Partnership Education

Carbon Reduction Plan

May 2025

PARTNERSHIP EDUCATION CARBON REDUCTION PLAN

Publication date: 1st April 2025

Commitment to achieving Net Zero

Partnership Education Limited is an IT Managed Services provider, based in Bedfordshire and providing support to the Education sector in the three counties area (Bedfordshire, Buckinghamshire and Hertfordshire). We have a single office in a managed building (Cranfield Technology Park - Mayfield Properties) situated in the Cranfield Innovation Centre, MK43 0BT. The business provides both on site and remote support services to local Schools and Multi-Academy Trusts.

We have a team of around 80 support staff with requirements to travel between client sites on a daily basis. We provide pooled company vehicles to a number of these staff to support these travel needs. A move towards electric vehicles and also reducing dependence for on-site visits are reducing the carbon footprint associated with this model.

To minimise our carbon footprint, our office operates on renewable electricity. Support staff are scheduled for deployment at regular visits across a 4 week period and are regularly reviewed to minimise requirements for travel. Remote support is provided via a central helpdesk team located in the office, and call outs to site are done for high priority issues which require on-site support. This commitment to sustainability reflects our dedication to responsible corporate practices and environmental stewardship.

Partnership Education Limited also supplies hardware and software solutions to schools through a structured supplier management process. For physical hardware sales, these are purchased through distribution channels and delivered directly to school sites, with our technical team carrying out the installation process on premise.

In response to the pressing global challenge of climate change, Partnership Education is committed to achieving net-zero emissions by 2050.

This Carbon Reduction Plan (CRP), prepared in accordance with PPN06/21, reflects Partnership Education's commitment to action. It details the results of the baseline greenhouse gas (GHG) inventory, which quantified GHG emissions across the 2024 calendar year. Also documented is Partnership Education's long-term strategy to monitor, manage, and minimise its environmental impact in alignment with achieving its ambitious net-zero commitment.

This report was prepared with the support of Compare Your Footprint who provide our GHG emissions calculations and figures in adherence to the Greenhouse Gas Protocol (GHGP) Corporate Accounting and Reporting Standard. Full details of the methodology and policy around these calculations is provided in Appendix B. The scope of this Carbon Reduction Plan includes all entities and activities under the direct operational control of Partnership Education. This includes the Cranfield office, company vehicles and business-issued technology, but does not include client sites and client-owned devices. All Partnership Education operations are contained within the UK.

Emissions Reporting Methodology

Partnership Education has chosen to measure a range of data across the business which gives a true reflection of its carbon footprint, taking into account its core business services and operations.

Measurement Data	Reason for measuring	Process for capturing data	Responsible Owner
Business Travel: Road			
Car or vehicle: Not owned by organisation: Vehicle Size: Medium Fuel: Battery Electric Vehicle	This is a reflection of the amount of business travel and commuting carried out by PEL staff in Electric vehicles. Increasing the proportion of business travel carried out by electric vehicles will help reduce emissions	Calculations are based on specific mileage / consumption for those within the company using electric vehicles. Figures are tracked monthly & totaled annually for analysis	**Sam Watts** (Environmental Lead)
Car or vehicle: Not owned by organisation: Vehicle Size: Medium Fuel: Diesel	This is one of the largest sources of emissions for the business and reducing this figure can have a significant impact on overall emissions	Calculations are based on specific mileage / consumption for those within the company using diesel vehicles. Figures are tracked monthly & totaled annually for analysis	**Sam Watts** (Environmental Lead)
Car or vehicle: Owned by organisation: Vehicle Size: Medium Fuel: Diesel	This is the single largest source of emissions generated by the business and also one which is able to be directly affected by business decisions	Calculations are based on specific mileage/ consumption figures for the company vehicles	**Laura Phillips** (Operations Manager)
Electricity			
Electricity: UK grid	Core energy usage and associated emissions for the running of the PEL office	Figures are provided via the Landlord on a monthly basis for the prior month	**Sam Watts** (Environmental Lead)
Information Technology: Software			
Carbon dioxide equivalent (CO_2e)	As an IT business, PEL utilises cloud-based software and systems, which has an associated carbon footprint for supplier data centres etc.		**Sam Watts** (Environmental Lead)

Baseline Emissions Footprint

Baseline emissions are a record of the greenhouse gases that have been produced in the past and were produced prior to the introduction of any strategies to reduce emissions. Baseline emissions are the reference point against which emissions reduction can be measured. The tables below show figures by scope. Please refer to Appendix A for more detail on the calculations and sub-component figures which make up each of these categories.

