas oil (either marine or automotive gas oil). Emission factors for fuels are taken from the UK National Atmospheric Emissions Inventory (NAEI) (2016 data) and are shown in **Table 4-1**.

**Table 4-1: Emission factors for power station gas oil fuel (from UK NAEI 2016)**

| Pollutant                        | Unit                | Emission factor |
|----------------------------------|---------------------|-----------------|
| Carbon                           | kt/Mt fuel consumed | 870             |
| Methane (CH <sub>4</sub> )       | kt/Mt fuel consumed | 0.13            |
| Nitrous oxide (N <sub>2</sub> O) | kt/Mt fuel consumed | 0.026           |

#### 4.1.1.3 Determining emissions

To calculate emissions from electricity generation, total annual fuel use at the power stations by type is summed and multiplied by the relevant emission factor for each pollutant; the UK NAEI emission factors for gas oil has been used (**Table 4-1**). This figure is then multiplied by the pollutant's global warming potential (GWP) (or 44/12 to convert from carbon to CO<sub>2</sub>) to give total carbon dioxide equivalent (CO<sub>2</sub>e) emissions in tonnes. This gives the total emissions from generation. As emissions here are calculated

from consumption of a known quantity and type of fuel, and not from other activity data, it is possible to aggregate emissions.

To disaggregate emissions on an end-user basis, based on electricity consumption, an implied emission factor (IEF) calculated from known activity data is required. To calculate the IEF, total emissions associated with the fuel consumed to produce the electricity is divided across the total production of electricity to estimate emissions per unit. This then gives an estimate of the emissions for each unit consumed, in kt CO<sub>2e</sub> per gigawatt hour (GWh) (as shown in **Table 4-2**). This IEF can then be multiplied by total electricity consumed (billings data) to give emissions from energy consumed by end-users.

The difference between electricity produced by the power stations and the electricity supplied to the Gibraltar electricity network is assigned to use of their own power at the power station sites.

The difference between the amount of electricity supplied to the Gibraltar electricity network and the amount of electricity that is billed for by AquaGib is assumed to be the transmission and distribution losses across the network.

**Table 4-2: Implied emission factors for Gibraltar's power generation for 2016**

| Pollutant        | Unit          | IEF     | IEF factor (CO <sub>2e</sub> ) |
|------------------|---------------|---------|--------------------------------|
| Carbon           | kt/GWh        | 0.24758 | 0.90781                        |
| CH <sub>4</sub>  | kt/GWh        | 0.00004 | 0.0009                         |
| N <sub>2</sub> O | kt/GWh        | 0.00001 | 0.0022                         |
| <b>Total</b>     | <b>kt/GWh</b> |         | <b>0.91088</b>                 |

**Figure 4-2: Turbines at North Mole**



**Figure 4-3: New skid-mounted generators at North Mole (2014)**

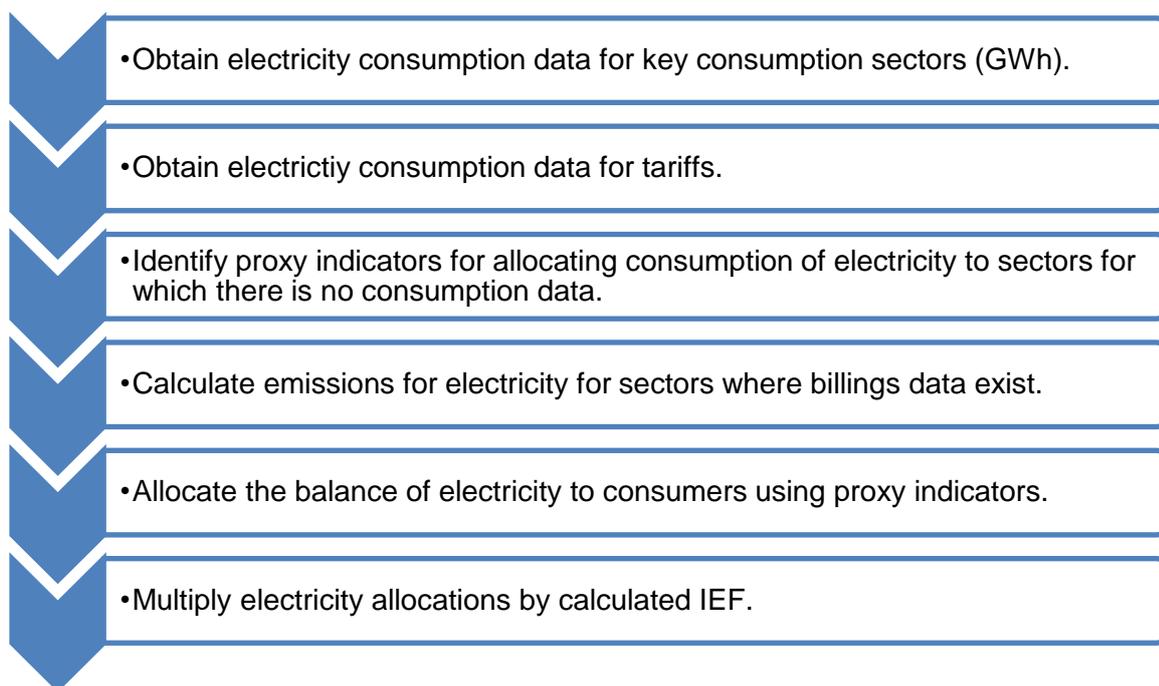


#### 4.1.2 Allocating emissions based on electricity consumption

Allocation of emissions from electricity generation to the end user uses data on total electricity consumption in Gibraltar and the IEF calculated for generation as the basis for calculations. Gibraltar is unusual in that all electricity consumed is also generated within the boundary. Therefore, total emissions data are allocated across different sectors.

##### 4.1.2.1 Overview

A summary of the process is illustrated in **Figure 4-4**.

**Figure 4-4: Summary of the process of calculating emissions**

#### 4.1.2.2 Raw data

A number of data sources were used in compiling estimates of emissions from electricity consumption. These were:

- GWh billings by tariff supplied by AquaGib (see **Table 4-3**).
- Electricity consumption data for key sectors, including hotels and the hospital
- Proxy data on employment by sector from the 2015 Abstract of Statistics (Table 8.02 Number of Employee Jobs by Industry, October 2015), see **Table 4-4**. This shows proportion of employees by sector and allocation of industries to tariffs.

#### 4.1.2.3 Determining activity

Electricity consumption data need to be allocated to end users through known consumption or an allocation based on a proxy indicator. Known consumption for sectors include domestic (residential) consumers (from AquaGib tariff data); hotel billings data (obtained directly from hotels); and AquaGib water electricity billings. Known billings were subtracted from total billings data.

Remaining billings data are then allocated to sectors based on employment numbers from the 2015 Abstract of Statistics, and this employment data was used as a multiplier to billings data within tariff categories as shown in **Table 4-4**.

As mentioned, transmission and distribution losses are assumed to be the difference between the electricity that is supplied and the electricity that is billed. This is allocated to GPC sub-sectors based on the share of billed electricity consumption of each respective sub-sector.

The difference between electricity produced by the power stations and the electricity supplied to the Gibraltar electricity network is assigned to use of their own power at the power station sites.

**Table 4-3: AquaGib electricity tariffs**

| Tariff number | Tariff name                 | Description   | GPC sub-sector allocation |
|---------------|-----------------------------|---|---------------------------|
| 1             | Lighting                    | Tariff for public lighting only                                       | I.2.2                     |
| 2             | Power                       | Tariff for power only – examples include temporary sockets            | I.2.2                     |
| 3             | Domestic                    | Residential properties only   | I.1.2                     |
| 4             | Commercial                  | Majority of public sector and commercial premises (e.g. hospital)     | I.2.2                     |
| 5             | Industrial maximum demand   | Energy-intensive users, in particular bakeries, super markets, hotels | I.2.2                     |
| 6A            | Off-peak                    | Power during off-peak hours only                                      | I.2.2                     |
| 6B            | Off-peak                    | Power during off-peak hours only                                      | I.2.2                     |
| 9             | MOD Offices and Residential | Power used in MOD offices and residences                              | I.6.2                     |

**Table 4-4: Employment numbers by industrial/commercial sector, used as proxy data for electricity allocation**

| Industry                            | 2015 employment | % of total  |
|-------------------------------------|-----------------|-------------|
| Shipbuilding                        | 297             | 1%          |
| Other Manufacture                   | 226             | 1%          |
| Electricity and Water Supply        | 277             | 1%          |
| Construction                        | 3472            | 13%         |
| Wholesale and Retail Trade          | 3298            | 13%         |
| Hotels and Restaurants              | 1763            | 7%          |
| Transport and Communication         | 1549            | 6%          |
| Financial Intermediation            | 2128            | 8%          |
| Real Estate and Business Activities | 3156            | 12%         |
| Public Administration and Defence   | 2246            | 9%          |
| Education                           | 1080            | 4%          |
| Health and Social Work              | 2375            | 9%          |
| Other Services                      | 4277            | 16%         |
| <b>Total</b>                        | <b>26144</b>    | <b>100%</b> |

#### 4.1.2.4 Determining emissions

Emissions are calculated by multiplying the GWh assigned to each end-user sector as above, by the IEF for each pollutant and its GWP, to give a value of CO<sub>2</sub> e by end-user sector.

### 4.1.3 Other stationary fuel combustion

Scope 1 emissions from combustion of fuels in power stations in Gibraltar are covered above.

There is believed to be a small amount of stationary fuel combustion, in the form of bottled gas, assumed to be used in restaurants, hotels and the hospital. Fuel import data provided by HM Customs in 2015 has been used to estimate emissions from this source. In the absence of new data for the 2016 inventory, we have assumed that same fuel consumption for 2016 as 2015; this is an appropriate assumption as significant annual trends for this source are not expected. The import statistics refer to 'Petroleum gases and others gaseous hydrocarbons'; this is assumed to be LPG. Activity data is multiplied by the Defra Conversion Factors 2016 emission factor for LPG.

It is also understood that some hotels have fuel combustion capacity (such as diesel and gas oil used for back-up generators and LPG for cooking and patio heaters). New data was collected for the 2016 inventory from a number of hotels and the hospital to reflect this activity and subtracted from the import statistics to avoid double counting. This new data was also used in the revisions to the 2015 inventory, to ensure completeness, assuming trends in usage have been unchanged.

The Gibraltar Health Authority (GHA) maintains underground supplies of liquid fuel for standby generators in case of power cuts. New data was made available for the 2016 inventory to reflect this activity.

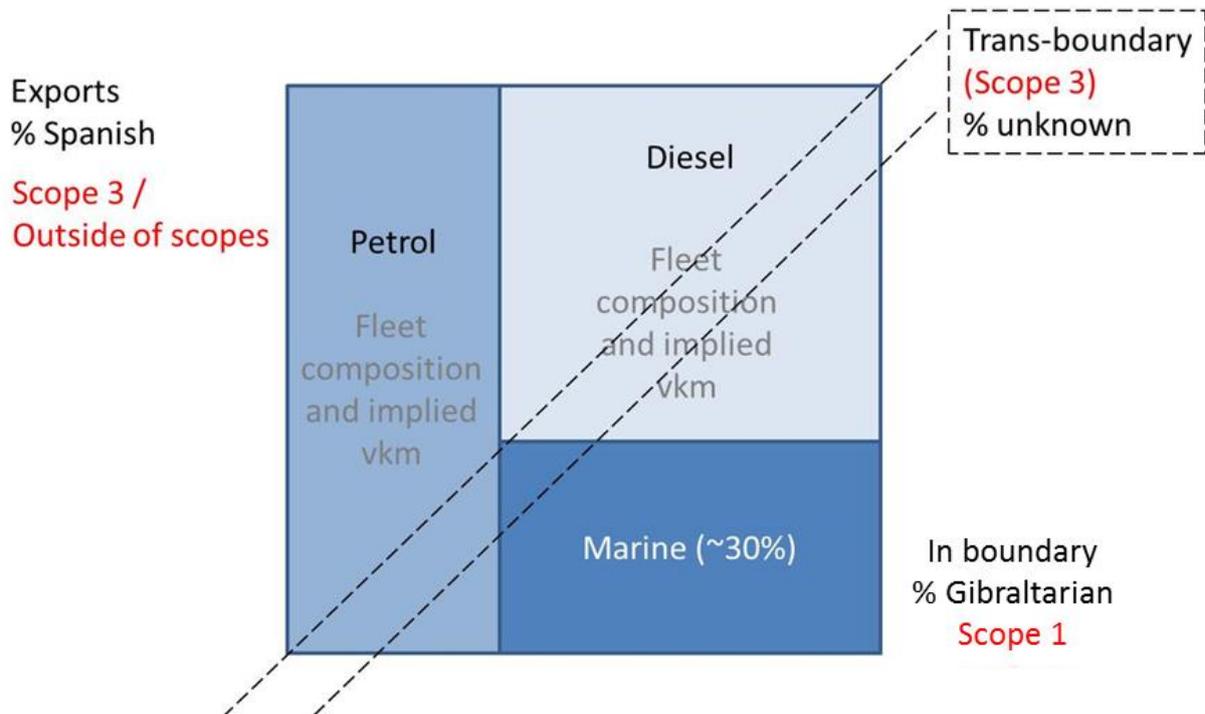
There is no stationary fuel combustion in households as all energy requirements are met through electricity, so this source is not occurring (NO).

There is no fossil resource or exploration in Gibraltar, so this source is NO.

## 4.2 Transportation

The transport sector covers a wide range of emission sources, including road, rail (not present in Gibraltar), air and water, and consists of in-boundary and transboundary sources. In the case of Gibraltar, some transport sources (exported road and marine bunker fuels) are also estimated, but excluded from totals.

Figure 4-5: Process of estimating emissions from road transport



## 4.2.1 Road Transport

Road transport emissions have been calculated from Gibraltar's fuel import statistics for 2016. This effectively provides an 'energy balance' for total road transport fuel consumption. Imported fuel data is provided by the Port Authority of Gibraltar and is reallocated to different road vehicle types through a series of assumptions, further discussed below.

A proportion of this imported fuel also goes to private marine use. The allocation of this is discussed in **Section 4.2.2**. Although there is uncertainty in allocation, the overall fuel total and, therefore, emissions, particularly for CO<sub>2</sub>, remains accurate.

### 4.2.1.1 Overview

**Figure 4-6** gives a brief overview of how estimates of emissions due to road transport have been made. A more detailed explanation is given in the following sections.

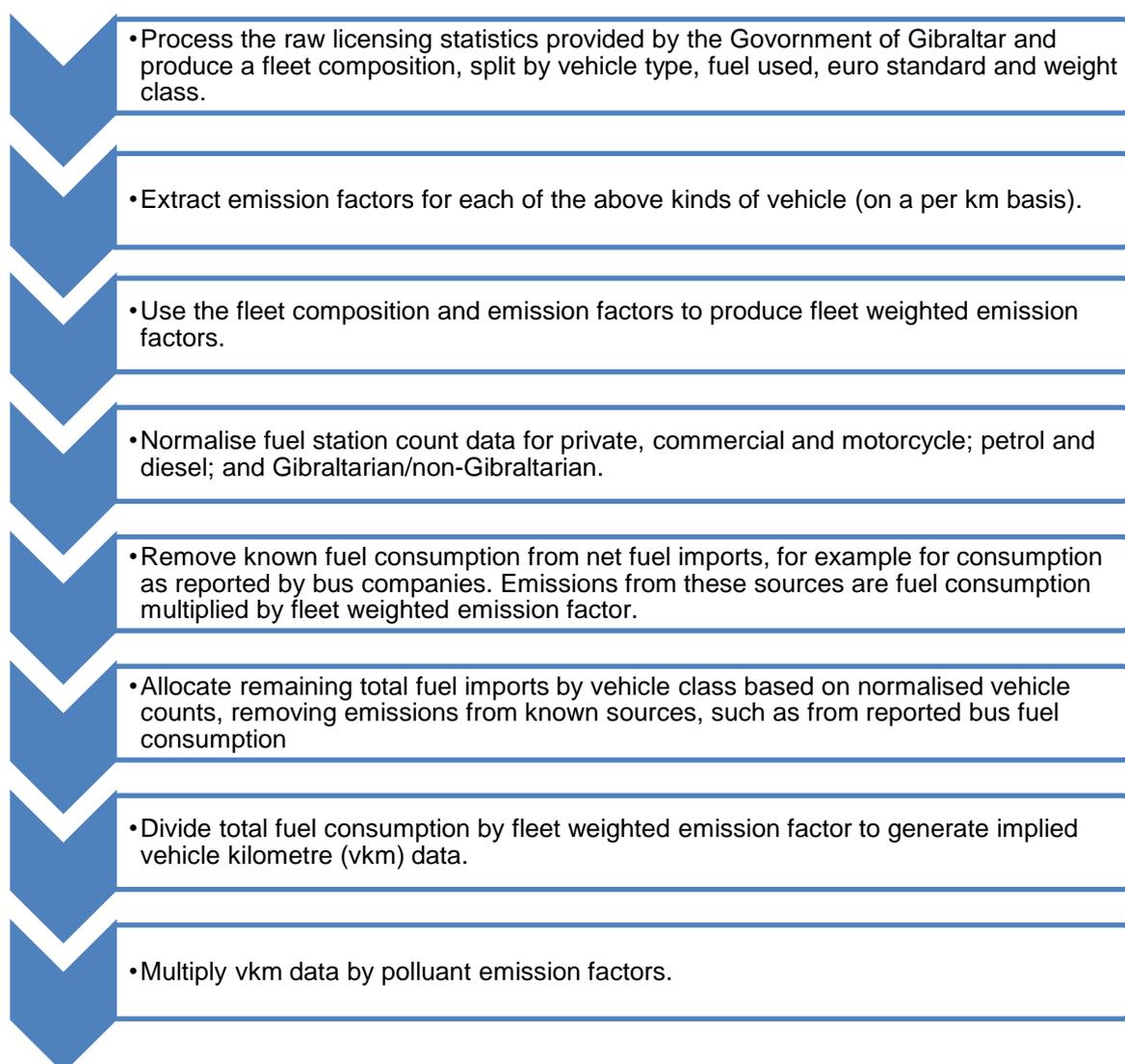
For the highest emitting sources, Gibraltar-specific data have been sought and used. In some cases, for less significant sources, emission factors have been taken from the UK inventory. Generally speaking, these assumptions are based on factors that are unlikely to vary much between Gibraltar and the UK or the impact of any significant differences would be small.

#### **Figure 4-6: Road transport method summary**

Road transport emissions from fuel used by Gibraltarian vehicles are assigned to Scope 1.

Road transport emissions from fuel used by non-Gibraltarian vehicles are assigned to outside of scopes.

There is no way of differentiating transboundary transport (Scope 3).



#### 4.2.1.2 Raw data

The licensing statistics provided by the Government of Gibraltar give a number of key pieces of information, allowing the nature of the road transport situation in Gibraltar to be determined. Particular data used were:

- The type of vehicle:
  - This allowed a decision on what kind of vehicle the record corresponded to and, in some cases, allowed a decision to be made about the fuel or weight class.
- Registration date:
  - This helped determine when vehicles were likely to have been manufactured and, hence, what European emission standard they will have been required to meet.
- The fuel type (that is, petrol or diesel vehicles).
- Cylinder capacity:
  - This was used to help determine the weight classes of the vehicles.
- The model and make:
  - Used to spot-check some assumptions and to correct other details (such as vehicle type) when found to be inaccurate.

Fuel import data for 2016 provided a high-level total energy consumption to allocate by transport mode. Prior to use in this inventory, the fuel import statistics required cleaning since the recorded mass and volume often implied an infeasible fuel density, suggesting that inconsistent units were used by importers when recording this data. Further details on the allocation of fuel use to the road transport sector are found in **Section 4.2.1.3**.

