

INTRODUCTION TO Carbon footprints

Mike Berners-Lee



QUICKLY ABOUT ME



An Associate Company of
Lancaster University

Carbon Management with BT,
Manchester City Council, Various Local
Authorities, Lancaster University, , Taylor
Wimpey, Booths supermarkets, Lake
District National Park Authority, Eden
Project, Guardian, etc...



WHAT'S COMING UP

- Context
- Carbon Footprints
- Methods
- Examples
- IT Carbon

A TRICKY CHALLENGE FOR GLOBAL SOCIETY

We are OK at
managing this
kind of impact....



...but now we
have to manage
this kind too



TYPES OF EMISSIONS AND IMPACTS

Direct
(Scope 1)



Electricity
generation
(Scope 2)



Indirect
(Scope 3)



WE NEED A CARBON INSTINCT
LIKE WE HAVE A MONEY
INSTINCT



A BIT ABOUT CARBON FOOTPRINTS

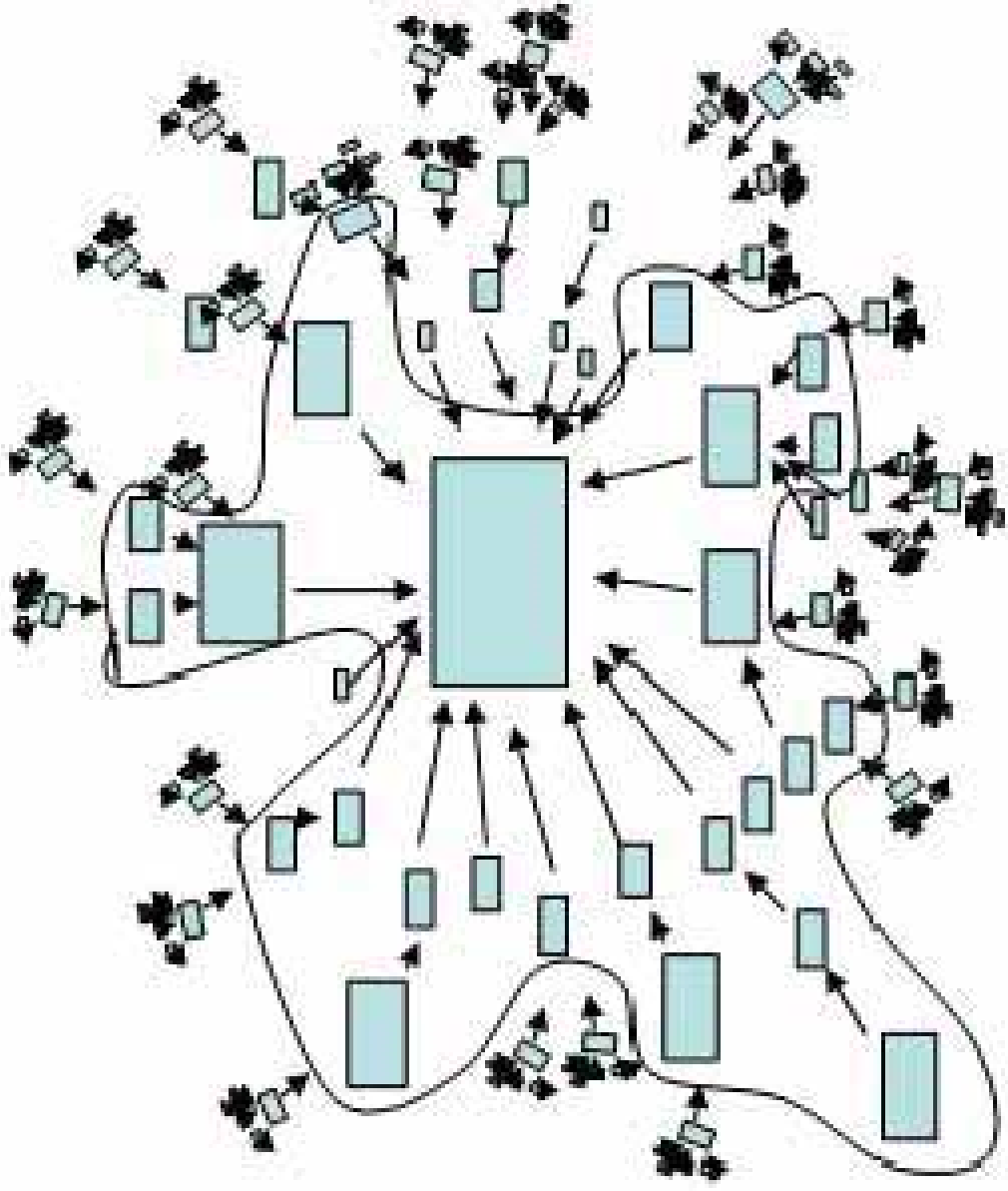


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A CHOICE OF MEASURES

- Direct carbon emissions
- Direct greenhouse gases (CO₂e)
 - CO₂
 - Methane
 - Nitrous oxide
 - Refrigerant gasses
 - Others
- CO₂e footprint: including supply chains
- Other environmental and sustainability criteria

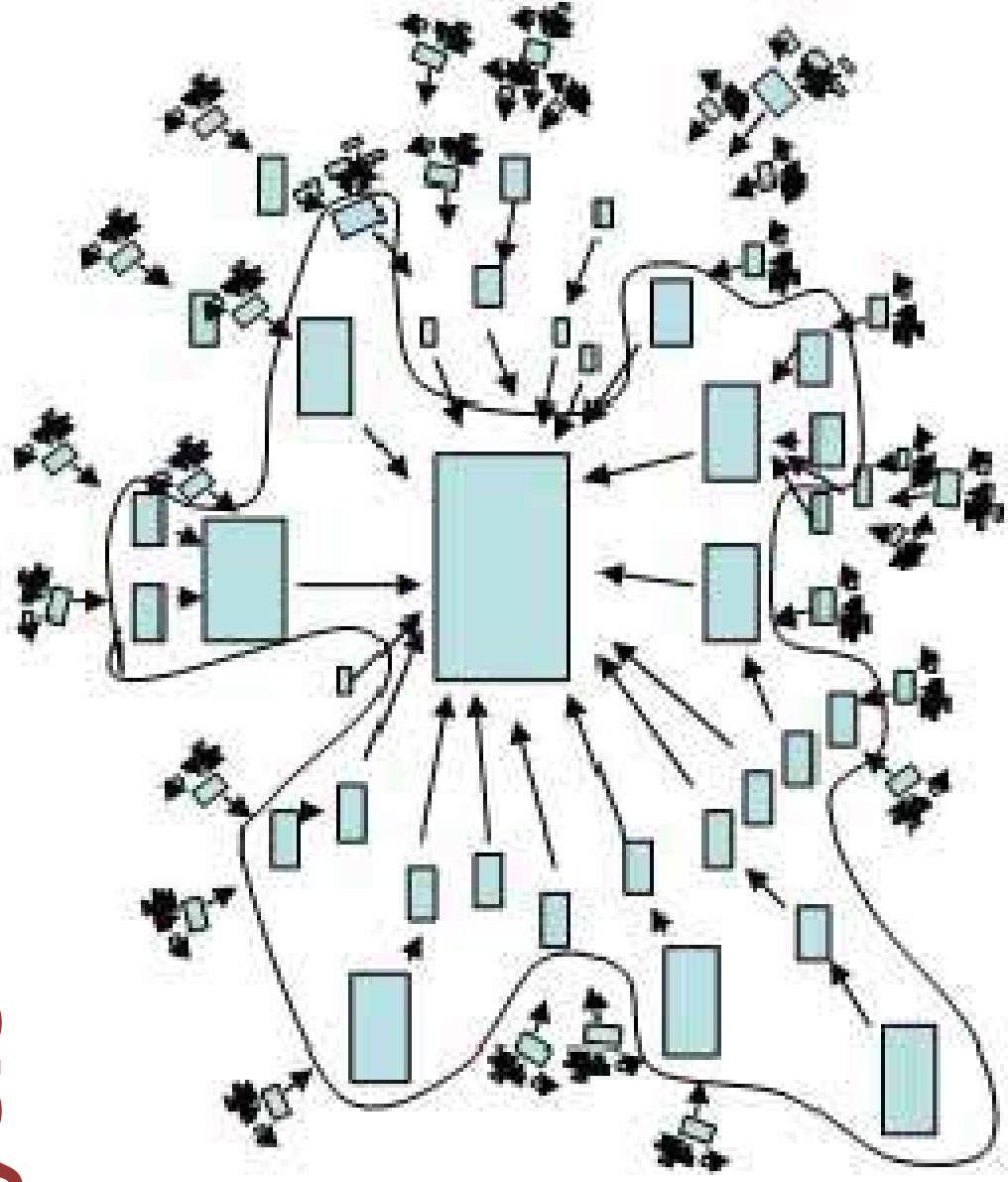
SUPPLY CHAINS ARE COMPLICATED



CARBON
FOOTPRINT
S ARE LIKE
THE FIRST
MAPS
- AND
DON'T LET
ANYONE
TELL YOU
OTHERWISE
!