Baseline Year: 2024 (All figures 01/01/2024 - 31/12/2024)	
Additional Details relating to the Baseline Emissions calculations.	
Partnership Education Limited has embarked on a carbon reduction plan as part of its internal Environmental Team, namely "the Ministry of Environment". Since 2021, emissions calculations and reporting has been started within the business but the scope of calculations has grown over time. Initial calculations only covered office electricity but now include vehicle and emissions and travel. Electricity mix has been based on the prior year's data (2023-2024) as an assumption (Appendix 3). Once a confirmed mix has been provided by the building management company, data will be updated accordingly. Partnership Education has also undergone significant growth over the past 4 years, increasing both headcount and revenue by 20-30% year on year during that time. Based on the change in scale of the business as well as the availability of thorough carbon emissions figures, 2024 has been set as the baseline for this carbon reduction plan.	
Baseline year emissions: 2024	
EMISSIONS	**TOTAL (tCO_2e)**
Scope 1	**34.997**
Scope 2	**2.129**

Scope 3	**46.264**
Total Emissions	**83.390**

Current Emissions Reporting

Reporting Year: 2024 (All figures 01/01/2024 - 31/12/2024)	
EMISSIONS	**TOTAL (tCO_2e)**
Scope 1	**34.997**
Scope 2	**2.129**
Scope 3	**46.264**
Total Emissions	**83.390**

Emissions reduction targets

In order to continue our progress to achieving Net Zero, we have adopted the following carbon reduction targets.

We project that carbon emissions will decrease over the next five years to 65 tCO_2e by 2030. This is a reduction of 22%. Progress against this general target is shown in the graph below. Specific, supporting targets are also outlined.

Target 1: Reduce "Scope 1" Emissions to zero by 2030

- Scope 1 emissions are currently accounted for by direct emissions from company diesel vehicles
- The diesel vehicles are on leasing arrangements with between one and four years remaining
- By replacing the current diesel vehicles with electric vehicles, scope 1 emissions will be removed and only upstream emissions of that electricity in terms of scope 3 will need to be accounted for

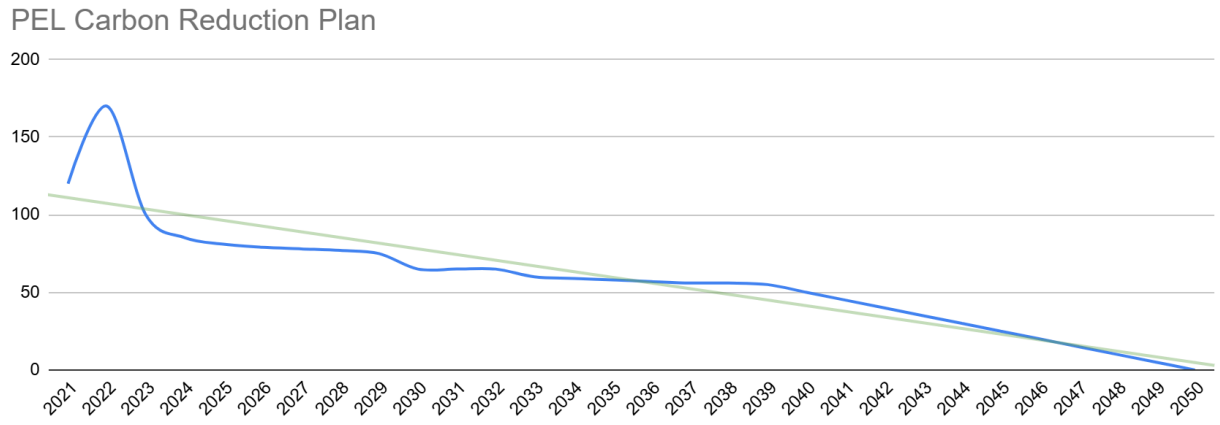
Target 2: Reduce "Scope 2" Emissions from current levels by 2030

- Purchased electricity emissions are a function of total energy usage at the office as well as the fuel mix associated with that electricity
- Despite gradual growth of the business, energy saving initiatives and better use of renewable fuel sources can reduce emissions in this category
- This will be targeted through a number of initiatives
    - Full implementation of LED lighting
    - Energy efficiency focus within electronic device procurement
    - Engagement with landlord on improved fuel mix and focus on renewables
    - Energy reduction initiatives with staff

