Carbon Reduction Plan

Sustainable Energy First Limited

Date

22 May 2026

Prepared by:

Zachery Garsia

Prepared for

Sustainable Energy First

Document Status:

V3.0

Document ID:

SE First CRP Report 2024-25 v3.0

QUALITY REVIEW AND APPROVAL RECORD

Sustainable Energy First is committed to delivering the highest possible standard of service and operates a Quality Management System certified to ISO 9001: 2015.

As part of this process, your deliverable has been checked and authorised for issue, as evidenced by the approval record below.

Customer Name: Sustainable Energy First Limited

Documents held at: Sustainable Energy First, Fulwood

Primary Author:		Zachery Garsia	07/05/2026
	Signature	Name	Date
Technical approval:		Crina Maria Pricop	10/04/2026
	Signature	Name	Date
Approved for Issue:		Crina Maria Pricop	22/05/2026
	Signature	Name	Date

Release Number: v3.0

Date: 22/05/2026

ISO 9001
ISO 14001
Registered Firm

Carbon Reduction Plan

Supplier name: Sustainable Energy First Limited

Publication date: 29th May 2026

Commitment to Achieving Net Zero

Sustainable Energy First Limited is committed to achieving Net Zero greenhouse gas emissions by 2045.

This commitment applies to the organisation's full greenhouse gas footprint, including direct and indirect emissions across Scopes 1, 2 and all relevant Scope 3 categories.

Sustainable Energy First Limited is committed to achieving Net Zero greenhouse gas emissions across its operations and value chain, in line with public-sector and national decarbonisation ambitions. As an organisation operating at the forefront of energy, carbon and ESG advisory, Sustainable Energy First recognises both its responsibility and opportunity to lead by example, embedding robust carbon management practices within its own operations alongside supporting clients on their Net Zero journeys.

To underpin this commitment, Sustainable Energy First is undertaking a comprehensive review and recalculation of its greenhouse gas emissions to establish a robust, transparent and auditable baseline aligned with the Greenhouse Gas Protocol. This work reflects recent organisational change, including business growth and acquisitions, and ensures that future emissions reduction targets are set on the basis of accurate, complete and decision-useful data.

Once this baseline has been finalised, Sustainable Energy First intends to formalise a science-based Net Zero target, while continuing to progress its Carbon Reduction Plan commitments in accordance with PPN 06/21 and associated public-sector procurement guidance. Emissions management and reduction is approached through a structured framework focused on robust measurement and transparency across Scope 1, Scope 2 and relevant Scope 3 categories; delivery of operational emissions reductions through energy efficiency, low-carbon energy, and reduced travel impacts; and enabling wider decarbonisation through the services delivered to clients.

The organisation also recognises the growing importance of Scope 3 emissions and is developing a structured approach to supplier engagement, data quality improvement and alignment with recognised disclosure frameworks to support longer-term Net Zero delivery and continual improvement.

Emissions Footprint: Baseline

The following table shows the baseline emissions (2024-25) for each of the required emissions Scopes and Categories relative to the SECR requirements as well as the added requirements under the PPN 06/21 guidance.

In that regard, the table shows the activity classification according to the Greenhouse Gas (GHG) Protocol and the emissions for the baseline year.

Table 1 Baseline Year Emissions

Activity Category	2024-25 tCO_2e
Scope 1: Direct emissions from the operation of owned and controlled facilities and equipment	
Stationary combustion	25.322
Mobile combustion	3.713
Fugitive emissions	21.386
Scope 1 Total (tCO_2e)	**50.421**
Scope 2: Indirect emissions from the production of purchased energy	
Scope 2 Location-Based Total (tCO_2e)	**38.637**
Scope 2 Market-Based Total (tCO_2e)	**23.303**
Scope 3: Indirect emissions from the value chain (Category by Location-Based Only)	
Category 1. Purchased goods and services	0.278
Category 3. Fuel and energy related activities	4.097
Category 4. Upstream transportation and distribution	0.265
Category 5. Waste generated in operation	15.751
Category 6. Business travel	142.210
Category 7. Employee commuting	370.443
Scope 3 Location-Based Total (tCO_2e)	**533.044**
Scope 3 Total Market-Based (tCO_2e)	**533.044**
Total Gross Emissions - Location-Based (tCO_2e)	622.102
Total Emissions – Market-Based (tCO_2e)	606.768
Revenue (£m)	44.87
Intensity Ratio tCO_2e per £m Location-Based	13.86
Intensity Ratio tCO_2e per £m Market-Based	13.52

It is worth noting that baseline emissions are a record of the greenhouse gases that have been produced in the past and which were produced prior to the introduction of any strategies to reduce emissions. Therefore, baseline emissions are the reference point against which emissions reduction can be measured.