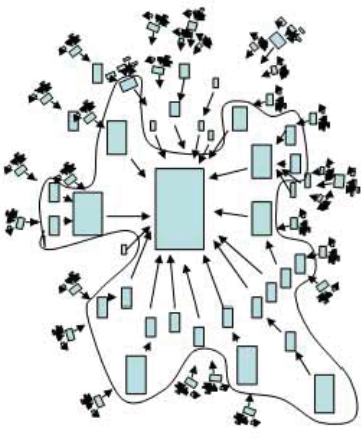


Process Based Life Cycle Analysis

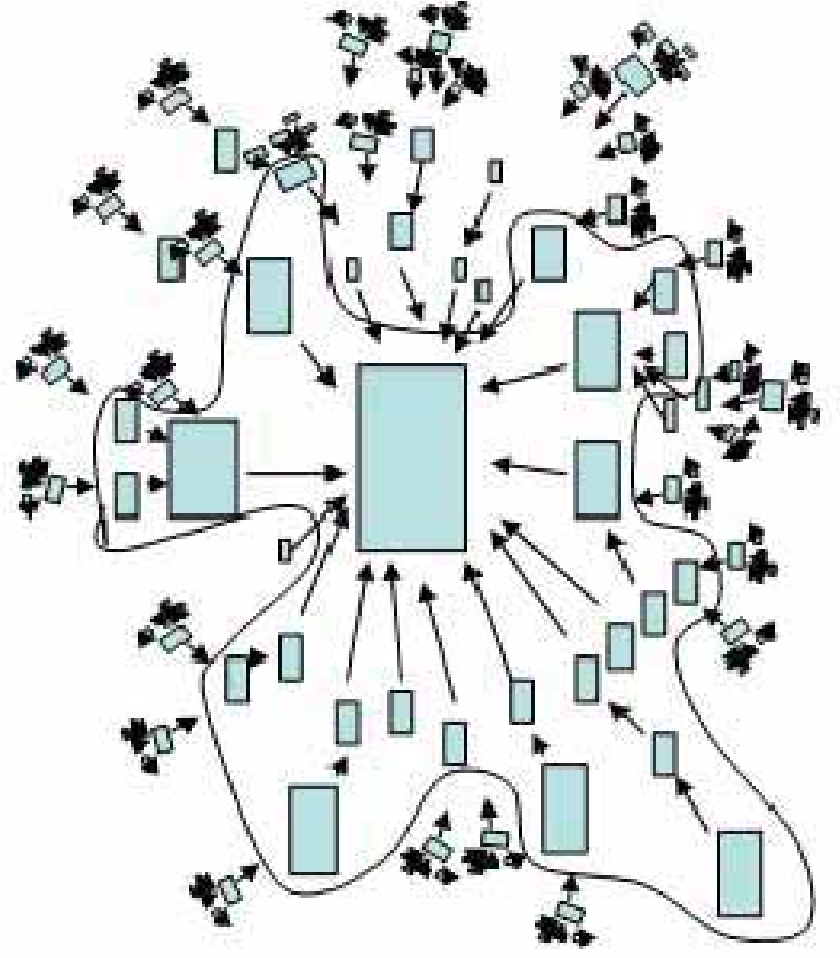


Process Based Life Cycle Analysis

- Bottom up: On your hands and knees groping around
- Hard work
- Different assumptions yield different results
- Always has arbitrary boundaries
- Hard to know the significance of omissions
- Tends to underestimate
- Accuracy often over stated.
- Has potential for specificity but in reality ends up relying on generic datasets
- Can be powerful for identifying specific hot-spots in a supply chain.
- Inferences can also be made about other similar supply chains.
- Requires huge resources to do properly.



PAS 2050 is a standard for Process based life cycle analysis of products



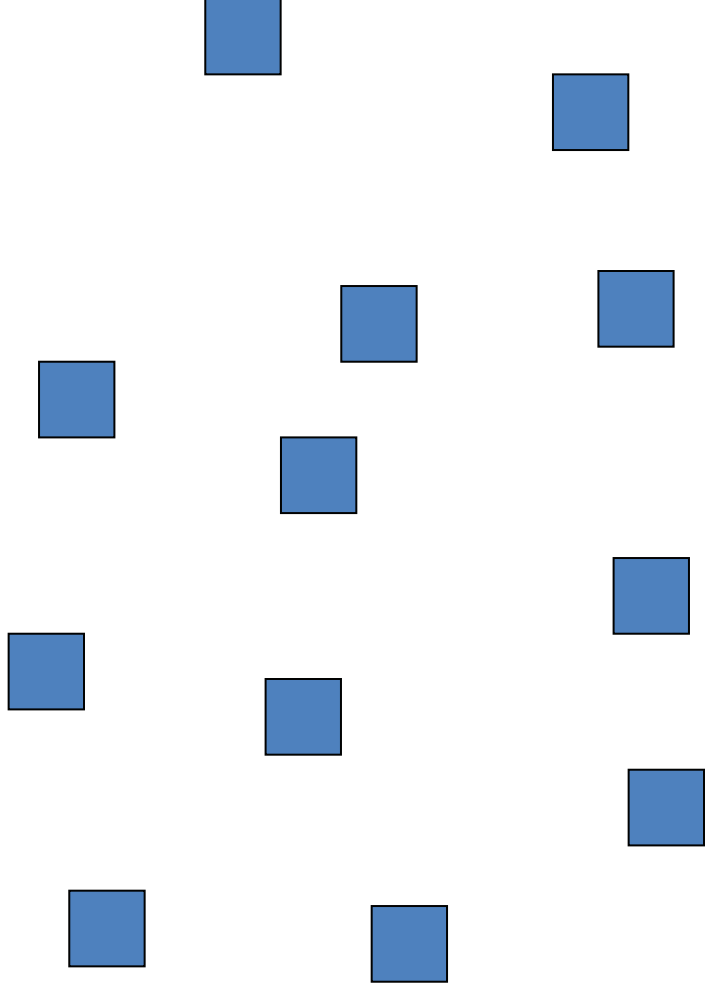
PAS 2050 – Review of methods

“Experts highlighted particularly two weaknesses of PLCA: cost and labour intensity of carrying out a PLCA and the system boundary problem ... “system cut-off” is unavoidable in PLCA ..The cut-off criteria suggested by ISO can be misleading and do not provide a satisfactory basis for a transparent system boundary selection.... The (resulting) truncation error is potentially very large. ...

“ ...This is further aggravated when restrictions are imposed on the budget as typical in simplified PLCA approaches. Such simplified approaches usually fail to reliably reproduce results from detailed PLCA . However, only simplified PLCAs work under tight budget constraints required for the PAS to be applicable to organisations of all sizes. This seriously limits the usefulness of PLCA for the PAS development.”

