Ricardo Energy & Environment

Southampton Airport Carbon Footprint 2021

In accordance with the UK Government's Conversion Factors for Company Reporting

Report for Southampton Airport Limited

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Introduction

All Scope emissions = 7,190 tCO_2e

All emissions are reported in Market-based methodology, unless stated otherwise.

Overall 52% increase from 2021

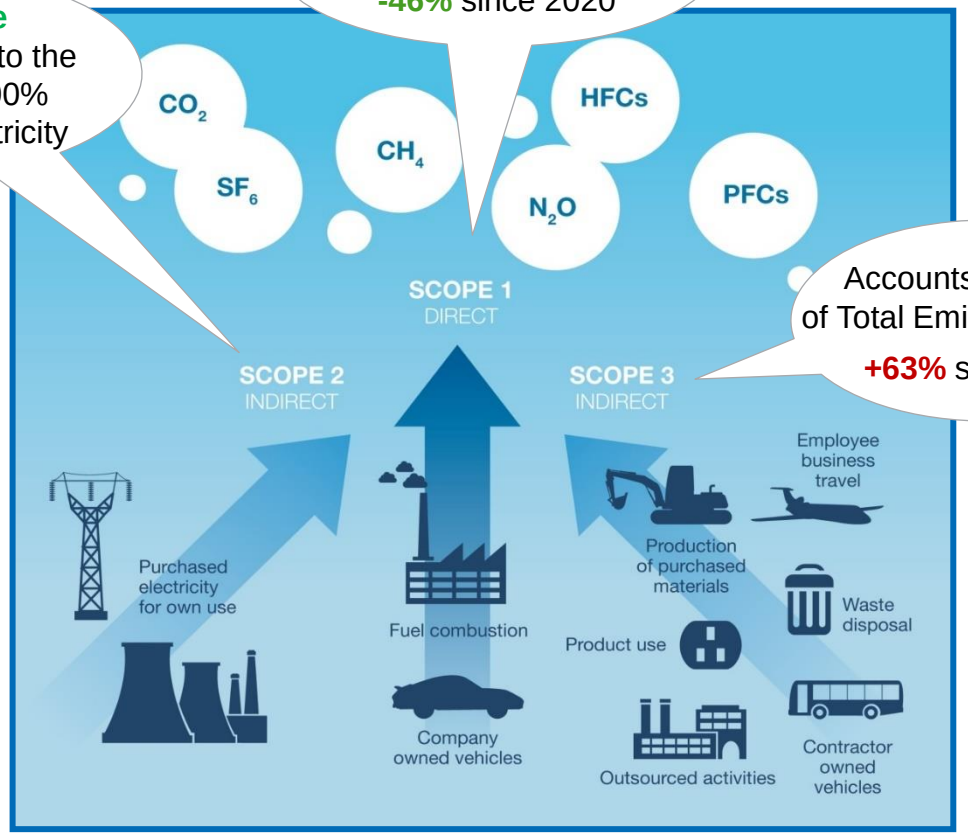
The increase in overall emissions is largely due to the impact of the Covid-19 pandemic and the removal of national restrictions on travel and increased aircraft movements.

Number of aircraft movements have increased by 9% since 2020.

Passenger numbers have decreased by 20.4% since 2020.

0% change since 2020 due to the purchase of 100% renewable electricity

Accounts for 3.8% of Total Emissions in 2020 **-46%** since 2020



Accounts for 96.2% of Total Emissions in 2020 **+63%** since 2020

Scope 1 and Scope 2 emissions have seen an overall decrease of 46% since 2020.

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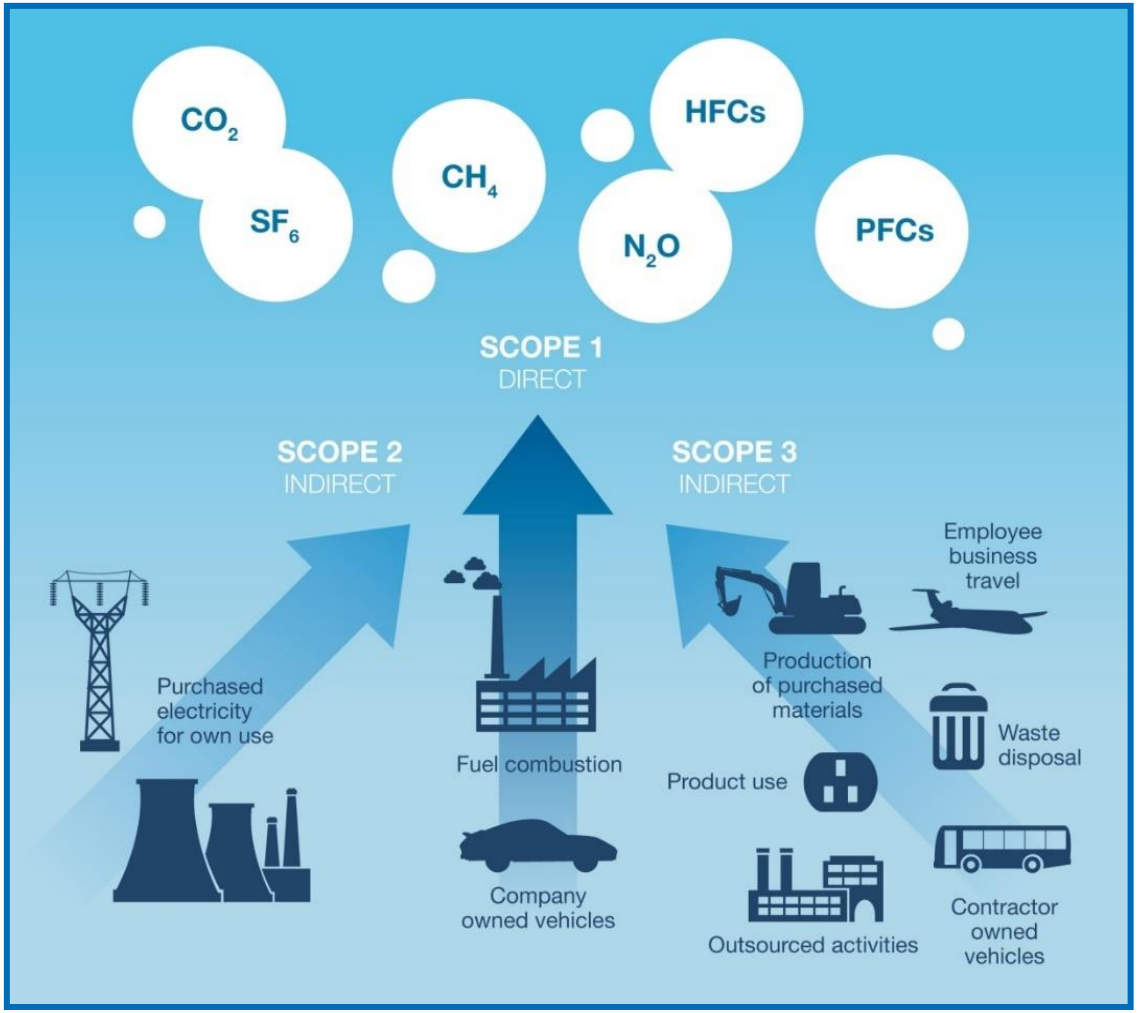
Included Emissions Sources

The following emissions sources are included in the 2021 carbon footprint for Southampton Airport:

Scope 1: Direct emissions:
- Fuels burnt on site (boilers, generators, airport owned operational vehicles, fire training)
- Refrigerant gas losses
- Airport glycol based de-icer

Scope 2: Indirect emissions:
- Purchased electricity

Scope 3: Indirect emissions:
- 3rd party operational vehicle fuels
- 3rd party glycol based de-icer
- Tenant energy (sub metered electricity and natural gas recharged to tenants)
- Aircraft LTO cycle, APU usage and engine testing
- Business travel
- Water supply and wastewater treatment
- Staff commute
- Passenger surface access
- Waste (disposal and virgin material production)



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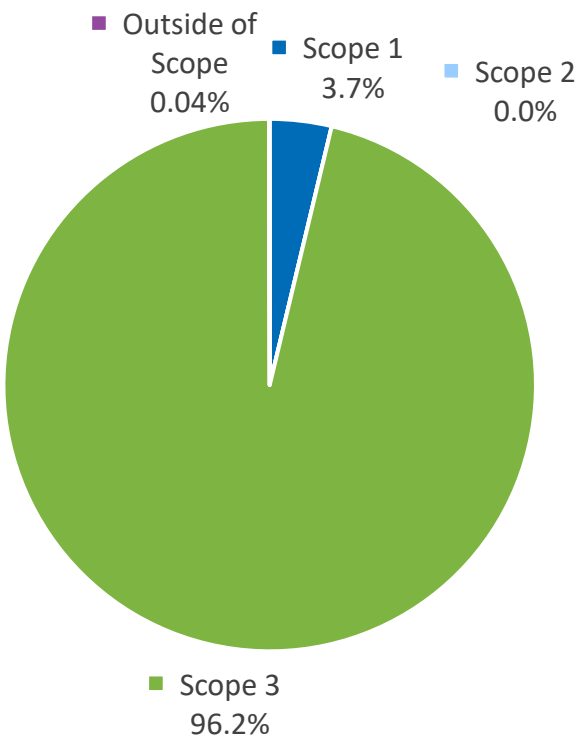
Key Stats - Carbon Emissions by Scope 2021



	Total 2021 emissions (tCO_2e)	Percentage
Scope 1	269	3.7%
Scope 2	0	0.0%
Scope 3	6,918	96.2%
Outside of Scope	3	0.04%
Total	7,190	100%

Scope 1:
Emissions on-site, or an associated process, from the combustion of fossil fuels, e.g. natural gas, oil, LPG and company-owned vehicles, airport glycol based de-icer.

