

5. nacionalna konferenca o trajnostnem upravljanju z viri skupnosti

Spremljanje izpustov toplogrednih plinov in učinkovito ukrepanje prek lokalnih mrež na Finskem



Laura Saikku, Finski inštitut za okolje SYKE 19. november 2020





focus







LIFE17 IPC/FI/000002 LIFE-IP CANEMURE-FINLAND CANEMURE-hanke on saanut rahoitusta Euroopan unionin Life-ohjelmasta. The LIFE-IP CANEMURE-FINLAND project has received funding from the LIFE Programme of the European Union.

Municipal GHG emissions monitoring and locally effective climate work through networks in Finland

Laura Saikku, Finnish Environment Institute SYKE, 19 November 2020



Why regional emission inventories?

- Major role and big opportunity for municipalities
- Concrete measures are taken at the local level
- Municipality = government, residents, businesses etc.
- Reliable emissions calculations establish a basis for local climate strategy and local action.
- We need to
 - identify the emission sources
 - set goals and targets and track the progress
 - prioritize the reduction measures
 - quantify the impact of the activities and
 - learn from others.





Essential aspects of regional emission calculations

Reliable, evidence-based data!

- Coverage all the important emission sources
- Responsiveness to the measures taken
- Transparency reliability of the results
- Consistency continuous process
- Comparability nationally & internationally
- Fairness different municipalities
- Encouragement supports emissions reduction measures
- Communication great public & decision-makers





Finnish emission calculations





Backgound for new calculation model

- Earlier experience and applied guidelines
 - Different various calculations previously done in Finland
 - National GHG Inventory (IPCC Guidelines)
 - GHG Protocol for Cities (GPC Standard)

 \rightarrow ALas-model: GHG inventory for every Finnish municipality



The ALas-model

- 310 municipalities
- 14 emission sectors and 77 sub-sectors
- GHG emissions and energy consumption
- For each sector all accessible data was examined, and the appropriate calculation method was developed. Some sectors have specific, local data and others include a lot of modelling work.
- ▶ Latest release in June 2020 covering the years 2005-2018
- Upcoming release, spring 2021: Year 2019, preliminary results for 2020
- Methodology well documented and the results are open data



Setting boundaries for emission inventory

Accordance with GPC standard

- Production-based emissions
 - Geographical boundaries

ALas-model

- Geographical boundaries, but certain sectors are based on consumption: electricity and heat (from grid), passenger cars and waste treatment
- Consumption-based emissions





GPC-standard

GPC standard	Sectors	Scope 1	Scope 2	Scope 3
	District heating	\checkmark	\checkmark	\checkmark
	Electric heating	\checkmark	\checkmark	\checkmark
BASIC	Oil and other heating	\checkmark		
	Electricity	\checkmark	\checkmark	\checkmark
BASIC+	Electricity (industry)	\checkmark		
	Industry fuel use	\checkmark		
	Industrial processes	\checkmark		
	F-gases	\checkmark		
	Machinery	\checkmark	\checkmark	
GREENHOUSE GAS PROTOCOL Global Protocol for Community-Scale Greenhouse Gas Emission Inventories An Accounting and Reporting Standard for Cities	Cars	\checkmark	\checkmark	\checkmark
	Other road traffic	\checkmark	\checkmark	\checkmark
	Rail traffic	\checkmark	\checkmark	\checkmark
	Water traffic	\checkmark	\checkmark	\checkmark
	Air traffic	\checkmark	\checkmark	\checkmark
	Waste	\checkmark		\checkmark
	Agriculture	\checkmark		
	LULUCF	\checkmark		

GPC standard	Sectors	Scope 1	Scope 2	Scope 3
	District heating	\checkmark	\checkmark	1
BASIC	Electric heating	\checkmark	\checkmark	\checkmark
	Oil and other heating	\checkmark		
BASIC+	Electricity	\checkmark	\checkmark	1
	Electricity (industry)	\checkmark	\checkmark	\checkmark
ALas-model	Industry fuel use	\checkmark		
	Industrial processes	\checkmark		
	F-gases	1		
	Machinery	\checkmark	\checkmark	
GREENHOUSE GAS PROTOCOL	Cars	\checkmark	\checkmark	\checkmark
Global Protocol for Community-Scale Greenhouse Gas Emission Inventories An Accounting and Reporting Standard for Cities	Other road traffic	\checkmark	\checkmark	1
	Rail traffic	\checkmark	\checkmark	1
E COLORIZACIÓN COLORIZ COLORIZACIÓN COLORIZACIÓN COLORIZ COLORIZACIÓN COLORIZ COLORIZ COLORIZ COLORIZ COLORICACIÓN COLORICACIÓN COLORICACIÓN COLORIC	Water traffic	\checkmark	\checkmark	1
	Air traffic	\checkmark	\checkmark	\checkmark
	Waste	1		1
	Agriculture	√		
	LULUCF	\checkmark	-	