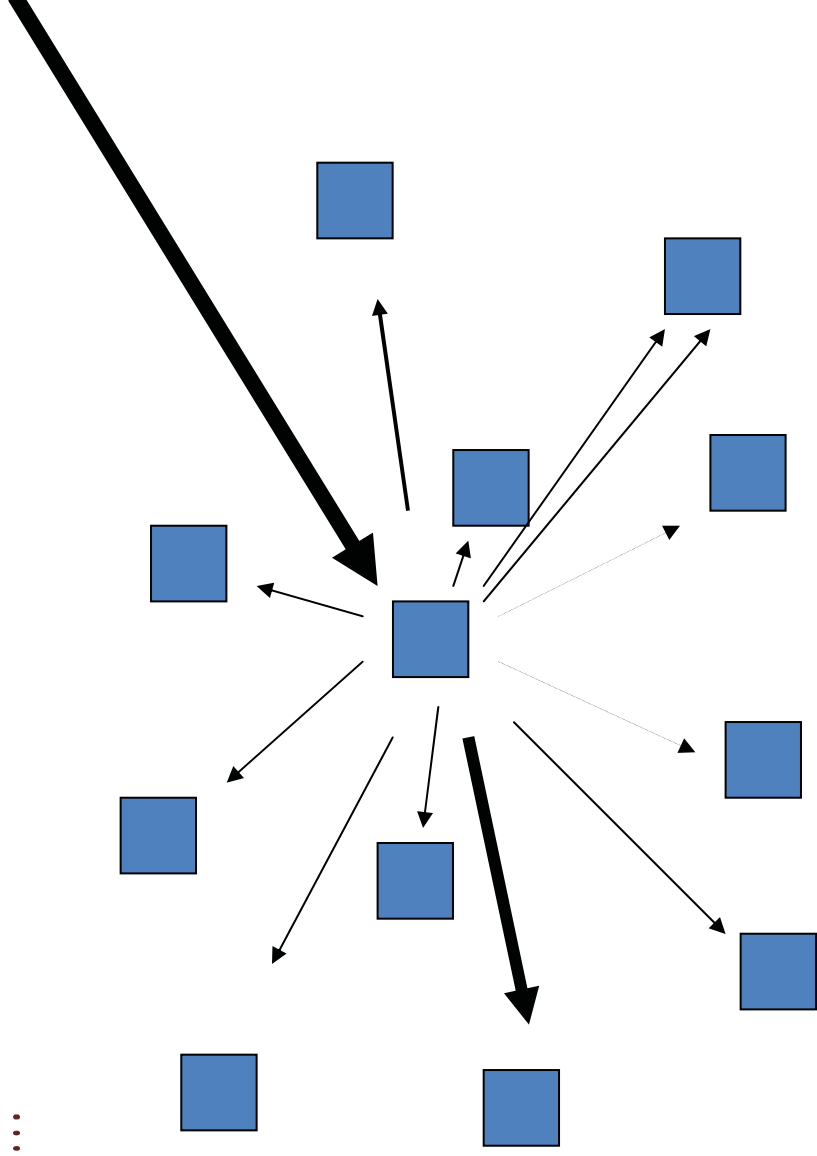
INPUT OUTPUT ANALYSIS

Looks at the whole economy divided into industry sectors.



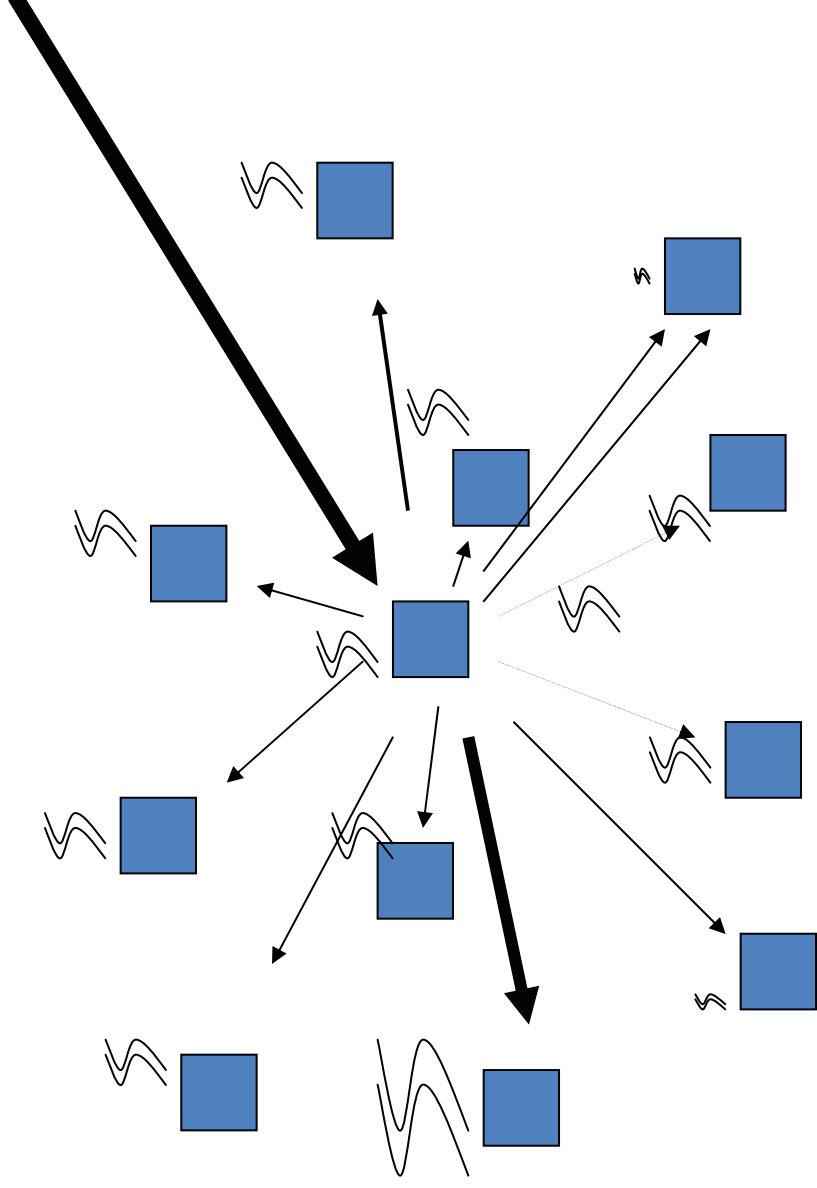
INPUT OUTPUT ANALYSIS

Demand for products stimulates output across the economy....



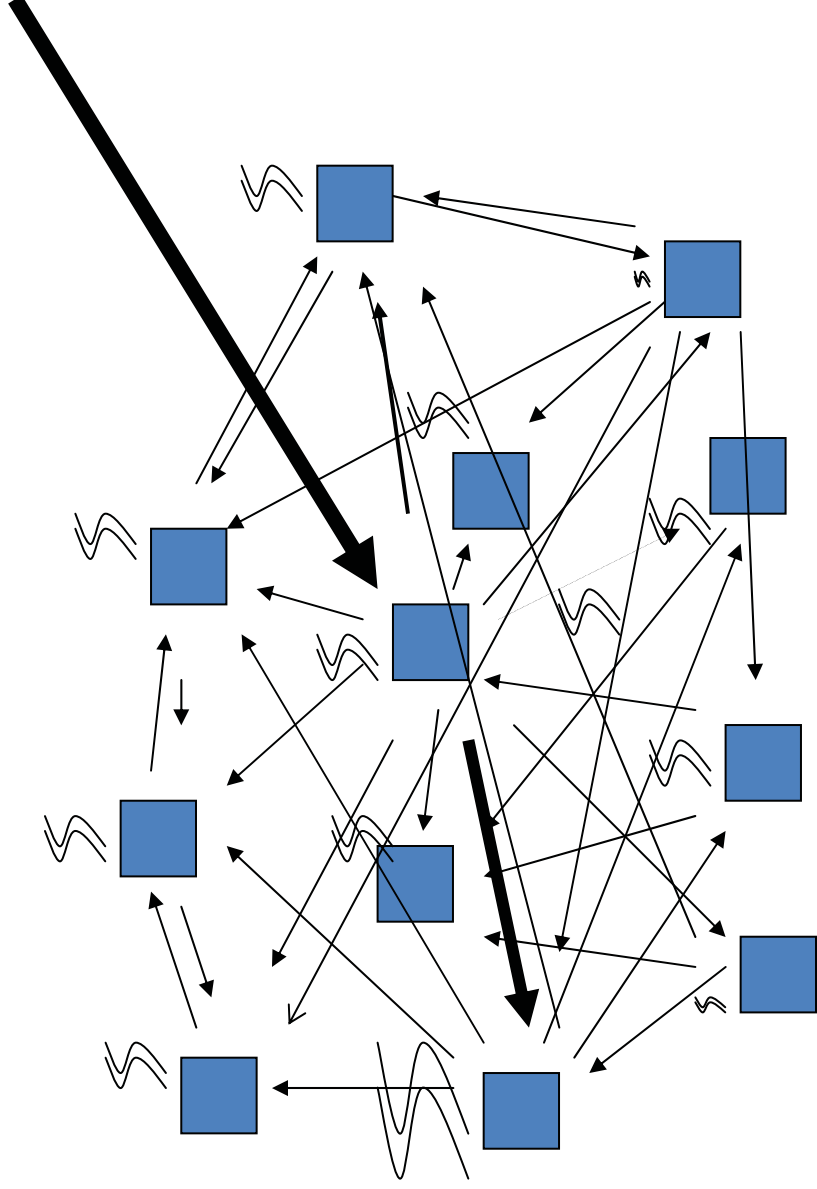
INPUT OUTPUT ANALYSIS

.... causing both direct and indirect emissions...