Scope 2:
Emissions associated with the use of electricity imported from the grid or from a third party supplier of energy in the form of heat or electricity.

Scope 3:
Scope 3 is a category includes the emissions from all other indirect sources. Scope 3 emissions are the consequence of the activities of SOU but arise from sources not owned or controlled by SOU. These include aircraft movements, passenger and staff travel to the airport, airside activities, waste disposal, water, and business travel.

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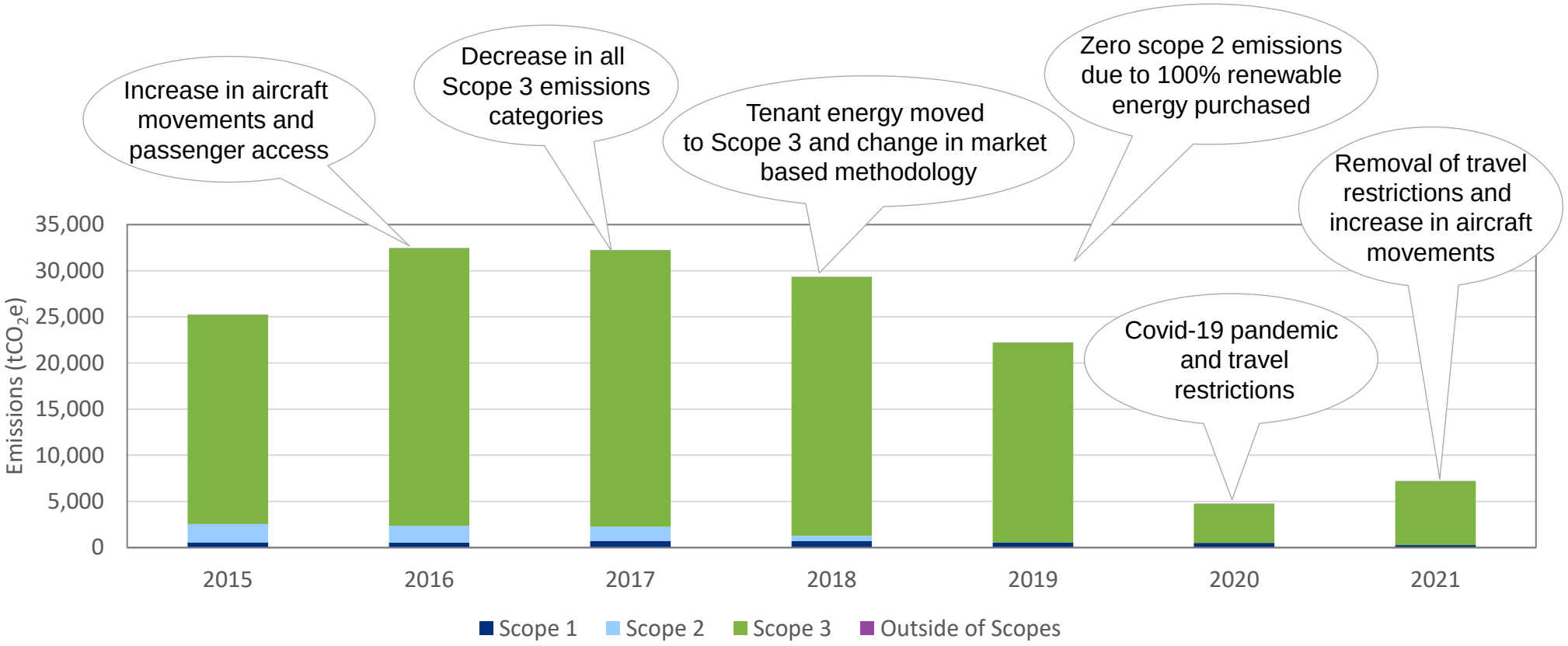
Key Stats - All Scopes Summary



Scope 3 emissions have always been the largest contributor to Southampton Airport's carbon footprint. The majority of which are from aircraft activities and passenger access to the airport.

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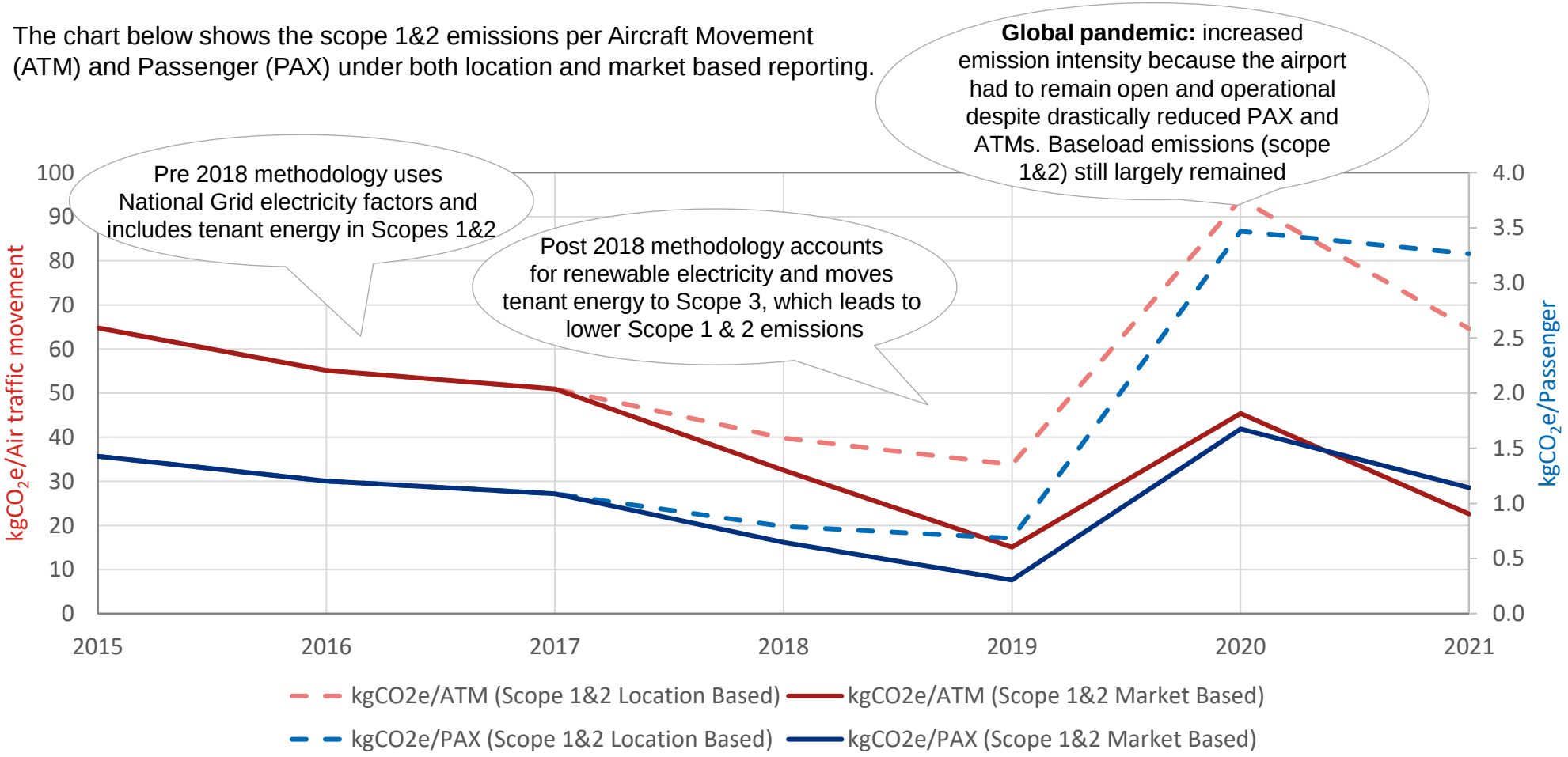
Key Stats - Intensity Metrics comparison over time - 1

Intensity metrics allow comparison over time against other factors that fluctuate and have an impact on the environmental performance of the airports. The two chosen key performance indicators are aircraft movements and passenger numbers.

The chart below shows the scope 1&2 emissions per Aircraft Movement (ATM) and Passenger (PAX) under both location and market based reporting.



