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Appendices

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2.0 Report Boundaries

2.1 Corporate Structure

This Carbon Footprint assessment is conducted for Emergent Crown Contract Office Furnishings Ltd only.

2.2 Reporting Period

The reporting period for this GHG assessment is in line with the Financial Year 2022:

- 1st January 2022 – 31st December 2022

2.3 Base Year Calculation

Since this is the Client's first year of carbon reporting, this assessment will form both the baseline calculation year and current reporting year for the purpose of PPN 06/21.

2.4 Organisational Boundaries

GHG emissions have been assessed using the 'operational control' approach, meaning that the Client reports on emissions resulting from its operations within its direct or indirect operational control.

2.5 Data Completeness and Verification

The Client has provided data to calculate its annual emissions. Electricity, gas, water, transport, and waste data during 2022 has been collected, alongside a wide range of other emissions sources.

Details of exclusions and assumptions are set out in Section 3.3 and Section 3.4 respectively.

The data provided is based on finance records and data exports have been provided. In such cases, data verification cannot be conducted. Delta-Simons has taken the data provided in good faith. Verification of the data used in this report is the responsibility of Emergent Crown Contract Office Furnishings Ltd.

2.6 Quantification Methodology

This assessment has been self-certified to be carried out in general accordance with 'ISO14064-1:2006 Greenhouse Gases – Part 1: Specification with guidance at the organization level for quantification and reporting of greenhouse gas emissions and removals.', 'PAS2050:2001 Specification for the assessment of the life cycle greenhouse gas emissions of goods and services' and the 'GHG Protocol' and 'Procurement Policy Notice PPN 06/21'

2.7 Site Information

Details of the Sales Office and Showroom and Distribution Centre operated by the Client and their related energy supplies are presented in Table 1 below.

Table 1: Site Utilities

Site	Electricity	Gas	Water	Refrigerants
Sales Office and Showroom (Halifax)	✓	✓	✓	x
Distribution Centre (Halifax)	✓	✓	✓	x

3.0 Operational Scopes

3.1 Definitions

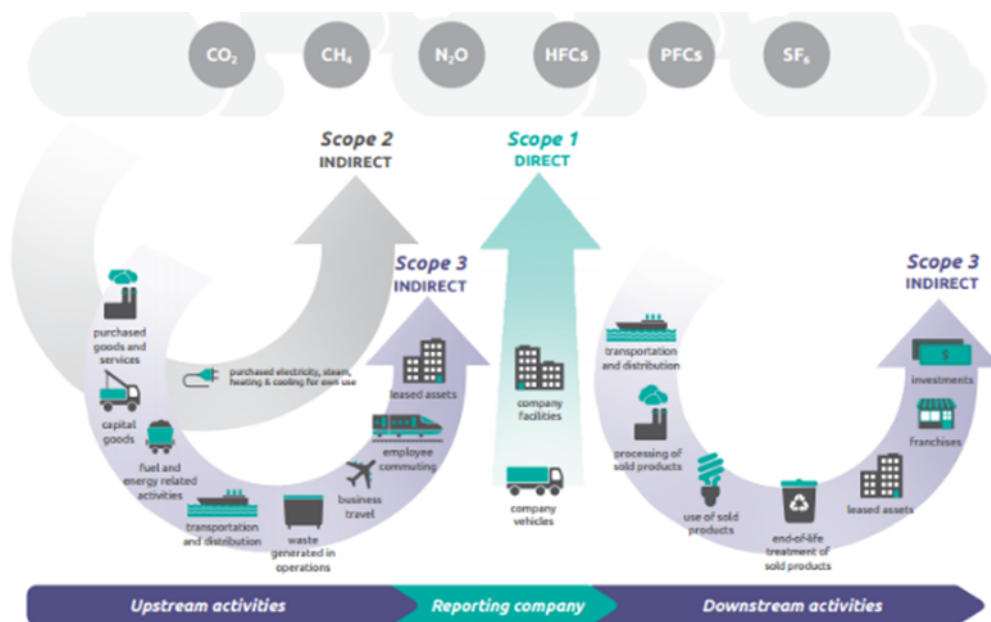
GHG Emissions are categorised into Scopes:

Scope 1 - Direct emissions resulting from the primary combustion of fuels in organisation-controlled premises, vehicles, and plant. Furthermore, fugitive emissions (gases which are not combusted but are released into the atmosphere) are also included. It is mandatory to report Scope 1 emissions.