Fuel consumption allocated to road transport in 2016 is shown in **Table 4-5**.

**Table 4-5: Gibraltar total road transport fuel use for 2016**

| Year | Fuel               | Thousands of litres |
|------|--------------------|---------------------|
| 2016 | Motor spirits      | 12,985              |
| 2016 | Automotive Gas Oil | 26,797              |

Surveys of fuel stations carried out by the Department of the Environment in 2013, and then later in 2017, provide a snapshot of fuel use by vehicle type (commercial, private (assumed car) and motorcycle), the fuel type, and whether the vehicle is registered to Gibraltar or elsewhere (most typically Spain). Results from these surveys are combined and averaged to generate an estimate of fleet composition. This is because the results between the two surveys differed significantly, far beyond the extent that might be expected at typical fleet turnover rates, and so interpolating results between 2013 and 2017 would be misleading and likely highly inaccurate. Instead, the use of the 2017 results in this year's inventory is considered an expansion of the sample size and therefore, its representativeness to Gibraltar's fleet population. Some key differences are shown in **Box 4-2** below.

In addition, given the updated forecourt survey and differences identified, the road transport emissions for the 2015 inventory were revised following this new methodology and assumptions.

**Box 4-2: Key differences between fuel station forecourt survey years and assumptions made**

Key differences between the forecourt surveys were:

- The 2017 survey does not appear to count motorbikes for the majority of the dataset. To overcome this, it was assumed that the same proportion of motorcycles filled up between 2014 and 2017 and assumed that all two-wheelers were recorded as private vehicles in 2017 to offset this.
- There appears to be major shifts between 2014 and 2017 in the proportion of private vehicles originating from Gibraltar and from outside Gibraltar. After the correction to motorcycles, the 2017 % of private petrol vehicles from outside Gibraltar drops from 32% to 4%. This seems unlikely and is likely a reflection of the small sample size.
- There is a concurrent increase in the % of private petrol vehicles from Gibraltar from 34% to 62%.
- Diesel commercial vehicles registered to Gibraltar increased from 12% to 24%.

There is no obvious reason why the fleet composition of Gibraltar would have shifted significantly between 2014 and 2017, so using an interpolated time-series would be inaccurate and misleading as it would suggest a genuine trend. Therefore, we have used an average of the two surveys, suggesting that we do not think the fleet composition will have changed between these years (and hence 2015 and 2016 inventories).

Data was also available for fuel consumption for 2016 for one major bus company based in Gibraltar. In the 2015 inventory, data was ascertained for several other transport modes, including Government of Gibraltar vehicles, customs vehicles and fuel consumption from a second major bus company. This data was not available for 2016 and so it has been assumed that fuel consumption has not differed between the two years for these modes.

#### 4.2.1.3 Determining activity

Road transport emissions are most accurately estimated from fuel consumption when the carbon content, and thus CO<sub>2</sub> emitted when combusted, is accurately known (although other pollutants are more greatly affected by the method of combustion). There are reliable data from the fuel import statistics for this. However, for a local-scale inventory, an understanding of how these emissions are allocated across modes by activity is more useful for informing policy. In this inventory, the fuel import data have been allocated to the road transport sector by vehicle and fuel type.

It was assumed that fuel import data, by motor spirit (petrol) and automotive gas oil (diesel) for 2016, included fuel use, but excluded use in private marine vessels. This is because marina fuel is tax exempt and so would not be included in import records. In the 2015 inventory, it was assumed that fuel consumption from private marine vessels was equal to 30% of the total automotive gas oil imports<sup>9</sup>. However, new evidence from a 2017 survey of a marina fuel station indicates a significant amount of petrol use. This is a typical fuel for smaller vessels such as speedboats and dingy craft. For the 2016 inventory, therefore, we have assumed that total petrol consumption by these vessels equates to 10% of total imports. This is verified using a time-series of fuel imports to Gibraltar since 2003. From 2008-2012 it is believed that import statistics include both road transport and marine uses and so estimates of total private vessel consumption can be calculated using the offset to the import trends over this period.

Therefore for the 2016 inventory, we now approximate that in addition to the 30% assumption for diesel oil, the amount of petrol consumed by these smaller vessels equates to 10% of total imports.

**Table 4-6 - Fuel import data scaled and allocated for marine and road use**

| Fuel type          | Net fuel imports (thousands of litres) | Use by private marine vessels (thousands of litres) | Total use (thousands of litres) |
|--------------------|--|---|---------------------------------|
| Motor spirit       | 12,985                                 | 3,978   | 16,963                          |
| Automotive gas oil | 26,797                                 | 11,935  | 38,732                          |

Data was provided by one of Gibraltar's two principle bus companies which allowed for the estimation of fuel consumption directly from this vehicle type. 2015 data for the other of these companies is available and total fuel consumption from this company is not assumed to have changed. In this case, the company could only provide data on annual fuel costs and so assumptions were made on the price paid for fuel to estimate fuel consumption. In addition, CO<sub>2</sub> emissions from urea consumption in Euro 6 buses was included in the inventory for the first time.

In the absence of vehicle activity data (e.g. mileage by mode) to assign fuels to vehicle classes, vehicle fleet data were used to calculate activity data (vkm travelled) by category. Forecourt survey data was processed and normalised to give a frequency of vehicle type (shown in **Table 4-7**) and, therefore, a fuel-use split. These fuel-use splits were then applied to total fuel use by type (as above), to give fuel use in kt by vehicle type – Gibraltarian and non-Gibraltarian.

Due to the lack of specific activity data for journey types (in-boundary and transboundary, and Gibraltarian and non-Gibraltarian vehicles) all fuel use by Gibraltarian vehicles was assigned as in-boundary. All fuel use by non-Gibraltarian vehicles was assigned to out-of-boundary with no explicit transboundary proportion (although some of the in-boundary fuel may be transboundary by Gibraltarians crossing the frontier).

**Table 4-7: Average fleet composition as indicated by the 2013 and 2017 forecourt surveys**

| Fuel   | Gibraltarian/non-Gibraltarian | Vehicle type    | Average fleet composition by fuel type (%) |
|--------|-------------------------------|-----------------|--|
| Diesel | Gibraltarian                  | Private vehicle | 29%  |

<sup>9</sup> Anecdotal evidence from the Department of the Environment (2013)

| Fuel               | Gibraltar/non-Gibraltar | Vehicle type             | Average fleet composition by fuel type (%) |
|--------------------|-------------------------|--------------------------|--|
|                    |                         | Commercial vehicle       | 18%  |
|                    |                         | Motorcycle <sup>10</sup> | 0%   |
|                    | Non-Gibraltar           | Private vehicle          | 48%  |
|                    |                         | Commercial vehicle       | 3%   |
|                    |                         | Motorcycle <sup>10</sup> | 2%   |
|                    | Petrol                  | Gibraltar                | Private vehicle                            |
| Commercial vehicle |                         |                          | 8%   |
| Motorcycle         |                         |                          | 10%  |
| Non-Gibraltar      |                         | Private vehicle          | 18%  |
|                    |                         | Commercial vehicle       | 1%   |
|                    |                         | Motorcycle               | 16%  |

#### 4.2.1.4 Determining emissions

Carbon emissions factors are derived using COPERT fuel consumption factors and weighted using the detailed fleet composition information as suggested by active vehicles listed in Gibraltar's licensing statistics, based on vehicle type, fuel used, weight class, European emission standard and, if applicable, catalyst type. It has been assumed that all traffic in Gibraltar in traffic is urban and that the fleet characteristics of the non-Gibraltar fleet not captured by the licensing statistics does not differ significantly. The emission factors then derived from the fuel consumption factors are the same as those used in the UK NAEI road transport projection models (using carbon contents provided by the United Kingdom Petroleum Industry Association, UKPIA).

Emission factors for methane and nitrous oxide are also the same as those used in the UK NAEI road transport projection models, and are derived from the Transport Research Laboratory (TRL) emission factors for fuel consumption. Emissions are then calculated for each pollutant by multiplying the implied vkm travelled (shown in Table 4-9) by the fleet weighted emission factors.

Emissions from non-Gibraltar vehicles are accounted for under 'Other Scope 3' and are therefore not included in BASIC or BASIC+ inventory totals.

**Table 4-8: Fleet-weighted emission factors**

| Vehicle type | Weighted emission factor (g/km) |                 |                  |
|--------------|---------------------------------|-----------------|------------------|
|              | CO <sub>2</sub>                 | CH <sub>4</sub> | N <sub>2</sub> O |
| Petrol cars  | 182                             | 0.034           | 0.013            |
| Diesel cars  | 193                             | 0.002           | 0.015            |
| Petrol LGVs* | 281                             | 0.027           | 0.013            |
| Diesel LGVs  | 226                             | 0.003           | 0.015            |
| HGV **       | 603                             | 0.069           | 0.020            |

<sup>10</sup> Diesel motorcycles are reallocated to petrol in the final calculations as they are considered rare and are probably errors in the survey results.

|             |     |       |       |
|-------------|-----|-------|-------|
| Bus         | 679 | 0.085 | 0.022 |
| Motorcycles | 78  | 0.074 | 0.002 |

\*Light goods vehicle (LGV) \*\* Heavy goods vehicle (HGV)

**Table 4-9: Calculated fleet-weighted fuel consumption and vkm**

| Gibraltarian/n on-Gibraltarian | Vehicle type       | Fuel type | Fuel consumption (g/km) | Total calculated fuel consumption (kt) | Implied mvkm* travelled |
|--------------------------------|--------------------|-----------|-------------------------|--|-------------------------|
| Gibraltarian                   | Private vehicle    | Petrol    | 58.6                    | 4.34                                   | 74.13                   |
| Gibraltarian                   | Commercial vehicle | Petrol    | 90.1                    | 0.74                                   | 8.27                    |
| Gibraltarian                   | Motorcycle         | Petrol    | 24.8                    | 0.94                                   | 37.94                   |
| Gibraltarian                   | Private vehicle    | Diesel    | 61.9                    | 6.27                                   | 102.98                  |
| Gibraltarian                   | Commercial vehicle | Diesel    | 79.6                    | 4.02                                   | 50.69                   |
| Gibraltarian                   | Bus                | Diesel    | 215.1                   | 0.39                                   | 1.79                    |
| Non-Gibraltarian               | Private vehicle    | Petrol    | 58.6                    | 1.62                                   | 27.66                   |
| Non-Gibraltarian               | Commercial vehicle | Petrol    | 90.1                    | 0.06                                   | 0.67                    |
| Non-Gibraltarian               | Motorcycle         | Petrol    | 24.8                    | 1.74                                   | 70.23                   |
| Non-Gibraltarian               | Private vehicle    | Diesel    | 61.9                    | 10.44                                  | 171.39                  |
| Non-Gibraltarian               | Commercial vehicle | Diesel    | 79.6                    | 0.69                                   | 8.74                    |

\*million vehicle kilometres

#### 4.2.2 Marine – private boats

As noted above, a proportion of gas oil and petrol included in the fuel import data is used by private boats. This has been estimated at 30% and 10% of total demand for gas oil and petrol respectively in 2016, based on historic fuel import statistics from 2008 to 2012. Emissions have been estimated using the emission factors for marine gas oil and petrol as used within the UK NAEI. As activity data in this sector are not available, there is no way of allocating to specific activities within the private marine sector.

**Figure 4-7: There are a large number of private boats in Gibraltar, but no bottom-up activity data are available on their fuel use and the characteristics of the resident fleet**



### 4.2.3 Shipping

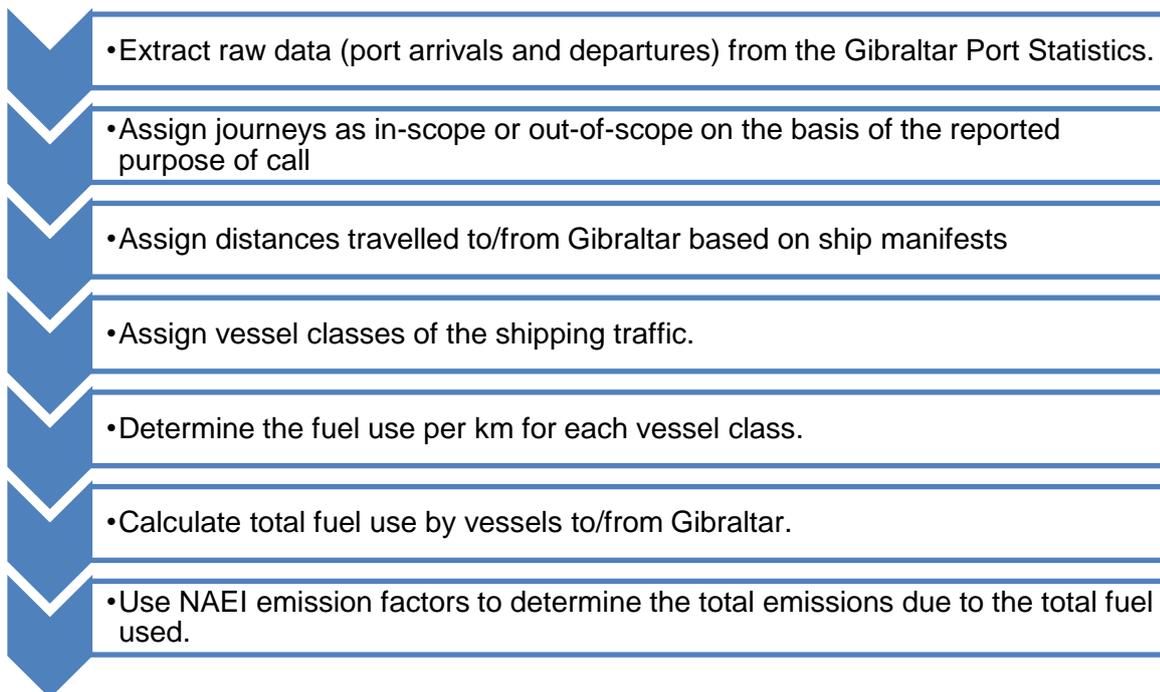
Shipping generates a large proportion of Gibraltar's emissions in the national inventory because of the considerable amount of bunkering activity and the fact that Gibraltar is a large international port near a major shipping lane. In this inventory, shipping is divided into two main categories: bunkering, and non-bunkering (that is, ships that call at Gibraltar with a purpose other than just obtaining fuel).

Shipping emissions from non-bunkering traffic are assigned to scope 3.

Shipping emissions from bunkering traffic are assigned to outside of scopes

#### 4.2.3.1 Overview

**Figure 4-8** gives a brief overview of how estimates of emissions due to shipping have been made. A more detailed explanation is given below.

**Figure 4-8 – Process of estimating emissions from shipping**

#### 4.2.3.2 Raw data

The raw dataset was provided by the Gibraltar Port Authority and provides information on the shipping movements of all vessels that 'interface' with Gibraltar, including details of ship-type, gross tonnage, last port, and next port destination. However, a number of vessels included within this dataset carry out 'off port limit' calls, and do not enter Gibraltar waters; these are excluded from the dataset on the basis of additional information provided by the Port Authority. The key pieces of information used in the subsequent inventory calculations are:

- A distance (km) travelled to/from Gibraltar.
  - This is calculated using <http://ports.com/sea-route> to estimate the distance in nautical miles and converted to km. A weighted, ship-type specific average distance is derived to estimate more representative vessel journey lengths. The activity for ships travelling both to and from Gibraltar has been calculated, but only one direction (departing) should be included in Gibraltar's emissions total as per the GPC methodology. The origin and destination are those reported on the ship manifests.
  - The method for deriving average journey distances in cases where the next port is not listed by a vessel docked in Gibraltar has been improved. In the 2015 inventory this had been a direct average of all the locations that had been visited by boats within the shipping report. This year, this is weighted according to the frequency at which boats visit various ports (and also applied to the 2015 revised inventory). In addition, averages for each of the ship types considered is calculated separately so that more characteristics distances are calculated. This causes a reduction in implied average journey distance since the majority of boats leaving the port visit nearby ports and therefore onward journeys are significantly shorter than the average previously estimated.
- Ship class
  - The given ship type was assigned to one of the below groups of ship, allowing the use of Tables 3-4 and 3-7 in the EMEP/EEA air pollutant emission inventory guidebook 2016<sup>11</sup> Section 1.A.3.d Navigation. (See **Table 4-10**) is within or outside the scope of the inventory
  - Guidance from the Port Authority was used to determine which ships should be included within the inventory, and which were involved with either bunkering, or off

<sup>11</sup> [www.eea.europa.eu/publications/emep-eea-guidebook-2016](http://www.eea.europa.eu/publications/emep-eea-guidebook-2016)

port limit calls. **Table 4-11** illustrates the allocation on the basis of the registered purpose of call within the dataset.

**Table 4-10 – Ship classification based on the EMEP/EEA Guidebook 2016<sup>11</sup>**

| Ship types        |                   |
|-------------------|-------------------|
| Liquid bulk ships | Dry bulk carriers |
| Container         | General cargo     |
| Ro Ro Cargo       | Passenger         |
| Fishing           | Tug               |
| Other             |                   |

**Table 4-11 – Definition of in-scope and out-of-scope shipping activity on the basis of stated purpose of call**

| Purpose of call                  |                               |
|----------------------------------|-------------------------------|
| In-scope                         | Out-of-scope                  |
| Arrested                         | Bunkers                       |
| Awaiting Berth/Supply            | Change of Schedule            |
| Cargo Loading/Unloading          | Charts                        |
| Containers Loading/Unloading     | Class Survey                  |
| Cruise Call                      | Compass Adjusting             |
| Eastern Anchorage – Awaiting STS | Crew Change                   |
| Gibraltar/Tangiers Ferry         | Debunkers                     |
| Laid Up                          | Deliver Fenders               |
| MOD Movement                     | Detention                     |
| Owners Change                    | Fuel Discharge                |
| Repairs                          | Garbage Discharge             |
| Rocks Unloading/Loading          | Hold Inspection               |
| Stationed                        | Load Line Certificate         |
| Ship-to-ship Transfer            | Lub-Oil                       |
| To Supply Bunkers                | Medical Assistance            |
| Waiting Orders                   | Port Clearance Note           |
| Yacht Delivery                   | Pratique Note                 |
| Yacht Loading/Unloading          | Provisions                    |
|                                  | PSC Inspection                |
|                                  | Shelter                       |
|                                  | Slops Discharge               |
|                                  | Spares                        |
|                                  | Stores                        |
|                                  | Ship-to-ship Equipment Return |
|                                  | Surveyor/Technician Transfer  |
|                                  | Tender/Service                |

| Purpose of call |                       |
|-----------------|-----------------------|
| In-scope        | Out-of-scope          |
|                 | Towing                |
|                 | Under Tow             |
|                 | Underwater Cleaning   |
|                 | Underwater Inspection |
|                 | Underwater Survey     |
|                 | Water Receive         |
|                 | Yacht Visit           |

#### 4.2.3.3 Determining activity

The key activity data of interest are the mass of fuel used, as this is the activity for which emissions factors are available within the UK NAEI. After processing the raw data from the port statistics, the activity dataset is in km. To convert this to a fuel use, it is possible to use the following to calculate fuel use using Equation 4-1.

- Fuel use per unit energy given in Table 3-4 of the shipping chapter of the EMEP/EEA air pollutant emission inventory guidebook 2016 (shown here in **Table 4-12**).
- The engine type weightings provided in Table 3-7 of the guidebook (shown here in **Table 4-13**).
- The main engine power in table 3-6 of the guidebook (shown here in **Table 4-14**).
- The average speeds in table 3-14 of the guidebook (shown here in **Table 4-15**).