There has been an overall decrease in market and location based intensity metrics in 2021. This is likely due to the ongoing effects of the Covid-19 pandemic which has continued to affect PAX and ATM numbers. Whilst PAX numbers decreased and ATM numbers increased, these numbers have not changed at the same rate as emissions, causing a decrease in the intensity metrics for 2021. This shows a rebound in efficiency after the pandemic, towards more 'normal' airport function.

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Key Stats - Intensity Metrics comparison over time - 2

The table below shows the figures from the chart on the previous slide for:

- Location based Scope 2 and tenant energy in Scope 3 from 2018
- Market based Scope 2 and tenant energy in Scope 3 from 2018

	2015	2016	2017	2018	2019	2020	2021
ATM	39,137	42,797	44,418	39,764	36,308	10,932	11,917
PAX	1,775,076	1,962,321	2,081,680	2,002,767	1,793,744	296,260	235,760
% Change in ATM (year-on-year)	N/A	9.4%	3.8%	-10.5%	-8.7%	-69.9%	9.0%
% Change in PAX (year-on-year)	N/A	10.5%	6.1%	-3.8%	-10.4%	-83.5%	-20.4%
Scope 1 & 2 (tCO_2e) Location Based Tenant energy in Scope 3	2,535	2,359	2,262	1,583	1,227	1,027	770
$kgCO_2e$/ATM	64.8	55.1	50.9	39.8	33.8	94.0	64.6
$kgCO_2e$/PAX	1.4	1.2	1.1	0.8	0.7	3.5	3.3
Scope 1 & 2 (tCO_2e) Market Based Tenant energy in Scope 3	N/A*	N/A*	N/A*	1,282	547	496	269
$kgCO_2e$/ATM	N/A*	N/A*	N/A*	32.3	15.1	45.4	22.6
$kgCO_2e$/PAX	N/A*	N/A*	N/A*	0.6	0.3	1.7	1.1

* Note that for 2015-2017 no figures for this methodology are available

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Background

AGS Airports Limited, a partnership between Ferrovial and Macquarie Infrastructure and Real Assets (MIRA), owns Southampton International Airport Limited (SOU). The airport operates 365 days per year serving around 1.8 million passengers and handling around 36,000 aircraft movements. AGS Airports employ around 350 full time employees (FTE), of which around 60 are based in Southampton Airport, many of whom commute to the airport by car or public transport. To continue operating in an environmentally responsible manner, it is important for the airport to monitor and manage all its emissions from all operations.

During the reporting year of 2021, national restrictions on travel were still in place until spring in the UK due to the ongoing Covid-19 pandemic. This has continued to have an impact on passenger numbers for SOU airport, which have decreased further. Despite this, aircraft movements have increased from 2020 due to the removal of travel restrictions and the furlough scheme..

The calculation of the annual carbon footprint will help AGS Airports Limited and the individual airports understand the different areas which contribute to their overall carbon footprint and monitor changes on a yearly basis. This process will help identify improvement opportunities, which will ultimately reduce AGS Airports' carbon footprint and associated costs. In addition, the success of any management strategies previously implemented can be evaluated

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Changes to footprint methodology

It is important to understand any changes in emissions that are a direct result of changes in carbon footprint calculation methodology, and not a change in operations. Therefore, for the 2021 carbon footprint these are outlined below:

- WTT Emissions added to Electricity (Scope 3) in carbon footprint calculations in order to better encapsulate the emissions related to using the UK energy grid
- Staff commute emissions were calculated using a pre-covid survey and an average 2021 furlough figure to account for employees on furlough between January-September 2021.
- Business Travel methodology has been updated and improved in both 2020 and 2021 calculations. Estimates were slightly inflated in previous years but have now been corrected.
- Improved calculation methods for passenger surface access emissions was applied to 2019, 2020, 2021 calculations to more accurately show annual emission change
- CCD emissions estimated and reported separately from carbon footprint calculations in order to better encapsulate the emissions from aircraft movements beyond the immediate vicinity of the airport.
- Sub-metered FEGP electricity has been moved back to scope 1 from scope 3 due to lack of available data.
- Improved methodology for small aircrafts in Aircraft Movement emissions.
- 2020 average fuel use per engine test has been used for Aircraft Engine Testing as this is based on a larger sample of engines and is more representative.

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Carbon Emissions by Source and Activity 2021 - 1

Southampton Airport's emissions can be broken down by activity as seen in this table.

The main activities that contribute to the footprint are aircraft movements and passenger surface access

Aircraft movements saw a significant increase due to increased ATMs With passenger surface reducing due to reduced PAX

Utilities include natural gas and refrigerant usage in the terminal as well as electricity consumption and glycol based de-icer

Business travel, fire training, waste & material use, and engine testing contribute to <1% of the carbon footprint

Emissions Source	Scope 1 (tCO_2e)	Scope 2 (tCO_2e)	Scope 3 (tCO_2e)	Outside of Scope (tCO_2e)	Total (tCO_2e)	% of Total Emissions
Aircraft movements	0	0	5,082	0	5,082	70.7%
Passenger surface access	0	0	1,106	0	1,106	15.4%
Utilities	216	0	224	0	440	6.1%
Staff commute	0	0	404	0	404	5.6%
Operational vehicles	47	0	66	0	113	1.6%
Waste & material use	0	0	23	0	23	0.3%
Aircraft Engine Testing	0	0	11	0	11	0.2%
Fire Training	6	0	0	3	9	0.1%
Business travel	0	0	2	0	2	0.0%
Total	**269**	**0**	**6,918**	**3**	**7,190**	**100.0%**

Accounts for the direct carbon dioxide (CO_2) impact of using biofuels in airport vehicles

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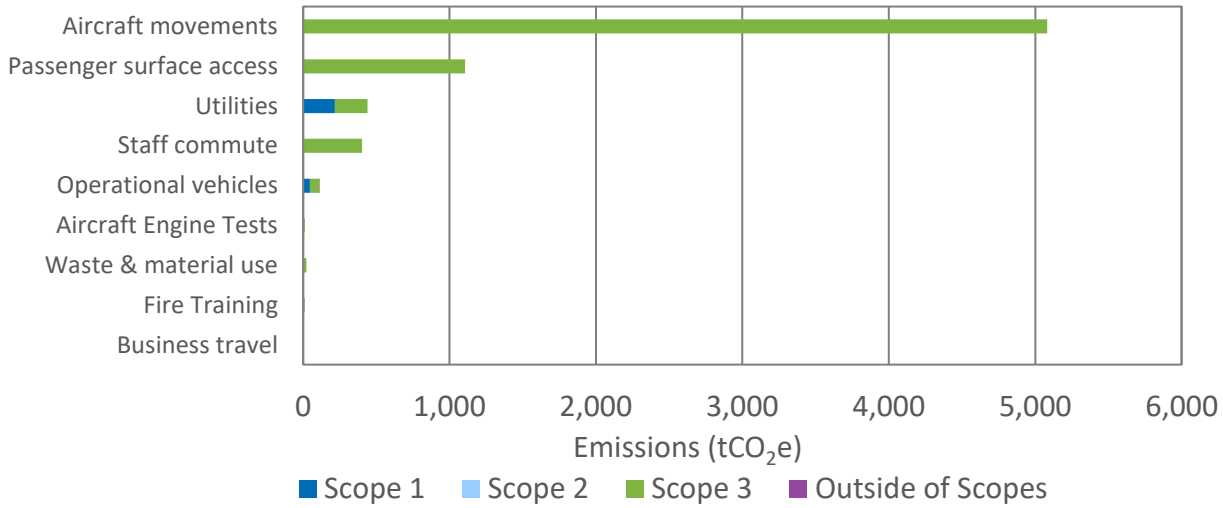
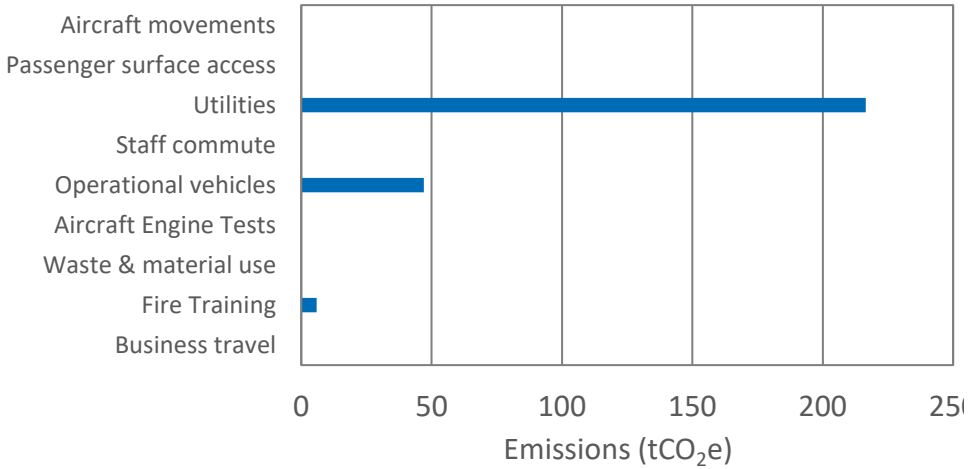
Carbon Emissions by Source and Activity 2021 - 2