Scope 2 - Indirect emissions resulting from the consumption of purchased electricity that has been generated off-site and supplied by the national grid. It is also mandatory to report Scope 2 emissions.

Scope 3 - Indirect emissions associated with the consequences of the activities of the organisation but controlled by another entity outside of the corporate structure. Scope 3 emissions are voluntarily reported by organisations who wish to assess the wider impact of their business operations.

Figure 1: GHG Protocol - Carbon Scopes



3.2 Inclusions

GHG emissions have been calculated for all mandatory Scopes 1 and 2 sources (plus Scope 3 grey fleet and company travel) in line with UK Environmental Reporting Guidance and included the following sources:

Scope 1 - Direct Combustible Fuels

- **Company Fleet:** The Client operates a fleet of vehicles consisting of diesel cars, diesel vans, and diesel trucks;
- **Natural Gas:** Gas is consumed as a heating fuel at all sites (i.e., one Sales Office and Showroom and one Distribution Centre) in Halifax.

Scope 2 - Indirect Combustible Fuels

- **Purchased Electricity:** The Client consumes electricity at all sites (i.e., one Sales Office and Showroom and one Distribution Centre) where it has direct energy payment responsibility.

Scope 3 - Indirect Emissions

- **Category 4: Upstream Transportation & Distribution**

- **Transportation & Distribution (import):** Upstream transportation and distribution mileages have been included in the assessment in line with the requirements of the PPN 06/21; Consignor area code and consignee area code has been provided, distance for road freight and sea freight has been calculated using assumptions (see Section 3.4);
- **Transportation & Distribution (UK only):** Upstream transportation and distribution mileages have been included in the assessment in line with the requirements of the PPN 06/21; Consignor area code and consignee area code has been provided, distance for road freight has been calculated using assumptions (see Section 3.4);

- **Category 5: Waste Generated in Operations**

- **Waste & Recycling:** As a result of its Sales Office and Showroom and site operations, the Client generates general waste, cardboard, wood, IT Equipment, and plastic. The majority of waste is recycled, with minimal sent to landfill;
- **Water:** Water consumption at the Sales Office and Showroom, average of 190 litres per day;

- **Category 6: Business travel**

- **Grey Fleet (Personal Vehicles):** Emissions are based on the distance travelled as recorded on business mileage claims. Mileage has been recorded and data provided;
- **Hotels:** Employees are regularly required to stay in hotels when travelling for business purposes. Location of hotel and length of stay has been provided by the Client;

- **Category 7: Employee Commuting**

- **Employee Commuting:** Emissions arising from employee commuting are included in this assessment in line with the requirements of the PPN 06/21. Mileage has been recorded and data provided;

- **Category 9: Downstream Transportation & Distribution**

- **Transportation & Distribution (UK only):** Emissions arising from employee commuting are included in this assessment in line with the requirements of the PPN 06/21. Mileage has been recorded and data provided;

3.3 Exclusions

The following sources have been excluded from the boundaries of the report due to them being outside of the company's financial control, or due to them being outside of the scope of PPN06/21.

Scope 3 - Other Indirect Emissions

- **Category 1: Purchased Goods & Services**
- **Category 2: Capital Goods**
- **Category 3: Fuel- and energy-related activities (not included in Scope 1 or Scope 2)**
- **Category 6: Business travel**
 - **Trains:** Emissions associated with rail travel for business purposes. Emissions associated with this source are excluded as the fact the Client does not conduct business travel by this form of transport.

