

Overview of emissions for Teesside Mind, 2023-2024 compared to 2024-2025

This document compares the emissions that Teesside Mind are responsible for from two reporting periods, the first being April 2023 to March 2024 (base year) and the second being April 2024 to March 2025.

2023-2024 Emissions

Scope	Emissions (kgCO ₂ e)	Emissions (tCO ₂ e)
1	25,297.82	25.30
2	2,391.20	2.39
3	203,834.05	203.83
Total	231,523.07	231.52

2024-2025 Emissions

Scope	Emissions (kgCO ₂ e)	Emissions (tCO ₂ e)	Change in emissions (tCO ₂ e)	% Change in emissions
1	25,379.80	25.38	+0.08	+0.3
2	0.17	0.00017	-2.39	-99.99
3	163,851.11	163.85	-39.98	-19.61
Total	189,231.08	189.23	-42.29	-18.27

Reductions in emissions could be seen in Scopes 2 and 3. However, an increase in emissions was seen in Scope 1.

An overall reduction in emissions can be seen from 2023-2024 to 2024-2025. This is a reduction of 42.29tCO₂e, equivalent to 18.27%. This means that the 2026 target of a 20% reduction in emissions has almost been met. To fully meet this target, emissions must be reduced by a further 4.01tCO₂e by 2026. To meet the 2050 net zero target, emissions must be reduced by a further 166.08tCO₂e over the next 25 years.

The number of staff employed by Teesside Mind has reduced since the initial report, which will have resulted in a reduction in emissions. However, the emissions per person have still reduced, so the reduction has also come from behavioural and operational changes. For context, the per staff emissions for 2023-2024 were 1.32tCO₂e and for 2024-2025, the per staff emissions were 1.22tCO₂e. This is a 7.57% reduction per person.

Overall, more emissions activities saw a reduction in emissions than an increase. An overview of this can be seen in the table below. Note that the percentage change shows the change from the previous reporting period, not the change in total emissions. Rows filled in green indicate a decrease in emissions, and rows filled in red indicate an increase in emissions.

Activity	Scope	Change in emissions (tCO2e)	% Change in emissions
Natural gas	1	-0.6	-2.38
Diesel van	1	+0.68	+528.08
Electricity	2	-2.39	-99.99
Water usage	3	+0.14	+73.7
WTT	3	-10.65	-24.57
T&D	3	+0.02	+4.08
Hotel stays	3	-0.035	-45.60
Homeworking	3	+2.32	+18.4
Business travel	3	-8.45	-56.15
Commuting	3	-31.63	-24.27
Waste disposal	3	-1.20	-29.70

The increase in Scope 1 emissions has come from a significant increase in the mileage emissions from the company vehicle, which increased by 1,650 miles from 2023-2024 to 2024-2025, an increase of 570%, resulting in an additional 0.68tCO2e. The natural gas usage was reduced by 3,220.77 kWh, equivalent to a reduction of 2.34% from the previous reporting period.

To address this increase in Scope 1 emissions, efforts to reduce natural gas consumption should be continued, and mileage done in the company van limited to only necessary trips. As stated in the Environmental Action Plan produced in 2024, replacing the diesel van with an electric van should be done when possible.

Scope 2 emissions have been almost eradicated due to electricity being sourced from a nuclear backed tariff. This means that renewable energy is used wherever possible but nuclear power is sourced when the demand for renewables supersedes the availability. The only way to avoid the small percentage of emissions associated with the nuclear waste from this tariff is to move to a tariff that is not nuclear backed. However, it is understood that the council dictate the electricity supply to this office. As the emissions from electricity consumption are so small, this does not need to be a priority.

Nonetheless, it should be noted that electricity consumption did increase from the previous reporting period. This was a small increase of less than 1% but, since the number of staff employed has decreased, it may be worth investigating. As the world moves away from natural gas usage and towards electricity, electricity consumption will be expected to increase, due to electric heating being utilised and more electric vehicles being charged. However, this does not explain this increase in electricity consumption as the heating system has not been updated, and no chargers have been installed.

Overall, Scope 3 emissions have been reduced by 39.98 tCO₂e, equivalent to a 19.61% reduction since the previous reporting period. This is a very significant reduction and should be recognised as such. However, when breaking down Scope 3 emissions into the individual activities, areas for further improvement can be seen. For example, increases were seen in emissions stemming from water consumption, homeworking hours, and T&D.

Despite a reduction in employment, water consumption increased by 474 m³, approximately 92%. This led to an increase in emissions of 0.14tCO₂e, 73.7% higher than the previous reporting period. Why water consumption has increased so significantly should be investigated and efforts made to reduce water consumption in the future.

Emissions stemming from homeworking increased by 2.32tCO₂e, an 18.4% increase. This is due to homeworking hours increasing by 6,951.4 hours (also equal to an increase of 18.4%). This may be explained by more accurate data for this reporting period, but it may be that more people are working from home. This increase in emissions does need to be weighed up against commuting emissions. Emissions from commuting decreased significantly for this reporting period, so it may be that this increase can be justified. For context, emissions from commuting decreased by 31.63tCO₂e, which is a far greater decrease than the 2.32tCO₂e increase from homeworking, leading to an overall reduction of 29.31tCO₂e.

The 4% increase in T&D emissions can be explained due to an increase in electricity consumption. See notes on this above.

Reductions in emissions were seen in the rest of the Scope 3 activities that were reported on, including waste disposal, hotel stays, business travel, WTT, and commuting.

A reduction of approximately 24% (3.5 tonnes) was seen in waste production, resulting in an emissions reduction of approximately 30% (1.2tCO₂e). A 45.6% reduction in emissions was seen in hotel stays as fewer nights were spent in hotels and none of the stays were in London. Emissions from business travel have been reduced by 0.92tCO₂e, equivalent to approximately 6.11%. Emissions from WTT decreased by 20% (8.67tCO₂e), due to reduced business travel mileage and reduced commuting. As the number of employees has reduced, commuting emissions were expected to fall slightly. However, a very significant reduction of 10.65tCO₂e (24.57%) was seen, which may be explained by more hours spent working from home. It will be important to monitor the correct balance to keep commuting and business travel emissions down without increasing homeworking emissions too much. Electric car schemes and having charging points at the office may also reduce commuting emissions further.