Both location-based and market-based Scope 2 emissions have been reported to provide a transparent view of electricity-related emissions. The location-based method reflects the average emissions intensity of the grids on which electricity consumption occurs, while the market-based method reflects emissions associated with electricity procurement choices, including renewable energy contracts.

Given the organisation's use of renewable electricity, the market-based figures provide additional insight into the impact of procurement strategies on reported emissions. Both methodologies are presented to ensure consistency with the Greenhouse Gas Protocol and to support transparent and decision-useful reporting.

Fugitive emissions represent a notable component of Scope 1 emissions within the current reporting boundary. These emissions primarily relate to refrigerant losses from air conditioning and cooling systems.

The organisation manages these emissions through standard operational controls, including regular maintenance and servicing of equipment. Opportunities to further reduce fugitive emissions, such as improved leak detection and the transition to lower-global warming potential refrigerants, will be considered as part of ongoing carbon reduction planning.

In addition to reporting absolute emissions, this report includes initial intensity metrics based on revenue, and future reporting cycles may expand this approach to incorporate additional metrics, such as emissions per employee.

The use of intensity metrics supports a clearer understanding of emissions performance over time, particularly in the context of organisational growth, by enabling performance to be assessed on a like-for-like basis.

Additional details relating to the baseline emissions calculations

The baseline carbon footprint has been calculated using the energy consumption and emissions for the year ending 31 October 2025. Those Scope 1, 2, and 3 emissions required in addition by the Carbon Reduction Plan Guidance were then calculated and added to the SECR totals.

The year 2024–25 is the earliest period for which reliable collated datasets are available due to the recent acquisition and integration of Inenco Group Limited by Sustainable Energy First in August 2024.

This baseline reflects the current organisational structure and reporting boundary, incorporating recent business changes and ensuring a consistent reference point for future performance tracking.

This reporting period therefore represents the first combined baseline for the enlarged organisation following acquisition. As such, it provides a robust and consistent reference point against which future emissions performance will be measured. Should any further material structural or organisational changes occur, including acquisitions or divestments, baseline recalculations will be considered in accordance with the Greenhouse Gas Protocol to ensure continued comparability and transparency.

Sustainable Energy First is strongly committed to reducing its carbon footprint and is actively embedding carbon management and reduction principles across its operations. This includes improving energy efficiency, strengthening data quality and governance following the acquisition, and implementing targeted measures to minimise emissions over time, in line with corporate net zero ambitions and best-practice carbon reporting standards.

Activity Split

The figures below illustrate the relative percentages of the total emissions by source for the current reporting year and help to illustrate which activities represent the greatest sources of emissions for Sustainable Energy First.

Note that the calculations for each year incorporate a significant proportion of estimated data. Although these estimations are considered acceptably robust for the present purpose, it is to be hoped that improved data acquisition procedures will improve the accuracy of the calculations in subsequent years.