- **Flights:** Emissions associated with flight travel for business purposes. Emissions associated with this source are excluded as the fact the Client does not conduct business travel by this form of transport.
- **Taxis:** Emissions associated with taxi travel for business purposes. Emissions associated with this source are excluded due as the fact the Client does not conduct business travel by this form of transport.
- **Category 8: Upstream Leased Assets**
- **Category 10: Processing of Sold Products**
- **Category 11: Use of Sold Products**
- **Category 12: End of Life of Sold Products**
- **Category 13: Downstream Leased Assets**
- **Category 14: Franchises**
- **Category 15: Investments**

3.4 Assumptions

Assumptions were used on scope 3 emissions to calculate road and sea distance for Transportation & Distribution (import) and UK only.

- **Distance road freight:** Road freight distance was calculated using <https://www.freemaptools.com/distance-between-uk-postcodes.htm>
- **Distance sea freight:** Sea freight distance was calculated using <https://classic.searoutes.com/>

4.0 Results

4.1 Summary

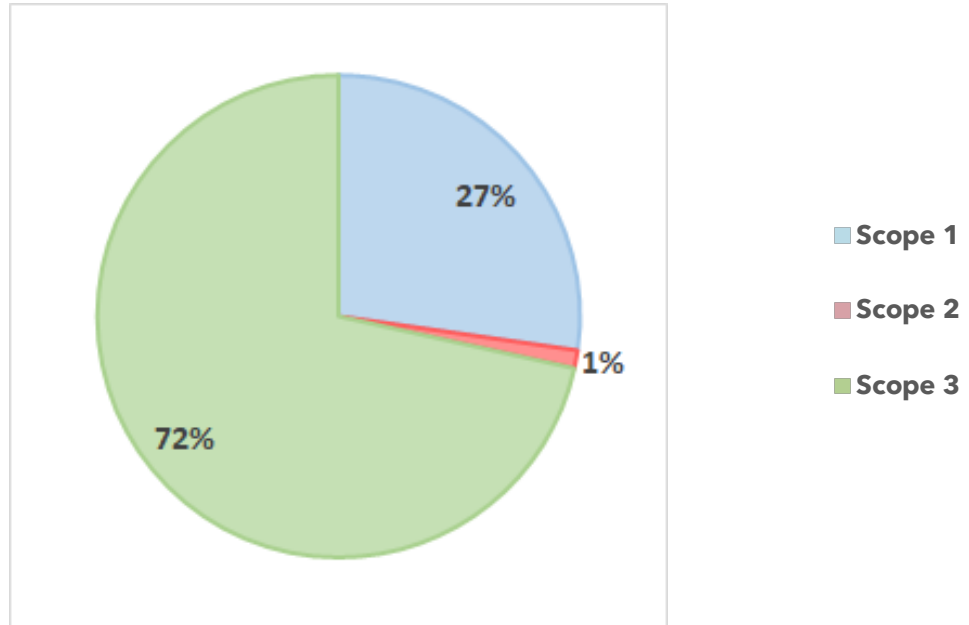
GHG emissions associated with the Client's operations during the 2021 financial year have been calculated. Table 2, below, summarises total operational emissions by Source.