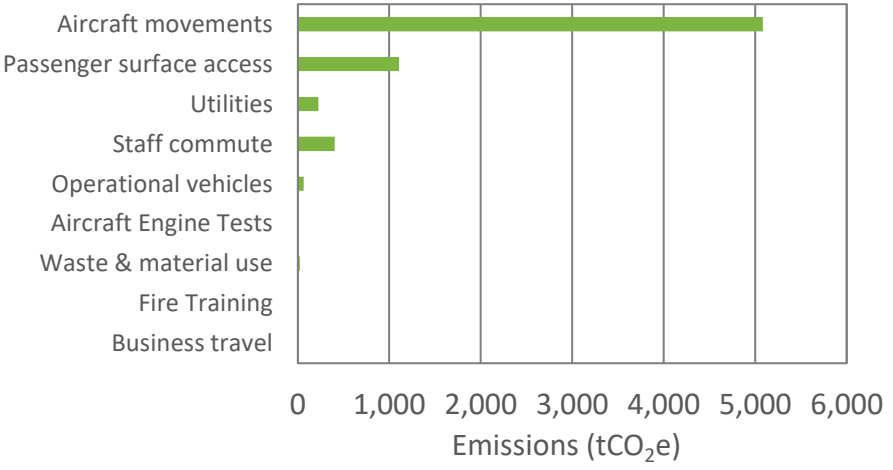
All Scopes carbon emissions split by source/activity



Scopes 1 and 2 carbon emissions split by source/activity



Scope 3 carbon emissions split by source/activity



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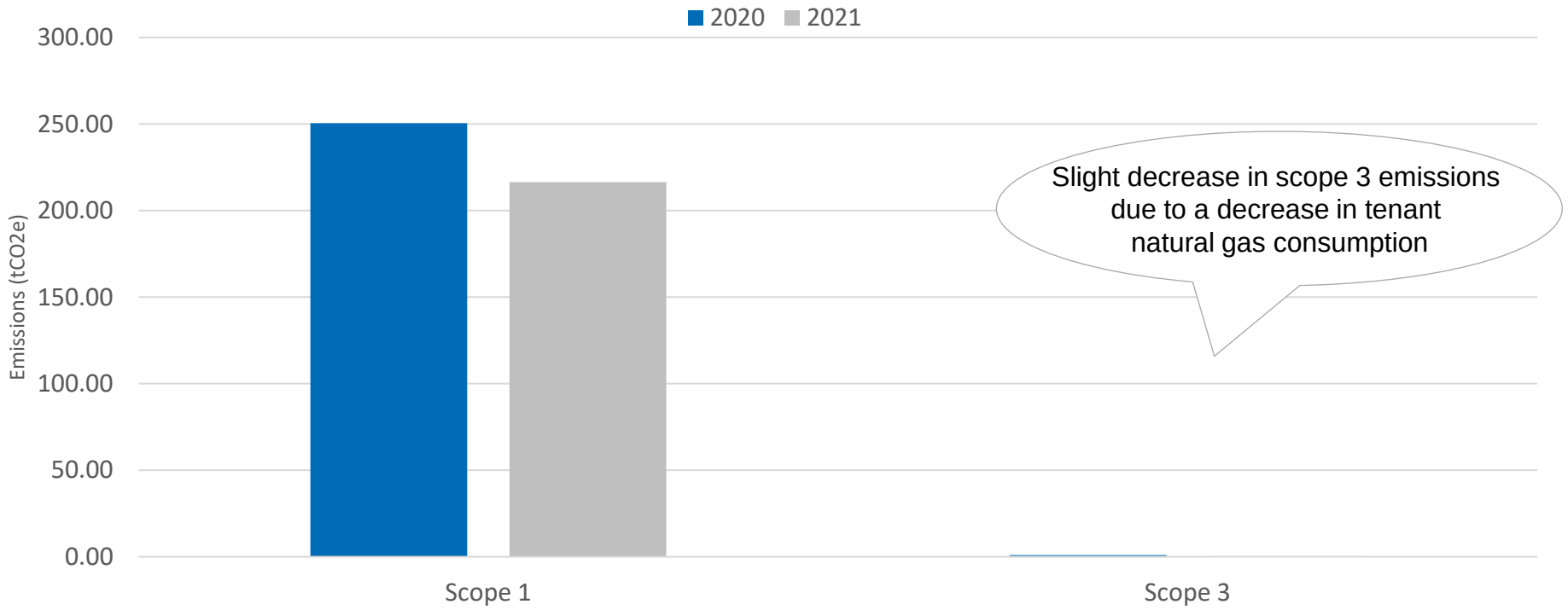
Tenant Energy

- As tenant energy is outside the control of the airport, this was moved to Scope 3 emissions in 2019, in order to more clearly identify the airport's controllable emissions.
  - This decreased the airport's Scope 2 emissions but the Total Emissions figure accounts for both airport consumption and tenant consumption.
  - 100% of airport and tenant electricity purchased is renewable and so there are no emissions associated.
- All tenant energy that is contained in Scope 3 is metered energy that was recharged to tenants
- A comparison of emissions from natural gas split by scope 1 and 3 (airport and tenant) can be seen below



Electricity is not included in the figure above because renewable electricity is purchased and has no associated emissions.

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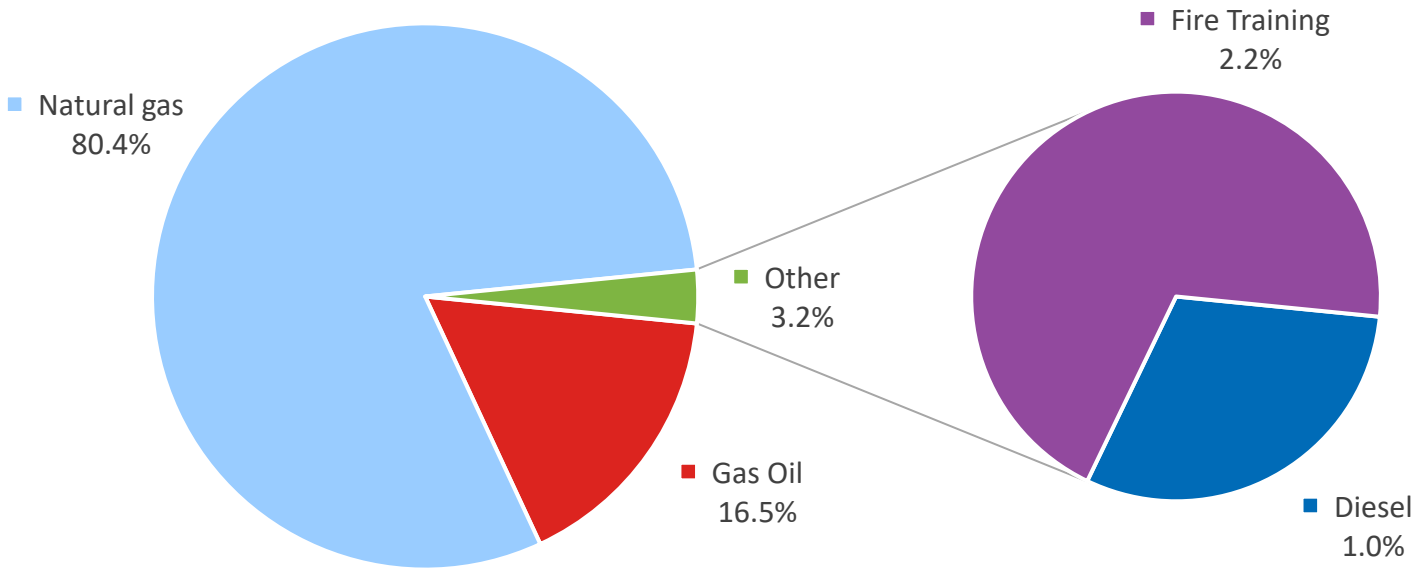
Scope 1 Emissions Sources

Scope 1 = 269.3 tCO_2e (3.7% of Total)

Scope 1 emissions are under the direct control of the airport.



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Scope 2: Location and Market Based Emissions

Scope 2 = 0 tCO_2e (0% of Total)

Scope 2 emissions relate to the electricity consumption at the airport. These can be calculated as:

- Location-based method; this reflects the average emissions intensity of macro-scale (regional/national) electricity grids where energy consumption occurs. Companies reporting using this method should use the regional/National Grid average emission factor. In the UK, this would be sourced from the Defra/DECC UK Government conversion factors for Company Reporting.
- Market-based method; this reflects the emissions from the electricity that a company is purchasing. Energy suppliers in the EU are already required, by law, to disclose to consumers the fuel mix and GHG emissions associated with their portfolio or tariffs. This airport selects to purchase energy that is greener than the National Grid average emissions factor. The advantage of procuring energy that is higher in renewable energy content than that of the National Grid average emissions factor is outlined in the table below.