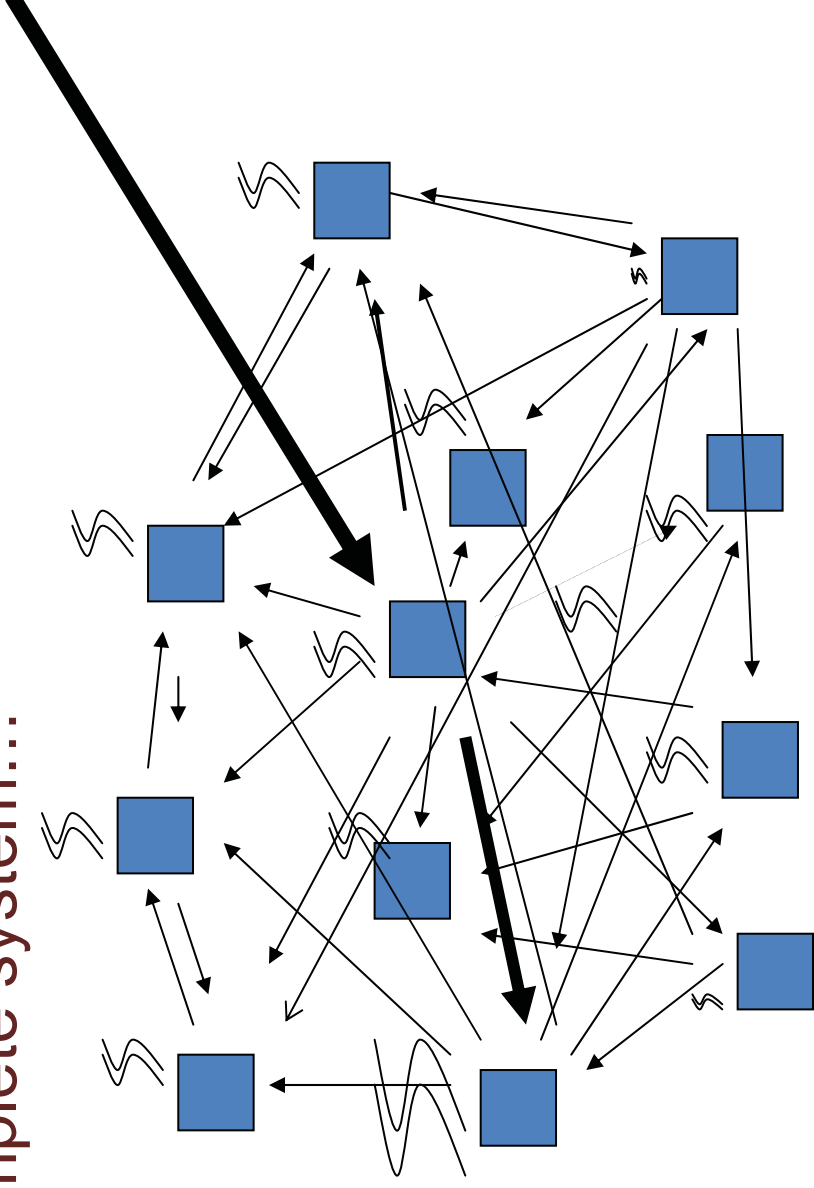
INPUT OUTPUT ANALYSIS

.... the ripple effects are endless...



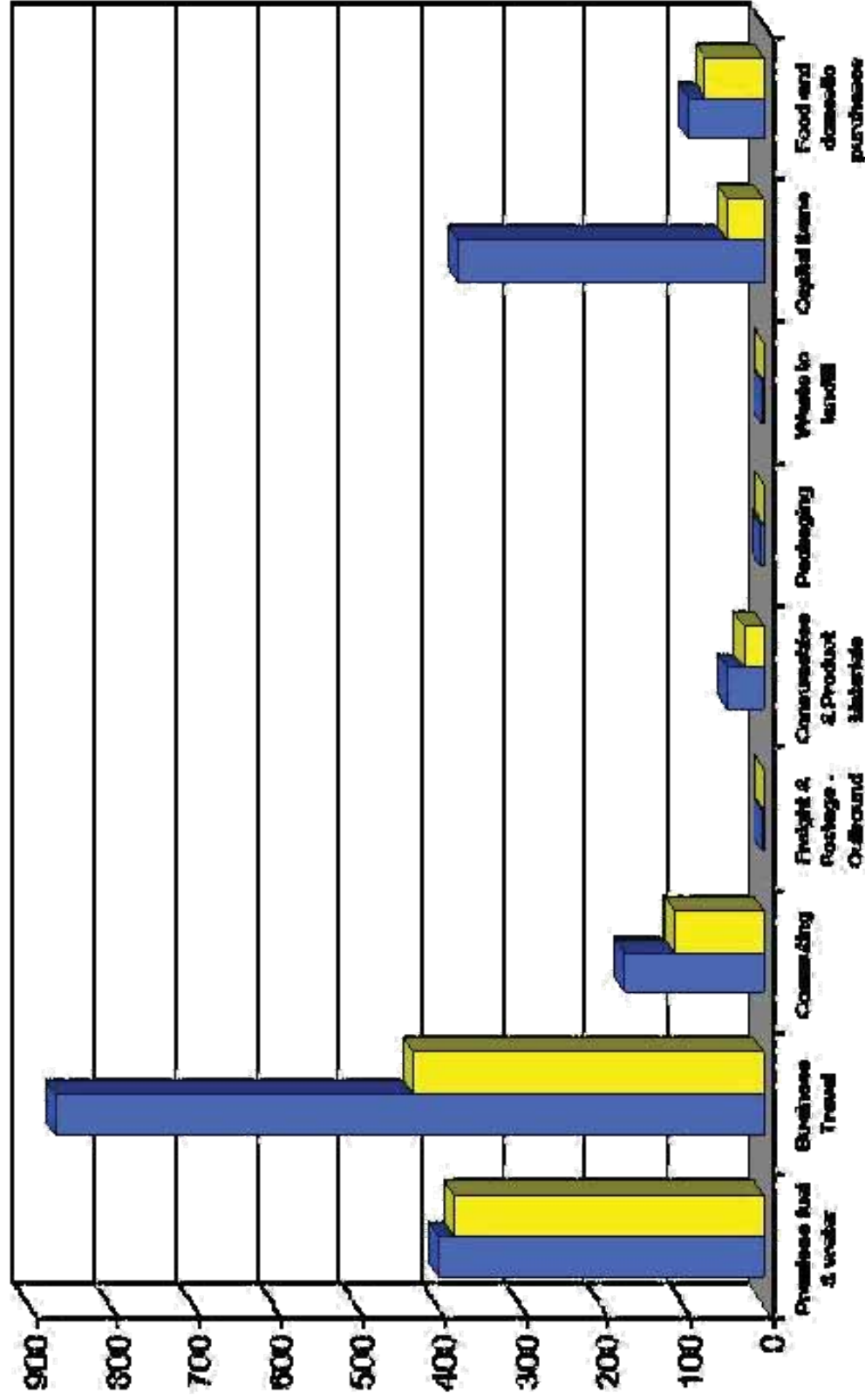
INPUT OUTPUT ANALYSIS

.... the ripple effects are endless... but can be modelled as a complete system...



...without systematic underestimation

DIFFERENT METHODOLOGIES GIVE DIFFERENT RESULTS

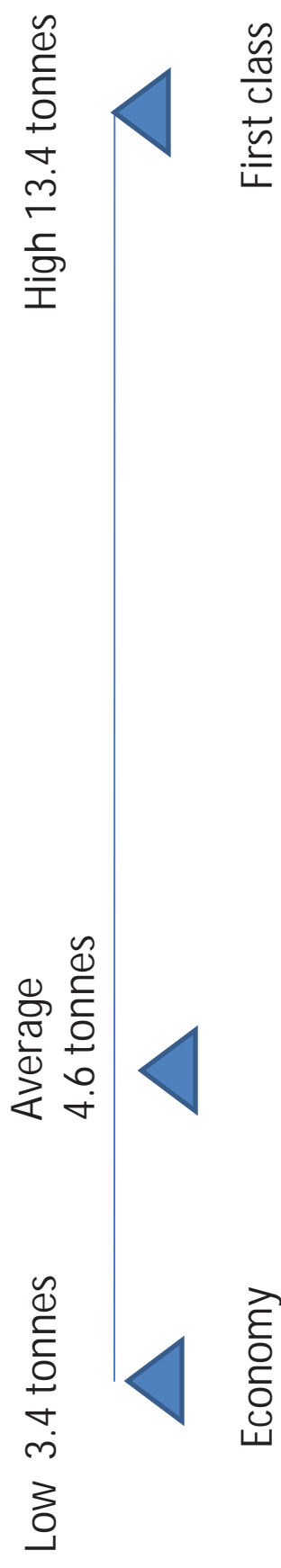


SOME FOOTPRINTS ...