Table 2: Summary GHG Emissions Results

Scope	Source		Total Units	tCO2e	%
Scope 1	Company Fleet	Diesel - Fuel (L)	47990.23	122.75	21.72%
		Energy kWh	171248.50	31.26	5.53%
Scope 2	Electricity	Energy kWh	35123.50	6.79	1.20%
Scope 3	Waste & Recycling	Cardboard (tonnes)	7.18	0.15	0.03%
		General Waste (tonnes)	2.60	1.21	0.21%
		Wood (tonnes)	2.12	0.05	0.01%
		Plastic (tonnes)	0.16	0.003	0.00%
	Water	Energy (m3)	318.00	0.05	0.01%
	Grey Fleet	Diesel - distance (km)	20855.49	3.56	0.63%
		Petrol Car - distance (km)	3322.00	0.57	0.10%
		EV - distance (km)	1148.00	0.03	0.00%
	Hotels	UK - Non-London (nights)	72.00	0.75	0.13%
	Employee Commuting	Diesel Van - distance (km)	50881.02	18.96	3.36%
		Diesel Car - distance (km)	7950.16	1.36	0.24%
		Petrol Car - distance (km)	37307.08	6.36	1.13%
		Electric Vehicle - distance (km)	2092.15	0.10	0.02%
	T&D Upstream	Import - Road Freight - distance (km)	7825.13	7.23	1.28%
		Import - Road Freight - distance (km)	7908.00	5.19	0.92%
		Import - Sea Freight - distance (km)	445605.93	7.91	1.40%
		UK - distance	410482.79	178.60	31.61%
T&D Downstream	UK - distance	431999.73	172.22	30.48%	
Total				tonnes CO2e	565.10

The breakdown of emission sources is presented in Figure 2, below. Scope 1 emissions account for 27% of total GHG emissions. 1% is attributable to Scope 2 emissions from purchased electricity, and the remaining 72% is attributed to Scope 3 emissions.