	Location-based (tCO_2e)	Market-based (tCO_2e)
Airport Electricity Emissions (Scope 2)	500	0

- Here, market-based emissions are zero because the airport purchased 100% green electricity from its energy suppliers. A supplier statement has been provided which indicates that the supply is 100% renewable and REGOs will be available in mid-2022.
- The following slide provides an annual comparison of the electricity consumption and relevant emissions at Southampton Airport.

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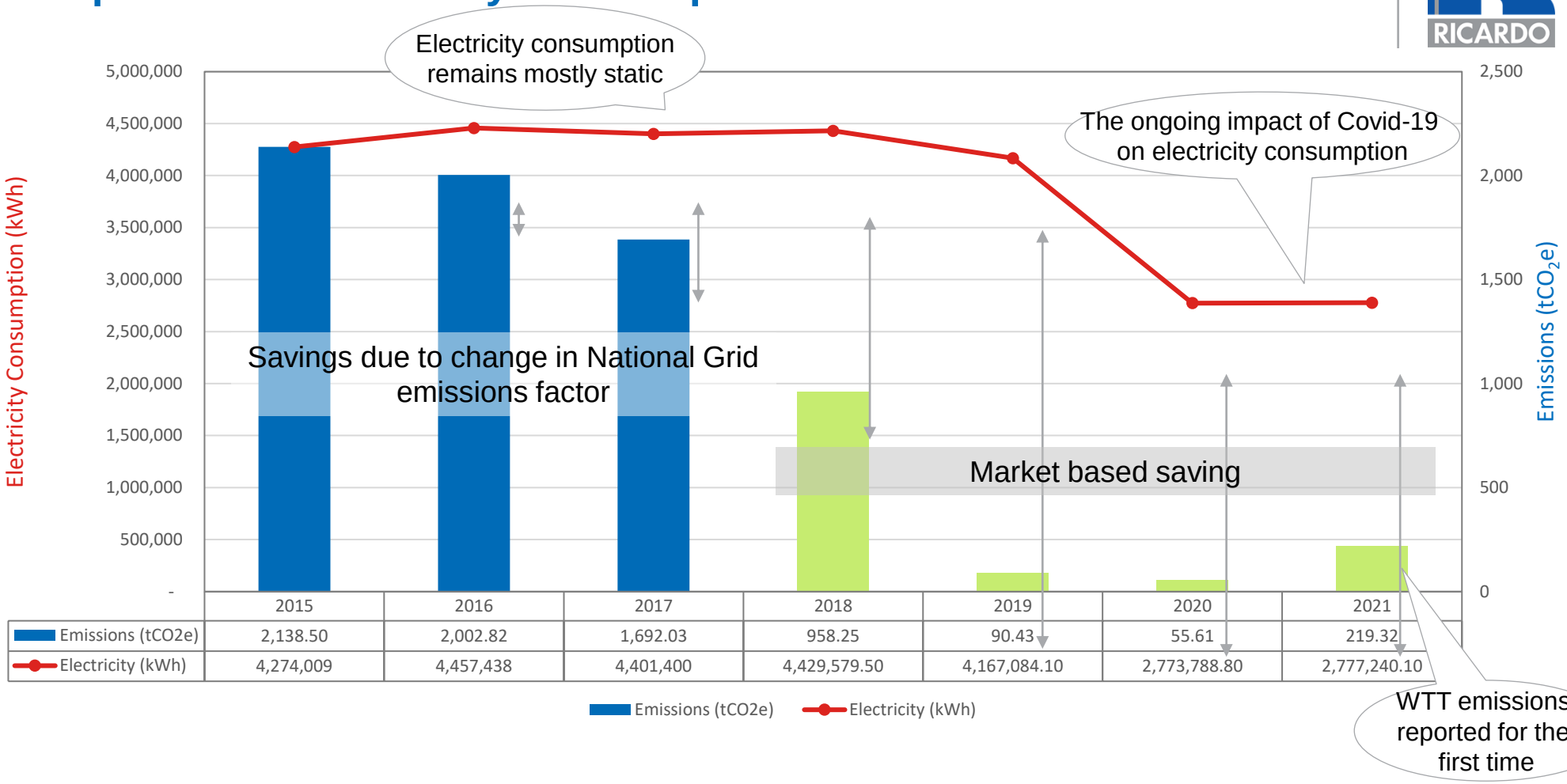
Comparison of Electricity Consumption and Carbon Emissions



	2015	2016	2017	2018	2019	2020	2021
Emissions (tCO2e)	2,138.50	2,002.82	1,692.03	958.25	90.43	55.61	219.32
Electricity (kWh)	4,274,009	4,457,438	4,401,400	4,429,579.50	4,167,084.10	2,773,788.80	2,777,240.10

There has been a small deviation in total electrical consumption from 2015-2019. The majority of savings in emissions is due to the increase of renewables on the national electrical grid or purchasing electricity that is high in renewable energy (market based savings). From 2019-2021, electricity consumption and the resulting emissions reduced, likely due to the Covid-19 pandemic. From 2021, electricity consumption decreased slightly, although emissions from electricity have increased largely because of the inclusion of Well-To-Tank (WTT) emissions for the first time in 2021.

Note: to allow for better comparison to previous years, the figures for electricity emissions above include tenant electricity use, as well as Transmission and Distribution emissions.

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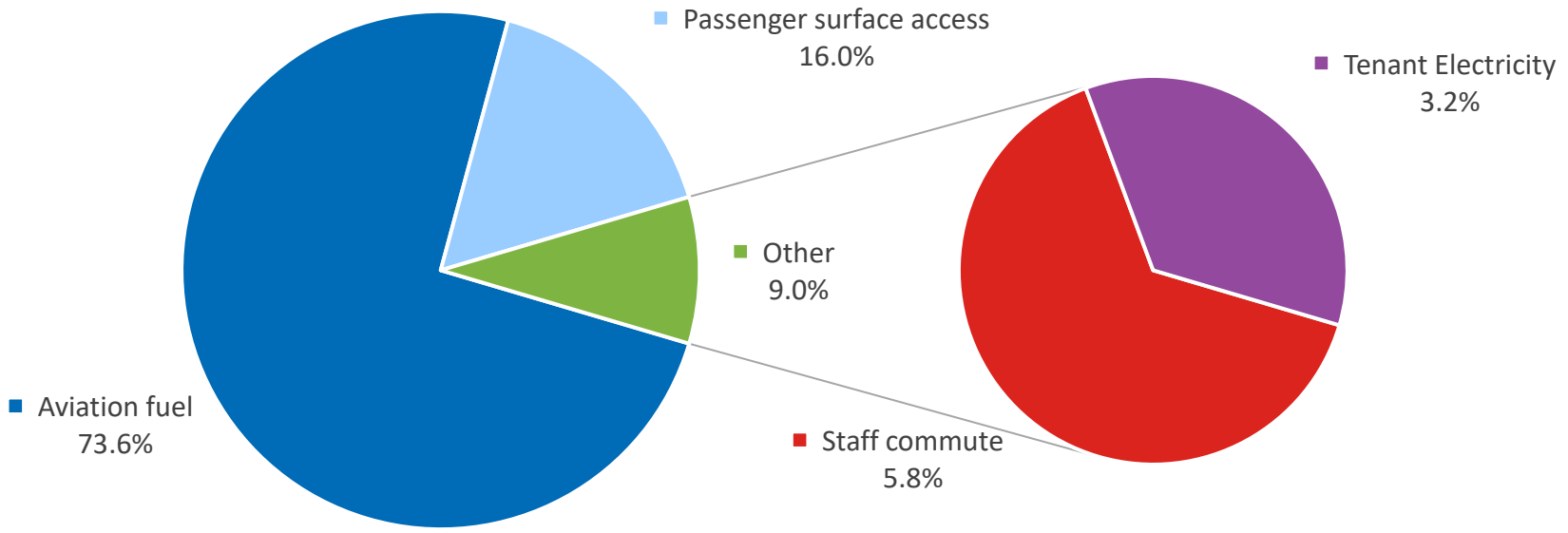
Scope 3 Emissions Sources

Scope 3 = 6,918 tCO_2e (96.2% of Total)

Unlike Scope 1 and Scope 2 emissions, emissions categorised as Scope 3 are not generally under the direct control of the airport.



The Scope 3 figure above for electricity is inclusive of the emissions associated with Transmission and Distribution (T&D) and Well-To-Tank (WTT) only. SOU procures 100% renewable electricity, however, it still receives energy from the UK electricity grid and therefore it is best practice to report these scope 3 emissions.

Gas oil, water and waste & material emissions have been excluded from the above figure as they contribute <1% to total Scope 3 emissions.