Target 3: Reduce "Scope 3" emissions associated with diesel/petrol vehicles to below 30 tCO2e by 2030

- Our current emissions in this category are 36.330 tCO2e
- We have started an EV salary sacrifice scheme which has migrated a small number of staff to date to Electric vehicles
- We continue to work on reduction of work travel through efficient resource planning and development of remote support service
- By reducing both travel requirements and the emissions efficiency of the vehicles in use, this figure should be able to be brought down effectively

Long-term Reduction Carbon Reduction Targets and forecast



Carbon Reduction Projects

Completed Carbon Reduction Initiatives

The following environmental management measures and projects have been completed or implemented since the 2024 baseline. The carbon emission reduction achieved by these schemes equate to 5 tCO_2e, a 6% reduction against the 2024 baseline and the measures will be in effect when performing the contract.

Electric Vehicle Salary Sacrifice Scheme

To further our commitment to carbon reduction and sustainability, we are pleased to introduce an Electric Vehicle (EV) Salary Sacrifice Scheme for eligible employees. This initiative allows staff members to lease a brand-new electric vehicle through a deduction from their gross salary. By participating in the scheme, employees can benefit from potential savings on income tax and National Insurance contributions, as well as enjoy the environmental benefits of driving an electric car.

The scheme will operate through a third-party provider who will offer a range of electric vehicles to choose from, along with comprehensive insurance, maintenance packages, and breakdown cover. The lease agreement will typically run for a fixed term, and at the end of the term, employees will have the option to either return the vehicle or explore options for a new lease.

Partnership Education

Office Recycling Initiative: A Comprehensive Strategy for Environmental Sustainability

To further our commitment to environmental stewardship and responsible resource management, we are implementing a significantly enhanced Office Recycling Initiative. This program aims to minimise our environmental footprint by reducing the amount of waste sent to landfills, conserving valuable natural resources and promoting a culture of sustainability within our workplace.

This expanded initiative will encompass a wider range of recyclable materials beyond standard paper and cardboard. We will now include the collection and proper disposal of plastic bottles and containers (types 1 and 2), aluminum cans, glass jars and bottles, and where feasible, certain types of flexible plastics and other recyclable packaging. This is located in the kitchen area of our office in Cranfield.

To ensure the success of this initiative, a comprehensive awareness and education campaign will be launched for all employees. This will include informational posters and flyers detailing accepted recyclable materials and proper sorting procedures.

Furthermore, we are partnering with a reputable and certified recycling service provider to ensure the efficient and environmentally sound processing of our collected materials. This partnership will involve regular collection schedules, transparent reporting on recycling rates, and adherence to the highest environmental standards. We will also explore opportunities to track and measure the impact of our recycling efforts, setting measurable targets for waste reduction and increased recycling rates.

This expanded Office Recycling Initiative is an integral component of our broader carbon reduction plan and demonstrates our ongoing commitment to creating a more sustainable and environmentally responsible organization. We encourage the full participation and cooperation of all employees in making this initiative a resounding success.

WEEE Recycling

PEL is committed to the responsible disposal and recycling of Waste Electrical and Electronic Equipment (WEEE). This includes a wide range of items such as computers, monitors, printers, mobile phones, and other electronic devices used within our operations. We recognize the environmental impact of electronic waste and are dedicated to minimizing our contribution to landfills. Our approach to WEEE recycling involves:

- **Proper Collection and Storage:** We have established procedures for the safe collection and storage of end-of-life electronic equipment to prevent environmental contamination and data breaches.

- **Partnerships with Certified Recyclers:** We collaborate with reputable and certified recycling facilities that adhere to stringent environmental standards and ensure the proper treatment and processing of WEEE. These partners prioritize the recovery of valuable materials and the safe disposal of hazardous substances.
- **Data Security:** We understand the importance of data security and implement measures to ensure the secure erasure or destruction of data stored on electronic devices before they are sent for recycling.
- **Staff Awareness and Training:** We provide guidance and training to our staff on the correct procedures for handling and disposing of WEEE.
- **Compliance with Regulations:** We comply with all relevant national and international regulations concerning the management and recycling of electronic waste.

By implementing these practices, PEL aims to:

- Reduce the amount of electronic waste sent to landfills.
- Conserve valuable resources through the recovery of materials from electronic equipment.
- Minimize the environmental impact associated with the disposal of hazardous substances found in electronics.
- Promote a circular economy by supporting the reuse and recycling of electronic materials.