Bunker fuel sales data also was supplied. However, the data did not closely correlate to the reported fuel import/export data also provided and was considered to be less robust, so was not used in the shipping inventory calculations.

#### Equation 4-1: Calculation for shipping emissions

$$\text{Fuel use (t)} = \frac{\text{Distance travelled(km)} * \text{Power}^{12} \text{ (kW)} * \text{Fuel use factor(t/kWh)}}{\text{Average speed (km/hour)}}$$

Figure 4-9: Bunkering ships



<sup>12</sup> Main engine power

**Table 4-12: Tier 2 emissions factors for shipping from the EMEP/EEA air pollutant emission inventory guidebook 2016<sup>11</sup> (appears as Table 3-4 in guidebook)**

| Tier 2 default emission factors |           |                                 |                                 |                                 |                                   |                              |  |
|---------------------------------|-----------|---------------------------------|---------------------------------|---------------------------------|-----------------------------------|------------------------------|--|
| Engine type                     | Fuel type | NO <sub>x</sub> 2000 (kg/tonne) | NO <sub>x</sub> 2005 (kg/tonne) | NO <sub>x</sub> 2010 (kg/tonne) | TSP - PM <sub>10</sub> (kg/tonne) | PM <sub>2.5</sub> (kg/tonne) | Specific fuel consumption (g fuel/kWh) |
| Gas turbine                     | BFO       | 20.0                            | 19.3                            | 18.6                            | 0.3                               | 0.3                          | 305                                    |
|                                 | MDO/MGO   | 19.7                            | 19.0                            | 18.3                            | 0.0                               | 0.0                          | 290                                    |
| High-speed diesel               | BFO       | 59.6                            | 57.7                            | 55.6                            | 3.8                               | 3.4                          | 213                                    |
|                                 | MDO/MGO   | 59.1                            | 57.1                            | 55.1                            | 1.5                               | 1.3                          | 203                                    |
| Medium-speed diesel             | BFO       | 65.7                            | 63.4                            | 61.3                            | 3.8                               | 3.4                          | 213                                    |
|                                 | MDO/MGO   | 65.0                            | 63.1                            | 60.6                            | 1.5                               | 1.3                          | 203                                    |
| Slow-speed diesel               | BFO       | 92.8                            | 89.7                            | 86.5                            | 8.7                               | 7.8                          | 195                                    |
|                                 | MDO/MGO   | 91.9                            | 88.6                            | 86.5                            | 1.6                               | 1.5                          | 185                                    |
| Steam turbine                   | BFO       | 6.9                             | 6.6                             | 6.4                             | 2.6                               | 2.4                          | 305                                    |
|                                 | MDO/MGO   | 6.9                             | 6.6                             | 6.4                             | 1.0                               | 0.9                          | 290                                    |

Source: Entec (2002), Entec (2007), emission factors calculated in kg/tonne of fuel using specific fuel consumption.

BFO –Bunker Fuel Oil, MDO –Marine Diesel Oil, MGO –Marine Gas Oil

BC fraction of PM (f-BC); BFO: 0.12, MDO/MGO: 0.31. Source: for further information see Appendix A

**Table 4-13: Engine type weightings from the EMEP/EEA air pollutant emission inventory guidebook 2016 (appears as Table 3-7 in guidebook)**

| Ship category     | SSD MDO /MGO | SSD BFO | MSD MDO /MGO | MSD BFO | HSD MDO /MGO | HSD BFO | GT MDO /MGO | GT BFO | ST MDO /MGO | ST BFO |
|-------------------|--------------|---------|--------------|---------|--------------|---------|-------------|--------|-------------|--------|
| Liquid bulk ships | 0.87         | 74.08   | 3.17         | 20.47   | 0.52         | 0.75    | 0.00        | 0.14   | 0.00        | 0.00   |
| Dry bulk carriers | 0.37         | 91.63   | 0.63         | 7.29    | 0.06         | 0.02    | 0.00        | 0.00   | 0.00        | 0.00   |
| Container         | 1.23         | 92.98   | 0.11         | 5.56    | 0.03         | 0.09    | 0.00        | 0.00   | 0.00        | 0.00   |
| General cargo     | 0.36         | 44.59   | 8.48         | 41.71   | 4.30         | 0.45    | 0.00        | 0.10   | 0.00        | 0.00   |
| Ro Ro Cargo       | 0.17         | 20.09   | 9.86         | 59.82   | 5.57         | 2.23    | 2.27        | 0.00   | 0.00        | 0.00   |
| Passenger         | 0.00         | 3.81    | 5.68         | 76.98   | 3.68         | 1.76    | 4.79        | 3.29   | 0.00        | 0.02   |
| Fishing           | 0.00         | 0.00    | 84.42        | 3.82    | 11.76        | 0.00    | 0.00        | 0.00   | 0.00        | 0.00   |
| Others            | 0.48         | 30.14   | 29.54        | 19.63   | 16.67        | 2.96    | 0.38        | 0.20   | 0.00        | 0.00   |
| Tugs              | 0.00         | 0.00    | 39.99        | 6.14    | 52.80        | 0.78    | 0.28        | 0.00   | 0.00        | 0.00   |

SSD - Slow Speed Diesel, MSD – Medium Speed Diesel, HSD - High Speed Diesel, GT – Gas Turbine,

ST – Steam Turbine; MDO –Marine Diesel Oil, MGO –Marine Gas Oil, BFO –Bunker Fuel Oil

Source: Trozzi, 2010

**Table 4-14: Main engine power from EMEP/EEA air pollutant emission inventory guidebook 2016 (appears as Table 3-6 in guidebook)**

| Ship category     | Main engine power (kW) |            |
|-------------------|------------------------|------------|
|                   | 1997 fleet             | 2010 fleet |
| Liquid bulk ships | 6.695                  | 6.543      |
| Dry bulk carriers | 8.032                  | 4.397      |
| Container         | 22.929                 | 14.871     |
| General cargo     | 2.657                  | 2.555      |
| Ro Ro Cargo       | 7.898                  | 4.194      |
| Passenger         | 3.885                  | 10.196     |
| Fishing           | 837                    | 734        |
| Other             | 2.778                  | 2.469      |
| Tug               | 2.059                  | 2.033      |

**Table 4-15: Average speeds from the EMEP/EEA air pollutant emission inventory guidebook 2016 (appears as Table 3-14 in guidebook)**

| Ship Type         | Ave.Cruise Speed (km/h) | Manoeuvring time (hours) | Hotelling time (hours) |
|-------------------|-------------------------|--------------------------|------------------------|
| Liquid bulk ships | 26                      | 1.0                      | 38                     |
| Dry bulk carriers | 26                      | 1.0                      | 52                     |
| Container         | 36                      | 1.0                      | 14                     |
| General Cargo     | 23                      | 1.0                      | 39                     |
| Ro-Ro Cargo       | 27                      | 1.0                      | 15                     |
| Passenger         | 39                      | 0.8                      | 14                     |
| Fishing           | 25                      | 0.7                      | 60                     |
| Other             | 20                      | 1.0                      | 27                     |

Source: Elaboration from Entec (2002)

These calculations allow the generation of the following activity data shown in **Table 4-16** and **Table 4-17**.

Non-bunkering can be subtracted from the total to give the total for bunkering and off-port calls.

Table 4-16: Activity data for all traffic

| All traffic       | Total distance travelled ('000 km) |                | Number of journeys |                | Fuel-oil consumption (kt) |                | Gas-oil consumption (kt) |                |
|-------------------|------------------------------------|----------------|--------------------|----------------|---------------------------|----------------|--------------------------|----------------|
|                   | To Gibraltar                       | From Gibraltar | To Gibraltar       | From Gibraltar | To Gibraltar              | From Gibraltar | To Gibraltar             | From Gibraltar |
| Liquid bulk ships | 5,511                              | 6,800          | 2,591              | 2,591          | 264.5                     | 326.4          | 12.6                     | 15.6           |
| Dry bulk carriers | 17,181                             | 16,405         | 3,673              | 3,673          | 565.1                     | 539.5          | 6.1                      | 5.8            |
| Container         | 406                                | 435            | 191                | 191            | 32.5                      | 34.8           | 0.4                      | 0.5            |
| General Cargo     | 3,782                              | 4,274          | 1,186              | 1,186          | 74.9                      | 84.7           | 11.2                     | 12.6           |
| Ro Ro Cargo       | 129                                | 130            | 34                 | 34             | 3.5                       | 3.5            | 0.8                      | 0.8            |
| Passenger         | 309                                | 310            | 336                | 336            | 15.1                      | 15.2           | 2.7                      | 2.7            |
| Fishing           | 4                                  | 10             | 2                  | 2              | 0.0                       | 0.0            | 0.0                      | 0.1            |
| Other             | 1,563                              | 1,567          | 956                | 956            | 20.9                      | 20.9           | 18.5                     | 18.5           |
| Tug               | 166                                | 160            | 108                | 108            | 0.3                       | 0.2            | 3.2                      | 3.1            |
| <b>Total</b>      | <b>29,050</b>                      | <b>30,091</b>  | <b>9,077</b>       | <b>9,077</b>   | <b>976.6</b>              | <b>1025.2</b>  | <b>55.4</b>              | <b>59.6</b>    |

Table 4-17: Activity data for non-bunkering and in-port traffic only

| Non-bunkering<br>port traffic only | Total distance travelled<br>(‘000 km) |                   | Number of journeys |                   | Fuel-oil consumption (kt) |                   | Gas-oil consumption (kt) |                   |
|------------------------------------|---------------------------------------|-------------------|--------------------|-------------------|---------------------------|-------------------|--------------------------|-------------------|
|                                    | To<br>Gibraltar                       | From<br>Gibraltar | To<br>Gibraltar    | From<br>Gibraltar | To Gibraltar              | From<br>Gibraltar | To Gibraltar             | From<br>Gibraltar |
| Liquid bulk ships                  | 324                                   | 983               | 871                | 871               | 15.5                      | 47.2              | 0.7                      | 2.3               |
| Dry bulk carriers                  | 217                                   | 278               | 108                | 108               | 7.1                       | 9.1               | 0.1                      | 0.1               |
| Container                          | 93                                    | 51                | 77                 | 77                | 7.4                       | 4.1               | 0.1                      | 0.1               |
| General Cargo                      | 124                                   | 207               | 65                 | 65                | 2.5                       | 4.1               | 0.4                      | 0.6               |
| Ro Ro Cargo                        | 14                                    | 16                | 5                  | 5                 | 0.4                       | 0.4               | 0.1                      | 0.1               |
| Passenger                          | 277                                   | 273               | 321                | 321               | 13.6                      | 13.4              | 2.4                      | 2.4               |
| Fishing                            | -                                     | -                 | 0                  | 0                 | 0.0                       | 0.0               | 0.0                      | 0.0               |
| Other                              | 100                                   | 55                | 326                | 326               | 1.3                       | 0.7               | 1.2                      | 0.6               |
| Tug                                | 23                                    | 55                | 72                 | 72                | 0.0                       | 0.1               | 0.4                      | 1.1               |
| <b>Total</b>                       | <b>1,171</b>                          | <b>1,917</b>      | <b>1,845</b>       | <b>1,845</b>      | <b>47.9</b>               | <b>79.1</b>       | <b>5.4</b>               | <b>7.2</b>        |

#### 4.2.3.4 Determining emissions

With the fuel use activity data, for both gas oil (marine diesel oil) and fuel oil (bunkers fuel oil), NAEI emission factors for the use of gas oil and fuel oil in shipping were applied to calculate emissions from the relevant pollutants, shown in **Table 4-18**.

**Table 4-18: Emission factors used for the shipping inventory**

| Fuel type | Emission factors (kt/Mt fuel) |                 |                  |
|-----------|-------------------------------|-----------------|------------------|
|           | CO <sub>2</sub>               | CH <sub>4</sub> | N <sub>2</sub> O |
| Fuel oil  | 3,114                         | 0.06            | 0.15             |
| Gas oil   | 3,206                         | 0.03            | 0.14             |

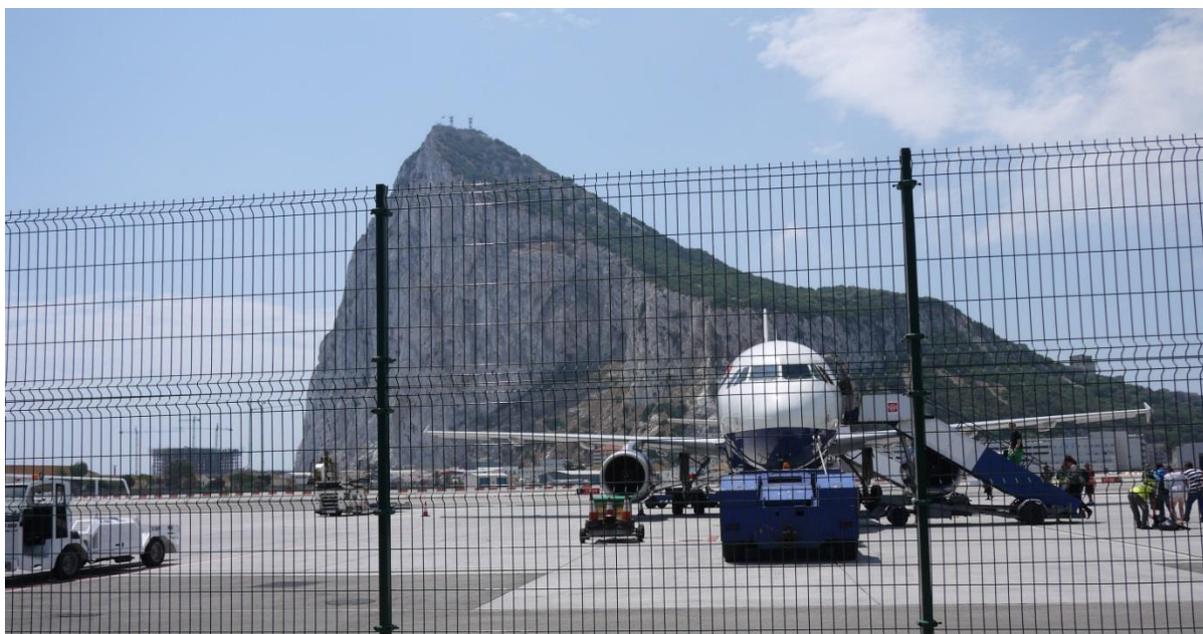
Only emissions from ship departures are included in the inventory as per GPC guidelines. Emissions from activities that are not attributable to Gibraltar (i.e. those that have been deemed 'out of scope' due to the purpose of their call, as shown in Table 4-11) are reported in 'Other Scope 3' and are therefore not included in BASIC or BASIC+ inventory totals.

#### 4.2.4 Aviation

Gibraltar is served by its own airport located within its boundary (**Figure 4-10**). There is also a nearby airport at Malaga, which is sometimes used when flights are diverted or as an alternative to flying directly into Gibraltar. However, no information is available for Malaga airport so Gibraltar Airport only is included here. Emissions are estimated for the 'landing/take-off cycle' (LTO) and cruise phases of flights. Only departing aircraft are included in the inventory as per GPC guidance.

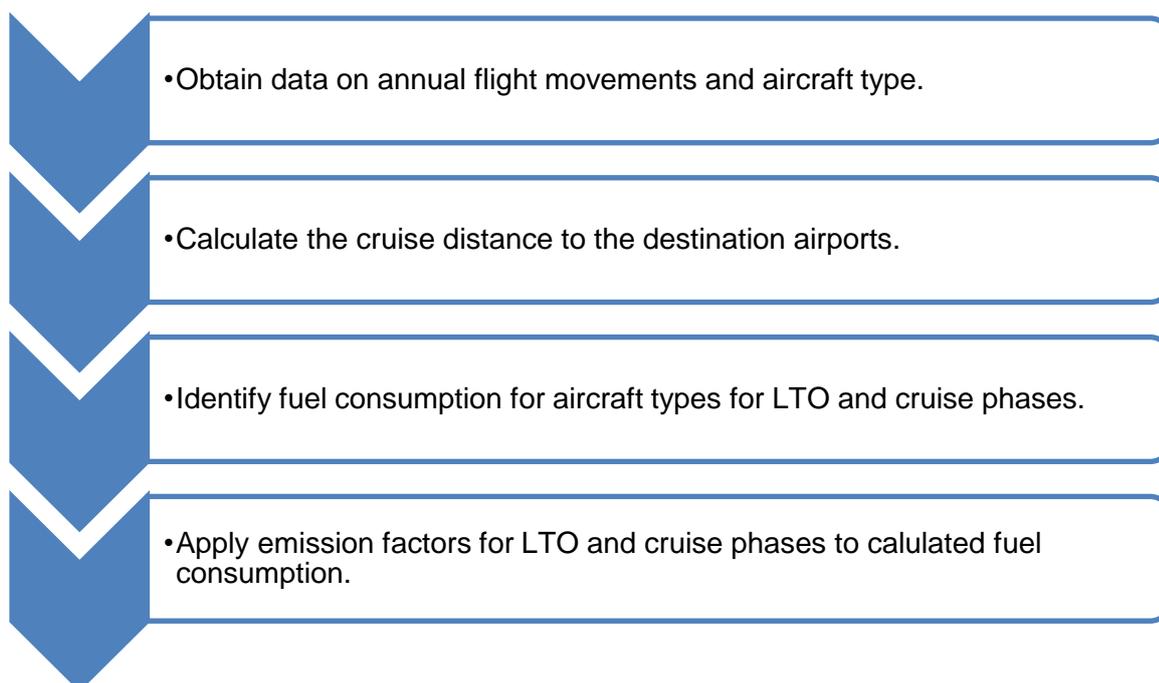
Aviation emissions from the cruise phase and LTO are allocated to scope 3 (transboundary).

**Figure 4-10: Gibraltar's International Airport**



##### 4.2.4.1 Overview

**Figure 4-11** gives a brief overview of how estimates of emissions due to aviation have been made; a more detailed explanation is given in the following sections.

**Figure 4-11: Aviation methodology flow diagram**

#### 4.2.4.2 Raw data

The raw data for estimating emissions have come from the International Civil Aviation Organization (ICAO) via the Department for Transport (DfT). The data provide a detailed log of all the journeys between Gibraltar and UK and non-UK airports.

#### 4.2.4.3 Determining activity

The aircraft that operated between Gibraltar and the UK in 2016 were the Airbus A320 and A319. A smaller turboprop aircraft, the ATR 72, operated on flights between Gibraltar and Tangiers in Morocco. The UK airports that operated flights to and from Gibraltar in 2016 were: Birmingham, Bristol, Gatwick, Heathrow, Luton and Manchester.

Flight distances are calculated from great circle distances between airport pairs uplifted by 9.5% to allow for aircraft flying non-direct routes, in accordance with IPCC guidance. Cruise emission factors (based on fuel consumption) are selected from the EMEP/EEA air pollutant emission inventory guidebook 2013 by interpolating between the standard flight distances presented.

Fuel consumption for an Airbus A319, Airbus A320 and an ATR 72 from the EMEP/EEA air pollutant emission inventory guidebook 2013 aviation annex<sup>13</sup> are shown in **Table 4-19**.