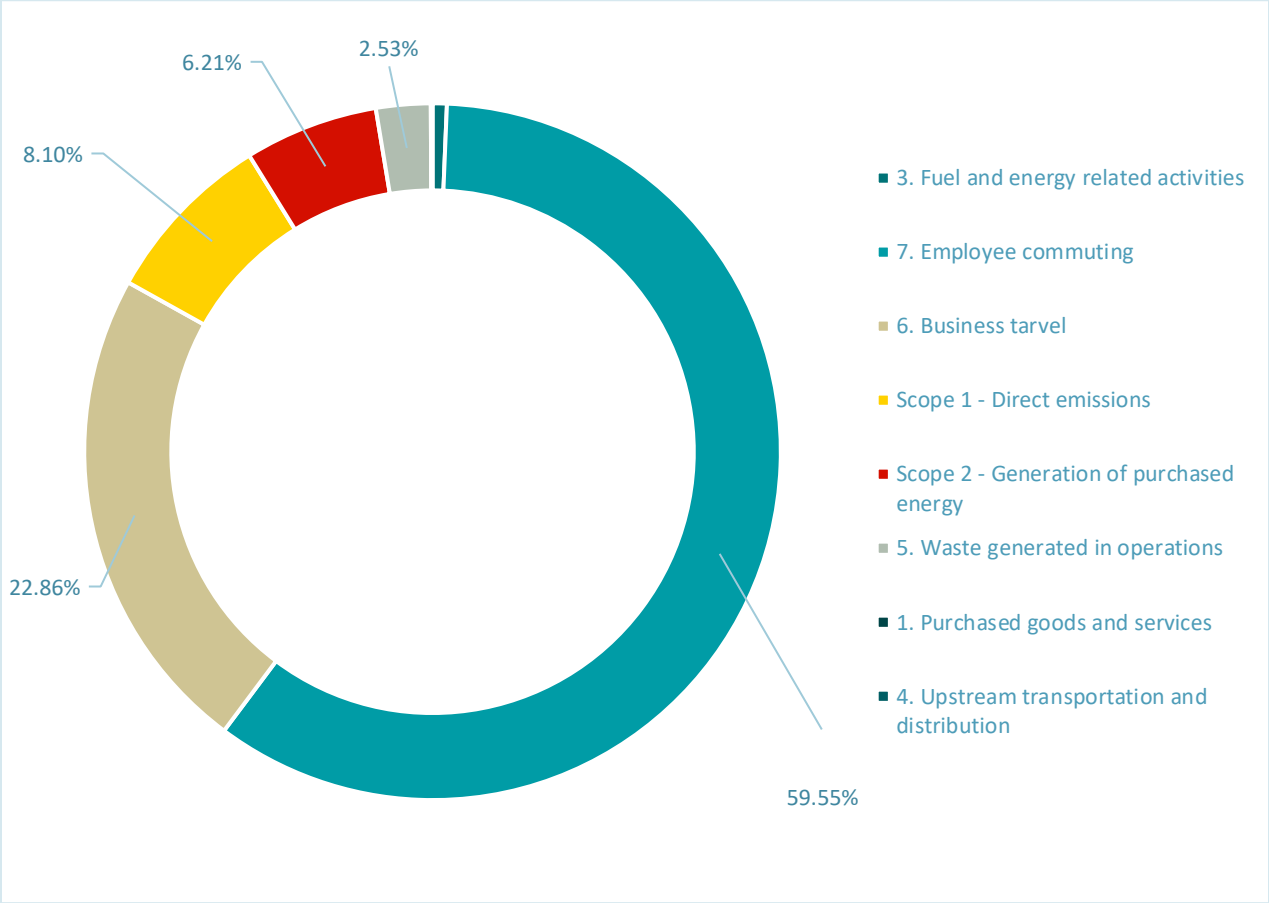
The emissions profile highlights that employee commuting and business travel represent the most material sources of Scope 3 emissions for the organisation. These categories therefore present the most significant opportunities for targeted emissions reduction.

Future carbon reduction initiatives will focus on addressing these key sources, including measures to reduce travel demand, promote lower-carbon transport options, and support more sustainable commuting behaviours across the workforce.

These conclusions are based on the current dataset and may be refined as data completeness and granularity improve.

The selection and development of additional intensity metrics will be informed by data availability and relevance to the organisation’s activities.

Figure 1 Greenhouse gas emissions in 2024-25 (tonnes CO_2e)



Emissions Reduction Targets

In order to continue our progress towards achieving Net Zero, we have adopted the following carbon reduction target:

- Achieve Net Zero greenhouse gas emissions across the organisation's operations and value chain by 2045, covering Scope 1 and Scope 2 emissions in full, and progressing the measurement and reduction of relevant Scope 3 emissions in line with the Greenhouse Gas Protocol.

This target is underpinned by the establishment of a robust baseline and will be tracked on a consistent basis, with recalculations considered where material structural changes occur.

Figure 2 Actual Carbon Emissions by Emissions Source (tonnes CO_2e)