MANKIND: 50 BILLION
TONNES CO₂E PER YEAR



HONG KONG RETURN: 4.6 TONNES



DRYING YOUR HANDS:

10G

Low 0

g

Average

10 g

20g

typical
hand
drier

Let them
drip

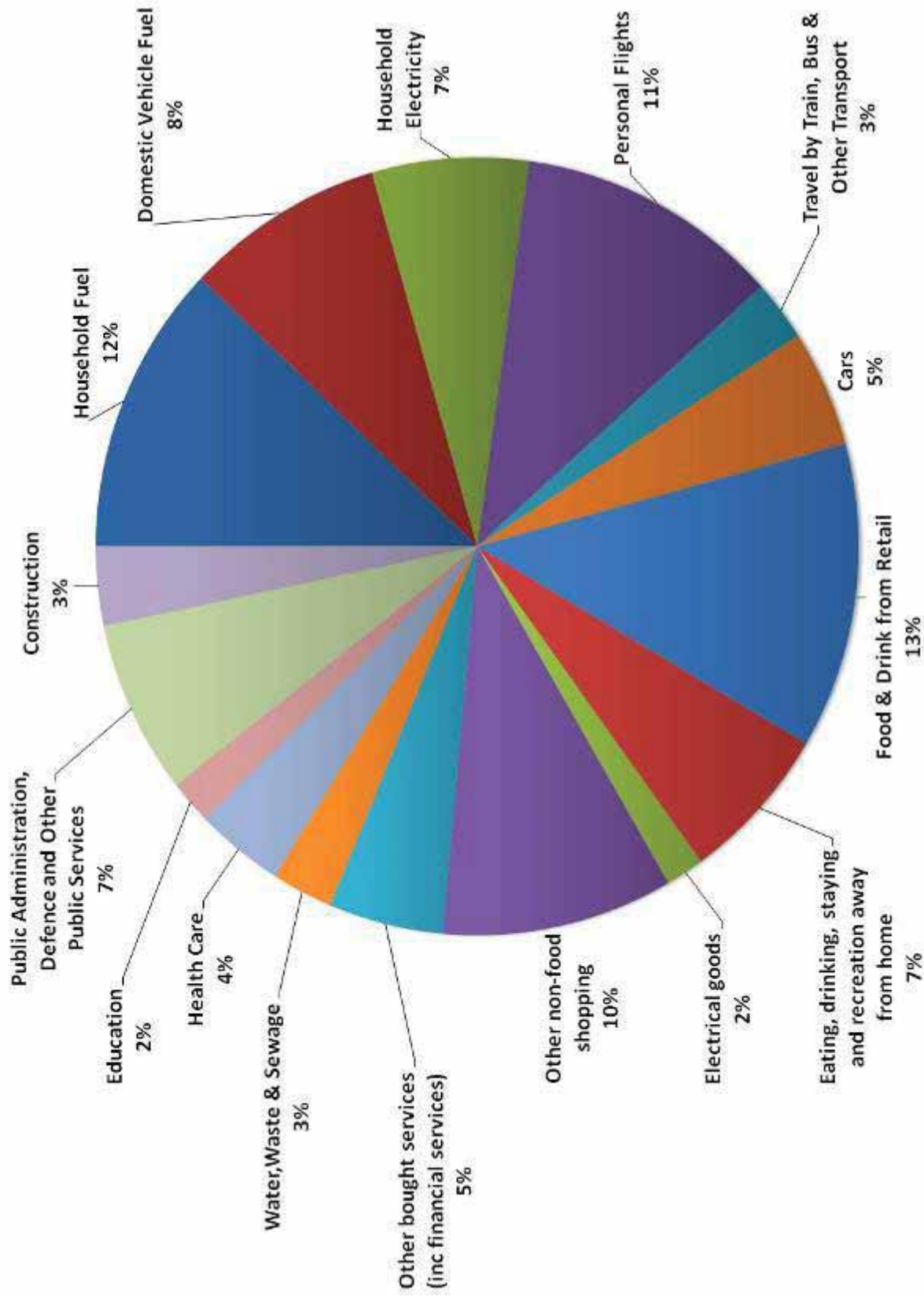
Paper
towels



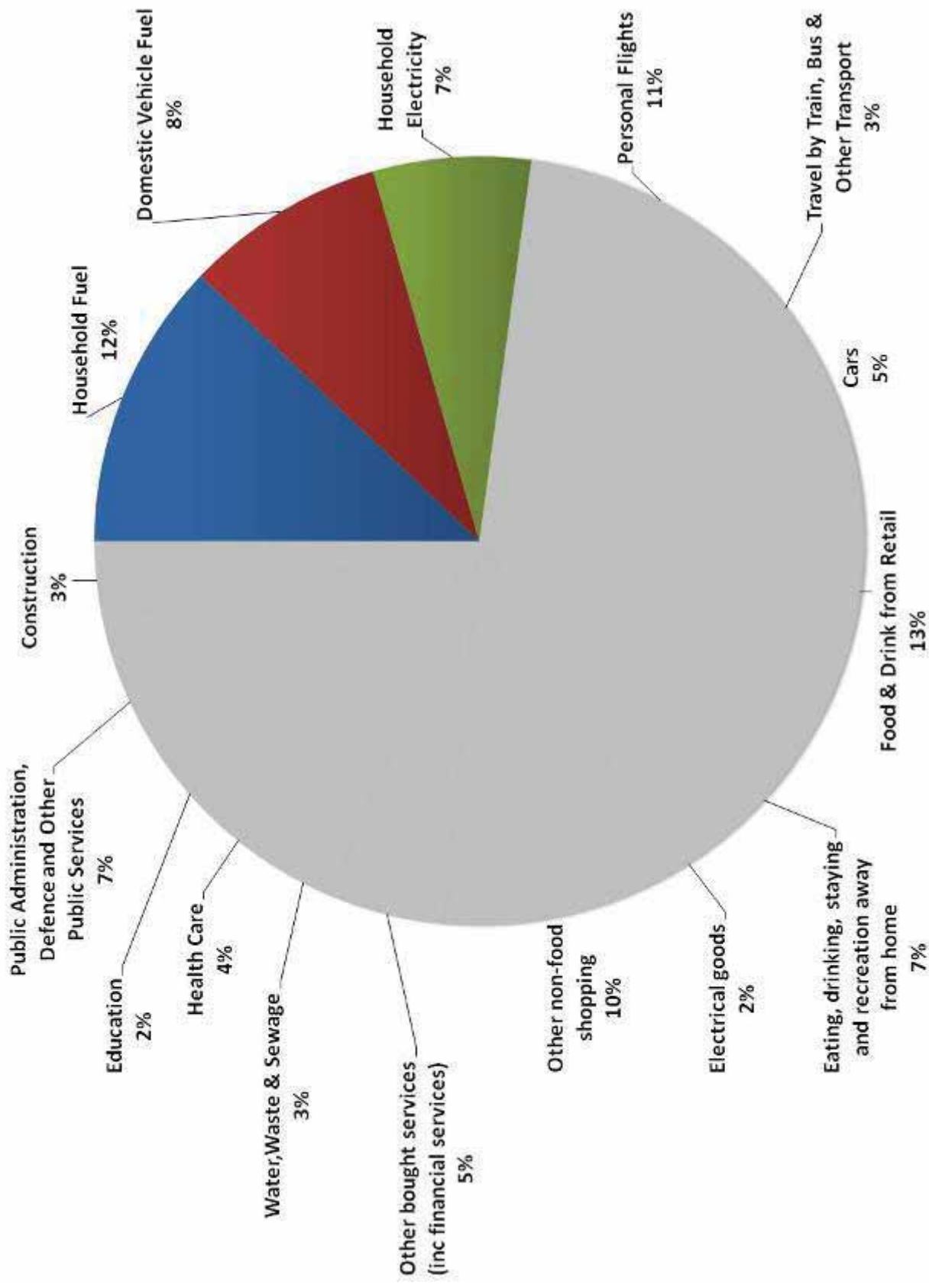
TYPICAL MANCHESTER RESIDENT:
15.7 TONNES CO₂E PER YEAR