**Table 4-19: Illustrative dataset from the EMEP/EEA air pollutant emission inventory guidebook 2013**

| Fuel (kg) | Phase of flight      | Standard flight distances (nm) |        |        |        |        |        | (1nm = 1.852 km) |  |
|-----------|----------------------|--------------------------------|--------|--------|--------|--------|--------|------------------|--|
|           |                      | 125                            | 250    | 500    | 750    | 1,000  | 1,500  | 2,000            |  |
| A319      | Climb/cruise/descent | 1074.6                         | 1812.2 | 2819.8 | 3905.4 | 5013.8 | 7294.7 | 9513.4           |  |
|           | LTO                  | 688.8                          | 688.8  | 688.8  | 688.8  | 688.8  | 688.8  | 688.8            |  |
|           | Total                | 1763.4                         | 2501.0 | 3508.7 | 4594.2 | 5702.6 | 7983.5 | 10202.2          |  |

<sup>13</sup> [www.eea.europa.eu/publications/emep-eea-guidebook-2013/part-b-sectoral-guidance-chapters/1-energy/1-a-combustion/1-a-3-a-aviation-annex](http://www.eea.europa.eu/publications/emep-eea-guidebook-2013/part-b-sectoral-guidance-chapters/1-energy/1-a-combustion/1-a-3-a-aviation-annex)

|      |                      |        |        |        |        |        |        |         |
|------|----------------------|--------|--------|--------|--------|--------|--------|---------|
| A320 | Climb/cruise/descent | 1062.6 | 1831.1 | 2949.3 | 4200.4 | 5439.0 | 7994.8 | 10464.9 |
|      | LTO                  | 873.3  | 873.3  | 873.3  | 873.3  | 873.3  | 873.3  | 873.3   |
|      | Total                | 1935.8 | 2704.4 | 3822.6 | 5073.6 | 6312.3 | 8868.1 | 11338.2 |
| AT72 | Climb/cruise/descent | 723.5  | 1361.9 | 2652.5 | 3967.0 | 5276.0 | 8090.4 |         |
|      | LTO                  | 393.8  | 393.8  | 393.8  | 393.8  | 393.8  | 393.8  |         |
|      | Total                | 1117.4 | 1755.7 | 3046.3 | 4360.9 | 5669.8 | 8484.2 |         |

The 2016 EMEP/EEA air pollutant emission inventory guidebook provides a spreadsheet tool to calculate fuel consumptions and emissions during the LTO cycle. This tool includes airport specific taxiing times by year. The latest year available for Gibraltar is 2015, which gave taxi-out and taxi-in times of 605 s and 204 s, respectively. These times, along with the aircraft fleet mix, have been used to calculate LTO emissions for 2016.

#### 4.2.4.4 Determining emissions

The calculation for emissions is shown in **Equation 4-2**.

##### Equation 4-2: Equation for aviation emission estimation

$$Emissions = \sum (LTO \text{ fuel use} * LTO \text{ EF}), (Cruise \text{ fuel use} * fuel \text{ EF})$$

LTO = Landing/take-off cycle

EF = Emission factor

To generate total fuel consumption, the total number of flights broken down by destination airport and aircraft type were multiplied by the emission factors, interpolated on distance, from **Table 4-19**. These were then summed to give the values **Table 4-20**.

The emission factors in **Table 4-21** were then used to calculate total emissions. The fuel use factors assume jet kerosene from Tables 3.6.4 and 3.6.5 of the 2006 IPCC Guidelines; Emission factors for methane for LTO cycle are taken from Table 3-5 in the EMEP/EEA air pollutant emission inventory guidebook 2013 for an Airbus A320: examples of aircraft types and emission factors for LTO cycles as well as fuel consumption per aircraft type, kg/LTO.

It is assumed that emissions from all aircraft departing Gibraltar Airport are allocated to Gibraltar. This is because, although there may be some use of the airport by non-Gibraltarian residents/visitors, these numbers are impossible to determine with any accuracy, it is assumed the majority of visitors arriving at Gibraltar Airport are likely to be resident or visiting.

LTO cycle emissions include emissions from both take-off at the departure airport and landing at the destination airport. However, for each departure from Gibraltar there is an associated arrival movement at Gibraltar that has emissions that are equivalent to the emissions from landing at the destination airport. Therefore counting all the LTO cycle emissions associated with departures from Gibraltar captures all the LTO cycle emissions at the airport. For cruise only the departure emissions are included in the inventory for Gibraltar.

**Table 4-20: Total annual fuel consumption by aircraft**

| Phase of flight        | Unit   | Domestic (UK) | International (non-UK) |
|------------------------|--------|---------------|------------------------|
| LTOs                   | Number | 2,030         | 103                    |
| Total fuel consumption | Kt     | 12.60         | 0.07                   |
| Of which cruise        | Kt     | 11.32         | 0.03                   |
| Total fuel consumption | TJ     | 553.33        | 3.12                   |
| Of which cruise        | TJ     | 496.89        | 1.34                   |

**Table 4-21: Emission factors for aircraft phases by pollutant**

| Phase of flight | Pollutant        | Unit       | Emission factor |
|-----------------|------------------|------------|-----------------|
| Cruise          | Carbon           | kt/TJ fuel | 0.0195          |
| Cruise          | CH <sub>4</sub>  | kt/TJ fuel | Zero            |
| Cruise          | N <sub>2</sub> O | kt/TJ fuel | 0.000002        |
| LTO             | Carbon           | kt/LTO     | 0.00070909      |
| LTO             | CH <sub>4</sub>  | kt/LTO     | 0.0000002       |
| LTO             | N <sub>2</sub> O | kt/LTO     | 0.00000010      |

## 4.3 Waste

The waste profile of Gibraltar is unique due to the territory's location, restricted land area, high population density and absence of heavy industry. The majority of waste generated in Gibraltar is municipal, largely arising at households and commercial premises.

This report has applied the methodologies recommended under the GPC Guidelines for the estimation of GHG emissions from waste. Where possible, quantities of CO<sub>2</sub>, CH<sub>4</sub> and N<sub>2</sub>O have been estimated from the following sources based on activities during 2016:

- Solid waste disposal.
- Biological treatment of solid waste.
- Incineration.
- Wastewater.

Emissions from waste are allocated by scope to the location they are emitted.

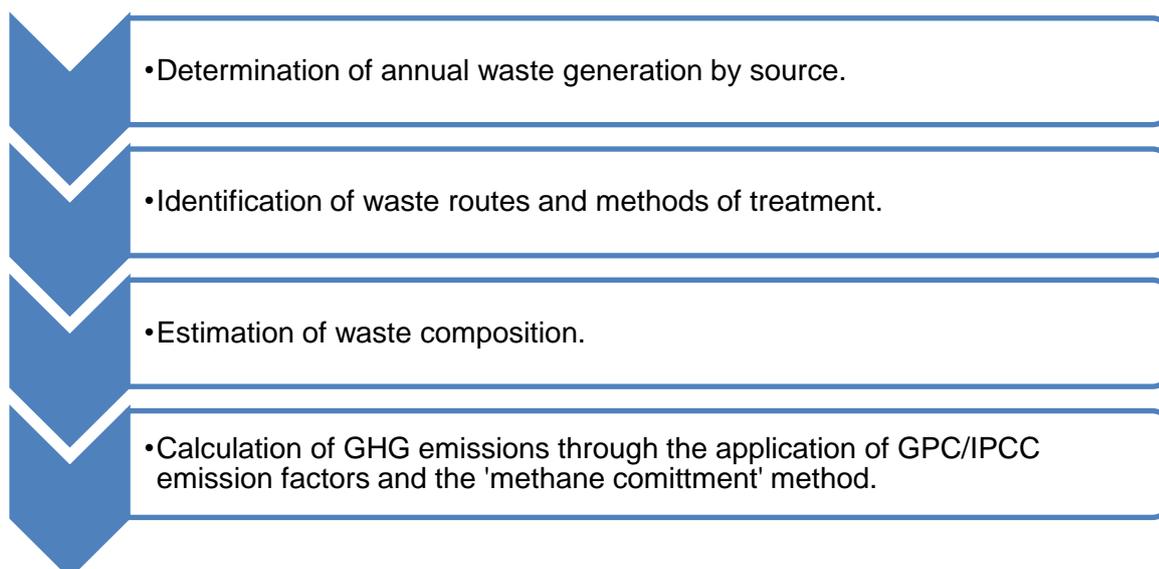
Therefore, the treatment of biological waste, MSW and some incineration in Spain are allocated to scope 3.

Emissions from incineration in Gibraltar are scope 1.

Emissions from wastewater are out of boundary so allocated to scope 3.

### 4.3.1 Summary

**Figure 4-12** gives a brief overview of how waste emissions have been estimated, with a more detailed explanation provided in the following sections.

**Figure 4-12: Waste methodology flow diagram**

## 4.3.2 Raw data

### 4.3.2.1 Municipal solid waste

Municipal waste, generated at households, commercial premises and state-run facilities, such as schools and hospitals, is collected six days a week by a waste management contractor. This waste is then transported in bulk to the Complejo Medioambiental, Sur de Europa, in Los Barrios, Spain via a temporary waste transfer station in Gibraltar. At Los Barrios, waste is manually and mechanically sorted to remove the recyclable fraction. Biological waste is also removed for composting and the remaining fraction is disposed of to landfill.

Data on the total quantity of MSW arisings by weight for Gibraltar have been provided by the Government of Gibraltar, as shown in **Table 4-22**.

**Table 4-22: MSW arisings in Gibraltar in 2016**

| Month          | Household (tonnes) | Refuse (tonnes) | Mattresses (tonnes) |
|----------------|--------------------|-----------------|---------------------|
| January 2016   | 964                | 1,441           | 11                  |
| February 2016  | 1,128              | 1,385           | 10                  |
| March 2016     | 1,108              | 1,418           | 1                   |
| April 2016     | 1,137              | 1,443           | 8                   |
| May 2016       | 1,110              | 1,411           | 8                   |
| June 2016      | 1,240              | 1,521           | 7                   |
| July 2016      | 1,268              | 1,402           | 8                   |
| August 2016    | 1,423              | 1,428           | 3                   |
| September 2016 | 1,216              | 1,483           | 7                   |
| October 2016   | 1,271              | 1,398           | 10                  |
| November 2016  | 1,338              | 1,431           | 9                   |
| December 2016  | 1,051              | 1,583           | -                   |
| <b>Total</b>   | <b>14,254</b>      | <b>17,344</b>   | <b>82</b>           |

#### 4.3.2.2 Clinical waste

Gibraltar's clinical waste is generated by a number of sources including dental and veterinary practices, and medical premises. In 2008, a new incinerator was commissioned in Gibraltar for the sole purpose of treating clinical waste. Although the incinerator has adequate capacity for the treatment of all clinical waste arisings within the boundary, maintenance issues will occasionally result in clinical waste being exported to an incinerator in Spain.

Details on the quantity of clinical waste incinerated within Gibraltar in 2016 are provided by the Gibraltar Health Authority. Volumes of clinical waste incinerated are based on average bin weight of 7.5Kg per 60 litre bin of waste. The Government of Gibraltar provides information regarding the amount of clinical waste exported to Spain for incineration.

#### 4.3.3 Determining activity

##### 4.3.3.1 Composition of MSW

To determine the fraction of degradable organic carbon (DOC), the composition of MSW arisings have been estimated by applying the results of the 2014 Waste Characterisation Study to the total reported MSW detailed above. The study was completed by the Department of the Environment. It analysed MSW from three collection routes, in March and August 2014, in Gibraltar recording the waste type, weight and bulk density.

The waste categories have been grouped into three assumed treated groups; biological treatment (composted), landfill and recycled. A summary of the results and the treatment groups are provided in **Table 4-23**.

**Table 4-23: Results of the 2014 Waste Characterisation Study and assumed treatment groups**

| <i>Waste category</i>       | Average waste composition | Assumed treatment route |
|-----------------------------|---------------------------|-------------------------|
|                             | Weight (%)                |                         |
| Paper & Cardboard           | 25.1                      | Recycled                |
| Dense Plastics              | 7.0                       | Recycled                |
| Plastic Film                | 6.1                       | Landfill                |
| Organics                    | 30.7                      | Composted               |
| Metals                      | 3.4                       | Recycled                |
| Glass                       | 4.9                       | Recycled                |
| Composites                  | 2.2                       | Landfill                |
| Special Municipal waste     | 3.0                       | Landfill                |
| Textiles                    | 3.2                       | Recycled                |
| Fines                       | 0.5                       | Landfill                |
| Unclassified Combustibles   | 12.4                      | Landfill                |
| Unclassified Incombustibles | 0.9                       | Landfill                |
| WEEE                        | 0.5                       | Recycled                |
| Batteries                   | 0.0                       | Recycled                |
| <b>Total</b>                | 100                       |                         |

### 4.3.4 Determining emissions

#### 4.3.4.1 Solid waste disposal

Emissions of CH<sub>4</sub> from landfilling MSW have been calculated using the ‘Methane Commitment’ method. This allows emissions to be estimated based on the quantity of waste sent to landfill in a single year by adopting a mass balance approach. Prior to this, it was necessary to determine the ‘methane generation potential’ of the waste landfilled. The formulas for each are provided in formulas 8.1, 8.3 and 8.4 of the GPC, as below (Figure 4-13). A change was made to the DOC value to exclude waste categories that we assume are not landfilled (e.g. paper/card, food, etc.), and include waste categories that are landfilled (e.g. nappies). The DOC value used in the calculation is therefore 0.246 tonnes C/tonne waste.

Figure 4-13: GPC equations for calculating emissions from landfill

Equation 8.3 Methane commitment estimate for solid waste sent to landfill

$$CH_4 \text{ emissions} = MSW_x \times L_0 \times (1-f_{rec}) \times (1-OX)$$

| Description               |   | Value   |
|---------------------------|---|---|
| CH <sub>4</sub> emissions | = Total CH <sub>4</sub> emissions in metric tonnes                                  | Computed  |
| MSW <sub>x</sub>          | = Mass of solid waste sent to landfill in inventory year, measured in metric tonnes | User input  |
| L <sub>0</sub>            | = Methane generation potential  | Equation 8.4 Methane generation potential                 |
| f <sub>rec</sub>          | = Fraction of methane recovered at the landfill (flared or energy recovery)         | User input  |
| OX                        | = Oxidation factor  | 0.1 for well-managed landfills; 0 for unmanaged landfills |

Source: Adapted from Revised 1996 IPCC Guidelines for National Greenhouse Gas Inventories

Equation 8.4 Methane generation potential, L<sub>0</sub>

$$L_0 = MCF \times DOC \times DOC_f \times F \times 16/12$$

| Description      |  | Value  |
|------------------|--|--|
| L <sub>0</sub>   | = Methane generation potential   | Computed   |
| MCF              | = Methane correction factor based on type of landfill site for the year of deposition (managed, unmanaged, etc., fraction) | Managed = 1.0<br>Unmanaged (≥5 m deep) = 0.8<br>Unmanaged (<5 m deep) = 0.4<br>Uncategorized = 0.6 |
| DOC              | = Degradable organic carbon in year of deposition, fraction (tonnes C/tonnes waste)  | Equation 8.1   |
| DOC <sub>f</sub> | = Fraction of DOC that is ultimately degraded (reflects the fact that some organic carbon does not degrade)                | Assumed equal to 0.6   |
| F                | = Fraction of methane in landfill gas  | Default range 0.4-0.6 (usually taken to be 0.5)  |
| 16/12            | = Stoichiometric ratio between methane and carbon  |  |

Source: IPCC Good Practice Guidance and Uncertainty Management in National Greenhouse Gas Inventories (2000)

**Equation 8.1 Degradable organic carbon (DOC)<sup>52</sup>**

$$\text{DOC} = (0.15 \times A) + (0.2 \times B) + (0.4 \times C) + (0.43 \times D) + (0.24 \times E) + (0.15 \times F)$$

|   |   |   |
|---|---|---|
| A | = | Fraction of solid waste that is food                                |
| B | = | Fraction of solid waste that is garden waste and other plant debris |
| C | = | Fraction of solid waste that is paper                               |
| D | = | Fraction of solid waste that is wood                                |
| E | = | Fraction of solid waste that is textiles                            |
| F | = | Fraction of solid waste that is industrial waste                    |

Source: GPC

#### 4.3.4.2 Biological treatment

The emissions of CH<sub>4</sub> and N<sub>2</sub>O from the biological treatment of waste have been calculated using equation 8.5 from the GPC guidelines (**Figure 4-14**) and emission factors for composting given in the GPC; these are detailed in **Table 4-24**. It is assumed that waste is treated whilst wet, as we have no information on whether waste is dried before being treated. This year a revised emission factor for N<sub>2</sub>O from composting has been applied from the IPCC 2006 Guidelines Waste Chapter update.

As the Los Barrios waste treatment facility only provides composting as a form of biological treatment, it has been assumed this is the sole method of biological treatment.

**Table 4-24: Biological waste treatment emission factors**

| GHG              | Emission factor                   |
|------------------|-----------------------------------|
| CH <sub>4</sub>  | 4g per kg of wet waste treated    |
| N <sub>2</sub> O | 0.24g per kg of wet waste treated |

**Figure 4-14: GPC equation for calculating emissions from biological treatment of waste**

**Equation 8.5 Direct emissions from biologically treated solid waste**

$$\text{CH}_4 \text{ Emissions} = (\sum_i (m_i \times F_{\text{CH}_4}) \times 10^{-3} - R)$$

$$\text{N}_2\text{O Emissions} = (\sum_i (m_i \times \text{EF}_{\text{N}_2\text{O}_i}) \times 10^{-3})$$

| Description                | Value   |
|----------------------------|---|
| CH <sub>4</sub> emissions  | – Total CH <sub>4</sub> emissions in tonnes<br>Computed   |
| N <sub>2</sub> O emissions | – Total N <sub>2</sub> O emissions in tonnes<br>Computed  |
| m                          | – Mass of organic waste treated by biological treatment type i, kg<br>User input  |
| EF <sub>CH4</sub>          | – CH <sub>4</sub> emissions factor based upon treatment type, i<br>User input or default value from table 8.3 Biological treatment emission factor  |
| EF <sub>N2O</sub>          | – N <sub>2</sub> O emissions factor based upon treatment type, i<br>User input or default value from table 8.3 Biological treatment emission factor |
| i                          | – Treatment type: composting or anaerobic digestion<br>User input   |
| R                          | – Total tonnes of CH <sub>4</sub> recovered in the inventory year, if gas recovery system is in place<br>User input, measured at recovery point     |

Source: 2006 IPCC Guidelines for National Greenhouse Gas Inventories, Volume 5, Chapter 4: Biological Treatment of Solid Waste

Source: GPC

#### 4.3.4.3 Clinical waste incineration

The emission of CH<sub>4</sub> and N<sub>2</sub>O from the incineration of clinical waste has been calculated using emission factors provided in the UK NAEI 2016. The emission factors are provided in **Table 4-25**.

**Table 4-25: Clinical waste incineration emission factors**

| GHG              | Emission factor | Unit                    |
|------------------|-----------------|-------------------------|
| CH <sub>4</sub>  | 240             | kt/mt waste incinerated |
| N <sub>2</sub> O | 0.02            | kt/mt waste incinerated |
| CO <sub>2</sub>  | 0.03            | kt/mt waste incinerated |

#### 4.3.5 Wastewater

Wastewater in Gibraltar is pumped out to sea with no treatment. However, the Gibraltar Government has awarded an Advanced Works Contract to the joint venture between NWG Commercial Services Limited [Northumbrian Water] and Modern Water to design, construct, operate and maintain a wastewater treatment facility in Gibraltar. This is planned to be operational by 2020.

Emissions from pumping are reported under stationary combustion scope 2 emissions (consumption of electricity). Emissions from wastewater have been calculated by scaling UK data. These are:

- Biochemical oxygen demand (BOD) and nitrogen content on a per person per day basis.
- Tonnes of N<sub>2</sub>O per million people.