We will regularly review and improve our WEEE recycling program to ensure its effectiveness and alignment with best practices in environmental sustainability.

Interactive workshops and training sessions will be conducted to provide employees with a thorough understanding of the environmental and economic benefits of recycling, as well as clear guidelines on how to participate effectively. Regular communication through internal newsletters and email updates will reinforce best practices and provide updates on the program's progress.

LED Lighting within the Office

The installation of LED lighting throughout the office space represents a significant step towards reducing PEL's carbon footprint and energy consumption. Compared to traditional fluorescent or incandescent lighting, LED technology offers numerous advantages. LEDs are considerably more energy-efficient, consuming significantly less electricity to produce the same amount of light. This directly translates to lower energy bills and a reduced demand on the national grid, contributing to overall carbon emission reductions.

Furthermore, LED lights have a much longer lifespan than traditional bulbs, lasting for tens of thousands of hours. This extended lifespan minimizes the need for frequent replacements,

reducing waste associated with discarded lighting fixtures and the labor costs associated with maintenance. The durability of LED lights also makes them a more sustainable choice.

Beyond energy efficiency and longevity, LED lighting offers improved light quality. LEDs provide a more consistent and focused light output, reducing glare and improving visibility, which can contribute to a more comfortable and productive work environment for employees.

The transition to LED lighting is a tangible and readily achievable measure that demonstrates PEL's commitment to environmental sustainability. It offers a clear return on investment through reduced energy and maintenance costs while simultaneously contributing to a greener and more efficient workplace. This initiative aligns with broader carbon reduction strategies and underscores PEL's proactive approach to environmental responsibility.

Field Engineer Travel Reduction Plan

Since 2024, Partnership Education has developed a comprehensive strategy to significantly reduce travel undertaken by field engineers delivering technical break-fix services to our clients. Recognising the environmental impact and associated costs of frequent travel, our strategy details key initiatives and targets aimed at optimising field operations and leveraging remote technologies. The core objectives of this plan include:

- **Minimising Carbon Footprint:** Directly contributing to the organisation's overall carbon reduction goals by decreasing emissions associated with vehicle usage and air travel.
- **Improving Efficiency and Productivity:** Reducing travel time allows field engineers to dedicate more time to core responsibilities, enhancing overall productivity and responsiveness.
- **Lowering Operational Costs:** Decreased travel translates to significant savings in fuel, vehicle maintenance, accommodation, and subsistence expenses.
- **Enhancing Employee Well-being:** Reduced travel can lead to improved work-life balance for field engineers and decrease potential stress and fatigue associated with frequent journeys.

The key strategies to achieve these objectives include:

- **Increased Utilisation of Remote Diagnostic and Repair Tools:** Investing in and expanding the use of remote access software, diagnostic platforms, and remote assistance technologies to resolve issues without on-site visits whenever feasible. This involves training field engineers and support staff on the effective utilisation of these tools.
- **Enhanced Scheduling and Route Optimisation:** Implementing intelligent scheduling systems that group service calls geographically and optimise travel routes to minimise mileage and time spent on the road. This will involve leveraging data analytics to identify patterns and improve dispatch efficiency.
- **Strategic Parts Inventory Management:** Establishing strategically located parts depots

and optimising inventory management to ensure that necessary parts are readily available locally, reducing the need for engineers to travel for collections.

- **Investment in Communication and Collaboration Technologies:** Providing field engineers with robust communication tools and platforms such as Ring Central, Datto RMM and PSA to facilitate seamless collaboration with remote support teams and access to knowledge bases, enabling quicker problem resolution and reducing the necessity for on-site presence.
- **Adoption of Virtual Training and Knowledge Sharing:** Utilising virtual platforms for training, knowledge sharing / knowledge bases within our helpdesk system and team meetings to minimise travel associated with these activities.
- **Regular Review and Performance Monitoring:** Establishing key performance indicators (KPIs) to track the effectiveness of the travel reduction initiatives. These KPIs will include metrics such as the number of remote resolutions, reduction in travel mileage, cost savings, and impact on service delivery times. Regular reviews will be conducted to identify areas for further improvement and refine the plan as needed.

Future projects

In the future we hope to implement further measures such as:

- **Tree Planting Initiative** - Working with local schools and communities to develop green spaces for biodiversity and carbon capture
- **EV Scheme** - Investment in electric vehicle scheme for company fleet
- **Awareness and Training for School Staff** - Working with School Eco Committees to develop understanding and importance of green initiatives
- **Improving energy sources for managed building -** working with landlord to drive improvements in renewable energy source mix for office space
- **Carbon Offsetting Schemes**: Exploring nature-based carbon offsets that support real environmental impact

All of these initiatives will be managed and tracked in our near future project to obtain ISO14001 accreditation.