AVERAGE GREATER MANCHESTER RESIDENT: 15.7 T PER PERSON



...OF WHICH DIRECT PLUS ELECTRICITY MIGHT ACCOUNT FOR ABOUT 30%



LONDON TO GLASGOW RETURN



120 kg CO₂e



53 kg CO₂e (by Banana power) to 2.3 tonnes (Peruvian asparagus power)



330 kg CO₂e



500 kg CO₂e

CARS

Basic
Citroen C1



6 tonnes
 CO_2e

Ford
Mondeo



17 tonnes
 CO_2e

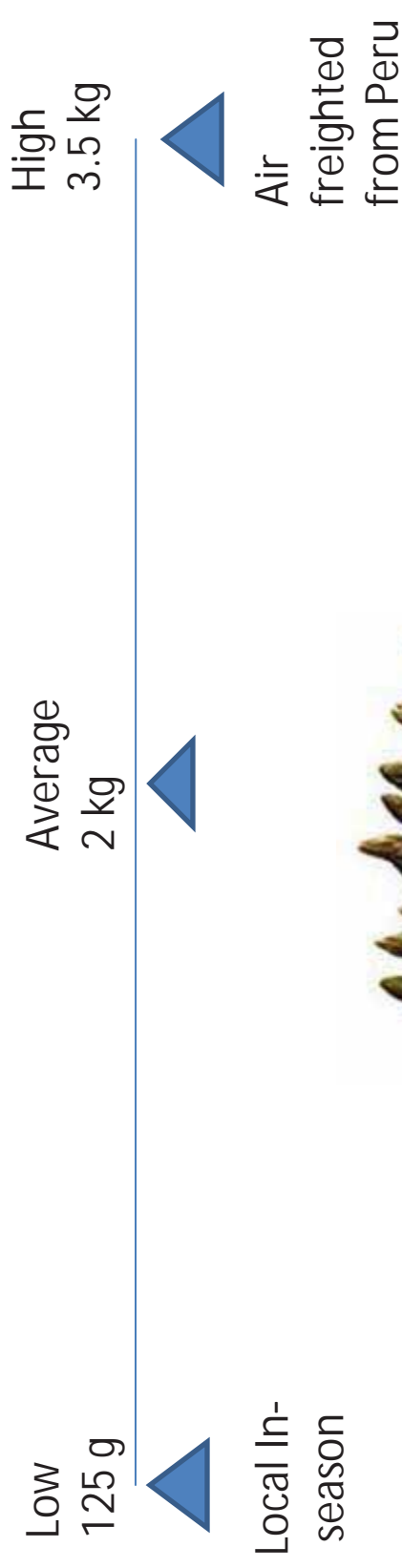
Top Spec
Landrover



35 tonnes
 CO_2e

ASPARAGUS (250G PACK):

2KG



A RED ROSE:

Zero

350g: Flown
from Kenya

High
2.1 kg



From your
garden



Hot-housed
in Holland



RICE

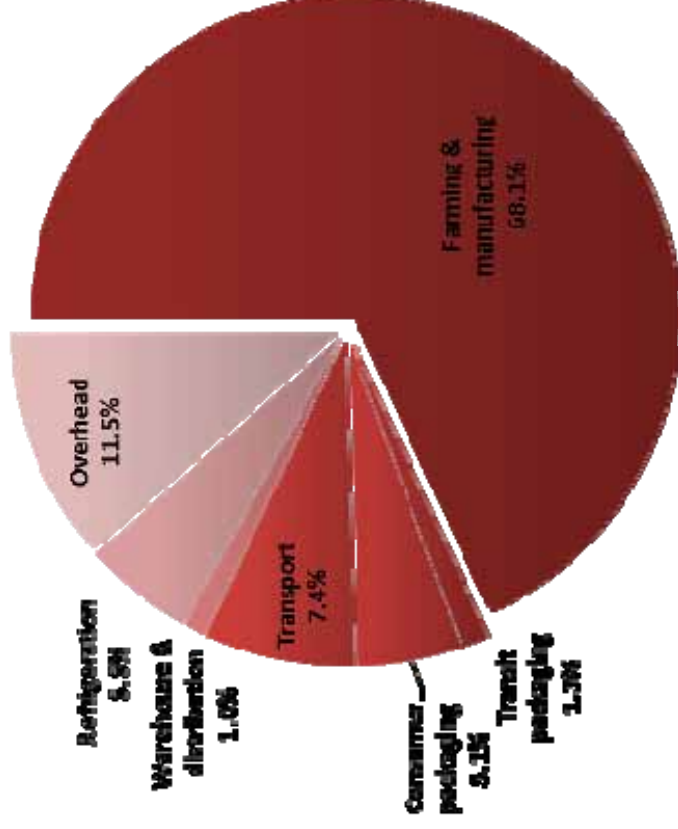
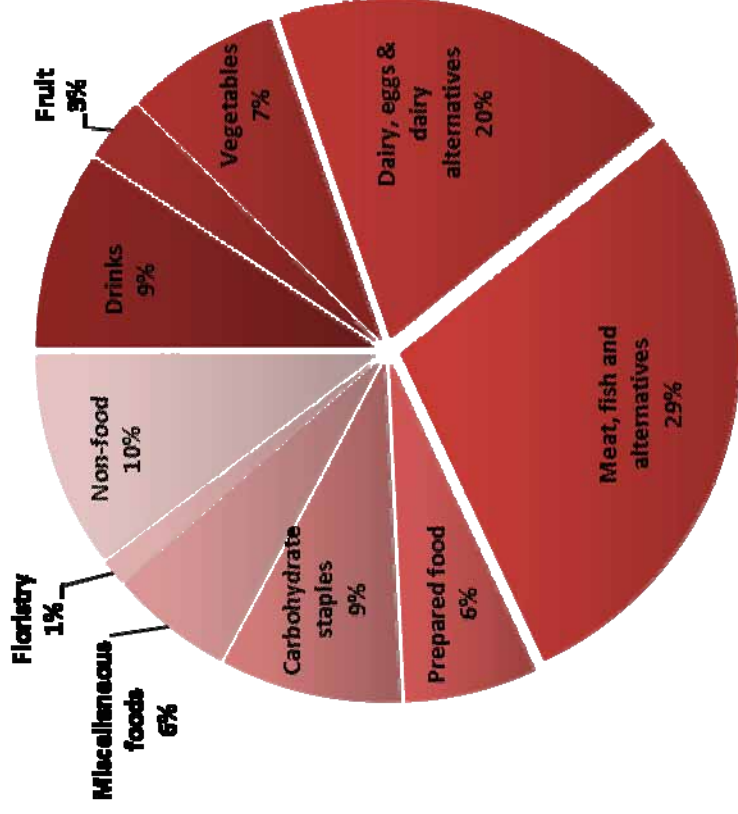
Efficiently produced:
2.5kg CO₂e

Average:
4 kg CO₂e

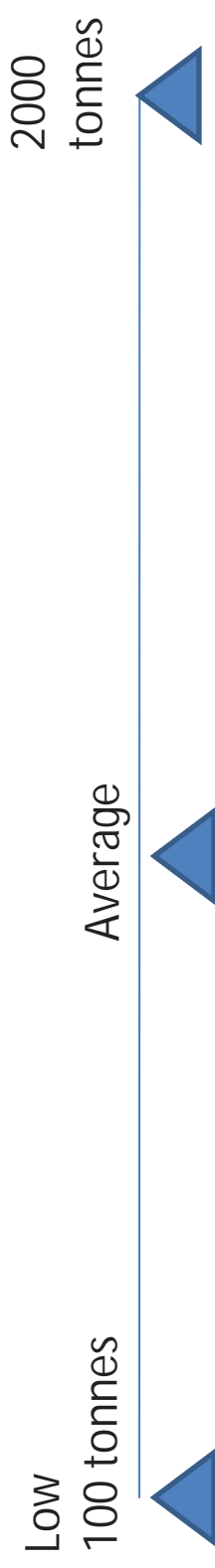
Inefficiently produced
with excessive
fertiliser:
6.1 kgCO₂e