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Landing Take-Off Cycle

Landing Take-Off Cycle emissions account for aircraft movements which occur below 3000 feet during flight. Total LTO emissions for 2021 are **5,082 tCO_2e.**

EasyJet offset 100% of their aviation fuel emissions as per ACA guidelines and can therefore be claimed as carbon neutral. AGS airports have decided to continue reporting these emissions in their carbon footprint for clarity.

Total emissions from EasyJet that are offset are 7 tCO_2e which is less than 1% of total LTO emissions.

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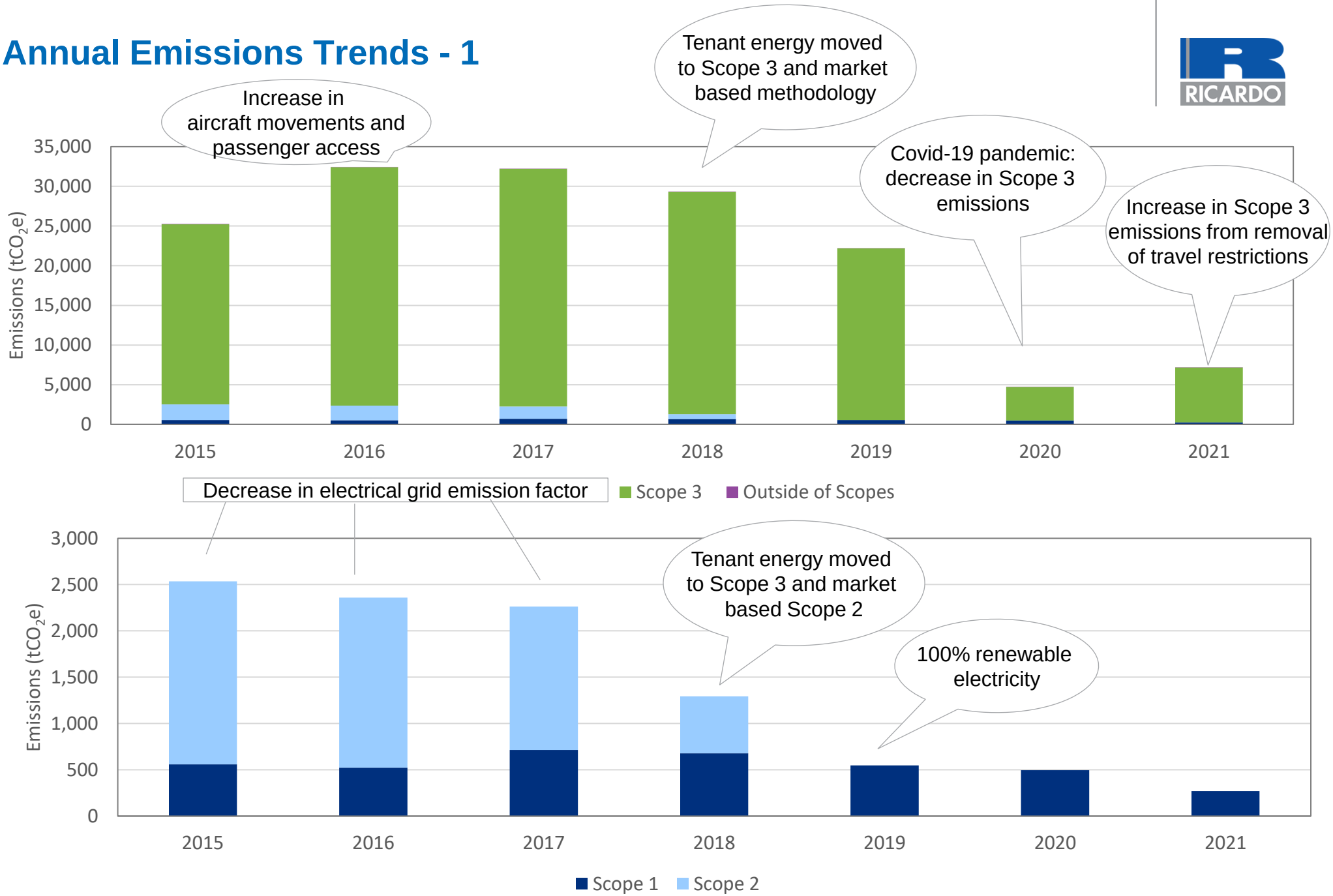
Annual Emissions Trends - 1



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Annual Emissions Trends - 2

The table below shows the figures from the charts on the previous slide, as well as the % year-on-year (y-o-y) change of the different emissions scopes.

Emissions by Scope	2015 emissions (tCO_2e)	2016 emissions (tCO_2e)	2017 emissions (tCO_2e)	2018 emissions (tCO_2e)*	2019 emissions (tCO_2e)*	2020 emissions (tCO_2e)*	2021 emissions (tCO_2e)*
Scope 1	560	522	715	677	547	496	269
Scope 2	1,975	1,837	1,547	615	0	0	0
Scopes 1 and 2	**2,535**	**2,359**	**2,262**	**1,292**	**547**	**496**	**269**
Scope 3	22,688	30,069	29,951	28,024	21,650	4,160	6,918
Outside of Scopes	36	25	24	20	1	6	3
Total emissions	**25,259**	**32,453**	**32,237**	**29,337**	**22,198**	**4,663**	**7,190**

Scope 1 % y-o-y change	N/A	-7%	37%	-5%	-19%	-9%	-46%
Scope 2 % y-o-y change	N/A	-7%	-16%	-60%	-100%	N/A	N/A
Scope 1 & 2 % y-o-y change	**N/A**	**-7%**	**-4%**	**-43%**	**-58%**	**-9%**	**-46%**
Scope 3 % y-o-y change	N/A	33%	0%	-6%	-23%	-81%	63%
Outside of Scopes % y-o-y change	N/A	-32%	-4%	-15%	-96%	628%	-51%
Total % y-o-y change	**N/A**	**28%**	**-1%**	**-9%**	**-24%**	**-79%**	**52%**

- Note that due to changes in methodology, 2015-2017 emission are reported using location based methodology and tenant energy is in Scopes 1 and 2. For 2018-21 emissions are reported using the market based methodology and tenant energy is moved to Scope 3.

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Annual Emissions Trends - 3

The following sources experienced the largest decrease in emissions from 2020, likely due to the impacts of the Covid-19 pandemic:

- Business travel emissions reduced by 85% likely due to the increase in remote working and online meetings
- Fire training emissions reduced by 61%
- Operational vehicle emissions reduced by 20%, largely due to lack of data availability from third parties
- Passenger surface access emissions reduced by 18%, likely due to the reduction in passenger numbers
- Utilities emissions reduced by 17% as this year there were no emissions associated with refrigerant gases or glycol based de-icer
- Aircraft engine testing emissions reduced by 4% due to the reduced number of aircraft engine tests

The following sources experienced an increase in emissions from 2020:

- Staff commute emissions increased by 148%, likely due to a small change in methodology, removal of travel restrictions and the end of the furlough scheme
- Aircraft movement emissions increased by 105%, likely due to the increase in aircraft movements after the removal of national restrictions on travel and improved methodology for small aircraft movements
- Waste & material use emissions increased by 40%

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Fern Spencer

fern.spencer@ricardo.com

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Appendix – Outside of Scope Emissions

As per UK Government GHG Conversion Factors for Company Reporting guidance, Outside of Scope factors should be used to account for the direct carbon dioxide (CO_2) impact of burning biomass and biofuels. The emissions are labelled 'outside of scope' because the Scope 1 impact of these fuels has been determined to be a net '0' (since the fuel source itself absorbs an equivalent amount of CO_2 during the growth phase as the amount of CO_2 released through combustion). As a result, full reporting of any fuel from a biogenic source should have the 'outside of scope' CO_2 value documented to ensure complete accounting for the emissions created.

2021 = **3 tCO_2e** (0.04% of total emissions)

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Methodology

The following sections provide a summary of the methodology adopted by Ricardo Energy & Environment to calculate the 2019 carbon footprint for the Airports.

The standard approach to carbon footprinting is to use the Greenhouse Gas (GHG) Protocol Corporate Accounting and Reporting Standard developed by World Business Council for Sustainable Development (WBCSD) and the World Resources Institute (WRI); this sets out a corporate accounting and reporting methodology for GHGs.

Scope 1 emissions are defined as direct GHG emissions arising from sources that are owned or controlled by the company. The emissions result from activities that the company can have direct influence on through its actions. Airports' emissions that are included are: natural gas use, company owned vehicles fuel use, fuel use for business travel, refrigerant gas use (from leaks during maintenance or malfunction), wood pallets and diesel use for fire training, propane combustion and kerosene combustion.

Scope 2 emissions are associated with the use of electricity imported from the grid or from a third-party supplier of energy in the form of heat or electricity. These indirect GHG emissions are due to upstream emissions from the production and delivery of fuel to power stations. Airports can influence the amount of electricity it uses; however, it has little control over the generation of the electricity and these emissions are therefore classed as Scope 2.