Progression through ISO 14001 certification

14001 certification as a key component of its carbon reduction plan. This involves a structured and progressive approach to establishing, implementing, maintaining, and continually improving an environmental management system. Achieving ISO 14001 certification will demonstrate a commitment to environmental responsibility and provide a framework for systematically managing environmental aspects, including the identification and mitigation of carbon emissions. This journey towards certification will likely involve several stages, including an initial environmental review, the development of an environmental policy and objectives, the implementation of operational controls, internal audits, management reviews, and finally, external assessment by a certification body. Successful completion of this process will not only

validate the organisation's environmental efforts but also contribute to its overall sustainability goals and enhance its reputation with stakeholders.

Declaration and Sign Off

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standards for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard[4] and uses the appropriate Government emission conversion factors for greenhouse gas company reporting[5].

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard[6].

This Carbon Reduction Plan has been reviewed and signed off by the board of directors (or equivalent management body).

Signed on behalf of the Supplier:

Name: Matthew Perrett

Role: Managing Director

Date: 01/04/2025

Technical Standard can be found at:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/991625/PPN_0621_Technical_standard_for_the_Completion_of_Carbon_Reduction_Plans__2_.pdf

Guidance can be found at:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/991623/Guidance_on_adopting_and_applying_PPN_06_21___Selection_Criteria___3_.pdf

[4]https://ghgprotocol.org/corporate-standard

[5]https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting

[6]https://ghgprotocol.org/standards/scope-3-standard

Appendix A - Carbon Calculations

Organisation	Category	Scope 1 (t CO2e)	Scope 2 (t CO2e)	Scope 3 (t CO2e incl. WTT*)	Total (All Scopes)
Business Travel: Rail					
Partnership Education	Rail Travel: Average Purchase Location: UK	0.000	0.000	0.174	0.174
Business Travel: Road					
Partnership Education	Bus: Average	0.000	0.000	2.606	2.606
Partnership Education	Car or vehicle: Not owned by organisation Vehicle Size: Medium Fuel: Battery Electric Vehicle	0.000	0.000	2.652	2.652
Partnership Education	Car or vehicle: Not owned by organisation Vehicle Size: Medium Fuel: Petrol	0.000	0.000	19.184	19.184
Partnership Education	Car or vehicle: Not owned by organisation Vehicle Size: Medium Fuel: Diesel	0.000	0.000	12.022	12.022
Partnership Education	Car or vehicle: Not owned by organisation Vehicle Size: Medium Fuel: Hybrid	0.000	0.000	0.336	0.336
Partnership Education	Car or vehicle: Owned by organisation Vehicle Size: Medium Fuel: Diesel	34.997	0.000	8.544	43.540
Electricity					

Partnership Education	Electricity: UK grid	0.000	2.129	0.701	2.830
Information Technology: Software					
Partnership Education	Carbon dioxide equivalent (CO2e)	0.000	0.000	0.046	0.046
	Total By Scope	**34.997**	**2.129**	**46.265**	**83.391**

* WTT: Well-To-Tank emissions are upstream Scope 3 emissions associated with extraction, refining and transportation raw fuel sources to an organisation's site or asset, prior to their combustion, as specified by GHG Protocol and Defra for separated reporting

Scope and Data Collation

Below is an outline of the component data included within each scope category:

- **Scope 1**
  - **Mobile Combustion -** The company vehicle fleet currently consists of 24 diesel-powered vehicles. Mileage and consumption figures are directly available for these vehicles, which has been used to estimate carbon emissions
  - **Local Combustion** - There is no gas heating utilised in the office, all heating is electric-based and included within scope 2 purchased electricity
- **Scope 2**
  - **Purchased electricity** - Both market and location-based figures are provided for GHG emissions from purchased electricity that provides power to the rented office space in Cranfield. Detailed usage figures are provided by the landlord. Location-based figures have been used for this report
- **Scope 3 -** The following relevant and measurable categories have been considered under Scope 3 for this report
  - **Purchased Goods & Services -** Our Carbon emissions report includes an estimate to account for use of software provided by 3rd party suppliers. Due to data availability limitations emissions associated with the inbound shipping of manufactured goods from suppliers, these emissions have not been included within the boundary of this GHG inventory
  - **Business Travel & Commuting -** Direct emissions from company-operated cars are included within Scope 1. Scope 3 includes the "Well to Tank"

emissions for the company owned cars as well as all emissions linked to use of personal cars for business transportation.