Figure 2: GHG Emissions by Scope FY 2022



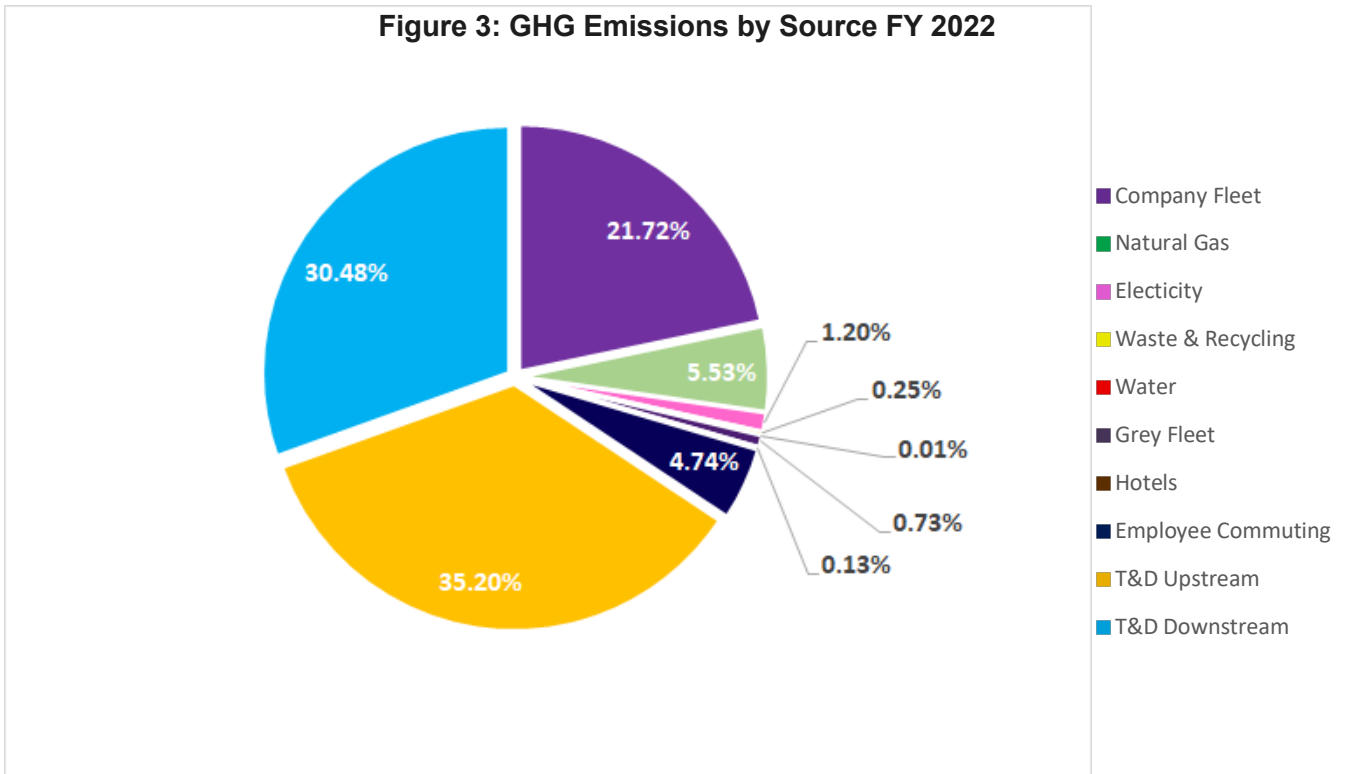
4.2 Emissions by Source

GHG emissions associated with each source are set out in Figure 3 below. The largest source of emissions is from transportation & distribution upstream (35%), with transportation & distribution downstream accounting for a further 30%. Emissions from company fleet account for 21%, emissions from natural gas consumed account for 5%, and emissions from employee commuting account for 4%.

These five emissions sources are responsible for a combined 97%.

All other emissions sources are nominal (<3%).

Figure 3: GHG Emissions by Source FY 2022



4.3 Company Fleet

The Client operates a fleet of company vehicles (mix of owned and leased). The table below summarises emissions associated with the company fleet and uses the UK Government GHG Conversion Factors for Company Reporting.

Table 3: Company Fleet GHG Emissions Results

Year	CO ₂ e (t)	CO ₂ e (t)
2022/23	47,990.23	122.75

4.4 Natural Gas

The table below summarises emissions associated with the direct combustion of fuels within business premises. Conversion factors from UK Government GHG Conversion Factors for Company Reporting for natural gas consumption have been used.

Table 4: Natural Gas GHG Emission Results

Site	CO ₂ e (t)	
	CO ₂ e (t)	CO ₂ e (t)
Sales Office and Showroom (Halifax)	58,818.00	11.37
Distribution Centre (Halifax)	112,430.49	19.89
Total Emissions	171,248.49	31.26

4.5 Purchased Electricity

The table below summarises emissions associated with the purchase of electricity from the national grid. Conversion factors from UK Government GHG Conversion Factors for Company Reporting for electricity consumption have been used.

Table 5: Electricity GHG Emission Results

Site	FY 2022/23	
	CO ₂ e (t)	CO ₂ e (t)
Sales Office and Showroom (Halifax)	13,055.00	2.37
Distribution Centre (Halifax)	22,068.50	4.79
Total Emissions	35,123.50	7.16

4.6 Waste & Recycling

The table below summarises emissions associated with Emergent Crowns' waste during the period. Conversion factors have been used from UK Government GHG Conversion Factors for Company Reporting for waste.

Table 6: Waste & Recycling GHG Emission Results

Waste Type	FY 2022/23	
	Tonnes	tCO ₂ e
General Waste	2.60	1.21
Cardboard Waste	7.18	0.15
Wood Waste	2.12	0.05
Plastic Waste	0.16	0.003
Electrical Waste	0.00	0.00
Total Emissions	12.06	1.42

4.7 Water

The table below summarises emissions associated with the consumption of water within both the Sales Office and Showroom and Distribution Centre. Conversion factors have been used from UK Government GHG Conversion Factors for Company Reporting for water consumption.

Table 7: Water consumption GHG Emission Results

Site	FY 2022/23	
	M3	tCO ₂ e
Sales Office and Showroom (Halifax)	72.00	0.01
Distribution Centre (Halifax)	246.00	0.03
Total Emissions	318.00	0.05

4.8 Grey Fleet

The Client reimburses employee for business travel undertaken in employee-owned vehicles. The Client has provided mileage data claimed by employees when using company and employee-owned vehicles. The table below summarises emissions associated with the company grey fleet and uses the UK Government GHG Conversion Factors for Company Reporting.