Scope 3 emissions are defined as those arising as an indirect consequence of the use of goods or services provided by the company. Scope 3 emissions are the consequence of the activities of the airport but arise from sources not owned or controlled by the airport. These include aircraft movements (up to a height of 1,000m above aerodrome level), passenger and staff travel to the airport, airside activities, waste disposal and material use, water, business travel, and tenant energy.

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Methodology

The uncertainties associated with carbon footprint calculations can be broadly categorised into scientific uncertainty and estimation uncertainty. Scientific uncertainty arises when the science of the actual emission and/or removal process is not completely understood. For example GWP values involve significant scientific uncertainty. Estimation uncertainty arises any time GHG emissions are quantified. Estimations have been made within this footprint where areas have uncertainty have arisen.

Business Travel

Accounts data was provided for business travel (Scope 1 & 3). All transport mode data was provided in £ value and converted to distance travelled using the cost/km from Carbon Footprint and Project Register Tool (CFPRT) which can be found at https://sustainablescotlandnetwork.org/resources/carbon-footprint-and-project-register-tool . The CFPRT collates cost data for all forms of public transport across the UK, and is managed and updated by Sustainable Network Scotland and Resource Efficient Scotland.

Passenger Surface Access

Emissions are based on a survey undertaken in 2018, scaled to 2021 AIAL passenger numbers. Information was collated on the mode of travel and location of those who answered the survey. Methodology has been improved in the 2020 and 2021 calculations.

Staff Commute

For staff commute, a 2020 survey completed by the airport and 3rd party staff was utilised to reflect staff commute before and during the Covid-19 pandemic. Only pre-pandemic data has been used for 2021. There were 31 complete responses from airport staff, and final data has been scaled to total FTE averages of 94 pre pandemic. There were 18 responses for third party employees, which was scaled up to the full 384 active third party passes. The survey respondents provided information on their modes of transport, distance travelled to work and number of days worked per week. An assumption was made that the first 39 weeks of the year were still affected by pandemic restrictions and an average figure of 19% was used to account for employees still on furlough. It was assumed that no commute was made for those on furlough. The remaining 13 weeks of the year were unaffected by furlough and pre-pandemic data was used.

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Methodology

Engine Tests

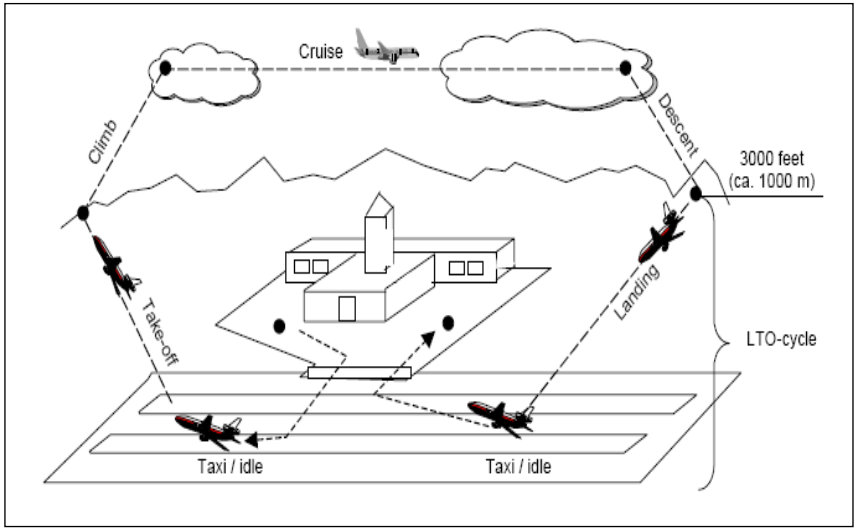
To calculate the emissions from engine testing at Southampton airport, a similar process was carried out to identify the engine type as per the LTO cycle detailed below. Other assumptions used for the calculations are:

1. Only one engine was tested
2. High power testing occurred for 10% of the full test time

Aircraft Movements

Data provided by Southampton airport included the following information for each aircraft movement in 2021: Carrier, Aircraft registration, aircraft IATA code, aircraft ICAO code, engine type, Arriving/departing, and date of movement.

This data is used to identify the number and type of engines that each aircraft has, and the fuel burn per second at each stage of the landing take-off cycle (shown below) can be referenced from the latest version of the ICAO databank.



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Location v Market Based

Market-based method: All of the 2,777,240 kWh of electricity consumption was supplied to Southampton Airport by a single supplier. Southampton Airport contacted the supplier and asked for the details of the fuel mix. The following breakdown was provided for the year-ending 31st March 2021 (Source of Electricity, Percentage):

- Renewables: **100%**

A supplier statement has been provided, which indicates that the supply is 100% renewable and REGOs will be available in mid-2022.

The weighted emission factor was provided as 0 gCO_2/kWh (or 0 $kgCO_2$/kWh). Multiplying the electricity consumption of 2,777,240 kWh by the emission factor of 0 $kgCO_2$/kWh calculates the emissions as 0 tCO_2e.

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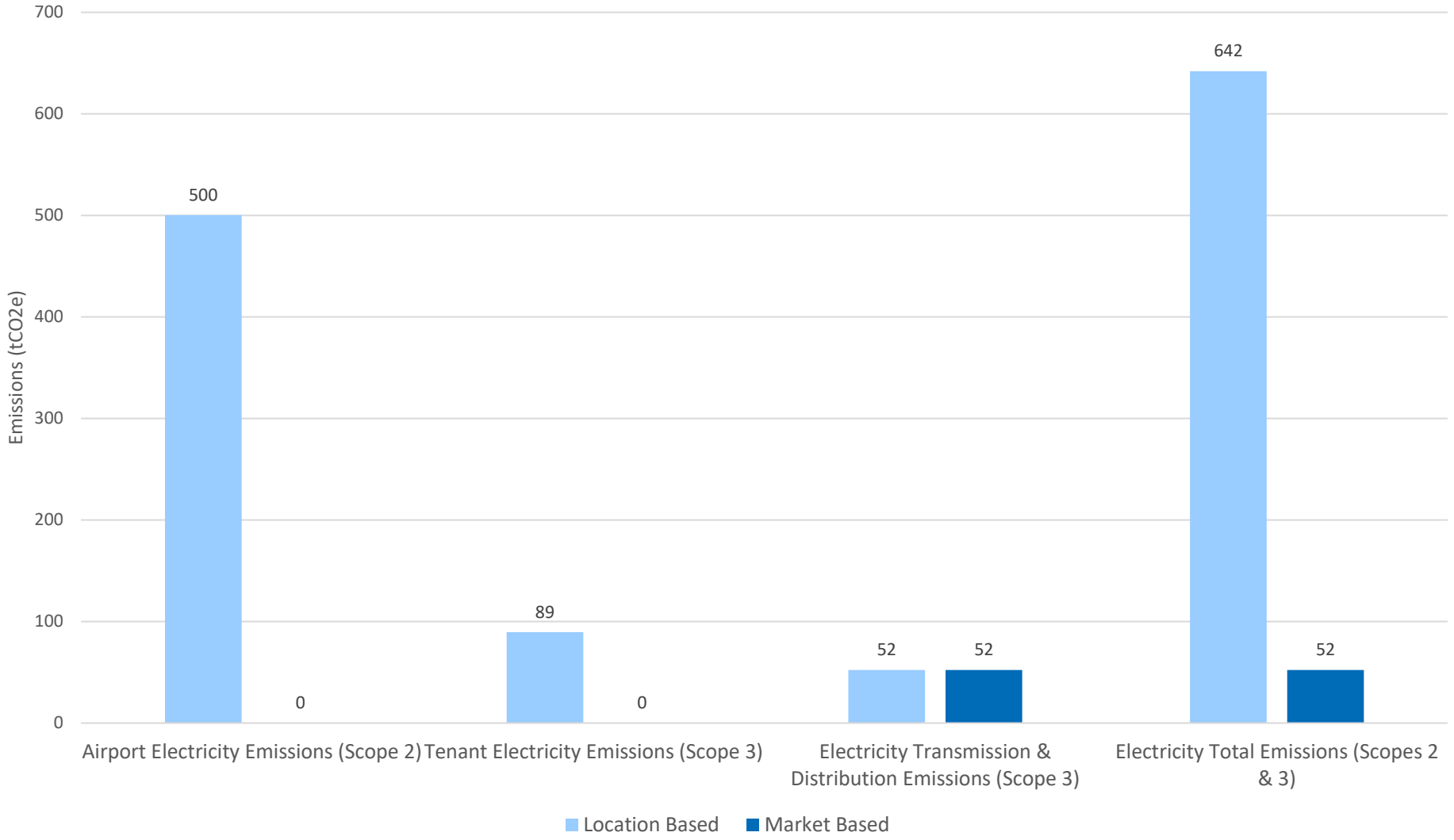
Location vs Market Based Emissions 2021

Scope 2 and 3 emissions due to electricity consumption (airport and tenant), calculated using either the location or market based emissions factors.