- **Upstream Electricity Costs** - As well as the emissions included under Scope 2 for electricity usage, an allowance has been included within Scope 3 for upstream emissions related to the provision of that electricity
- **Downstream transportation** - Immaterial. All client purchases are shipped directly from suppliers to the client sites. Partnership Education only moves hardware as part of existing client site visits.
- **Other Downstream Emissions** - Partnership Education offer support and guidance to clients on the purchase and use of more energy-efficient solutions, but generally the use of these systems by our clients is not included within the scope of this report.

Appendix B - Compare Your Footprint Database and Calculations Methodology and Policy

Last updated 19 June 2023

Compare Your Footprint (CYF) adheres to the greenhouse gas accounting standard Greenhouse Gas Protocol (GHGP) Corporate Accounting and Reporting Standard developed by the World Resources Institute (WRI) and the World Business Council for Sustainable Development (WBCSD), which is the global standard for calculating corporate GHG emissions.

CYF also complies with ISO 14064-1:2018 and the accounting principles detailed in the IPCC 2019 Refinement to the 2006 IPCC Guidelines for National Greenhouse Gas Inventories and its accompanying database of GHG emissions factors and other related environmental metrics EFDB.

For industries for which there are specific guidelines, where relevant CYF also complies with these standards, such as the GLEC Framework for Freight.

Legislative reporting instruments adhered to include:

- EU Directive 2022/2464 as regards corporate sustainability reporting
- EPA's Simplified Guide to Greenhouse Gas Management for Organizations

- UK government's Technical standard for Completion of Carbon Reduction Plans
- Environmental Reporting Guidelines: Including streamlined energy and carbon reporting guidance (SECR)

CYF is built on a bespoke taxonomy defining the activities and properties required for Greenhouse Gas (GHG) measurement in line with its underlying standards and principles.

We use the ISIC Rev 4 system of industry sectors, ISO country and currency definitions and codes, IATA airport codes and UN/LOCODE, the United Nations Code for Trade and Transport Locations for seaports, train stations and other transport locations.

We update our dynamic GHG intensity factors annually where and when available and add to and update our Life Cycle Assessment (LCA) embodied emissions factors based on requests from our clients, newly available datasets, and through our internal continual review of studies and meta-analyses which feed into our updating processes.

We use IPCC 2006 library IPCC – EFDB, and for Global Warming Potentials (GWP) we currently use both of IPCC's Fifth and Sixth Assessment Report Global Warming Potentials (AR5 and AR6).

We include all 7 Kyoto Protocol groups of GHGs and some Montreal Protocol gases not included in the Kyoto Protocol.

We report GHGs disaggregated by GHGP 'scopes' within both mandatory and optional boundaries. For scope 3, we utilise the GHGP 15 scope 3 categories.

For investments, organisations can enter financed emissions (category 15) that have been pre-calculated according to the Principles for Carbon Accounting for Financials (PCAF) 'built on GHG Protocol' framework for financial organisations.

For financial organisations requiring assistance with calculating their portfolio emissions, we offer analyst help or complete services to produce their carbon footprints in line with PCAF.

For GHGP average data method we source factors from governments' and environmental agencies' annually updated datasets including but not limited to:

- IPCC
- UK - Defra
- USA - EPA
- Australian government
- New Zealand government
- Canadian government

- AIB – European electricity intensities
- EEA
- Ademe – France
- Ember

For countries or regions for which there are no average grid emissions factors available, we generate carbon intensities using local fuel mixes. For example, to add an electricity grid factor for UAE, we collected fuel mix data from each provider of electricity to the region, and applied these to intensities from each source fuel to generate an average for the grid.

Other factors sources include (but are not limited to):

- LCA - multiple peer-reviewed meta-analyses, and for more obscure activities and products single peer-reviewed studies (added to as more studies are published) in environmental and scientific globally recognised publications (downloaded from ResearchGate to which our Head of Strategy, Emma Littlewood, is a contributor) or Science Direct and other sources. These are analysed by CYF's climate analyst team.
- LCA - client- or supplier-specific LCA studies where requested by CYF software users (and reviewed by CYF analytical team)
- LCA - The Australian National Life Cycle Assessment Society AusLCI
- LCA – Tool for constructing LCAs Ccalc2
- ICE-DB – construction dataset from Bath University
- EEWIOD - where only expenditure data is available and used as a proxy for activity (least specific and accurate activity data method)
- CDP - supplier-specific self-reported intensities e.g. for hauliers, as agreed upon with our clients
- Canadian Raw Materials Database
- LCA - EcoInvent – ad hoc intensity metrics to supplement other datasets.