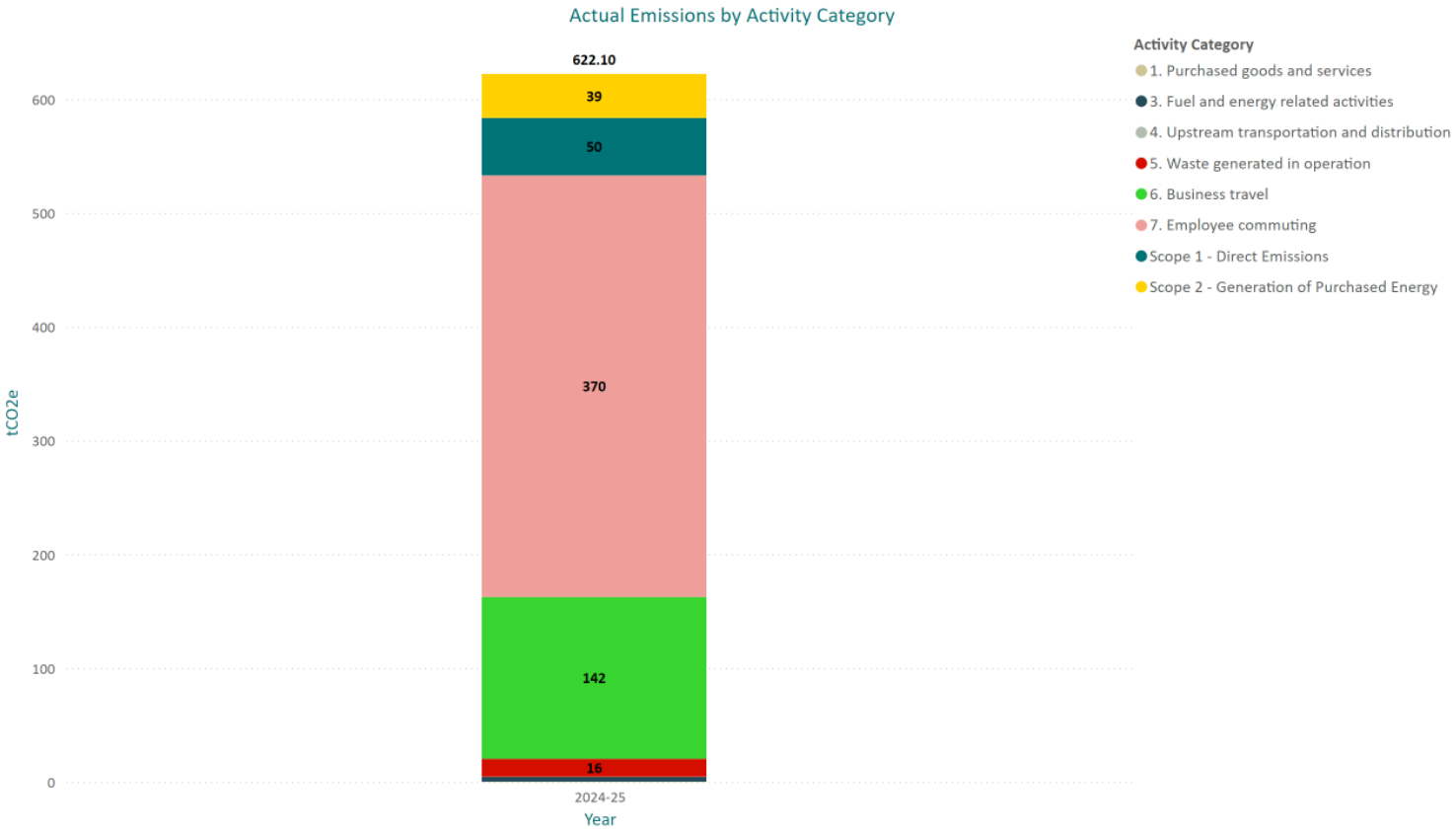


Figure 3 Actual vs Target Carbon Emissions by Year (tonnes CO_2e)

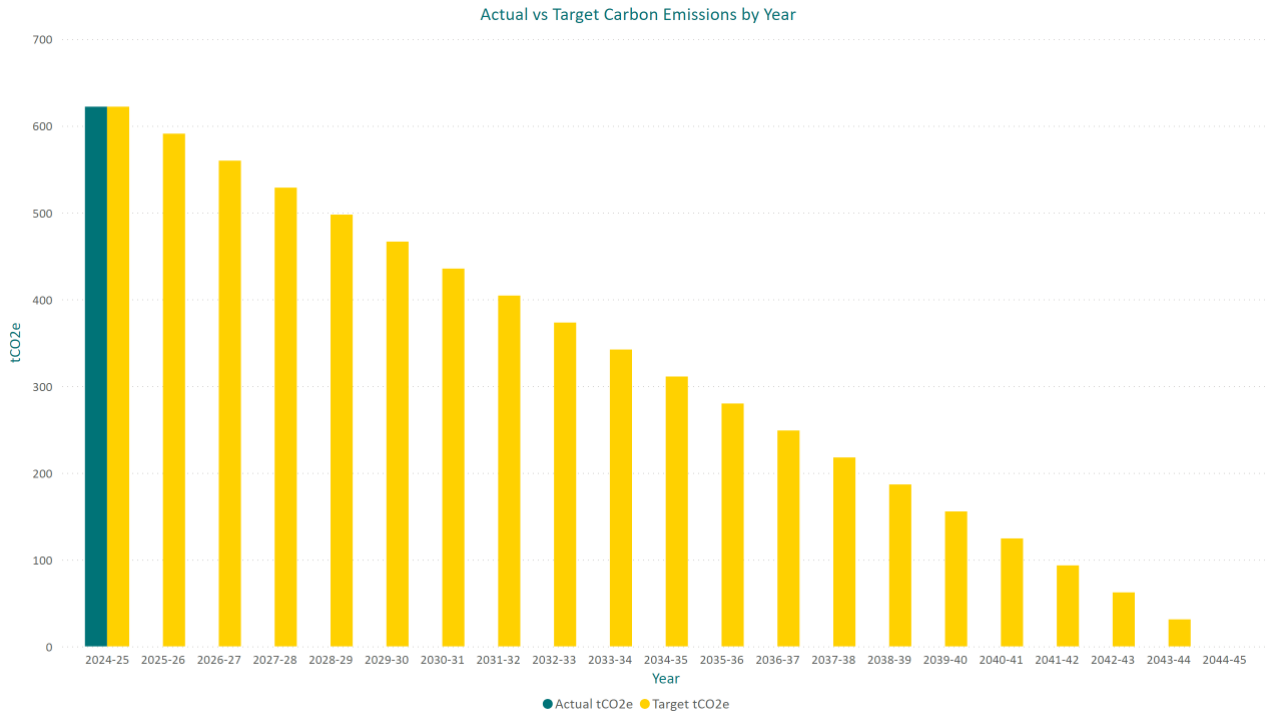


Figure 3 shows the target emissions against the calculated actual emissions for each of the realised years.