The IPCC CH<sub>4</sub> conversion factor for wastewater to sea/lakes/rivers was used to estimate CH<sub>4</sub> – this is also given in the GPC. This is likely to overestimate emissions as it assumes anaerobic decomposition in stagnant water, and ocean decomposition is likely to be much less stagnant and, therefore, undergoes higher aerobic decomposition with lower associated emissions. N<sub>2</sub>O emission assumptions do not account for denitrification in sewage treatment or alternative disposal methods (e.g. to land, incineration). It is assumed that all sewage is discharged in raw form to sea.

The equations for calculating emissions from wastewater are given below.

**Figure 4-15: GPC equations for calculating emissions from wastewater treatment**

##### Equation 8.9 CH<sub>4</sub> generation from wastewater treatment

| $\text{CH}_4 \text{ emissions} = \sum_i [(TOW_i - S_i) EF_i - R_i] \times 10^{-3}$ |  |               |
|--|--|---------------|
| Description  |  | Value         |
| CH <sub>4</sub> emissions  | = Total CH <sub>4</sub> emissions in metric tonnes   | Computed      |
| TOW <sub>i</sub>   | = Organic content in the wastewater<br><b>For domestic wastewater:</b> total organics in wastewater in inventory year, kg BOD/yr <sup>Note 1</sup><br><b>For industrial wastewater:</b> total organically degradable material in wastewater from industry i in inventory year, kg COD/yr | Equation 8.10 |
| EF <sub>i</sub>  | = Emission factor kg CH <sub>4</sub> per kg BOD or kg CH <sub>4</sub> per kg COD <sup>Note 2</sup>   | Equation 8.10 |
| S <sub>i</sub>   | = Organic component removed as sludge in inventory year, kg COD/yr or kg BOD/yr  | User input    |
| R <sub>i</sub>   | = Amount of CH <sub>4</sub> recovered in inventory year, kg CH <sub>4</sub> /yr  | User input    |
| i  | = Type of wastewater<br><b>For domestic wastewater:</b> income group for each wastewater treatment and handling system<br><b>For industrial wastewater:</b> total organically degradable material in wastewater from industry i in inventory year, kg COD/yr                             | Equation 8.10 |

*Note 1:* Biochemical Oxygen Demand (BOD): The BOD concentration indicates only the amount of carbon that is aerobically biodegradable. The standard measurement for BOD is a 5-day test, denoted as BOD<sub>5</sub>. The term "BOD" in this chapter refers to BOD<sub>5</sub>.

*Note 2:* Chemical Oxygen Demand (COD): COD measures the total material available for chemical oxidation (both biodegradable and non-biodegradable).

*Source:* 2006 IPCC Guidelines for National Greenhouse Gas Inventories, Volume 5, chapter 6: Wastewater Treatment and Discharge

**Equation 8.10 Organic content and emission factors in domestic wastewater<sup>55</sup>**

$$TOW_i = P \times BOD \times I \times 365$$

$$EF_j = B_o \times MCF_j \times U_i \times T_{i,j}$$

| Description   | Value  |
|---|--|
| $TOW_i$ = For domestic wastewater: total organics in wastewater in inventory year, kg BOD/yr  | Computed   |
| P = City's population in inventory year (person)  | User input <sup>56</sup>   |
| BOD = City-specific per capita BOD in inventory year, g/person/day  | User input   |
| I = Correction factor for additional industrial BOD discharged into sewers  | In the absence of expert judgment, a city may apply default value 1.25 for collected wastewater, and 1.00 for uncollected. <sup>57</sup> |
| $EF_j$ = Emission factor for each treatment and handling system   | Computed   |
| $B_o$ = Maximum $CH_4$ producing capacity   | User input or default value:<br>• 0.6 kg $CH_4$ /kg BOD<br>• 0.25 kg $CH_4$ /kg COD  |
| $MCF_j$ = Methane correction factor (fraction)  | User input <sup>58</sup>   |
| $U_i$ = Fraction of population in income group i in inventory year  |  |
| $T_{i,j}$ = Degree of utilization (ratio) of treatment/discharge pathway or system, j, for each income group fraction i in inventory year | User input <sup>59</sup>   |

Source: 2006 IPCC Guidelines for National Greenhouse Gas Inventories, Volume 5, chapter 6: Wastewater Treatment and Discharge

**Equation 8.11 Indirect  $N_2O$  emissions from wastewater effluent**

$$N_2O \text{ emissions} = [(P \times \text{Protein} \times F_{NPR} \times F_{NON-COM} \times F_{IND-COM}) - N_{SLUDGE}] \times EF_{EFFLUENT} \times 44/28 \times 10^{-3}$$

| Description  | Value   |
|--|---|
| $N_2O$ emissions = Total $N_2O$ emissions in tonnes  | Computed  |
| P = Total population served by the water treatment plant   | User input  |
| Protein = Annual per capita protein consumption, kg/person/yr  | User input  |
| $F_{NON-COM}$ = Factor to adjust for non-consumed protein  | 1.1 for countries with no garbage disposals, 1.4 for countries with garbage disposals |
| $F_{NPR}$ = Fraction of nitrogen in protein  | 0.16, kg N/kg protein   |
| $F_{IND-COM}$ = Factor for industrial and commercial co-discharged protein into the sewer system                   | 1.25  |
| $N_{SLUDGE}$ = Nitrogen removed with sludge, kg N/yr   | User input or default value: 0  |
| $EF_{EFFLUENT}$ = Emission factor for $N_2O$ emissions from discharged to wastewater in kg $N_2O$ -N per kg $N_2O$ | 0.005   |
| 44/28 = The conversion of kg $N_2O$ -N into kg $N_2O$  |   |

Source: 2006 IPCC Guidelines for National Greenhouse Gas Inventories, Volume 5, chapter 6: Wastewater Treatment and Discharge

## 4.4 Industrial Processes and Product Use (IPPU)

The industrial processes and product use (IPPU) sector covers GHG emissions from a range of activities. The main emission sources are releases from industrial processes that chemically or physically transform materials (e.g. blast furnaces in the iron and steel industry, and ammonia and other chemical products manufactured from fossil fuels used as chemical feedstock). During these processes, many different GHGs, including CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs) can be produced. Emissions also occur from the use of products such as solvents, aerosols and inhalers, and anaesthetics.

### 4.4.1 Summary

Industrial processes specifically covered by the GPC include:

- Production and use of mineral products.
- Production and use of chemicals.
- Production of metals.

None of these activities occur in Gibraltar, so this source is NO.

Product use in the GPC covers:

- Lubricants and paraffin waxes used in non-energy products.
- HFC gases used in electronics production.
- Fluorinated gases used as substitutes for ozone-depleting substances.

### 4.4.2 Separating IPPU GHG emissions and energy-related GHG emissions

Allocation of emissions from the use of fossil fuels between the stationary energy and IPPU sectors can be complex. The GPC follows IPCC Guidelines<sup>14</sup>, which define 'fuel combustion' in an industrial process context as 'the intentional oxidation of material within an apparatus that is designed to provide heat or mechanical work to a process, or for use away from the apparatus.'

Therefore:

- If the fuels are combusted for energy use, the emission from fuel uses shall be counted under stationary energy.
- If the derived fuels are transferred for combustion in another source category, the emissions shall be reported under stationary energy.
- If combustion emissions from fuels are obtained directly or indirectly from the feedstock, those emissions shall be allocated to IPPU.
- If heat is released from a chemical reaction, the emissions from that chemical reaction shall be reported as an industrial process in IPPU.

In the case of Gibraltar, in the stationary combustion category all fuels are combusted for energy use so emissions are accounted for in this sector and not IPPU.

### 4.4.3 Determining activity

The industrial processes identified above are NO, so no data are available.

N<sub>2</sub>O emissions from medical anaesthetics have been estimated using delivery information supplied by the hospital's medical gas supplier.

HFC emissions from metered dose inhalers (MDIs) have been estimated using information supplied by the Gibraltar Health Authority regarding the total number of MDIs prescribed in Gibraltar in 2016.

In product use, emissions of fluorinated gases (the so-called F-gases) have been estimated based on a scaling of UK data using an appropriate indicator. The source categories of these emissions and the indicators used are shown in **Table 4-26**.

---

<sup>14</sup> Box 1-1 from 2006 IPCC Guidelines for National Greenhouse Gas Inventories, Volume 3 IPPU, Chapter 1 introduction.

**Table 4-26: F-gas emission sources and activities**

| Source                      | Activity                                      | Indicator          |
|-----------------------------|---|--------------------|
| Aerosols - halocarbons      | non-fuel combustion                           | Population         |
| Firefighting                | non-fuel combustion                           | GDP                |
| Foams                       | non-fuel combustion                           | GDP                |
| Commercial refrigeration    | Refrigeration and air-conditioning - lifetime | GDP                |
| Domestic refrigeration      | Refrigeration and air-conditioning - lifetime | Population         |
| Industrial refrigeration    | Refrigeration and air-conditioning - lifetime | GDP                |
| Mobile Air Conditioning     | Refrigeration and air-conditioning - lifetime | Number of vehicles |
| Refrigerated Transport      | Refrigeration and air-conditioning - lifetime | GDP                |
| Stationary Air Conditioning | Refrigeration and air-conditioning - lifetime | Population         |

\*Gross domestic product (GDP)

#### 4.4.4 Estimating emissions

Emissions have been estimated by multiplying the factor for the UK by the associated indicator for Gibraltar (GDP, population, etc.).

Estimates of N<sub>2</sub>O emissions from anaesthetics have been calculated using an emission factor of 1 as it is assumed that none of the administered N<sub>2</sub>O is chemically changed by the body, and all is returned to the atmosphere, so therefore, it is reasonable to assume an emission factor of 1.0 (IPCC 2006 GL).

The emissions factor used is based on an assumption that each MDI contains 12g of HFC per MDI<sup>15</sup>. The split of HFCs is calculated using UK NAEI assumption that 96% of MDIs are formulated with HFC-134a and 4% are formulated with HFC-227ea.

## 4.5 Agriculture, Forestry, and Other Land Use (AFOLU)

Gibraltar has no notable agriculture, so this emission source has not been estimated, and is noted as 'NO'.

Gibraltar is also regarded as having no emissions from land use, land use change and forestry (LULUCF), so this emission source is also noted as 'NO'.

<sup>15</sup> Gluckman (2013). NAEI – Report on F-Gases. Report on Programme of Work on F-Gases, Financial Year 2013/14. Version 2, November 11th 2013. Report prepared by Ray Gluckman, SKM Enviro, Sinclair Knight Merz, New City Court, 20 St Thomas Street, London, SE1 9R, UK

## 5 Results

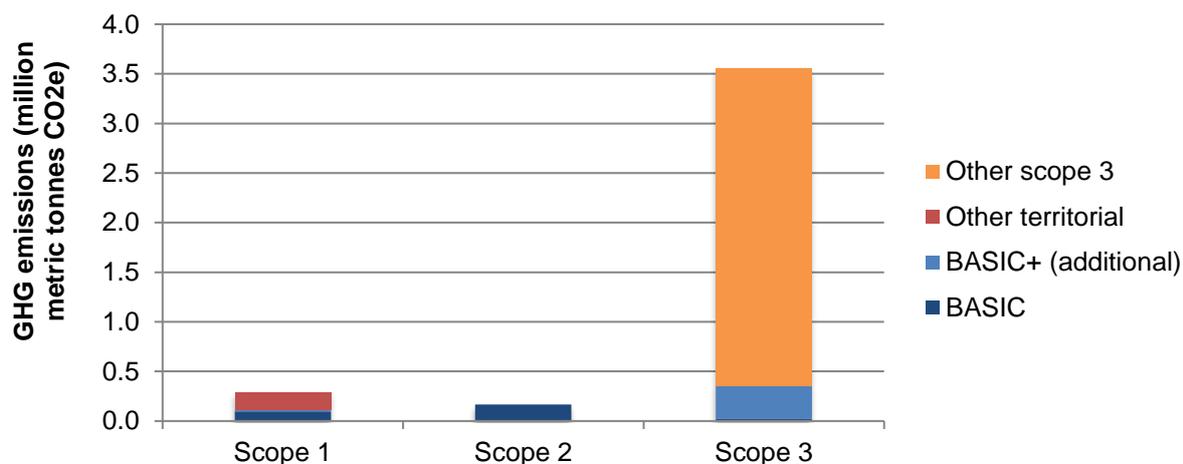
This section sets out the results of the Gibraltar city GHG inventory. As detailed in the methodology section above, this inventory considered all sources attributable to Gibraltar, following the methods published by the GPC guidelines.

The inclusion of different sources in the reported total varies by chosen reporting standard, and these sources also vary in their level of potential influence: Gibraltar has limited control over the emissions associated with water-borne navigation, for example, whereas power generation can be much more easily affected through local decision-making. Water-borne navigation emissions dominate the results, discussed below, and overshadow other sources for which Gibraltar has more influence. With this in mind, the results section presents the results both as a whole – total emissions for Gibraltar across all sources – and distinguishes between different reporting levels and sources, including presenting a subset of BASIC+ emissions (the recommended reporting level) termed the ‘manageable emissions’, excluding international transboundary shipping.

### 5.1 Summary

Total emissions for Gibraltar in 2016 by different reporting level are shown in **Figure 5-1**. Sources included within each reporting level are detailed in **Table 5-1** and summarised in **Table 5-2** below. Emissions included within each higher reporting level are cumulative from lower levels. It is current best practice for cities to report BASIC+ emissions wherever possible, and this chart represents emission sources as classified by the GPC.

**Figure 5-1 – Emissions disaggregated by scope and by reporting level (BASIC and BASIC+)**



**Table 5-1 - Classification of emission categories by scope and reporting level. Note, these are cumulative, and higher reporting levels include those sources in lower levels**

| Scope   | BASIC  | BASIC+   | Outside of scopes |
|---------|--|--|-------------------|
| Scope 1 | Emissions from in-boundary fuel combustion                                   | In-boundary emissions from industrial processes                                |                   |
|         | Emissions from in-boundary production of energy used in auxiliary operations | In-boundary emissions from product use<br>In-boundary emissions from livestock |                   |
|         | In-boundary fugitive emissions   | In-boundary emissions from land  |                   |

| Scope                    | BASIC   | BASIC+  | Outside of scopes  |
|--------------------------|---|---|--|
|                          | Emissions from in-boundary transport<br>Emissions from waste and wastewater generated and treated within the city | In-boundary emissions from other agriculture  |  |
| <b>Scope 2</b>           | Emissions from consumption of grid-supplied energy  |   |  |
| <b>Scope 3</b>           | Emissions from waste and wastewater generated within but treated outside of the city                              | Transmission and distribution losses from grid-supplied energy<br>Emissions from transboundary journeys |  |
| <b>Outside of scopes</b> |   |   | Electricity generation <sup>1</sup><br>International bunkers<br>Vehicle fuel exports |

<sup>1</sup> Reported for information only. Electricity emissions are allocated to the end-user.

**Figure 5-2 – Gibraltar’s ‘manageable’ emissions by source category for 2016 (under the GPC’s BASIC+ reporting, excluding transboundary waterborne navigation and other scope 3)**

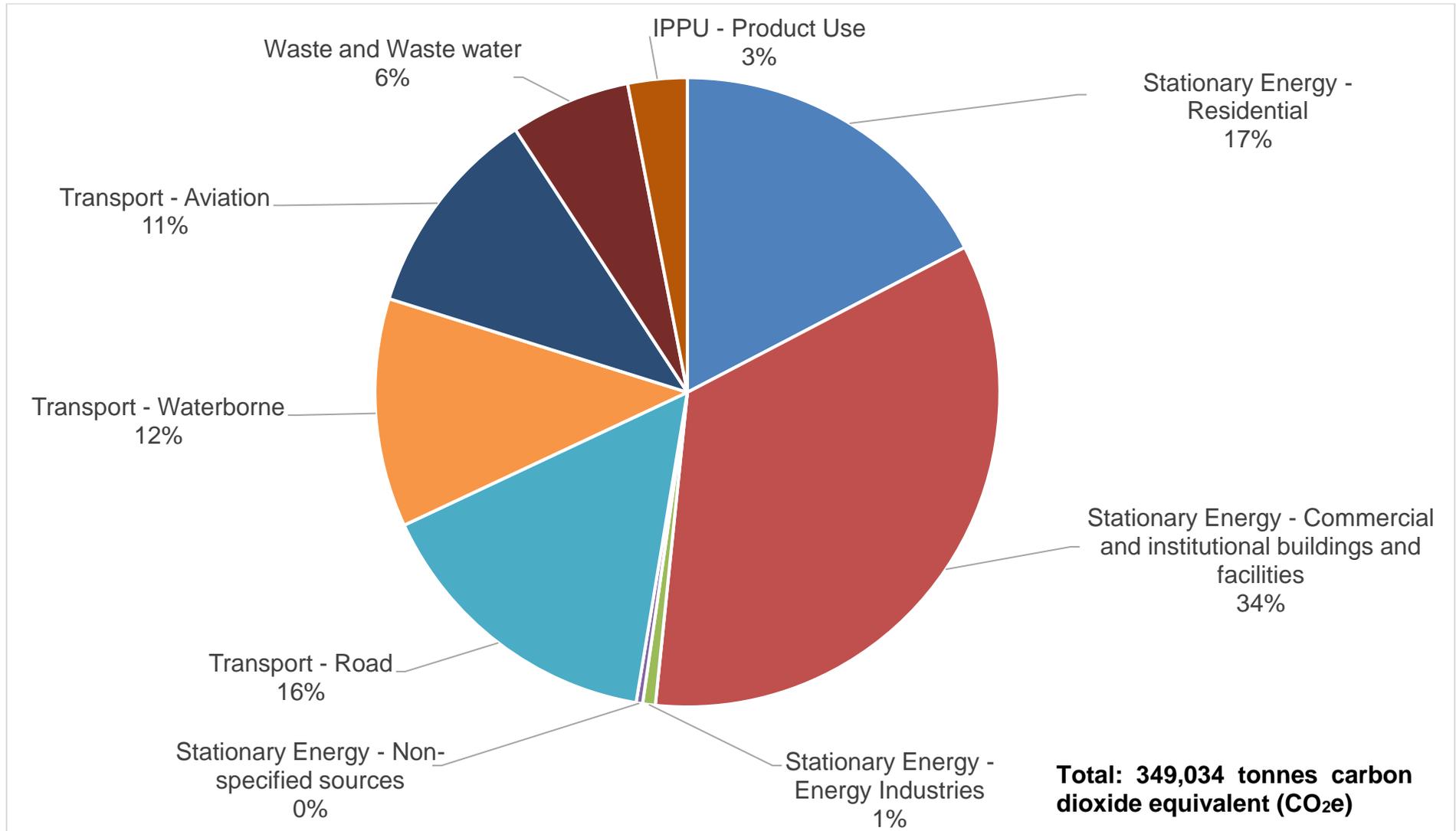
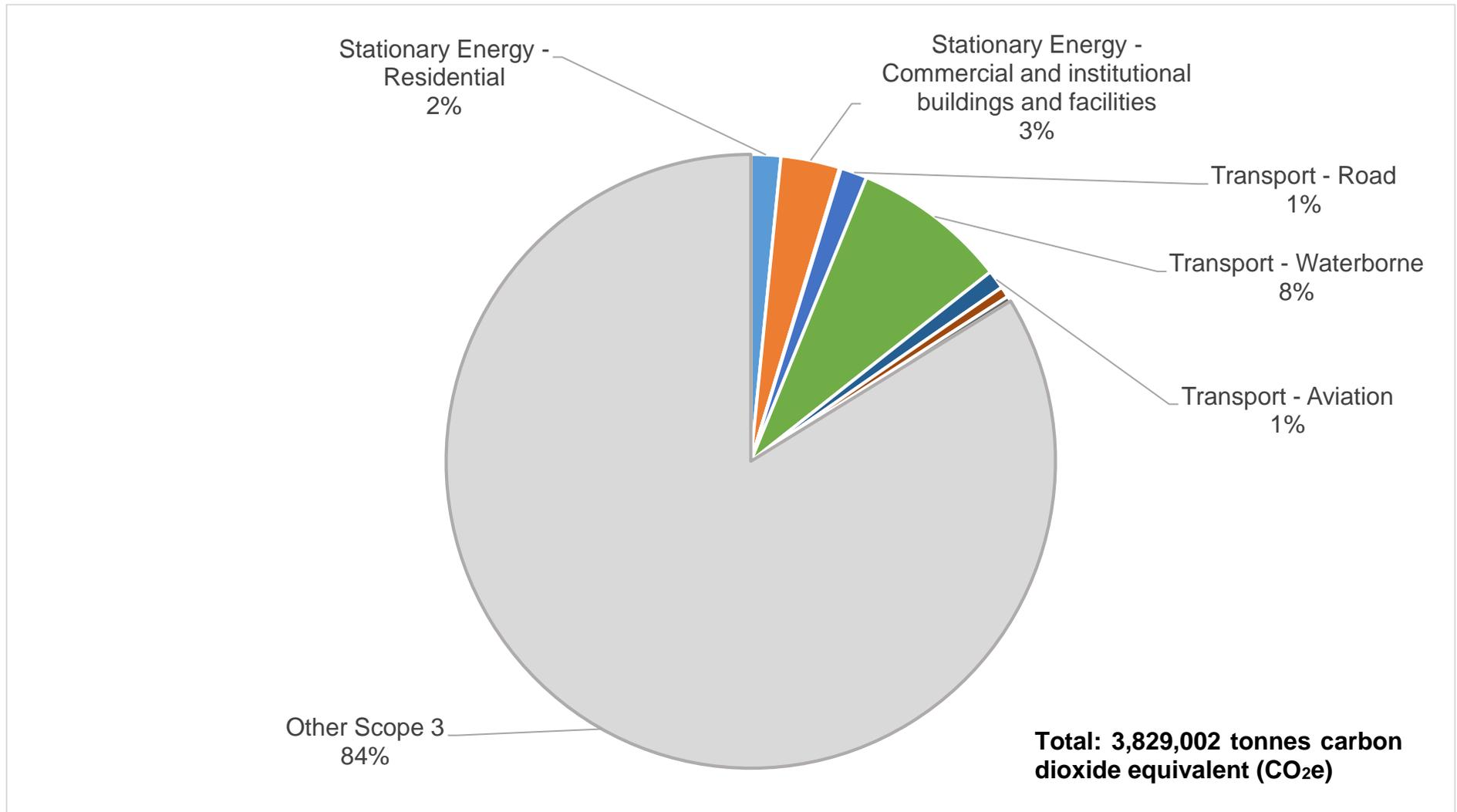