BREAKDOWN OF TOTAL FOOTPRINT OF BOOTH'S SUPERMARKETS



HAVING A CHILD: 373 TONNES



A BURGER:

2.5KG

Low
1kg

Average
2.5 kg

High
3.5kg



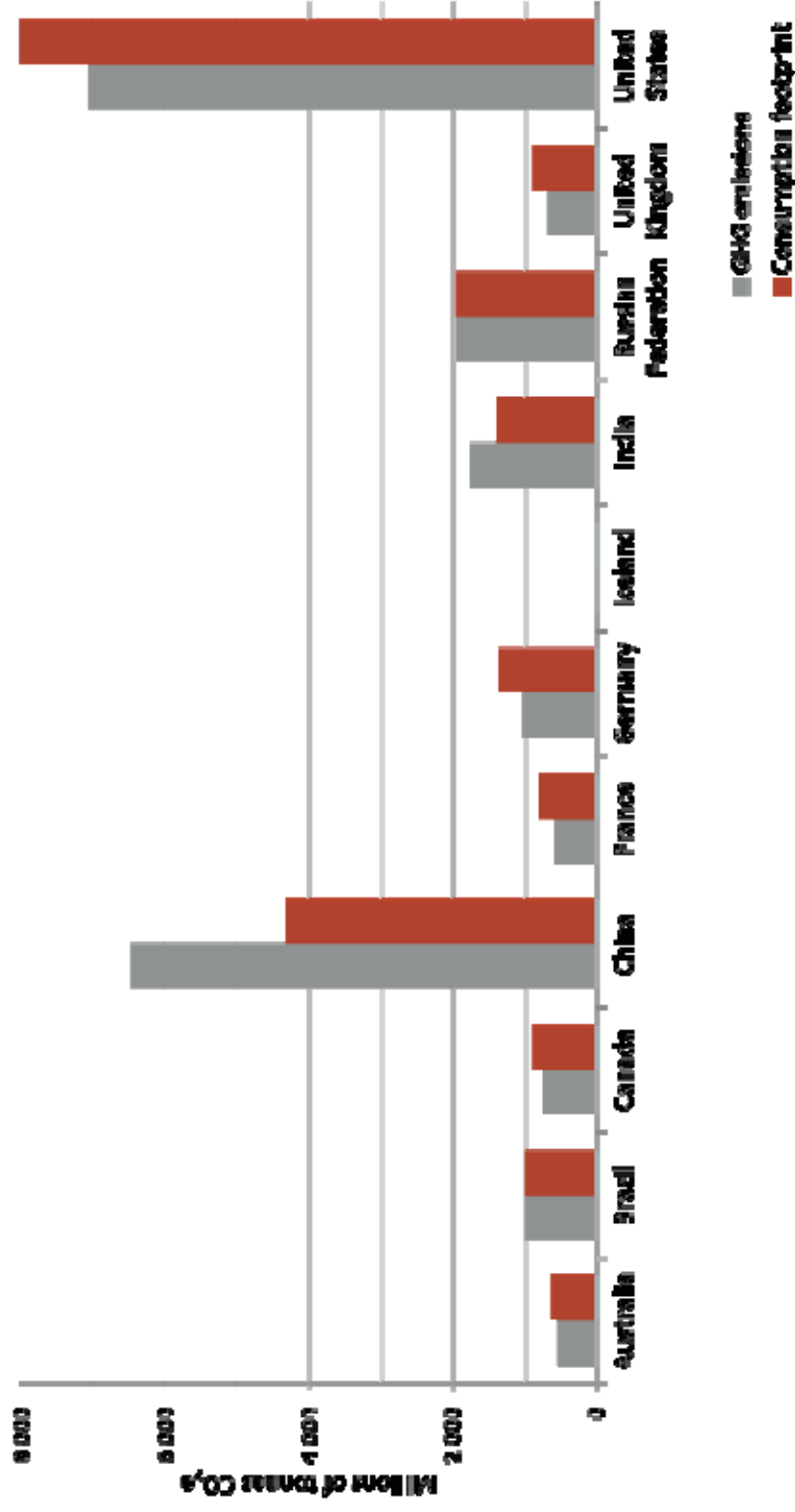
Veggie
Burger



4 Oz Cheese
burger



A COUNTRY



LAPTOP: 400KG EMBODIED



LAPTOP: ~50G / HOUR OPERATIONAL



TEXT MESSAGE: 0.014G PER MESSAGE

0.014g



One
message

32,000
tonnes



All the
worlds texts
per year



USING A MOBILE : 57G PER MINUTE

47kg
Average
1250 Kg

125 million
tonnes



1 years
usage at
under 2mins
per day



1 years
usage at 1
hour per
day



Global
mobile
usage



USING MOBILES

- So 1 hour per day = 1 tonnes per year.
- One estimate for a simple phone is 16 kg (same as 1 kg f beef)
 - Smart phones are a lot higher.

TEXT STATS

- 2.5 Trillion per year
 - (25% in China, 20% in Philippines where each phone sends 15 per day)
 - We send 6 per day, in the US it's 2 per pay)
(Gartner 2007 Prediction for 2008)
- Globally, 32,000 tonne footprint per year
- Is that a lot?

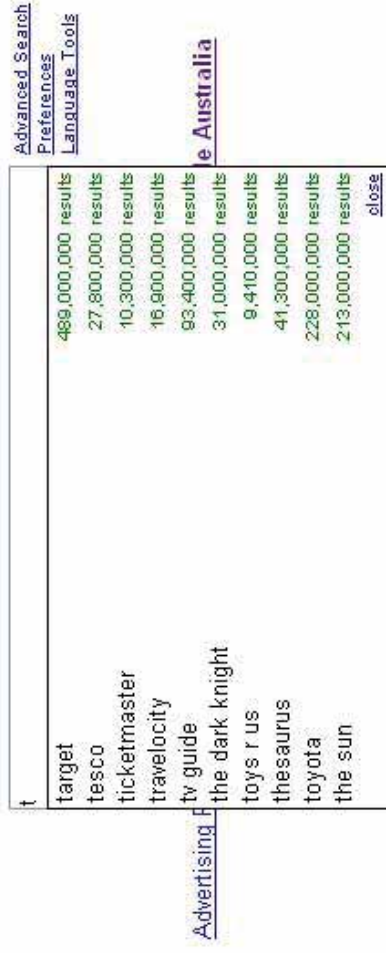
DATA CENTRES

2010: 130 million
tonnes CO₂e

Prediction for 2020:
250 – 340 million
tonnes CO₂e



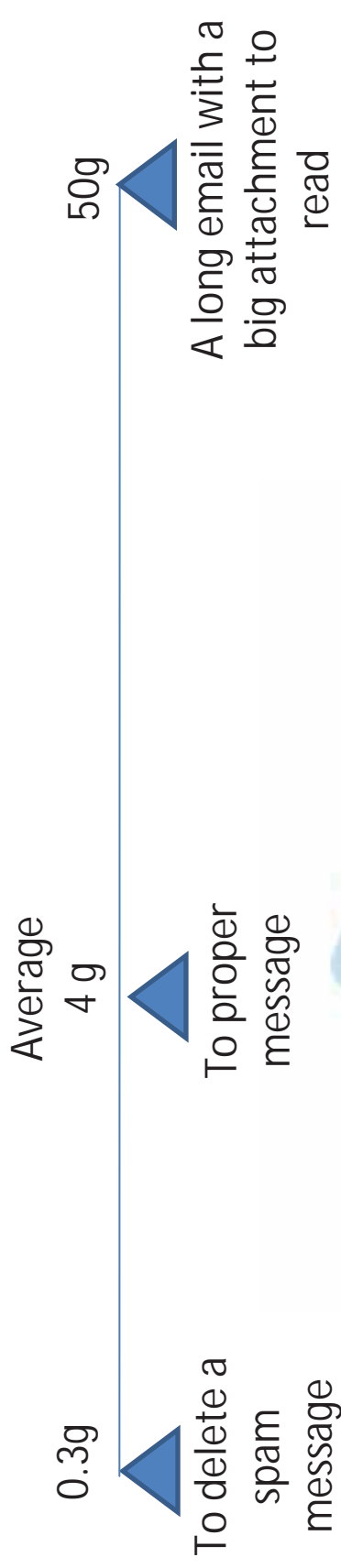
WEB SEARCH: ~1-5G FOR 30SECOND SEARCH



WEB SEARCHES

- Accounts for 1.3 million tonnes CO₂e
- Is that a lot?