Table 8: Grey Fleet GHG Emission Results

Grey Fleet	FY 2022/23		
	Total km		tCO ₂ e
Total Emissions	25,325.49		1.78

4.9 Hotels

The Client has provided breakdowns of all business-related hotel stays over the reporting period. The location of each hotel stay has been provided for each trip, as well as the number of nights stayed. The table below summarises emissions associated with Emergent Crowns' hotel stays during the period. Conversion factors have been used from UK Government GHG Conversion Factors for Company Reporting for hotel stay per night.

Table 9: Hotels GHG Emission Results

Location	FY 2022/23	
	Nights	tCO ₂ e
Total Emissions	72	0.75

4.10 Employee Commuting

The Client provided Delta-Simons with the number of employee commuting, the proportion of each mode of transport used for commuting purposes, as well as the average distance travelled for the reporting period. Conversion factors have been used from UK Government GHG Conversion Factors for Company Reporting for Employee Commuting.

Table 10: Employee Commuting GHG Emission Results

Vehicle Type	FY 2022/23		
	Fuel Type	km	tCO ₂ e
Car	EV	2,092.15	0.10
	Petrol	37,307.08	6.36
	Diesel	7,950.16	1.36
Van	Diesel	50,881.02	18.96
Total Emissions	-	98,230.41	26.78

4.11 Upstream Transportation & Distribution

The table below summarises emissions associated with Upstream Transportation & Distribution and Conversion factors have been used from UK Government GHG Conversion Factors for Company Reporting.

Table 11: Upstream Transportation & Distribution GHG Emission Results

Transport Type	Units	FY 2022/23	
		km	tCO ₂ e
Import - Road Freight	km	15,733.13	12.42
Import - Sea Freight	Tonnes.km	445,605.93	7.91
UK - Distance	km	410,482.79	178.60
Total Emissions	-	871,821.85	198.93

4.12 Downstream Transportation & Distribution

The table below summarises emissions associated with Downstream Transportation & Distribution and Conversion factors have been used from UK Government GHG Conversion Factors for Company Reporting.

Table 12: Downstream Transportation & Distribution GHG Emission Results

Vehicle Type	FY 2022/23	
	km	tCO ₂ e
Van	212,141.00	49.12
7.5 tonne (Van)	95,725.00	47.63
12 tonne (Van)	124,134.00	75.46
Total Emissions	431,999.00	172.22

4.13 Carbon Intensity Ratios

Carbon intensity is expressed in several ways to provide normalised figures which can be compared on an annual basis to assess performance. Table 4, below, outlines carbon intensity per revenue which is the preferred intensity ratio stated by the Client.

Revenue

Overall performance of the company is assessed using a carbon intensity ratio of tCO₂e per £1,000,000 revenue. This calculation includes all emissions resulting from company fleet, natural gas, electricity, grey fleet, waste, water, business travel and transportation & distribution. The Client provided a revenue figure of £ 7.211m in 2022.

Table 14: Carbon Intensity Ratios

Carbon Intensity Ratio	FY 2022
Revenue (tCO ₂ e per £m)	78.36

5.0 Carbon Reduction Plan

5.1 Summary

In December 2015, The United Nations Framework Convention of Climate Change (UNFCCC) reached a landmark agreement to tackle mankind's contribution toward climate change - known as the Paris Agreement. The aim was to limit a global temperature rise of below 2oC above pre-industrial levels and before the end of this century (2100). The Agreement also includes a commitment to make efforts to limit a global temperature rise to 1.5oC – this is the point at irreversible damage to the environment is predicted to occur. In order to achieve this, we must reduce our absolute carbon emissions by 45% before 2030, and by 80% prior to 2050. The Paris Agreement entered into force on 4th November 2016, with the United Kingdom one of the first nations to ratify the Agreement.