Figure 5-3 – Gibraltar’s total emissions (including excluded sources) by source category for 2016<sup>16</sup>.



<sup>16</sup> Data labels for stationary energy – energy industries, stationary energy – non-specified sources, waste and waste water, and IPPU – product use have been removed to aid legibility. All values from these sectors round to 0%

Table 5-2 – Total emissions for Gibraltar in 2015 by source.

| Sector            | Sub-sector  | Total GHGs (metric tonnes CO <sub>2</sub> e) |         |         |         |
|-------------------|---|--|---------|---------|---------|
|                   |   | Scope 1                                      | Scope 2 | Scope 3 | Total   |
| Stationary Energy | Residential buildings   | NO   | 54,965  | 5,703   | 60,668  |
|                   | Commercial and institutional buildings and facilities                           | 1,486  | 106,975 | 11,099  | 119,560 |
|                   | Manufacturing industries and construction                                       | NO   | NO      | NO      |         |
|                   | Energy industries   | NO   | 2,286   | IE      | 2,286   |
|                   | Energy generation supplied to the grid  | 182,196                                      |         |         |         |
|                   | Agriculture, forestry and fishing activities                                    | NO   | NO      | NO      |         |
|                   | Non-specified sources   | NO   | 1,059   | 110     | 1,168   |
|                   | Fugitive emissions from mining, processing, storage, and transportation of coal | NO   |         |         |         |
|                   | Fugitive emissions from oil and natural gas systems                             | NO   |         |         |         |
|                   | <b>SUBTOTAL</b>   |  | 1,486   | 165,285 | 16,911  |
| Transport         | On-road transportation  | 53,878                                       | NO      | IE      | 53,878  |
|                   | Railways  | NO   | NO      | NO      |         |
|                   | Waterborne navigation   | 40,990                                       | NO      | 273,283 | 314,273 |
|                   | Aviation  | NO   | NO      | 38,086  | 38,086  |
|                   | Off-road transportation   | IE   | NO      | IE      |         |
|                   | <b>SUBTOTAL</b>   |  | 94,868  | 0       | 311,369 |
| Waste             | Solid waste generated in the city   | NO   |         | 17,642  | 17,642  |

| Sector                                      | Sub-sector   | Total GHGs (metric tonnes CO <sub>2</sub> e) |         |           |           |
|---|--|--|---------|-----------|-----------|
|   |  | Scope 1                                      | Scope 2 | Scope 3   | Total     |
|   | Biological waste generated in the city                             | NO   |         | 1,664     | 1,664     |
|   | Incinerated and burned waste generated in the city                 | 302  |         | 135       | 437       |
|   | Wastewater generated in the city                                   | NO   |         | 1,945     | 1,945     |
|   | Solid waste generated outside the city                             | NO   |         |           |           |
|   | Biological waste generated outside the city                        | NO   |         |           |           |
|   | Incinerated and burned waste generated outside city                | NO   |         |           |           |
|   | Wastewater generated outside the city                              | NO   |         |           |           |
|   | <b>SUBTOTAL</b>  | 302  |         | 21,387    | 21,689    |
| <b>Industrial Processes and Product Use</b> | Emissions from industrial processes occurring in the city boundary | NO   |         |           |           |
|   | Emissions from product use occurring within the city boundary      | 10,709                                       |         |           | 10,709    |
|   | <b>SUBTOTAL</b>  | 10,709                                       |         |           | 10,709    |
| <b>Other Scope 3</b>                        | <b>SUBTOTAL</b>  |  |         | 3,206,685 | 3,206,685 |
| <b>TOTAL</b>                                |  | 107,365                                      | 165,285 | 3,556,352 | 3,829,002 |

Note: Agriculture, Forestry, and Other Land Use emissions are not estimated within this inventory and are considered negligible

**Colour coding of Table 5.2**

|  |   |
|--|---|
|  | BASIC sources   |
|  | BASIC+ sources  |
|  | Additional scope 1 sources required for territorial reporting |
|  | Other scope 3 sources   |

## 5.2 Total emissions for Gibraltar

Total emissions for Gibraltar, from all calculated sources are presented in **Table 5-2** and **Figure 5-3** above.

Overall, the largest contributor of emissions to the Gibraltar city inventory is 'Other scope 3' accounting for 84% of emissions. 'Other scope 3' is dominated by marine bunkering (99%), with a small contribution (1%) from non-Gibraltarian road transport emissions. Transboundary transportation sources are included in BASIC+ reporting, but have been excluded from the chart in **Figure 5-2** to better represent emissions attributable to and influenced by the community. Note that emissions from private boats are captured under Scope 1.

Stationary energy is responsible for 4.8% of total emissions, waste 0.6%, and industrial processes and product use (IPPU), 0.3%. Transport emissions from in-scope sources comprise 10.6% of total emissions, of which 77% are attributable to waterborne transport.

As **Table 5-2** illustrates, Scope 1 emissions are largely dominated by road transport fuel use, but there is also a noticeable contribution from hydrofluorocarbons (HFCs) from product use (such as air conditioning units).

Scope 2 emissions from electricity consumption are also large, due to the reliance on electricity for energy requirements and generation technologies. Because gas oil is used to generate electricity, the emissions per kilowatt hour (kWh) are considerably higher than, for example, those in the UK. The implied emission factor based on fuel consumption in power stations and total output in Gibraltar is 0.91kg CO<sub>2</sub>e/kWh, compared to the UK grid factor of 0.28kg CO<sub>2</sub>e/kWh<sup>17</sup>. The implied emission factor for Gibraltar in the 2015 inventory was 0.86 kg CO<sub>2</sub>e/kWh.

Scope 3 emissions are largest overall across scopes, due primarily to shipping activities and bunkering.

**Table 5-3 – Emissions by sector and reporting standard**

| Sector            | BASIC          | BASIC+         | Manageable     | BASIC+ and Scope 3 |
|-------------------|----------------|----------------|----------------|--------------------|
| Stationary Energy | 166,771        | 183,683        | 183,683        | 183,683            |
| Transportation    | 94,868         | 406,237        | 132,954        | 406,237            |
| Waste             | 21,689         | 21,689         | 21,689         | 21,689             |
| IPPU              |                | 10,709         | 10,709         | 10,709             |
| Other Scope 3     |                |                |                | 3,206,685          |
| <b>TOTAL</b>      | <b>283,328</b> | <b>622,317</b> | <b>349,034</b> | <b>3,829,002</b>   |

As **Table 5-3** illustrates, there is a large difference between the reported emissions between the GPC's BASIC and BASIC+ reporting levels. This is due to the inclusion of additional sources within BASIC+ which are significant within Gibraltar, namely transboundary (scope 3) emissions from shipping, and lesser contributions from aviation. Further inclusion of emissions that are deemed 'outside of scopes' (i.e. they are reported for information but are not deemed to be within the influence of responsibility of the city, such as bunkering fuels) dwarf the BASIC and BASIC+ when considered, contributing to 84% of total emissions.

## 5.3 Total manageable emissions

The recommended reporting approach for city-level emissions under the GPC is BASIC+, therefore excluding emissions from combustion of bunkering fuels. Transboundary transport emissions are included under BASIC+ reporting however, and this includes a large proportion of waterborne navigation emissions. This presents a particularly large source for Gibraltar, and is one that the community has little influence over. It also dominates the results, making it difficult to identify the impact

<sup>17</sup> <https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2018>

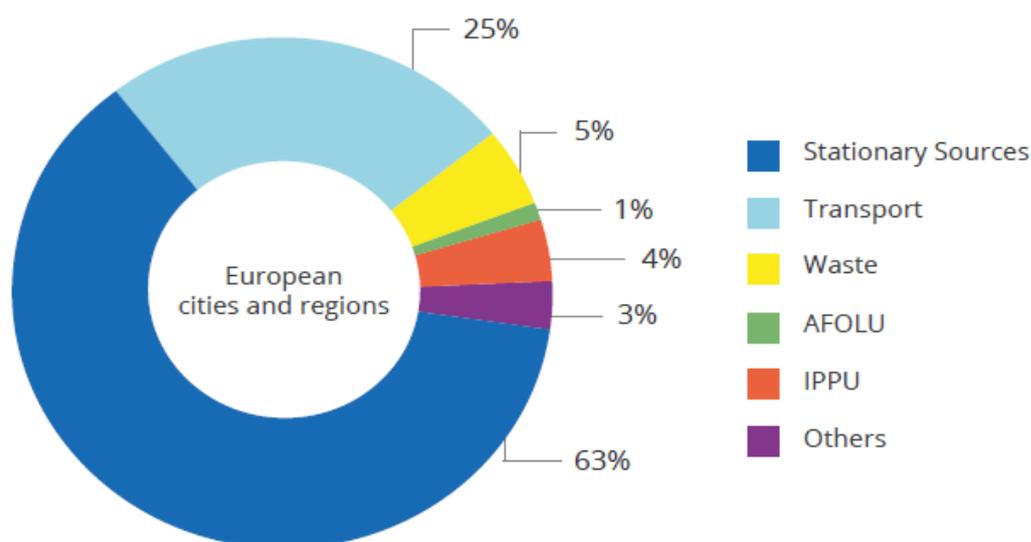
of smaller, more manageable local sources. For this reason, waterborne navigation (scope 3, transboundary) has been excluded from the total presented in **Figure 5-2**. Private marine emissions are retained. This subset, therefore, may be considered Gibraltar's 'manageable emissions'.

When these sources are removed, the inventory results are much more aligned to those expected for a city (see **Figure 5-4**), with stationary energy dominating, accounting for 53% of emissions. Transportation contributes 38%; 15% is attributable to road transport, 12% to waterborne navigation, and 11% to aviation. Contributions from waste and IPPU sectors are smaller, contributing 6% and 3% respectively.

Gibraltar's per capita emissions are 8.34 tCO<sub>2</sub>e, based on the 'BASIC' emissions profile. This indicates that Gibraltar has relatively high emissions per capita, compared with other cities and the UK average of 5.9 tonnes per person. However, it is important to acknowledge Gibraltar's small resident population, its unique geographical situation compared to most global cities, and the impacts and limitations this places upon emissions. Cities with similar per capita emissions to Gibraltar include Boston and New Orleans<sup>18</sup>.

**Figure 5-4 - Sectoral breakdown of latest community GHG emission inventories from Carbonn Cities Climate Registry (cCCR) report<sup>19</sup>**

## Performance



## 5.4 Comparison with 2015 revised inventory

This section aims to compare the 2016 inventory results against the revised 2015 inventory (2015r). There are some differences between the original 2015 inventory<sup>20</sup> as reported and the 2015r inventory we are comparing to in this section; this is due to improvements in methodologies and activity data availability. Important recalculations are explained in **Appendix 2**. The 2016 inventory has not been compared to the 2013 inventory; the 2013 inventory was a 'pilot' using a pilot version of the GPC. For Gibraltar's city inventory programme, the 2015 inventory is the first official inventory. The 2013 inventory is also not directly comparable to the 2015 and 2016 inventories due to a large number of method changes and an updated reporting approach using the now-finalised GPC.

With only two directly comparable inventories, it is difficult to confidently comment on changes to the time series between the two years; however, this section highlights key changes and aims to provide some insight and interpretation. As Gibraltar's inventory programme progresses, there will be a timeseries of inventories, allowing more confident commentary on annual emission trends.

<sup>18</sup> [https://www.c40.org/research/open\\_data/5](https://www.c40.org/research/open_data/5)

<sup>19</sup> [http://carbonn.org/fileadmin/user\\_upload/cCCR/ccr-digest-2014-2015/ccr-digest-2014-2015-online-final.pdf](http://carbonn.org/fileadmin/user_upload/cCCR/ccr-digest-2014-2015/ccr-digest-2014-2015-online-final.pdf)

<sup>20</sup> [https://www.gibraltar.gov.gi/new/sites/default/files/HMGoG\\_Documents/20170601-Gibraltar\\_City\\_Inventory\\_Report\\_Published.pdf](https://www.gibraltar.gov.gi/new/sites/default/files/HMGoG_Documents/20170601-Gibraltar_City_Inventory_Report_Published.pdf)

Emissions from the 2015r and 2016 inventories are presented, by sector, in **Table 5-4**.

More information on the specific reasons for changes between the 2015r and 2016 inventories and a comparison of years by sector and sub-sector is found in **Appendix 1**. Information on the revisions between the 2015 and 2015r inventories is given in **Appendix 2**.

**Table 5-4 – Comparison between the 2015r and 2016 inventories by scope**

| Reporting scope                             | Emissions (tCO <sub>2</sub> e) |           |
|---|--------------------------------|-----------|
|   | 2015r                          | 2016      |
| Stationary Energy                           | 193,439                        | 183,683   |
| Transportation                              | 313,569                        | 406,237   |
| Transportation (excluding scope 3 shipping) | 123,670                        | 132,954   |
| Waste                                       | 22,365                         | 21,689    |
| IPPU  | 11,106                         | 10,709    |
| Other Scope 3                               | 3,082,619                      | 3,206,685 |
| Total Manageable emissions                  | 350,580                        | 349,034   |

## 5.4.1 Summary of changes

### Highlights

- Total manageable emissions are slightly lower in 2016 than 2015r (-0.5%). This is a result of a number of changes across sub sectors, both increases and reductions.
- Emissions from electricity generation have decreased by 5%; this is due to less electricity consumption and therefore reduced production. This reduced electricity production has resulted in less fuel combustion, although not proportionally more fuel for the total generation leading to a slightly higher implied emission factor per kWh.
- Total emissions from Waste have seen a reduction (around 3%) between 2015r and 2016 due to a reduction in total waste arisings sent to landfill (and composting).
- Emissions from scope 3 waterborne navigation are 44% higher in the 2016 inventory than the 2015r inventory, largely due to longer liquid bulk container departing journey lengths in 2016; the reason for this is currently unknown. Trends in other vessel categories were more stable between the two years.
- Emissions from aviation are 30% higher in 2016 than 2015r, likely due to increased number of flights to London Gatwick, London Heathrow and Manchester.

### Stationary Energy – Electricity

Although not presented in the scope 1 totals (to avoid double counting), emissions from the generation of electricity have decreased by 5%; this is due to less electricity consumption and therefore less generation.

Scope 2 emissions in Gibraltar are solely those from **electricity consumption** and between 2015r and 2016, total scope 2 emissions have shown an increase of almost 7kt CO<sub>2</sub>e or 4%. This increase in emissions is despite total electricity consumption slightly lower in 2016 than 2015, and is due to reporting rules:

- This reporting rule relates to consumption that is 'unallocated'; this is the difference between the electricity that is supplied to Gibraltar's electricity network and the electricity that GibElec bill to customers.
- 'Unallocated' electricity is assumed to be lost through transmission and distribution and is therefore reported under scope 3.
- 'Unallocated' electricity is 52% lower in 2016 than 2015, meaning a larger proportion is allocated to scope 2, rather than scope 3, hence an increase in scope 2 electricity emissions.
- Combined scope 2 and 3 electricity emissions have decreased by 5%, in line with electricity generation reported under Scope 1.

This is therefore the main reason why scope 2 emissions show an increase – due to increased allocation of consumption to end users rather than higher overall consumption. Consequently, emissions from Scope 2+3 show a decline consistent with the decline in production, due to reduced demand for power (thus driving the reduction in production emissions).

The implied emission factor (IEF) for electricity, however, is higher in 2016 than in 2015r; this means that less electricity was reported as generated per volume of fuel reported as consumed at the power stations in 2016 than 2015r, implying that the efficiency of electricity generation has declined. However, with only 2 years of data, it is not easy to draw firm conclusions. **Table 5-5** below shows a comparison of electricity data and IEF between years.

Emissions from the generation of electricity are calculated on the basis of total fuel consumed in the power stations. Between the 2015 inventory and 2016 inventory there have been no significant changes to the methodology and assumptions used: both years have estimated emissions using the NAEI emission factor for Gas Oil in power stations, and follow a simple approach of multiplying the fuel use (and activity data) by this emission factor.

At present the inventory calculation process is not sensitive enough to see a change in the IEF given different generation technologies, where they are using the same fuel. This is because more detailed information on plant generation characteristics is required to estimate the non-CO<sub>2</sub> gases. The CO<sub>2</sub> emissions remain unchanged as the quantity of carbon is fixed for combusting a given amount of fuel. In addition, because the supply of electricity from multiple sources is treated as a 'Gibraltar grid', the fuel and electricity outputs are aggregated to generate the IEF that represents an average across all generation technologies. Typically, the IEF will change as the balance of fuel and combustion types changes, for example a large input of renewables would increase the overall level of supply but without increasing the overall consumption of fuel, therefore the IEF would decrease. Likewise switching from gas oil to natural gas. Small changes between use of fuels in different plants is less likely to show a large impact. It is important to note however, that the IEF is only an indicative number that allows for the disaggregation of electricity emissions across end users based on estimated consumption.