Accounting rules

1. Internationally comparable results – "All emissions"

- 2. Special accounting rules "Hinku calculation"
- Large-scale industry and drive-through traffic are excluded.
- Emission credits / compensation for producing renewable energy.
- Default calculation model for Finnish municipalities.





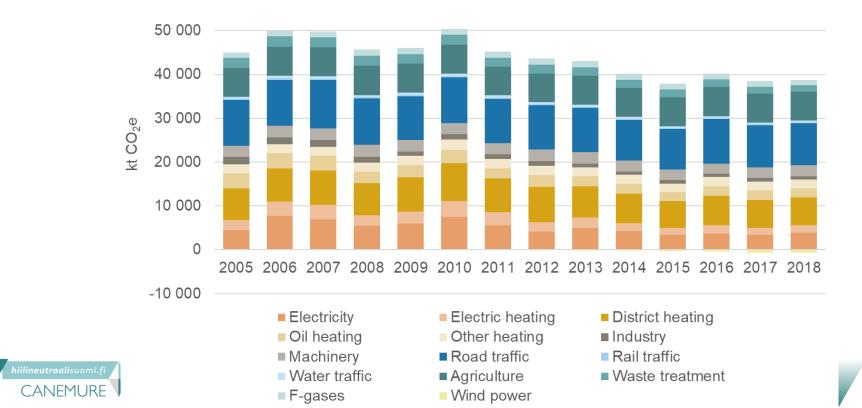
GHG emissions of the Finnish municipalities 2005-2018