Carbon Reduction Projects

The following initiatives set out the actions Sustainable Energy First has taken, and plans to take, to reduce greenhouse gas emissions across its operations. Implemented initiatives represent measures that have already been delivered or embedded into day-to-day operations, while planned initiatives form a forward pipeline of projects intended to support continued progress towards Net Zero.

Completed Carbon Reduction Initiatives

The initiatives listed below have been implemented and are currently embedded within business operations, delivering operational improvements and contributing to emissions reduction:

- Implementation of a car-sharing platform (Mobilityways) to support more efficient and lower-carbon commuting
- Reduction of business travel emissions through a digital-first engagement approach
- Promotion of sustainable commuting practices across the workforce
- Completion of an energy audit for the organisation's new premises, including identification of energy efficiency opportunities
- Identification of opportunities for the installation of automatic meters across all utilities to improve monitoring and data accuracy
- Use of renewable electricity tariffs, reflected in reduced market-based Scope 2 emissions

Pending Carbon Reduction Initiatives

The initiatives outlined below represent planned actions that will be progressed as part of Sustainable Energy First's forward carbon reduction programme, supporting further improvements in energy efficiency, data quality and emissions control:

- Building Management System (BMS) optimisation and improved integration across building systems
- Installation of solar photovoltaic (PV) generation and battery storage
- Deployment of additional sub-metering and data loggers to improve energy visibility and control
- Enhanced controls and staff training to support energy-efficient behaviours
- Upgrade to high-efficiency lighting, including LED upgrades and daylight controls
- Reduction of water consumption through targeted technology solutions and behavioural measures
- Ongoing improvements in refrigerant management, including enhanced maintenance practices and the transition to lower-global warming potential refrigerants
- Reducing emissions from employee commuting and business travel

Declaration & Sign-Off

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standard 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[1] and uses the appropriate Government emission conversion factors for greenhouse gas company reporting[2].

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 [3] i.e., the following have duly been considered and included relative to the business' operational boundary:

- **Scope 1: Direct emissions from owned/controlled assets**
- **Scope 2: Indirect emissions from purchased energy**
- **Scope 3: Indirect emissions from the value chain**
    - Category 3. Fuel and energy related activities (*optional*)
    - Category 4. Upstream transportation and distribution
    - Category 5. Waste generated in operation
    - Category 6. Business travel
    - Category 7. Employee commuting
    - Category 9. Downstream transportation and distribution (not relevant)

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

Head of ESG		Philip Richards	26/05/2026
Position	Signature	Name	Date

[1] https://ghgprotocol.org/corporate-standard
[2] https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting
[3] https://ghgprotocol.org/corporate-value-chain-scope-3-standard

Annex

CRP PPN 06/21 Mandated Emissions Reporting Requirements

The CRP report includes the following mandatory and voluntarily reported emissions:

Table 2 Mandated vs Voluntary Reporting

Emissions & Activity Source Category	Emissions Source	CRP Mandated	Voluntary
Scope 1: Direct emissions from the operation of owned and controlled facilities and equipment			
Stationary combustion	Natural Gas	✓	
Mobile combustion	Van - Diesel	✓	
Fugitive emissions	R410A	✓	
Fugitive emissions	R32 (HFC-32)	✓	
Scope 2: Indirect emissions from the production of purchased energy			
Generation of purchased energy	Electricity - Location Based	✓	
Scope 3: Indirect emissions from the value chain			
Upstream emissions - 3. Fuel and energy related activities	Electricity - Transmission & Distribution		✓
Upstream emissions - 6. Business travel	Business Travel - Average Car - Battery Electric	✓	
Upstream emissions - 3. Fuel and energy related activities	Business Travel - Average Car - Battery Electric - T&D		✓
Upstream emissions - 6. Business travel	Business Travel - Large Car - Diesel	✓	
Upstream emissions - 6. Business travel	Business Travel - Medium Car - Diesel	✓	
Upstream emissions - 6. Business travel	Business Travel - Medium Car - Hybrid	✓	
Upstream emissions - 6. Business travel	Business Travel - Medium Car - Petrol	✓	
Upstream emissions - 6. Business travel	Business Travel - Small Car - Petrol	✓	
Upstream emissions - 7. Employee commuting	Commuting - Average Car - Unknown Fuel	✓	
Upstream emissions - 1. Purchased goods and services	Water Supply		✓
Downstream emissions - 5. Waste generated in operation	Water Treatment	✓	
Downstream emissions - 5. Waste generated in operation	Waste - Combustion	✓	
Downstream emissions - 5. Waste generated in operation	Waste - Recycling	✓	
Downstream emissions - 5. Waste generated in operation	Waste - Composting	✓	
Upstream emissions - 7. Employee commuting	Commuting - Tram	✓	
Upstream emissions - 7. Employee commuting	Commuting - National Rail	✓	
Upstream emissions - 7. Employee commuting	Commuting - Average Bus	✓	
Upstream emissions - 7. Employee commuting	Commuting - Taxi	✓	
Upstream emissions - 7. Employee commuting	Commuting - Motorcycle	✓	
Upstream emissions - 6. Business travel	Business Travel - Average Car - Unknown Fuel	✓	
Downstream emissions - 5. Waste generated in operation	Waste Disposal	✓	
Upstream emissions - 4. Upstream transportation and distribution	Postage Costs	✓	
Upstream emissions - 6. Business travel	Business Travel - National Rail	✓	
Upstream emissions - 6. Business travel	Business Travel - Unclassified	✓	
Upstream emissions - 6. Business travel	Business Travel - Hotels (Cost)	✓	
Upstream emissions - 6. Business travel	Business Travel - Hotels (Nights)	✓	
Upstream emissions - 7. Employee commuting	Homeworking - Office Equipment		✓
Upstream emissions - 7. Employee commuting	Homeworking - Heating		✓

A Note on Data

Due to the pulling together of reporting across two branches of what was recently two separate businesses, there is some disparity in the quality of data from each source (e.g. granularity in the recording of vehicle types for business travel). With the integration of expenses and other finance and HR systems in the coming year, we expect that the quality and consistency of data will improve.

Furthermore, once the approaches have been unified, Sustainable Energy First will put in place a progressive data improvement plan to educate internal stakeholders on the best and necessary datasets to capture for our carbon reporting.

It should be noted that waste emissions have been estimated using spend-based methodologies, which apply industry-average emissions factors to financial data. This approach can result in relatively higher emissions estimates compared to calculations based on actual waste tonnage and treatment routes. As such, the reported emissions for waste disposal may overstate the true impact, particularly where recycling or lower-carbon waste management practices are in place. Future reporting cycles will seek to improve data quality by transitioning to activity-based waste data where available.

Raw Data and Conversion Factors

Table 3 is the full breakdown of every calculated source of emissions and the associated tCO_2e.

Table 3 Full carbon table for the current year

Scope and Emissions Source Category	Emissions Source	2024-25 tCO_2e
Scope 1: Direct emissions from the operation of owned and controlled facilities and equipment		
Stationary combustion	Natural Gas	25.322
Mobile combustion	Van - Diesel	3.713
Fugitive emissions	R410A	21.251
Fugitive emissions	R32 (HFC-32)	0.135
	Scope 1 Total (tCO_2e)	**50.421**
Scope 2: Indirect emissions from the production of purchased energy		
Generation of purchased energy	Electricity - Location Based	38.637
Generation of purchased energy	Electricity - Market Based	23.303
	Scope 2 Location-Based Total (tCO_2e)	**38.637**
	Scope 2 Market-Based Total (tCO_2e)	**23.303**
Scope 3: Indirect emissions from the value chain		
Upstream emissions - 3. Fuel and energy related activities	Electricity - Transmission & Distribution	4.045
Upstream emissions - 6. Business travel	Business Travel - Average Car - Battery Electric	0.495
Upstream emissions - 3. Fuel and energy related activities	Business Travel - Average Car - Battery Electric - T&D	0.052
Upstream emissions - 6. Business travel	Business Travel - Large Car - Diesel	2.233
Upstream emissions - 6. Business travel	Business Travel - Medium Car - Diesel	7.944
Upstream emissions - 6. Business travel	Business Travel - Medium Car - Hybrid	2.563
Upstream emissions - 6. Business travel	Business Travel - Medium Car - Petrol	3.545
Upstream emissions - 6. Business travel	Business Travel - Small Car - Petrol	3.022
Upstream emissions - 7. Employee commuting	Commuting - Average Car - Unknown Fuel	221.559
Upstream emissions - 1. Purchased goods and services	Water Supply	0.278
Downstream emissions - 5. Waste generated in operation	Water Treatment	0.248
Downstream emissions - 5. Waste generated in operation	Waste - Combustion	0.003
Downstream emissions - 5. Waste generated in operation	Waste - Recycling	0.004
Downstream emissions - 5. Waste generated in operation	Waste - Composting	0.004
Upstream emissions - 7. Employee commuting	Commuting - Tram	1.494
Upstream emissions - 7. Employee commuting	Commuting - National Rail	1.941
Upstream emissions - 7. Employee commuting	Commuting - Average Bus	12.468
Upstream emissions - 7. Employee commuting	Commuting - Taxi	3.081
Upstream emissions - 7. Employee commuting	Commuting - Motorcycle	1.515
Upstream emissions - 6. Business travel	Business Travel - Average Car - Unknown Fuel	10.109
Downstream emissions - 5. Waste generated in operation	Waste Disposal	15.492
Upstream emissions - 4. Upstream transportation and distribution	Postage Costs	0.265
Upstream emissions - 6. Business travel	Business Travel - National Rail	5.642
Upstream emissions - 6. Business travel	Business Travel - Unclassified	76.579
Upstream emissions - 6. Business travel	Business Travel - Hotels (Cost)	25.221
Upstream emissions - 6. Business travel	Business Travel - Hotels (Nights)	4.857
Upstream emissions - 7. Employee commuting	Homeworking - Office Equipment	12.093
Upstream emissions - 7. Employee commuting	Homeworking - Heating	116.292
	Scope 3 Total Location-Based (tCO_2e)	**533.044**
	Scope 3 Total Market-Based (tCO_2e)	**533.044**
	Total Gross Emissions - Location-Based (tCO_2e)	622.102
	Total Emissions – Market-Based (tCO_2e)	606.768
	Revenue (£m)	44.87
	Intensity Ratio tCO_2e per £m Location-Based	13.86
	Intensity Ratio tCO_2e per £m Market-Based	13.52