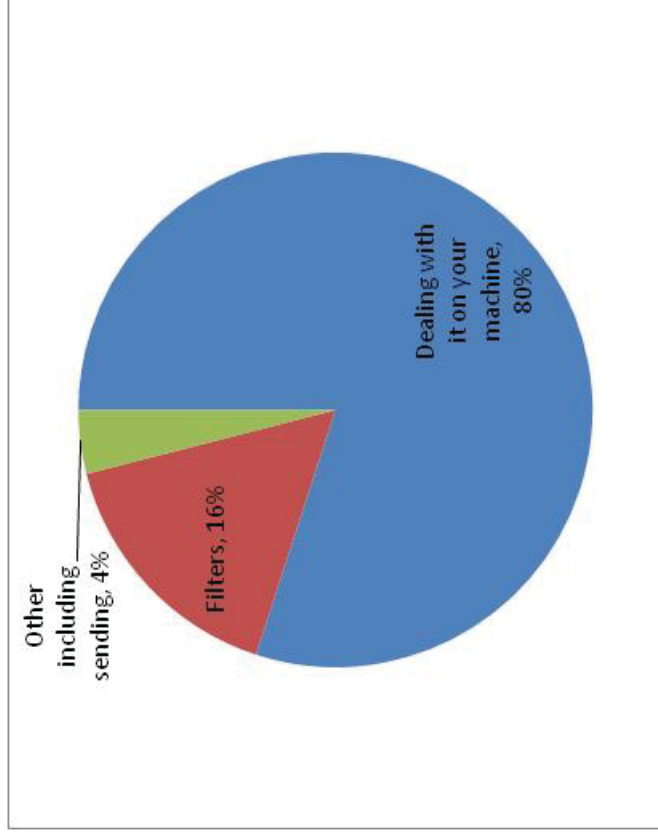
AN EMAIL: ~4-50G PER MESSAGE



SPAM STATS

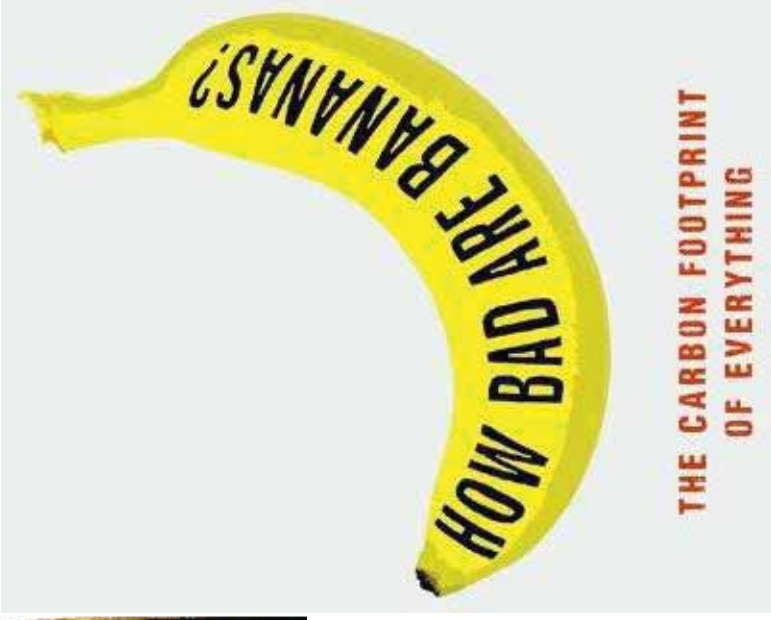
- 62 trillion spams per year requiring 33 billion KWh of electricity and 20 million tonnes of CO₂e
- 78% of email incoming emails are spam, resulting in 22% of the footprint of your email (because they are quick to deal with)

- What if the cost of an email was 1p?

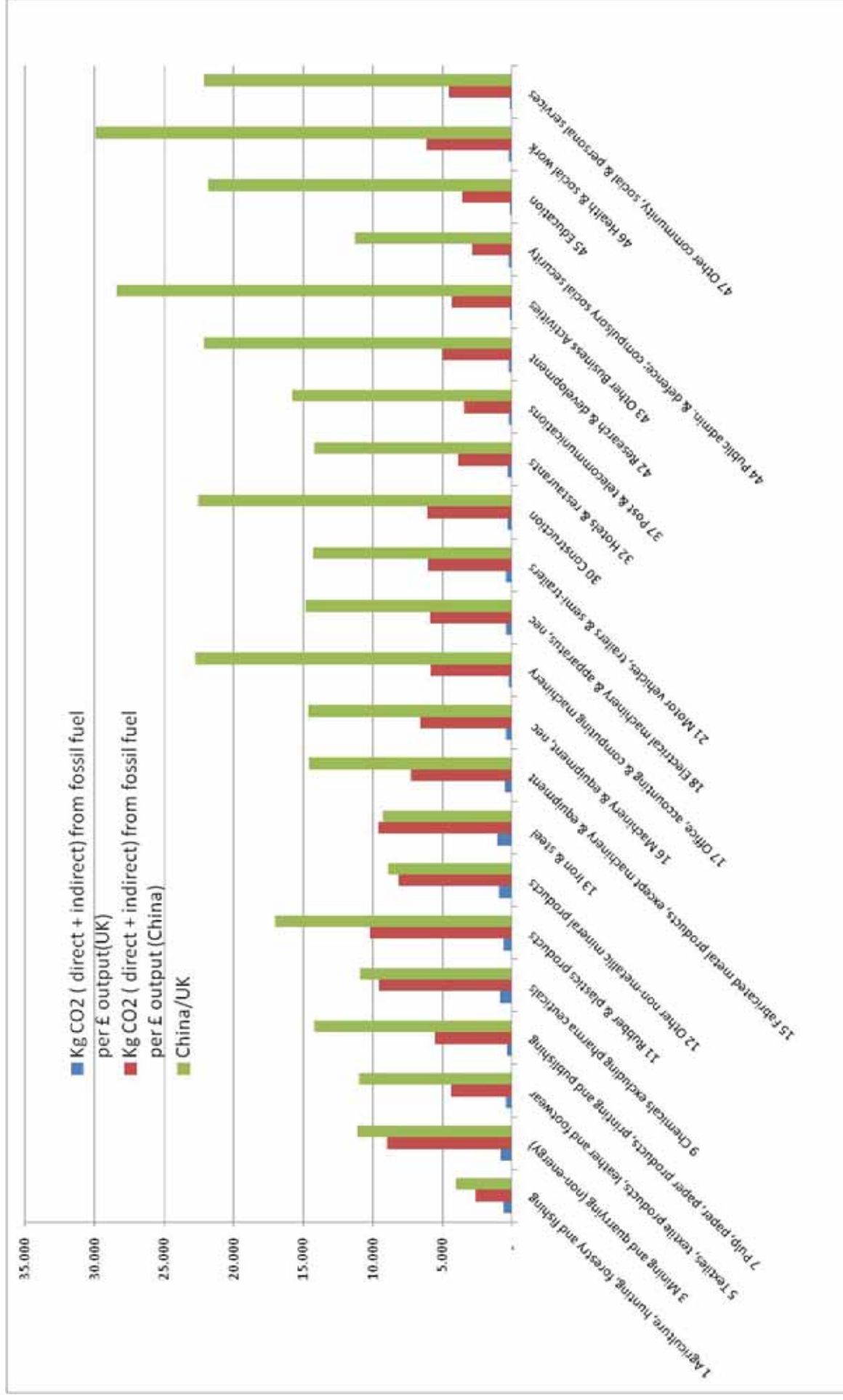


EMAIL CONTINUED ...

- 60 emails (proper ones) has the same footprint as 1 letter
- So does email give us a carbon saving?



The Global Economy Can Hide Our Impact



SOME GREEN IT QUESTIONS

- Is it better to replace or keep old kit?
- Do IT impacts outweigh the savings?
 - or do the benefits outweigh the impacts?
 - e.g. Does it replace paper and flights?
- Are efficiency improvements useful?
 - or do we just take up the slack with increased appetite?

THANK YOU FOR LISTENING

Mike Berners-Lee
Mike@sw-consulting.co.uk



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A BIG PERSPECTIVE ON CLIMATE CHANGE

- Exponential emissions since 1850
- There are other similar environmental impact curves
- So Efficiency improvements haven't managed to reduce impact
- There is a need to raise the game.