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Location Based Electricity Emissions Historical Comparison

To allow for a fair comparison to previous years, the figures for electricity emissions below include tenant electricity use (classified as Scope 3 in 2019 methodology).

	2017 (Location Based)	2018 (Location Based)	2018 (Market Based)	2019 (Location Based)	2019 (Market Based)	2020 (Location Based)	2020 (Market Based)	2021 (Location Based)	2021 (Market Based)
Electricity (Scope 2 and 3) $kgCO_2e/kWh$ Airport (Scope 2) + Tenants (Scope 3)	0.35156	0.28307	0.19220	0.25560	0	0.23314	0	0.21233	0
Electricity T&D* losses (Scope 3) $kgCO_2e/kWh$	0.03287	0.02413	0.02413	0.02170	0.02170	0.02005	0.02005	0.01879	0.01879
Electricity usage (kWh) total Airport + Tenants	4,401,400	4,429,580	4,429,580	4,167,084	4,167,084	2,773,789	2,773,789	2,777,240.10	2,777,240.10
Electricity (Scope 2 and 3) emissions tCO_2e Airport + Tenants	1,547	1,254	851	1,065	0	647	0	589.6	0
Electricity T&D* losses (Scope 3) emissions tCO_2e	145	107	107	90	90	56	56	52.1	52.1
Total electricity (Scope 2 and 3) emissions tCO_2e Airport + Tenants	**1,692**	**1,361**	**958**	**1,156**	**90**	**702**	**56**	**641.7**	**52.1**

*T&D = transmission and distribution

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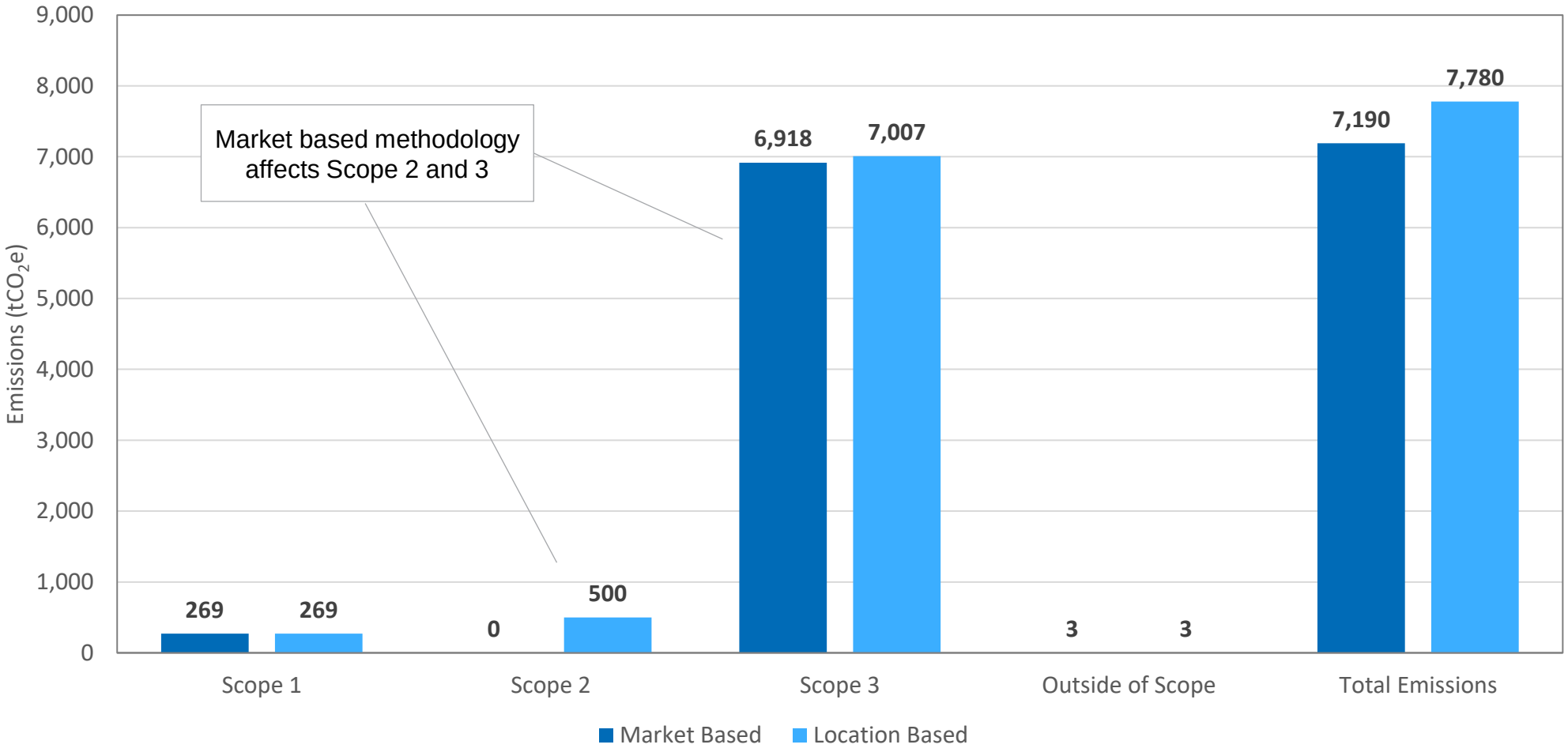
Location vs Market Based Emissions 2021: All Scopes

Emissions totals by scope calculated using either the location or market based emissions factors. Tenant energy is included in Scope 3.



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Historical Emissions Trends

The table below shows emissions figures where for all years Scope 2 emissions are reported using the location based methodology and tenant energy is included in Scopes 1&2 for 2015-17 and in Scope 3 from 2018-20.

Emissions by Scope	2015 emissions (tCO_2e)	2016 emissions (tCO_2e)	2017 emissions (tCO_2e)	2018 emissions (tCO_2e)	2019 emissions (tCO_2e)	2020 emissions (tCO_2e)	2021 emissions (tCO_2e)
Scope 1	560	522	715	677	547	496	269
Scope 2	1,975	1,837	1,547	906	680	531	500
Scopes 1 and 2	**2,535**	**2,359**	**2,262**	**1,583**	**1,227**	**1,027**	**770**
Scope 3	22,688	30,069	29,951	28,136	22,035	4,276	7,007
Outside of Scopes	36	25	24	20	1	6	3
Total emissions	**25,259**	**32,453**	**32,237**	**29,740**	**23,263**	**5,310**	**7,780**
Scope 1 % y-o-y change	N/A	-7%	37%	-5%	-19%	-9%	-46%
Scope 2 % y-o-y change	N/A	-7%	-16%	-41%	-25%	-22%	-6%
Scope 1 & 2 % y-o-y change	**N/A**	**-7%**	**-4%**	**-30%**	**-22%**	**-16%**	**-25%**
Scope 3 % y-o-y change	N/A	33%	0%	-6%	-22%	-81%	61%
Outside of Scopes % y-o-y change	N/A	-32%	-4%	-15%	-96%	628%	-51%
Total % y-o-y change	**N/A**	**28%**	**-1%**	**-8%**	**-22%**	**-77%**	**45%**

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Glossary

Term	Definition
Well-To-Tank (WTT)	Well-To-Tank Emissions. The emissions relating to the extraction, refinement, and transport of fossil fuels, including those used for electricity generation.
Air Traffic Movements (ATM)	Air traffic movements – an aircraft take-off or landing at an airport. For airport traffic purposes one arrival and one departure is counted as two movements.
Carbon dioxide equivalent (CO_2e)	The carbon dioxide equivalent (CO_2e) allows the different greenhouse gases to be compared on a like-for-like basis relative to one unit of CO_2. CO_2e is calculated by multiplying the emissions of each of the six greenhouse gases by its 100-year global warming potential (GWP).
Carbon footprint	A carbon footprint measures the total greenhouse gas emissions caused directly and indirectly by a person, organisation, event or product. A carbon footprint is measured in tonnes of carbon dioxide equivalent (tCO_2e).
Transmission & Distribution Losses (T&D)	Transmission & Distribution Losses. Emissions relating to electrical losses within the UK National Grid.
Emission factor	An emissions factor is a representative value that attempts to relate the quantity of a pollutant released to the atmosphere with an activity associated with the release of that pollutant.
Greenhouse Gas (GHG)	Greenhouse gas – a gas in an atmosphere that absorbs and emits radiation within the thermal infrared range. This process is the fundamental cause of the greenhouse effect. The primary greenhouse gases in Earth's atmosphere are water vapour, carbon dioxide, methane, nitrous oxide, and ozone.
Outside of Scope (OoS)	All fuels with biogenic content (e.g. 'Diesel and petrol (average biofuel blend)') should have the 'Outside of Scope' emissions reported to ensure a complete picture of an organisations' emissions are created. The emissions are labelled 'Outside of Scope' because the Scope 1 impact of these fuels has been determined to be a net '0' (since the fuel source itself absorbs an equivalent amount of CO_2 during the growth phase as the that CO_2 is released through combustion).
Passenger Surface Access (PAX)	Number of passengers.

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