

Will the decision/proposal impact...	Impact	If an impact or potential impacts are identified:			
		Describe impacts or potential impacts on emissions from the Council and its contractors.	Describe impact or potential impacts on emissions across the Borough as a whole.	Describe any measures to mitigate emission impacts	Outline any monitoring of emission impacts that will be carried out
Emissions from non-domestic buildings?	None				
Emissions from transport?	Unknown	The council has operated a large fleet of vehicles since its inception as it is necessary to utilise vehicles to deliver frontline services to residents and businesses in the Rotherham Borough. Vehicles currently on the council fleet are powered by Internal Combustion Engine – ICE, which uses Diesel Fuel, Hydrotreated Vegetable Oil (HVO) and Petrol. Work is currently taking place to identify where BEV can be used to replace ICE and what infrastructure is required to support,		The council currently uses HVO in around 10% of its vehicle fleet, with a desire to rollout HVO use to the wider vehicle fleet. Following a successful trial of HVO fuel, data has been captured to show what impact the use of HVO would have on harmful tailpipe emissions which has been put in a report submitted to the senior leadership team. New vehicles purchases are being made with consideration given to Electric Vehicles. It is expected that wherever possible, new acquisitions will be	Fuel usage is controlled by the ‘fueltek’ electronic dispense system, which provides accurate reports to confirm fuel drawings. Drivers are issued with a fob and pin to use when refuelling. This then provides information which shows where fuel is being used and ensures that the fuel dispense system is effectively managed and is secure. Greenhouse gas emissions from combustion of liquid fuels are estimated and published annually in carbon accounts

		including charging solutions and vehicle maintenance. Total greenhouse gas emissions from the combustion of liquid fuels in Council fleet vehicles have been ca. 2,500 tCO₂e in every year the Council has published carbon accounts in scope of its NZ30 emissions target, equivalent to ca. 0.5% of all transport emissions in Rotherham.		fuelled by Battery Electric in the future. Full consideration is given to purchasing and operating the correct vehicle type for the task being completed. Vehicles are regularly serviced to ensure that they are operating safely and compliantly, this extends to ensuring that the vehicle exhaust systems are functioning correctly. Vehicles are thoroughly checked by drivers on a daily basis. If any defects, including excessive smoke, are found the vehicle is withdrawn from service and the defect rectified.	accompanying the <i>Climate Emergency Annual Report</i>. In the 2024/25 reporting year, vehicles, plant and tools accounted for 31.5% of all emissions within scope of the Council's NZ30 climate change target.
Emissions from waste, or the quantity of waste itself?	None				
Emissions from housing and domestic buildings?	None				

Emissions from construction and/or development?	None				
Carbon capture (e.g. through trees)?	None				

Identify any emissions impacts associated with this decision which have not been covered by the above fields:

Continued purchase and use of conventional diesel vehicles and equipment contributes to local air pollution through emissions of nitrogen oxides (NOx) and particulate matter (PM), both of which are linked to poorer air quality and adverse health outcomes. The potential expansion of the use of HVO could reduce the impact on air quality in the future.

Will the proposal affect Council services' resilience to climate change, or the capacity of people living in the Borough to adapt to climate change?

The procurement exercise has enabled the council to make arrangements for purchase of liquid fuel products, to maintain the operation of RMBC vehicle fleet, which supports frontline services to residents and businesses in the Rotherham Borough. The current fleet comprises of over 300 vehicles, of which a number will be called upon in the event of a borough emergency, as was the case in flooding events experienced previously. The procurement exercise will also support business resilience through supplying diesel for emergency generators to support operations in the event on a power outage. Consideration has been given to ensure bulk fuel stocks are in place and maintained within the council depots so that service delivery is not affected should a borough emergency occur.

Supplier deliveries from fuel refineries to RMBC sites are made by road tanker, consideration is given to the vehicle size and load capacity, so that the delivery is advantageous both in terms of receiving the maximum amount of product per delivery and reducing the need for additional vehicle movements.

RMBC has completed a trial of HVO fuel and has compiled data to better understand the impacts and benefits using alternative fuel types can deliver. Currently around 10% of the councils vehicle fleet has transitioned from diesel fuel to HVO, resulting in reduction of up to 92% of harmful tailpipe emissions. It is hoped that in the future more vehicles can operate on HVO and a decision on this is currently with the senior leadership team.

The new appointed supplier will be required to commit to providing fuels which conform to international quality assurance standards and also show their commitment to improvements that are positive towards environmental concerns and sustainability.

Provide a summary of all impacts and mitigation/monitoring measures:

This procurement exercise will enable to continued purchase of diesel to support council operations, which has a current greenhouse gas emissions impact of approximately 2,500 tCO₂e annually. The council has always relied on diesel fuel, for use in its vehicle fleet and to power emergency generators at a number of buildings in the result of electrical power cuts..

Recently HVO fuel has been introduced, with a strong possibility of further roll out to the wider fleet in the future. Work is currently taking place to evaluate the possibility of using BEV, with analysis of service requirements and infrastructure needed to support BEV within the main operational depots.

Consideration has been given to alternative fuel types that could be used in place of diesel fuel. It is hoped that the next batch of vehicles to be purchased by the council will include BEV, this will remove the need to purchase and rely on ICE vehicles and deliver reductions to the emissions currently produced by the vehicle fleet.

Supporting information:

Climate Impact Assessment Author	Andrew Hague Transport Manager Fleet & Transport Services Regeneration and Environment
Please outline any research, data or information used to complete this Climate Impact Assessment.	Rotherham Metropolitan Borough Council. 2026. <i>Climate Emergency Annual Report, Appendix 5: Climate Change Data Summary</i>. Cabinet April 2026. [Online]. [Accessed 12 June 2026]. Available from: https://moderngov.rotherham.gov.uk/documents/s157526/Appendix%205%20-%20Climate%20Change%20Data%20Summary.pdf.
If quantities of emissions are relevant to and have been used in this form please identify which conversion factors have been used to quantify impacts.	Department for Energy Security and Net Zero. 2025. <i>Government conversion factors for company reporting of greenhouse gas emissions</i>. [Online]. [Accessed 15 December 2025]. Available from: https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting.
Validation	Tracking Reference: CIA674

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