**Table 5-5 – Comparison of electricity consumption and production data, 2015 and 2016**

|  | 2015 inventory | 2016 inventory | % change |
|--|----------------|----------------|----------|
| Kt fuel consumed   | 59.97          | 56.92          | -5%      |
| GWh electricity produced                                 | 223.86         | 200.02         | -11%     |
| Implied Emission Factor (IEF) (kt CO <sub>2</sub> e/GWh) | 0.86           | 0.91           | 6%       |

#### Stationary Energy – Fuel combustion

Emissions are unchanged between 2015r and 2016 inventories (<0.05%). The same value for total bottled gas use was used in both inventories, so the small change is due to a slight change in the Defra Conversion factor used for each year.

#### Road Transport

Road Transport emissions are only reported for Scope 1, with all fuel consumed by Gibraltarian vehicles reported in boundary<sup>21</sup>. Emissions have increased around 1% from the 2015r to 2016 inventories. There have been a large number of method changes to this sector due to the development of new data reporting systems by HM Customs, leading to a substantial revision in the 2015r inventory – this is detailed in **Appendix 2**. The fuel station forecourt surveys were combined and averaged for both years, and fuel imports for 2016 used for both years. The change in emissions from 2015r to 2016 is therefore due to the fleet composition, including a 3% increase in Diesel use by the Gibraltar bus company, and subsequent allocation of total fuel across the vehicle categories.

### Waste

Total reported emissions from Waste have seen a reduction (around 3%) between 2015r and 2016; this is due to decreases in the amount of waste that has been composted and sent to landfill. The quantity of clinical waste incinerated has increased however, by 11% since 2015, leading to an increase in emissions from incineration.

Wastewater emissions from wastewater have increased slightly as a result of population growth, as the methodology is a Tier 1 population-based approach.

### Waterborne navigation

Scope 1 emissions from waterborne (private boats) remain unchanged between the years.

Scope 3 emissions (ships calling at the port for a purpose) are 44% higher in the 2016 inventory than the 2015r inventory; this is largely due to increases in the average distance logged by liquid bulk carriers departing Gibraltar (and therefore an increased fuel use). Trends in other vessel categories were more stable between the two years.

### Aviation

Emissions from aviation are 30% higher in 2016 than 2015r; this is due to a 30% increase in the number of flights, mainly going to London Gatwick, London Heathrow and Manchester Airports.

### IPPU

There are still no Industrial Process emissions in Gibraltar, but Product Use emissions remain a significant source of scope 1 emissions (accounting for 10%). Despite an increase in the use of metered dose inhalers, IPPU emissions have decreased by 4% in comparison to 2015. This is a small decrease in terms of total tonnes of CO<sub>2e</sub> and is due to a decrease in the amount of N<sub>2</sub>O used as anaesthetic, and follows the UK trend for products including aerosols, firefighting, foams, refrigeration and air-conditioning.

### Other Scope 3

Other Scope 3 includes emissions from out-of-scope shipping traffic (e.g. bunkering) and out-of-scope fuel use by non-Gibraltarian vehicles. Emissions from other scope 3 sources have increased by 4% between 2015r and 2016; this is again driven by increases in the average distance logged by liquid bulk carriers departing Gibraltar (and therefore an increased fuel use).

More information on the specific reasons for changes between the 2015r and 2016 inventories are given in **Appendix 1**.

## 5.5 Reducing emissions in Gibraltar

An emissions inventory is an ongoing tool for understanding and reporting emissions, and allows the identification of major sources and priority areas for mitigation. From the results presented it can be seen that there are some areas where efforts should be focussed. Recommendations are therefore as follows:

- Stationary energy (in this instance nearly entirely electricity production) is the highest contributor to manageable emissions, and as such efforts should be focussed on both reducing consumption and decarbonising supply. A full assessment of both supply side mitigation options, and demand-side efficiency, should be undertaken.

---

<sup>21</sup> Consistent with GPC methodologies and best practice, where a robust method for splitting in-boundary and out of boundary emissions cannot be undertaken, fuel sales are reported under Scope 1. Sales to non-Gibraltarian vehicles is considered outside of Scope.

- For transport, aviation and private marine are difficult to influence. However, scope 1 road transport, although relatively small compared to sources such as stationary energy, is significant given the small size of the territory. Road transport emissions would also be possible to influence through local policy measures. Gibraltar should therefore consider ways to reduce road transport, particularly car use.
- Proportionally, waste and IPPU emissions are aligned with the performance break-down in **Figure 5-4**, but in absolute terms, emissions from these sectors remain high. Gibraltar should therefore undertake research to identify methods to both reduce overall waste, increase recycling, and find alternative lower impact disposal methods.
- Individual industries that are high energy users should be identified and ways to reduce energy consumption investigated.

It is beyond the scope of this work to make detailed recommendations for mitigation measures beyond identifying the above major sources. However, it is recommended that should Gibraltar want to make significant improvements to its total emissions, a separate and detailed study of mitigation options and potential reductions in different sectors should be carried out.

## 5.6 Inventory accuracy

In compiling the Gibraltar City Inventory, there are a number of assumptions that have had to be made in the compilation and calculations that will have impacts on the accuracy of the data. The largest sources have been calculated with a high level of confidence, due to the presence of, for example, energy import statistics, detailed shipping records and the clearly bounded nature of activities (such as electricity generation). Some of the more minor assumptions relate to interpretation of data (such as units or fuel types where not consistent with the International System of Units (SI units), for instance). Most assumptions relate to methods of allocation within sectors, so the total inventory is associated with low uncertainty, but the sector allocations are more uncertain.

All assumptions have been documented in the relevant methodology section, but **Table 5-6** summarises some of the main assumptions and possible impacts on the data. A formal uncertainty analysis was not undertaken on the inventory as it was beyond the scope of this work.

**Table 5-6 - Summary of assumptions and impact on inventory totals**

| Emission or data source             | Assumption   | Possible impact   | Improvement  |
|-------------------------------------|--|---|--|
| Proxy indicators                    | 2015 values used as 2016 values not available  | It is unlikely that using 2015 values for proxy indicators (such as gross domestic product (GDP) and population) will have had a large impact on emission sources but it will be important to update to the correct year when available | Latest year data for key indicators<br><br>Consider working with the Abstract of Statistics team to obtain official correct year figures in advance of publication in future cycles  |
| Electricity allocation to end users | Electricity could only be allocated accurately for some users (domestic was based on tariffs and others were based on billings data) requiring allocation by proxy indicator | Ultimately, the total electricity emissions remain unchanged as this is an allocation issue. It is possible that some users have been over or under estimated and the emissions details possible for each end user is limited           | Billings data for other key sectors (such as public sector buildings, port, airport, retail) to allow better allocation<br><br>It is anticipated that discussions and improvement work by GEA and AquaGib to refine and improve the tariffs and reporting by |

| Emission or data source | Assumption  | Possible impact  | Improvement   |
|-------------------------|---|--|---|
| Transport activity data | Transport emissions were calculated by generating implied fuel consumption data based on the vehicle fleet. Actual information on vehicle movements was not available, so it was not possible to establish the proportion of travel in-boundary and out of boundary. It was therefore assumed that all fuel sold to Gibraltar vehicles was used in-boundary and all non-Gibraltar out of boundary | It is likely that the allocation of emissions has low accuracy. The implied vehicle kilometres (vkm) are for Gibraltar vehicles and are higher than would be expected for a region of this size. Therefore, it is likely this is an over estimate of in-boundary emissions. It is probable that some proportion of the Gibraltar fuel sales should be allocated to transboundary emissions, but it is not possible to distinguish. The lack of vehicle activity data also makes it difficult to account for off-road vehicles and public transport. The fuel import data provide the overall fuel balance, but in the transport sector some of this is allocated to 'outside of scopes' as it is deemed to be 'exported' by non-Gibraltar drivers. Therefore, the proportion of emissions from fuel imported that is allocated to Gibraltar is possibly over estimated. We also do not estimate the amount of fuel bought by Gibraltarians while outside of Gibraltar, which will lead to a small under estimate | <p>high users will improve the granularity of consumption data available in future years</p> <p>Data on household travel habits, in particular activity data to enable a better understanding of annual distance travelled by vehicle type (car/heavy goods vehicle (HGV)/light goods vehicle (LGV)/motorcycle, and private, commercial, public) would enable a better characterisation of vehicle emissions and improved allocation to end users.</p> <p>Understanding annual distance travelled by vehicle types can also be achieved through obtaining more detailed vehicle licensing data from the Department of Transport. By recording vehicle mileage during vehicle MOTs, high quality data on the annual distance travelled by each vehicle will be available.</p> <p>It may also be possible to use ANPR technology, alongside the vehicle licensing information, to understand the split of vehicles travelling within and outside Gibraltar. This will give a far more accurate representation of the split of in- and out-of-boundary journeys than is currently available.</p> |
| Aviation activity data  | Aviation was calculated on a bottom-up basis and was based on the number of flights, assumptions on the plane class and the expected distance flown.  | There is some uncertainty on how much fuel would be used on journeys, the actual distance travelled and the validity of some   | Access to aviation fuel sales in Gibraltar would enable verification of bottom-up calculated fuel use data. This would reduce   |

| Emission or data source  | Assumption  | Possible impact  | Improvement   |
|--------------------------|---|--|---|
|                          | 'Unscheduled' flights were omitted as they were evidently linked to very small planes, for which we had limited emissions and fuel consumption estimates  | of our assumptions. Additionally, the omission of the 'unscheduled' flights will lead to a small under estimate  | uncertainty as fuel sold gives a strong indication of the fuel use on outgoing journeys. This would also remove the possible under estimate due to the omission of unscheduled flights  |
| Private marine emissions | A proportion of gas oil and petrol included in the fuel import data is used by private boats. This has been estimated at 30% and 10% of total demand for gas oil and petrol respectively in 2016, based on historical fuel import statistics from 2008 to 2012. | This assumption is supported by analysis of historical data trends. However, it is possible that this is not an accurate estimation of marine fuel use and is not sensitive to any trends in activity.   | Activity data, such as fuel sales at marine filling stations, would improve calculations of this emission source significantly.<br><br>Information on the movements of private marine boats would also improve estimations from this sub-sector.          |
| Shipping activity data   | Activity data for ships were estimated through calculations of distance travelled to and from other ports. This provided an indicator of fuel consumption per journey   | It is possible that the ship classes and average fuel consumptions taken from the EMEP/EEA air pollutant emission inventory guidebook 2016 do not accurately match the ships visiting Gibraltar. However, it is likely that any impact here is small | The estimations in this sector are now based on a large amount of reliable and accurate data. Accuracy could be further improved through use of ship specific fuel consumption and emission rates, technologies etc. to replace use of EMEP/EEA defaults. |
| Shipping activity data   | Where it wasn't clear which port was being referred to in the port statistics, we have used a weighted, ship-type specific average distance to estimate more representative vessel journey lengths. Previously, simple average journey lengths were applied.    | This increases the uncertainty in the distance travelled estimates and, hence, fuel consumption estimates  | Complete, clear records of destination ports would reduce the need for assumptions to be applied  |
| IPPU activity data       | Little data existed on IPPU emissions for Gibraltar so these were estimated using UK data and proxy indicators (population, GDP) (with the exception of N <sub>2</sub> O for anaesthesia and  | It is possible that the Gibraltar case differs from the UK, particularly for air-conditioning units, which may be under estimated.   | Latest year indicator data and Gibraltar-specific information on relevant product use, e.g. numbers of air-conditioning units, solvent use, etc. Some of this information is  |

| Emission or data source             | Assumption   | Possible impact   | Improvement  |
|-------------------------------------|--|---|--|
|                                     | MDIs which have been accurately estimated).  |   | available (e.g. the number of refrigerators imported into Gibraltar); however, information on the current stock of such products in Gibraltar is not currently available.  |
| Waste water emission calculation    | Emissions were calculated using a default emission factor for wastewater to sea, lakes and rivers  | It is likely that this has resulted in an over estimate of CH <sub>4</sub> as sea water is less stagnant than lakes and inland waterways, so there will likely be less anaerobic decomposition  | This is a very small inventory source. Improvements to estimates would require a level of work beyond the significance of the source   |
| Waste composition data and disposal | <p>The composition of municipal solid waste (MSW) arisings were estimated by applying the results of the 2015 Waste Characterisation Study to the total reported MSW. Therefore, this assumption is based on waste collection data, rather than final processing in Spain.</p> <p>In general, the waste sector has a lot of assumptions about composition and disposal/treatment methods</p> | It is probable that the fraction of waste recycled has been over estimated and emissions are, therefore, an under estimate. There are also assumptions about waste treatment in Spain which could result in uncertainty of the estimates. Overall, this is one of the smaller sources, so is less of a priority. However, it is possible that should the recycled fraction be lower, the source would have a greater overall emission share | Data from final processing rather than composition of waste exported should be obtained to improve this estimate. This is one of the inventory emission sources where local activity and decisions can have a significant impact. Therefore, effort should be made to better characterise waste and understand disposal processes. |

## 6 Recommendations

This chapter sets out a series of recommendations following the compilation of this city-level greenhouse gas (GHG) inventory for Gibraltar. These recommendations include:

- Improving inventory compilation and future year reporting.
- Quality assurance, quality control (QAQC) and verification.

### 6.1 Improving inventory compilation and future year reporting

Inventories are very much intended to be a 'live' reporting tool and, as such, should be subject to regular revision and improvement. There are two particular aspects that should be considered by Gibraltar for ongoing improvement of compilation and future reporting of the inventory. These are:

- Improved activity data collection and management, including sectoral allocations.

- Recalculations and tracking emissions over time.

### 6.1.1 Improved activity data collection and management

All inventories have scope for improvement of data collection and management. The collection of data is often the most time consuming and challenging aspect of the inventory, so adequate time needs to be dedicated to this stage. The challenge is often that third parties hold the information that is required or that it is not available at all. It is vital to clearly express the data required – units, scope, boundaries, time period, sources and activities. It should also be requested that each data source is provided with an explanatory note and a contact for any queries. Failure to do so often results in incomplete data, the wrong data and a lack of transparency of how the data was compiled. An inventory is only ever as good as the data that underpins it. With this in mind, it is important to acknowledge that whilst data quality can be maximised, it can never be ensured. In addition, new data, improved information or clarity of assumptions may be developed over time, leading to recalculations and changes.

Under the Gibraltar inventory programme, a transparent and rigorous process of data requests, supply, processing and documentation has been implemented. Key to this has been the involvement of stakeholders and data suppliers, supporting the process of data identification, availability and transparency.

Currently and going forward, data required for Gibraltar's inventory is/will be requested during the summer. Data templates have been developed which are sent to data providers to encourage the provision of all the required data. The data templates provide space to enter the required data, as well as accompanying information (such as data quality, how the data was compiled, the period the data covers, etc) for QA/QC purposes. An example of a Gibraltar city inventory data template is given in **Appendix 4**. Data templates will be improved over time, working with data suppliers, to make the data collection process as efficient as possible.

Whilst the data templates aim to capture all relevant information, it should be acknowledged that these templates are not compulsory, and many suppliers will find it easier to provide data in other formats. Where this is the case, or supporting information is not clear or not provided, there are risks that data quality will be compromised. Efforts will therefore be made every year to engage data suppliers early and ensure that the principles of data quality can be maximised.

Currently, there are no formal agreements between the Government of Gibraltar and the data providers. Data supply agreements are being drafted to ensure to consistent, timely and reliable supply of data for use in the inventory.

**Appendix 2** sets out the minimum data requirements needed for estimation of emissions in each sector, and the data required for disaggregation and verification.

### 6.1.2 Recalculations and tracking emissions over time

It is important to track emissions over time to provide information on historical emissions trends, and the effects of policies and actions to reduce emissions at the city level.

As far as is possible, the time series should be calculated using the same methods, data sources and boundary definitions in all years to ensure consistency. Using different methods, data or applying different boundaries in a time series could introduce bias because the estimated emissions trend will reflect real changes in emissions or removals and the pattern of methodological refinements.

Significant changes may occur over time, which will alter the historical emissions profile, making meaningful comparisons over time difficult. To maintain consistency over time, historical emissions data from a base year inventory will have to be recalculated. This should also occur if methods change and data improve.

A number of recalculations have been made to the 2015 inventory, based on data improvements realised through the 2016 inventory process; these are explained in **Appendix 2**.

The GPC sets out examples of the kinds of significant changes a city might experience that should trigger a recalculation. These are set out below and examples given in **Table 6-1**.

**Structural changes in the assessment boundary.** This may be triggered by adjustment in a city's administrative boundary, or changes in inclusion or exclusion of activities within the city boundary. For example, a category previously regarded as insignificant has grown to the point where it should be

included in the inventory. However, no emissions recalculations are needed for activities that either did not exist in the base year, or reflect a natural increase or decrease in city activities ('organic growth').

- For Gibraltar, it will be necessary to track land use activities, particularly land reclamation as an extension of the territory and the emission implications of greater land area over time. The treatment of sources such as international bunkering, shipping and road vehicle fuel export may also be possible areas for change to assessment boundary (inclusion/exclusion) over time. Sources that have not been estimated should also be considered for inclusion.

**Changes in calculation methodology or improvements in data accuracy.** A city might report the same sources of GHG emissions as in previous years, but measure or calculate them differently. Changes resulting in significant emission differences should be considered as recalculation triggers, but any changes that reflect real changes in emissions do not trigger a recalculation. Sometimes, the more accurate data input may not reasonably be applied to all past years, or new data points may not be available for past years. The city may then have to back cast these data points, or the change in data source may simply be acknowledged without recalculation. This acknowledgement should be made in the report each year to enhance transparency. Otherwise, new users of the report in the two or three years after the change may make incorrect assumptions about the city's performance.

- There is a likelihood that Gibraltarian activity data can be improved over time to give more accurate estimates. This is dealt with in more detail below and was discussed in **Section 5.4**.

**Discovery of significant errors.** A significant error or a number of cumulative errors that are collectively significant, should also be considered as a reason to recalculate emissions.

- QAQC procedures on this inventory should have minimised errors, but should an error have occurred, recalculations will be required.

**Table 6-1: Examples of recalculation triggers, from Table 11.2 of GPC**

| Trigger   | Example change  | Recalculation needed | No recalculation needed |
|---|---|----------------------|-------------------------|
| Changes in assessment boundary                                      | A community is included in or set aside from a city's administrative boundary   | X                    |                         |
|   | Change in goal boundary from BASIC to BASIC+, or from six GHGs to seven GHGs  | X                    |                         |
|   | Shut down of a power plant  |                      | X                       |
|   | Build of a new cement factory   |                      | X                       |
| Changes in calculation methodology or improvements in data accuracy | Change in calculation methodology for landfilled municipal solid waste (MSW) from <i>Mass Balance Method</i> to the <i>First Order Decay Method</i> | X                    |                         |
|   | Adoption of more accurate local emission factors, instead of a national average for scope 2 emissions   | X                    |                         |
|   | Change in electricity emission factor due to energy efficiency improvement and growth of renewable energy utilisation                               |                      | X                       |
| Discovery of significant errors                                     | Discovery of mistake in unit conversion in formula used   | X                    |                         |

Whether recalculation is needed depends on the significance of the changes. The determination of a significant change may require taking into account the cumulative effect on base year emissions of a number of small changes.

## 6.2 QAQC and verification

### 6.2.1 Quality control

Quality control (QC) is a set of technical activities that measure and control the quality of the inventory as it is being developed. They are designed to:

- Provide routine and consistent checks to ensure data integrity, correctness and completeness.
- Identify and address errors and omissions.
- Document and archive inventory material and record all QC activities.