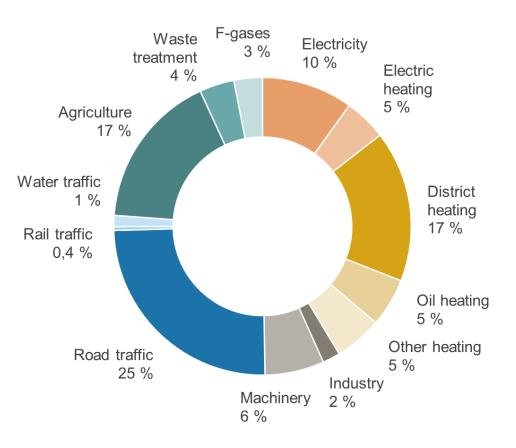


Emissions decreased in almost every municipality -15% 2005-2018









Finland 2018

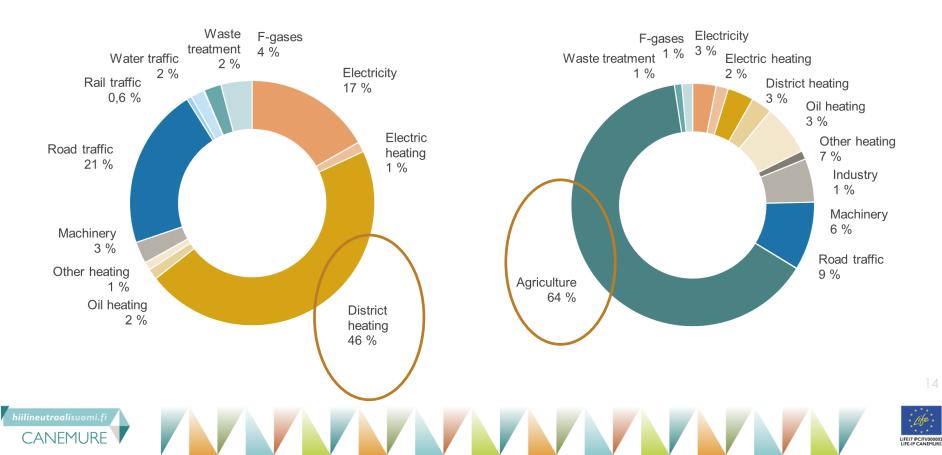




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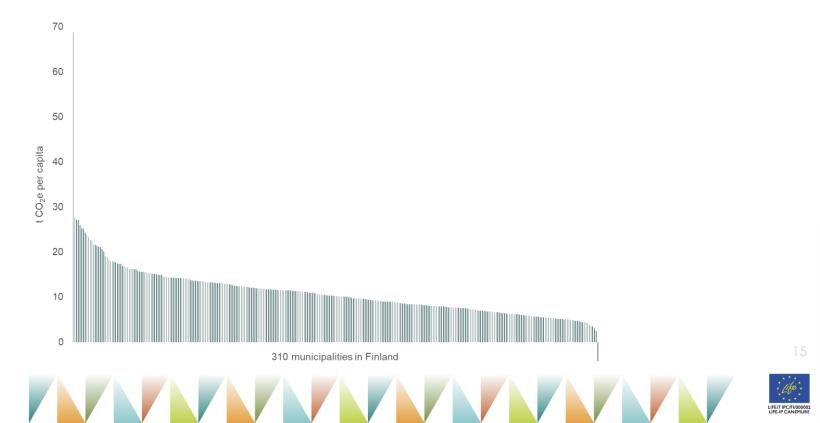
Helsinki 2018

Halsua 2018



Average emissions 6,9 t (CO₂e) per capita. Range from 3 to 25 tonnes.

CANEMURE



Impact of a local level climate action – a forerunner municipalities network as a case







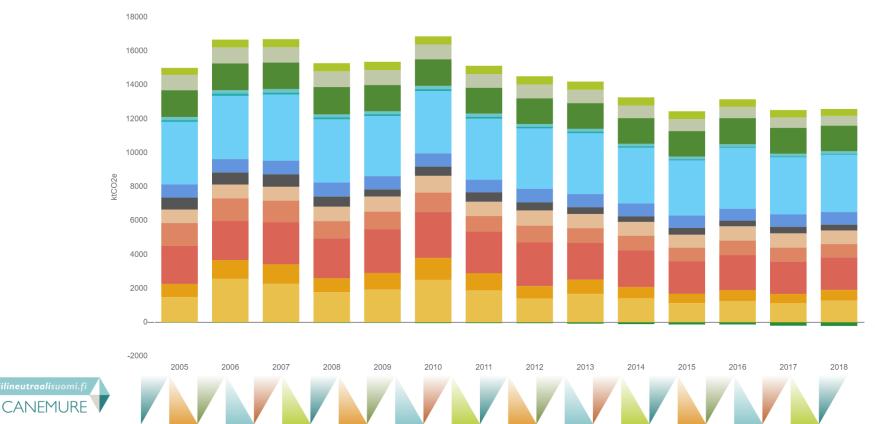
Voluntary climate commitments of Finland – The Hinku network

- ▶ Target: GHG emissions -80 % by 2030 from 2007
- Scope: reduction in electricity, heating, transportation, agriculture and waste management (excl. industry under the EU ETS), 60% of total in 2017
- Commitment with a decision by municipal council
- 74 municipalities, around 2M inhabitants
- Coordinated by the Finnish Environment Institute





Emission change in Hinku-municipalities -17% 2005-2008



hiilineutraalisuomi.f

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Has the Hinku-network influenced on emission reductions?

- The impact of Hinku on municipality's GHG emission in 2005-2017 estimated.
- Panel regression model, where a large set of exogenous variables was included, e.g. the monthly mean temperatures and precipitation, fuel prices, urbanity and land surface area, gross domestic product in the municipality, and mean socio-demographic characteristics of the population in each municipality.
- Highly statistically significant and negative relationship between municipality's GHG emissions and being a Hinkumunicipality: emissions -3% in Hinku-municipalities



The perceived role of the Hinku-network

- 40 municipalities interviewed
- Motivation, inspiration; peer support
- Almost half feel that expert support has been important
- Support from complementary projects or recruitments
- Organisational support, justification of action in the municipality
- Positive PR image and communication support
- Activation of actors outside the municipal organisation
- Most experienced that the network had an impact on concrete actions, or at least on the desicion-making processes!



Reliable, evidence-based data needed for regional emission inventories

Developing detailed greenhouse gas metric enables evaluation of the effectiveness of local climate work

In Finland we showed that joining a climate network can lower local emissions



References

- paastot.hiilineutraalisuomi.fi
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- Karhinen, S., Peltomaa, J., Riekkinen V., Saikku, L. Impact of a climate network: the role of intermediaries in local level climate action. *Submitted to Global environmental change.*







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Vse predstavitve s konference so dostopne <u>tukaj</u>.

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Več o projektu si preberite na <u>dovoljzavse.si</u>