For supplier-specific GHGs and GHG intensities, CYF provides the capability to enter absolute tonnes of emissions and/or GHG intensities.

CYF Proprietary models These models are used in novel areas for which there are no standards or widely used methodologies:

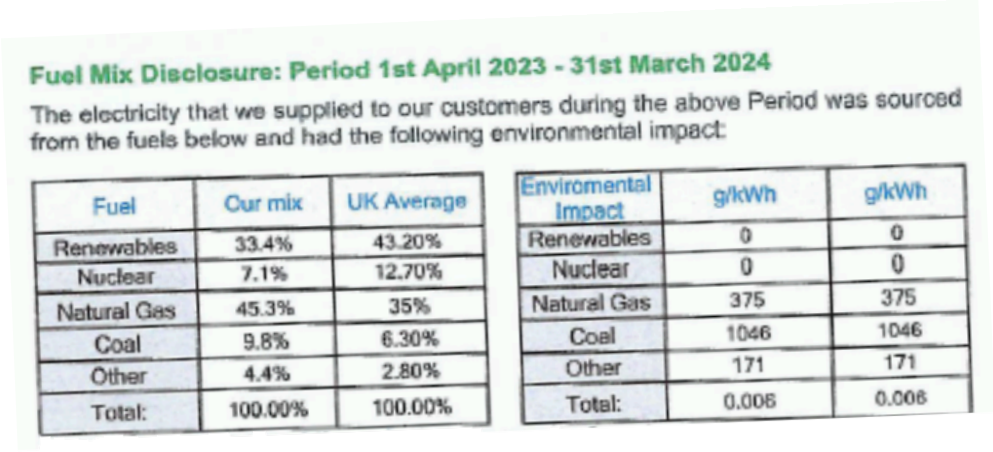
- Digital - models developed internally and with partner organisations.
- Working from Home and commuting - GE Group model developed internally drawing on multiple sources and explained in our Remote Working Carbon Emission Research Paper.

If you have any questions relating to this methodology and policy, please email us at support@compareyourfootprint.com.

Version history:

- 1.2 19th June 2023
- 1.1 16th June 2023
- 1.0 2nd February 2023

Appendix C - Fuel Mix for manage office space - Cranfield Innovation Centre (previous year to baseline year)



Fuel Mix Disclosure: Period 1st April 2023 - 31st March 2024

The electricity that we supplied to our customers during the above Period was sourced from the fuels below and had the following environmental impact:

Fuel	Our mix	UK Average
Renewables	33.4%	43.20%
Nuclear	7.1%	12.70%
Natural Gas	45.3%	35%
Coal	9.8%	6.30%
Other	4.4%	2.80%
Total:	100.00%	100.00%

Enviromental Impact	g/kWh	g/kWh
Renewables	0	0
Nuclear	0	0
Natural Gas	375	375
Coal	1046	1046
Other	171	171
Total:	0.006	0.006

Usage Data

Facility	Usage Type	Usage Sub Type	Metric	Usage	Date Start	Date End
Innovation Center	Electricity	Electricity: UK grid	kWh	336	*2024-06-01*	*2024-06-30*
Innovation Center	Electricity	Electricity: UK grid	kWh	1094	*2023-02-01*	*2023-02-28*
Innovation Center	Electricity	Electricity: UK grid	kWh	494	*2021-10-01*	*2021-10-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	1768	*2023-12-01*	*2023-12-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	898	*2023-04-01*	*2023-04-30*