Table 4 presents the raw data used to calculate energy consumption and the corresponding carbon emissions.

Table 4 Raw consumption data

Scope and Emissions Source Category	Emissions Categories	2024-25 Unit of Measurement	2024-25
Scope 1: Direct emissions from the operation of owned and controlled facilities and equipment			
Stationary combustion	Natural Gas	kWh (Gross CV)	138,399
Mobile combustion	Van - Diesel	litres	1,444
Fugitive emissions	R410A	kg	11
Fugitive emissions	R32 (HFC-32)	kg	0
Scope 2: Indirect emissions from the production of purchased energy			
Generation of purchased energy	Electricity - Location Based	kWh	218,287
Generation of purchased energy	Electricity - Market Based	kWh	55,384
Scope 3: Indirect emissions from the value chain			
Upstream emissions - 3. Fuel and energy related activities	Electricity - Transmission & Distribution	kWh	218,287
Upstream emissions - 6. Business travel	Business Travel - Average Car - Battery Electric	miles	8,407
Upstream emissions - 3. Fuel and energy related activities	Business Travel - Average Car - Battery Electric - T&D	miles	8,407
Upstream emissions - 6. Business travel	Business Travel - Large Car - Diesel	miles	6,606
Upstream emissions - 6. Business travel	Business Travel - Medium Car - Diesel	miles	28,740
Upstream emissions - 6. Business travel	Business Travel - Medium Car - Hybrid	miles	13,583
Upstream emissions - 6. Business travel	Business Travel - Medium Car - Petrol	miles	12,607
Upstream emissions - 6. Business travel	Business Travel - Small Car - Petrol	miles	13,125
Upstream emissions - 7. Employee commuting	Commuting - Average Car - Unknown Fuel	km	1,324,715
Upstream emissions - 1. Purchased goods and services	Water Supply	million litres	1
Downstream emissions - 5. Waste generated in operation	Water Treatment	million litres	1
Downstream emissions - 5. Waste generated in operation	Waste - Combustion	tonnes	1
Downstream emissions - 5. Waste generated in operation	Waste - Recycling	tonnes	1
Downstream emissions - 5. Waste generated in operation	Waste - Composting	tonnes	0
Upstream emissions - 7. Employee commuting	Commuting - Tram	passenger.km	52,254
Upstream emissions - 7. Employee commuting	Commuting - National Rail	passenger.km	54,751
Upstream emissions - 7. Employee commuting	Commuting - Average Bus	passenger.km	120,057
Upstream emissions - 7. Employee commuting	Commuting - Taxi	passenger.km	20,732
Upstream emissions - 7. Employee commuting	Commuting - Motorcycle	km	13,324
Upstream emissions - 6. Business travel	Business Travel - Average Car - Unknown Fuel	miles	37,560
Downstream emissions - 5. Waste generated in operation	Waste Disposal	£	11,388
Upstream emissions - 4. Upstream transportation and distribution	Postage Costs	£	1,012
Upstream emissions - 6. Business travel	Business Travel - National Rail	passenger.km	159,117
Upstream emissions - 6. Business travel	Business Travel - Unclassified	£	48,046
Upstream emissions - 6. Business travel	Business Travel - Hotels (Cost)	£	53,937
Upstream emissions - 6. Business travel	Business Travel - Hotels (Nights)	Room per night	467
Upstream emissions - 7. Employee commuting	Homeworking - Office Equipment	per FTE Working Hour	384,639
Upstream emissions - 7. Employee commuting	Homeworking - Heating	per FTE Working Hour	384,639