QC activities include accuracy checks on data acquisition and calculations, and the use of approved standardised procedures for emission calculations, measurements, estimating uncertainties, archiving information and reporting. Higher tier QC activities include technical reviews of source categories, activity and emission factor data, and methods.

A number of QC checks were undertaken in the compilation of the inventory; these included:

- Mass balance checks – fuel data ‘used’ versus fuel data ‘supplied’ for Gibraltar should balance.
- Implied Emission Factors (IEFs) – checks against UK GHG inventory to ensure the order of magnitude is what would be expected.
- Timeseries checks – checks against previous year to assess data accuracy and completeness.
- Spreadsheet functions – manual checks that formulae are working as expected.
- Consistent labelling, file revisions (e.g. dated file extensions).
- Documentation on spreadsheets, with details of calculation method, assumptions, emission factors and data quality.

### 6.2.2 Quality assurance

Quality assurance (QA) activities include a planned system of review procedures conducted by personnel not directly involved in the inventory compilation/development process. Reviews, preferably performed by independent third parties, should take place when an inventory is finalised following the implementation of QC procedures. Reviews verify that data quality objectives were met and that the inventory represents the best possible estimates of emissions – and sinks given the current state of scientific knowledge and data available.

Several QA reviews were undertaken by internal inventory experts for the calculations for each sector and of methodologies used across the inventory.

**Table 6-2: Quality Checking**

| Sector            | Reviewer(s)                |
|-------------------|----------------------------|
| Stationary Energy | Luke Jones and Peter Brown |
| Waste             | Luke Jones                 |
| Road transport    | Peter Brown                |
| Aviation          | Luke Jones                 |
| Shipping          | Peter Brown                |
| IPPU              | Luke Jones                 |

In addition, quality checks of the final reported data to ensure consistency with the GPC and complete and transparent reporting of the final results, and documentation of methods and results in this report are also carried out by the Knowledge Leadership and project management team.

---

### 6.2.3 Verification

Verification can be used to increase credibility of publicly reported emissions information with external audiences and increase confidence in the data used to develop climate action plans, set GHG targets and track progress.

Verification involves an assessment of the completeness, accuracy and reliability of reported data. It seeks to determine if there are any material discrepancies between reported data and data generated from the proper application of the relevant standards and methodologies. It does this by making sure that the reporting requirements have been met, that the estimates are correct and that the data sourced are reliable.

No verification was carried out on this report or the underlying data, due a lack of defined verification processes and bodies to carry this out.

## Appendices

Appendix 1: Detailed reasons for changes between 2015r and 2016 inventories

Appendix 2: Recalculations

Appendix 3: Data recommendations

Appendix 4: Data collection template

## Appendix 1 – Detailed reasons for changes between 2015r and 2016 inventories

This table provides a summary of the reasons for changes in emissions in sub-sectors. Sub-sectors not included in this table did not show any significant change in emissions between years.

| Source                        | Change between 2015r and 2016inventory | Reason  |
|-------------------------------|--|---|
| <b>Stationary Energy</b>      |  |   |
| Electricity generation        | Decrease                               | Total fuel used for electricity generation was 5% lower in 2016 than 2015. However, the amount of electricity produced per unit of fuel was lower (hence, a higher IEF in 2016 than 2015).  |
| Scope 2 Electricity           | Increase                               | More electricity has been assigned to scope 2 electricity consumption compared to scope 3 transmission and distribution losses (as more electricity was 'billed' of the total supplied to the grid), which has led to an increase in overall scope 2 electricity emissions. Less electricity was therefore considered as scope 3 transmission and distribution losses, or unbilled electricity (see next row). Residential and commercial electricity use has increased, but electricity use by the power stations and by the MOD have decreased.                         |
| Scope 3 Electricity           | Decrease                               | The difference between the amount of electricity supplied to the Gibraltar electricity network and the amount of electricity that is billed for by AquaGib (reported under scope 2) is assumed to be the transmission and distribution losses across the network. There is around half the amount of this 'unallocated' electricity reported in 2016 than 2015; this could be due to improvements in the way electricity is billed to consumers (with subsequent increases in scope 2, see above row) or due to actions to improve electricity losses across the network. |
| <b>Transportation</b>         |  |   |
| Scope 3 waterborne navigation | Increase                               | Scope 3 waterborne Emissions are 44% higher in the 2016 inventory than the 2015r inventory; this is largely due to increases in the average distance logged by liquid bulk carriers departing Gibraltar (and therefore an increased fuel use). Trends in other vessel classes remain largely unchanged.   |
| Scope 3 Aviation              | Increase                               | Emissions from aviation are 30% higher in 2016 than 2015r; this is due to a 30% increase in the number of flights, mainly going to London Gatwick, London Heathrow and Manchester Airports.   |

| <b>Waste</b>                               |          |   |
|--|----------|---|
| Landfill and Biological treatment of waste | Decrease | Total reported emissions from Waste have seen a reduction (around 3%) between 2015r and 2016; this is due to decreases in the amount of waste that has been composted and sent to landfill.   |
| Incineration of waste                      |          | Scope 1 emissions from waste are attributable to the incineration of clinical waste within Gibraltar. Emissions from this activity have increased by 11% since 2015 due to an increase in clinical waste arisings treated by incineration. Scope 3 emissions from incinerating waste outside of Gibraltar have also increased due to increased activity.  |
| Wastewater                                 | Increase | Wastewater emissions have increased along with population growth.   |
| <b>IPPU</b>                                |          |   |
| Product use                                | Decrease | There are still no Industrial Process emissions in Gibraltar, but Product Use emissions remain a significant source of scope 1 emissions (accounting for 10%). Despite an increase in the use of metered dose inhalers, scope 1 IPPU emissions have decreased by 4% in comparison to 2015. This is a small decrease in terms of total tonnes of CO <sub>2e</sub> and is due to a decrease in the amount of N <sub>2</sub> O used as anaesthetic, and follows the UK trend for products including aerosols, firefighting, foams, refrigeration and air-conditioning. |
| <b>Other Scope 3</b>                       |          |   |
| Shipping                                   | Increase | Like scope 3 shipping emissions, the out-of-scope 'other scope 3' shipping emissions have also increased, again largely due to increases in the average distance logged by liquid bulk carriers departing Gibraltar (and therefore an increased fuel use).  |

The Table below depicts the magnitude of these changes in metric tonnes CO<sub>2e</sub> and %, between the 2015r and 2016 inventories. Note that negative numbers reflect a reported reduction and positive numbers a reported increase.

Table A-1: comparison of changes between 2015r-2016 by sector (excluding those not occurring)

| GHG Emissions Source (By Sector and Sub-sector)               | Change (metric tonnes CO <sub>2</sub> e) 2015r-2016 |              |                |               | Change (%) 2015r-2016 |           |             |            |
|---|---|--------------|----------------|---------------|-----------------------|-----------|-------------|------------|
|   | Scope 1   | Scope 2      | Scope 3        | Total         | Scope 1               | Scope 2   | Scope 3     | Total      |
| <b>STATIONARY ENERGY</b>                                      |   |              |                |               |                       |           |             |            |
| Residential buildings   | NO  | 3,011        | -5,496         | -2,485        | NO                    | 6%        | -49%        | -4%        |
| Commercial and institutional buildings and facilities         | -1  | 4,823        | -10,920        | -6,098        | 0%                    | 5%        | -50%        | -5%        |
| Energy industries (own use)                                   | NO  | -2,494       | IE             | -678          | NO                    | -23%      | IE          | -23%       |
| <i>Energy generation supplied to the grid</i>                 | -9,756  |              |                |               | -5%                   |           |             |            |
| Non-specified sources   | NO  | -310         | -185           | -495          | NO                    | -23%      | -63%        | -30%       |
| <b>Total (city induced framework only)</b>                    | <b>-1</b>   | <b>6,845</b> | <b>-16,602</b> | <b>-9,757</b> | <b>0%</b>             | <b>4%</b> | <b>-50%</b> | <b>-5%</b> |
| <b>TRANSPORTATION</b>   |   |              |                |               |                       |           |             |            |
| On-road transportation  | 518   | NO           | IE             | 518           | 1%                    | NO        | NO          | 1%         |
| Waterborne navigation   | 0   | NO           | 83,384         | 83,299        | 0%                    | NO        | 44%         | 36%        |
| Aviation  | NO  | NO           | 8,766          | 8,766         | NO                    | NO        | 30%         | 30%        |
| <b>Total (city induced framework only)</b>                    | <b>433</b>  | <b>NO</b>    | <b>92,150</b>  | <b>92,583</b> | <b>1%</b>             | <b>NO</b> | <b>42%</b>  | <b>30%</b> |
| <b>WASTE</b>  |   |              |                |               |                       |           |             |            |
| Solid waste generated in the city                             | NO  |              | -677           | -677          | NO                    |           | -4%         | -4%        |
| Biological waste generated in the city                        | NO  |              | -64            | -64           | NO                    |           | -4%         | -4%        |
| Incinerated and burned waste generated in the city            | 29  |              | 12             | 41            | 11%                   |           | 10%         | 10%        |
| Wastewater generated in the city                              | NO  |              | 23             | 23            | NO                    |           | 1%          | 1%         |
| <b>Total (city induced framework only)</b>                    | <b>29</b>   |              | <b>-706</b>    | <b>-676</b>   | <b>11%</b>            |           | <b>-3%</b>  | <b>-3%</b> |
| <b>INDUSTRIAL PROCESSES and PRODUCT USES</b>                  |   |              |                |               |                       |           |             |            |
| Emissions from product use occurring within the city boundary | -397  |              |                | -397          | -4%                   |           |             | -4%        |
| <b>Total (city induced framework only)</b>                    | <b>-397</b>   |              |                | <b>-397</b>   | <b>-4%</b>            |           |             | <b>-4%</b> |

| GHG Emissions Source (By Sector and Sub-sector) | Change (metric tonnes CO <sub>2</sub> e) 2015r-2016 |           |           |           | Change (%) 2015r-2016 |           |           |           |
|---|---|-----------|-----------|-----------|-----------------------|-----------|-----------|-----------|
|   | Scope 1   | Scope 2   | Scope 3   | Total     | Scope 1               | Scope 2   | Scope 3   | Total     |
| <b>AGRICULTURE, FORESTRY and OTHER LAND USE</b> |   |           |           |           |                       |           |           |           |
| <b>Total</b> (city induced framework only)      | <b>NO</b>   | <b>NO</b> | <b>NO</b> | <b>NO</b> | <b>NO</b>             | <b>NO</b> | <b>NO</b> | <b>NO</b> |
| <b>OTHER SCOPE 3</b>                            |   |           |           |           |                       |           |           |           |
| <b>Other Scope 3</b>                            |   |           | 124,066   | 124,066   |                       |           | 4%        | 4%        |
| <b>TOTAL</b>                                    |   |           |           |           |                       |           |           |           |
| (city induced framework only)                   | 150   | 6,846     | 198,908   | 205,904   | 0%                    | 4%        | 6%        | 6%        |

## Appendix 2 – Recalculations

This appendix covers the main recalculations between the 2015 inventory and the 2015 revised inventory (2015r). Recalculations with a very small or insignificant impact have not been covered.

| Sector               | Sector/sub-sector | % change within sub-sector | Change in tonnes of CO2e | Reason   |
|----------------------|-------------------|----------------------------|--------------------------|--|
| I. Stationary Energy | I.2 Commercial    | 570%                       | 1,265                    | Addition of a new source (bottled gas used in hospitals and hotels for cooking and heating) due to receiving new activity data from data suppliers |

| Sector        | Sector/sub-sector     | % change within sub-sector | Change in tonnes of CO2e | Reason   |
|---------------|-----------------------|----------------------------|--------------------------|--|
| II. Transport | II.1 - Road Transport | +14%                       | +6710                    | <p>There have been numerous recalculations to the road transport estimates this year;</p> <ul style="list-style-type: none"> <li>- The integration of the 2017 forecourt survey results which cause a re-juggling of calculated activity by different vehicle modes. Since the results of the two surveys differed so radically, most notably for private vehicles (both fuels) and diesel commercial vehicles, the step was taken to assume that there had been no significant change to fleet activity between 2013 and 2017, and so the average of the results of these surveys was used instead. This means that the split of fuel consumed by each transport mode and fuel type combination has been recalculated for the 2015 inventory. Overall CO<sub>2</sub> emissions therefore have not recalculated as a result, but the new evidence apportions 24% more fuel use to Gibraltarian vehicles (considered in-scope in this method), and therefore is the dominant reason for change)</li> <li>- New evidence from the fuel imports and customs data suggests that imported and exported fuels had been misallocated in the 2015 inventory. The previous methodology used import tariff codes to attribute what fuels are being imported and exported, but this year's customs data highlighted that these tariff codes are not consistently used and so are misleading to apply in this fashion. Without further information, therefore, it is impossible to estimate fuel imports used for road transport for 2015. Therefore, it has been assumed that there has been no change in overall fuel consumption between 2015 and 2016, and 2016 fuel imports can be applied to the recalculated 2015 inventory. This is the dominant reason for change in the transport sector. If CO<sub>2</sub> emissions were calculated using last year's estimates for fuel imports, estimates would be In addition, imports are now considered to exclude use in private marine vessels (this had previously been invoked as estimates from the 2015 analysis had been so high, but this new understanding means this assumption was likely erroneous). This has the effect to slightly offset the above change, causing an ~8% reduction in emissions estimates.</li> <li>- Corrections to CH<sub>4</sub> emission factors which had been presented in mg/km but labelled incorrectly as g/km causes recalculations. As CH<sub>4</sub> is a minor pollutant for road transport, this is dwarfed by changes to FC and CO<sub>2</sub> emission estimates.</li> <li>- Minor improvements to the COPERT factors used within the weighted fuel consumption factor calculations for each vehicle type.</li> <li>- The inclusion of estimates of CO<sub>2</sub> emissions from the consumption of urea in buses is included in the city inventory for the first time.</li> </ul> |

| Sector        | Sector/sub-sector                    | % change within sub-sector | Change in tonnes of CO2e | Reason   |
|---------------|--------------------------------------|----------------------------|--------------------------|--|
| II. Transport | II.3 Waterborne Navigation           | -50%                       | -191,284                 | - Change to the approach in which average journey distances are derived in cases where the next port is not listed by a vessel docked in Gibraltar. Previously this had been a direct average of all the locations that had been visited by boats within the shipping report. This year, this is weighted according to the frequency at which boats visit various ports. In addition, averages for each of the ship types considered is calculated separately so that more characteristics distances are calculated. This causes a large drop in calculated emissions from the shipping sector of Gibraltar since the majority of boats leaving the port visit nearby ports and therefore onward journeys are significantly less than previously estimated on average. |
| II. Transport | II.4 Aviation                        | -8%                        | -2,517                   | Change to methodology to include aircraft taxiing times specific to Gibraltar.   |
| III. Waste    | II.2 - Biological treatment of waste | -9%                        | -180                     | Change to N <sub>2</sub> O Emission Factor to be in line with revisions to the IPCC Guidelines Biological Waste chapter, rather than GPC   |
| IV. IPPU      | IV.2 - All product use               | -3%                        | -326                     | These changes are due to, in part, recalculations in the NAEI but also due to reviewing the assignment of categories to only include lifetime emissions rather than manufacturing or disposal emissions. There has also been a slight increase in population (last year we estimated 33,528, but actual figure is 33,573 = +0.1%)  |

## Appendix 3 – Data recommendations

The table below sets out the data requirements for each of the main sectors. It shows the minimum top-level data required for emission calculation, and the data required to enable a disaggregation of the data by end user and/or category. The Data for Verification column shows the data required to cross-check and verify the disaggregation of data.

Cells in grey indicate data that was not available for the Gibraltar 2016 inventory.

| Sector            | Minimum top level data  | Data for disaggregation   | Data for verification                                     |
|-------------------|---|---|---|
| Power             | Fuel consumption for power (electricity) generation by fuel type <ul style="list-style-type: none"> <li>- Gibraltar power station</li> <li>-</li> </ul> | Electricity produced in Gibraltar (total)<br>Electricity consumed by sector (e.g. residential, commercial, Government/public services, Industrial) <ul style="list-style-type: none"> <li>- Billings by tariff or end-user</li> <li>- Meter readings</li> </ul> | Total power (electricity) generation                      |
| Fuels/ combustion | Total fuel consumption by fuel type (non-electricity generation)  | Fuel combustion locations<br>End user sales / permits<br>Total use by purpose (cooking stove, boiler etc.)  | Not applicable  |
| Transport (road)  | Fuel import data by fuel type   | Gibraltar vehicle licencing statistics<br>End-user activity split : fuel use by vehicle type and purpose (including in and out of boundary – crossings of the Frontier)<br>Fuel sold  | Vehicle kilometre (vkm) data, by vehicle type and purpose |
| Marine (private)  | Fuel import data  | Fuel sold<br>Fleet composition<br>Fuel usage by marine use (boat type)  | Not applicable  |
| Shipping          | Port activity <ul style="list-style-type: none"> <li>- Number of ships</li> <li>- Types</li> <li>- Distance (origin/ destination)</li> </ul>            | Ship details (each) <ul style="list-style-type: none"> <li>- Purpose</li> <li>- Class</li> <li>- Tonnage</li> </ul> Purpose for calling (bunkers/non-bunkers)   | Fuel sold   |
| Off-road          | Fuel sold   | Licencing statistics for off-road fleet<br>Fleet composition<br>Fuel use by vehicle type  | Vehicle kilometre (vkm) data or hours of use              |

|                                      |   |  |  |
|--------------------------------------|---|--|--|
| Aviation<br><i>(from CAA)</i>        | Numbers of flights and destinations<br>Distances flown (origin/destination)   | Fleet data (aircraft types)  | Fuel sold  |
| Waste                                | Total tonnage of waste<br>Disposal methods  | Tonnes / type<br>- Biological content<br>- Further information on the waste treatment process in Spain | Not applicable   |
| Wastewater                           | Total volume of wastewater<br>Biological content<br>Treatment streams   | Wastewater volume by sector  | Population<br>Average wastewater and biological content per person |
| Industrial Processes and Product Use | Numbers of products by type (e.g. A/C units, refrigerators, vehicle A/C) <i>(some data available)</i><br>Volumes of N <sub>2</sub> O (hospital) | Numbers of products by end use sector  | Population<br>GDP<br>Average product use / number per person / GDP |



As well as collecting the actual activity data, additional information is also requested for quality control purposes; this information is presented below.

| QC information required   | Description of information required  |
|---------------------------|--|
| <b>Compiler</b>           | <i>Who compiled this data?</i>   |
| <b>Date created</b>       | <i>When was this data created/compiled?</i>  |
| <b>Source of data</b>     | <i>Where has this data come from?</i>  |
| <b>Data provided to</b>   | <i>Who has this data been provided for?</i>  |
| <b>Data purpose</b>       | <i>What has this data been provided for? Does this affect its use?</i>   |
| <b>Quality / Checking</b> | <i>Has this data been checked by anyone? How has it been checked? Can you give an indication of the data quality?</i>                                      |
| <b>Data range / scope</b> | <i>Time (e.g. date range)<br/>Geographic scope<br/>Installations/activities</i>  |
| <b>Notes/disclaimers</b>  | <i>Any other important information that the data recipient should be aware of?<br/>Are there missing years? Is this an estimate? Is this confidential?</i> |



Ricardo  
Energy & Environment

The Gemini Building  
Fermi Avenue  
Harwell  
Didcot  
Oxfordshire  
OX11 0QR  
United Kingdom

t: +44 (0)1235 753000  
e: [enquiry@ricardo.com](mailto:enquiry@ricardo.com)

[ee.ricardo.com](http://ee.ricardo.com)