Innovation Center	Business Travel: Road	Car or vehicle: Not owned by organisation	km	44650	*2024-01-01*	*2024-12-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	346	*2021-06-01*	*2021-06-30*
Innovation Center	Electricity	Electricity: UK grid	kWh	716	*2024-04-01*	*2024-04-30*
Innovation Center	Business Travel: Road	Car or vehicle: Owned by organisation	km	11681	*2022-01-01*	*2022-01-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	287	*2022-07-01*	*2022-07-31*
Innovation Center	Business Travel: Road	Car or vehicle: Owned by organisation	km	5765	*2022-04-01*	*2022-04-30*
Innovation Center	Electricity	Electricity: UK grid	kWh	1163	*2024-12-01*	*2024-12-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	998	*2021-12-01*	*2021-12-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	929	*2021-05-01*	*2021-05-31*
Innovation Center	Business Travel: Road	Car or vehicle: Owned by organisation	km	10034	*2022-09-01*	*2022-09-30*
Innovation Center	Electricity	Electricity: UK grid	kWh	251	*2022-10-01*	*2022-10-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	1199	*2022-02-01*	*2022-02-28*
Innovation Center	Electricity	Electricity: UK grid	kWh	448	*2021-04-01*	*2021-04-30*
Innovation Center	Business Travel: Road	Car or vehicle: Owned by organisation	km	10139	*2022-07-01*	*2022-07-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	1918	*2024-01-01*	*2024-01-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	229	*2021-07-01*	*2021-07-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	937	*2021-11-01*	*2021-11-30*
Innovation Center	Electricity	Electricity: UK grid	kWh	526	*2023-05-01*	*2023-05-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	1049	*2022-01-01*	*2022-01-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	282	*2023-06-01*	*2023-06-30*
Innovation Center	Electricity	Electricity: UK grid	kWh	169	*2023-07-01*	*2023-07-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	603	*2023-10-01*	*2023-10-31*
Innovation Center	Business Travel: Road	Car or vehicle: Owned by organisation	km	12291	*2022-02-01*	*2022-02-28*

Innovation Center	Information Technology: Software	Carbon dioxide equivalent (CO2e)	tonne	0.0457862	*2024-01-01*	*2024-12-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	918	*2024-10-01*	*2024-10-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	692	*2022-04-01*	*2022-04-30*
Innovation Center	Electricity	Electricity: UK grid	kWh	415	*2022-05-01*	*2022-05-31*
Innovation Center	Business Travel: Road	Car or vehicle: Owned by organisation	km	10000	*2022-08-01*	*2022-08-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	1133	*2021-03-01*	*2021-03-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	1420	*2024-11-01*	*2024-11-30*
Innovation Center	Electricity	Electricity: UK grid	kWh	296	*2022-09-01*	*2022-09-30*
Innovation Center	Electricity	Electricity: UK grid	kWh	167	*2021-08-01*	*2021-08-31*
Innovation Center	Business Travel: Road	Car or vehicle: Owned by organisation	km	11212	*2022-05-01*	*2022-05-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	317	*2022-08-01*	*2022-08-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	299	*2022-11-01*	*2022-11-30*
Innovation Center	Electricity	Electricity: UK grid	kWh	195	*2023-09-01*	*2023-09-30*
Innovation Center	Electricity	Electricity: UK grid	kWh	232	*2024-08-01*	*2024-08-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	475	*2022-06-01*	*2022-06-30*
Innovation Center	Electricity	Electricity: UK grid	kWh	1233	*2024-03-01*	*2024-03-31*
Innovation Center	Business Travel: Road	Car or vehicle: Owned by organisation	km	208228	*2024-01-01*	*2024-12-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	1176	*2023-11-01*	*2023-11-30*
Innovation Center	Business Travel: Road	Car or vehicle: Owned by organisation	km	5679	*2022-03-01*	*2022-03-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	214	*2024-07-01*	*2024-07-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	277	*2024-05-01*	*2024-05-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	1127	*2021-02-01*	*2021-02-28*
Innovation Center	Electricity	Electricity: UK grid	kWh	254	*2024-09-01*	*2024-09-30*
Innovation Center	Electricity	Electricity: UK grid	kWh	1602	*2024-02-01*	*2024-02-29*

Innovation Center	Business Travel: Road	Car or vehicle: Owned by organisation	km	15142	*2022-06-01*	*2022-06-30*
Innovation Center	Electricity	Electricity: UK grid	kWh	1074	*2023-03-01*	*2023-03-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	462	*2022-12-01*	*2022-12-31*
Innovation Center	Business Travel: Road	Car or vehicle: Not owned by organisation	km	173746	*2024-01-01*	*2024-12-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	1184	*2021-01-01*	*2021-01-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	916	*2022-03-01*	*2022-03-01*
Innovation Center	Electricity	Electricity: UK grid	kWh	27	*2023-08-01*	*2023-08-31*
Innovation Center	Electricity	Electricity: UK grid	kWh	253	*2021-09-01*	*2021-09-30*
Innovation Center	Electricity	Electricity: UK grid	kWh	1006	*2023-01-01*	*2023-01-31*