It should be noted that the difference between location-based electricity consumption (218,287 kWh) and market-based electricity consumption (55,384 kWh) reflects the impact of renewable electricity procurement. The market-based figure represents the proportion of electricity covered by specific contractual instruments (e.g. renewable tariffs or supplier disclosures), rather than total consumption adjusted solely through the residual mix. This approach is consistent with the GHG Protocol's market-based reporting methodology and indicates partial renewable electricity coverage during the reporting period.

Table 5 shows the conversion factors used to convert raw data and energy consumption into carbon emissions.

Table 5 tCO_2e Conversion Factors

Scope and Emissions Source Category	Emissions Categories	2024-25 Unit of Measurement	2024-25 Emissions Factor $kgCO_2e$
Scope 1: Direct emissions from the operation of owned and controlled facilities and equipment			
Stationary combustion	Natural Gas	kWh (Gross CV)	0.18296
Mobile combustion	Van - Diesel	litres	2.57082
Fugitive emissions	R410A	kg	1924.00000
Fugitive emissions	R32 (HFC-32)	kg	677.00000
Scope 2: Indirect emissions from the production of purchased energy			
Generation of purchased energy	Electricity - Location Based	kWh	0.17700
Generation of purchased energy	Electricity - Market Based	kWh	0.42076
Scope 3: Indirect emissions from the value chain			
Upstream emissions - 3. Fuel and energy related activities	Electricity - Transmission & Distribution	kWh	0.01853
Upstream emissions - 6. Business travel	Business Travel - Average Car - Battery Electric	miles	0.05894
Upstream emissions - 3. Fuel and energy related activities	Business Travel - Average Car - Battery Electric - T&D	miles	0.00618
Upstream emissions - 6. Business travel	Business Travel - Large Car - Diesel	miles	0.33808
Upstream emissions - 6. Business travel	Business Travel - Medium Car - Diesel	miles	0.27639
Upstream emissions - 6. Business travel	Business Travel - Medium Car - Hybrid	miles	0.18869
Upstream emissions - 6. Business travel	Business Travel - Medium Car - Petrol	miles	0.28121
Upstream emissions - 6. Business travel	Business Travel - Small Car - Petrol	miles	0.23027
Upstream emissions - 7. Employee commuting	Commuting - Average Car - Unknown Fuel	km	0.16725
Upstream emissions - 1. Purchased goods and services	Water Supply	million litres	191.30156
Downstream emissions - 5. Waste generated in operation	Water Treatment	million litres	170.87549
Downstream emissions - 5. Waste generated in operation	Waste - Combustion	tonnes	4.68568
Downstream emissions - 5. Waste generated in operation	Waste - Recycling	tonnes	4.68568
Downstream emissions - 5. Waste generated in operation	Waste - Composting	tonnes	8.98311
Upstream emissions - 7. Employee commuting	Commuting - Tram	passenger.km	0.02860
Upstream emissions - 7. Employee commuting	Commuting - National Rail	passenger.km	0.03546
Upstream emissions - 7. Employee commuting	Commuting - Average Bus	passenger.km	0.10385
Upstream emissions - 7. Employee commuting	Commuting - Taxi	passenger.km	0.14861
Upstream emissions - 7. Employee commuting	Commuting - Motorcycle	km	0.11367
Upstream emissions - 6. Business travel	Business Travel - Average Car - Unknown Fuel	miles	0.26915
Downstream emissions - 5. Waste generated in operation	Waste Disposal	£	1.36035
Upstream emissions - 4. Upstream transportation and distribution	Postage Costs	£	0.26187
Upstream emissions - 6. Business travel	Business Travel - National Rail	passenger.km	0.03546
Upstream emissions - 6. Business travel	Business Travel - Unclassified	£	1.59386
Upstream emissions - 6. Business travel	Business Travel - Hotels (Cost)	£	0.46760
Upstream emissions - 6. Business travel	Business Travel - Hotels (Nights)	Room per night	10.40000
Upstream emissions - 7. Employee commuting	Homeworking - Office Equipment	per FTE Working Hour	0.03144
Upstream emissions - 7. Employee commuting	Homeworking - Heating	per FTE Working Hour	0.30234

Sustainable Energy First

Find out more

Telephone	01253 789 816
Email	hello@sefirst.com
Website	sefirst.com