In July 2019, the United Kingdom became the first major economy to pass legislation which commits to ending its contribution to global warming. The target to is achieve 'net-zero' greenhouse gas emissions by 2050. Net-zero means that the country will reduce its emissions so far as is practical. Any residual emissions will be balanced through the use of offset schemes, such as carbon capture and storage, or planting trees. It is expected that the UK government will implement secondary legislation and/or incentive schemes in the coming years in order to encourage businesses to meet these targets.

Businesses and organisation are becoming increasingly aware of their impact on the environment and as such are committing to ambitious science-based carbon reduction targets, with many aiming to become carbon neutral by 2030. In this context, the following section provides a benchmark of the Client's current carbon emissions and sets out an indicative pathway that illustrates how decarbonisation may be achieved by 2030.

5.2 Emergent Crowns Contract Office Furnishings' Target

The Client has informed Delta-Simons that they wish to become carbon net-zero by 2040, via reducing their emissions as much as possible before offsetting the residual emissions.

The following recommendations suggest potential actions that Emergent Crown Contract Office Furnishings Ltd could take to reduce their emissions.

5.3 Recommendations

5.3.1 Transportation & Distribution

The first carbon reduction measure that the Client should consider would involve sourcing greener freight options and utilise electric vehicle transport where possible. If transport is made by a supplier that have an 100% electric fleet, then by reporting that, calculated emissions will reduce.

External influence refers to the expected shift in technology and infrastructure that countries and companies will have to adopt in order to meet their Net Zero targets. These include:

- Electrifying fleet vehicles; and
- Improving delivery routes and strategy.

5.3.2 Renewable Electricity Tariffs

The Client should consider the procurement of REGO-backed renewable energy tariffs for electricity supply to all sites. This will ensure that electricity comes from clean sources such as solar or wind power and will eliminate carbon emissions associated with purchased electricity from the national grid. If all sites are supplied with renewable electricity tariffs, it will reduce emissions by approximately 7 tCO₂e per year.

5.3.3 Company Fleet

The Client should consider replacing its current fleet of company-owned vehicles from diesel fuelled vehicles towards hybrid and/or fully electric alternatives. It is recommended that at the end of each vehicles

lease, the Client should first look to replace vehicles with hybrid models, before exchanging these to fully electric once the hybrid leases have expired.

If the entire fleet was transitioned to fully electric vehicles, total fleet emissions could be entirely carbon neutral should they only be charged using REGO-backed electricity tariffs at any of the Client's sites. This will reduce emissions by approximately 112 tCO₂e per year.

5.3.4 Heat Decarbonisation

The Client currently has natural gas supplies at all their sites. It is recommended that the Client considers replacing any heating systems with alternatives which do not rely on fossil fuel-based heating systems. It is worth noting that gas heating is more cost-effective, so the move to renewable electricity-based heating may increase operating costs. However, recent price increases have occurred within the market, and it is anticipated that gas prices will continue to increase, thereby reducing the financial gains provided. If all sites are supplied with renewable electricity tariffs, it will reduce emissions by approximately 33 tCO₂e per year.

5.3.5 Energy Efficiency Programmes

The Client should consider the replacement of older building services and controls (heating, ventilation, lighting, etc.) to more efficient models with automatic controls.

Submetering of energy loads (lighting, HVAC, servers) can allow for more detailed analysis of energy use which subsequently leads to identification and elimination of unnecessary energy use.

Where not already installed, LED lighting can replace fluorescent and incandescent lighting to achieve significant energy savings. Where financially feasible, further implementation of automated controls should also be combined with LED technology to achieve full optimisation. The installation of technology such as: PIR motion and daylight sensors for lighting, CO₂ sensors for ventilation and temperature sensors can help to ensure environmental parameters in the office are kept to the most efficient levels.

Making use of energy efficient modes on devices such as computers (hibernation, reducing brightness etc.) and photocopiers (standby modes) can help to reduce unnecessary consumption outside operating hours.

5.3.6 Employee Commuting

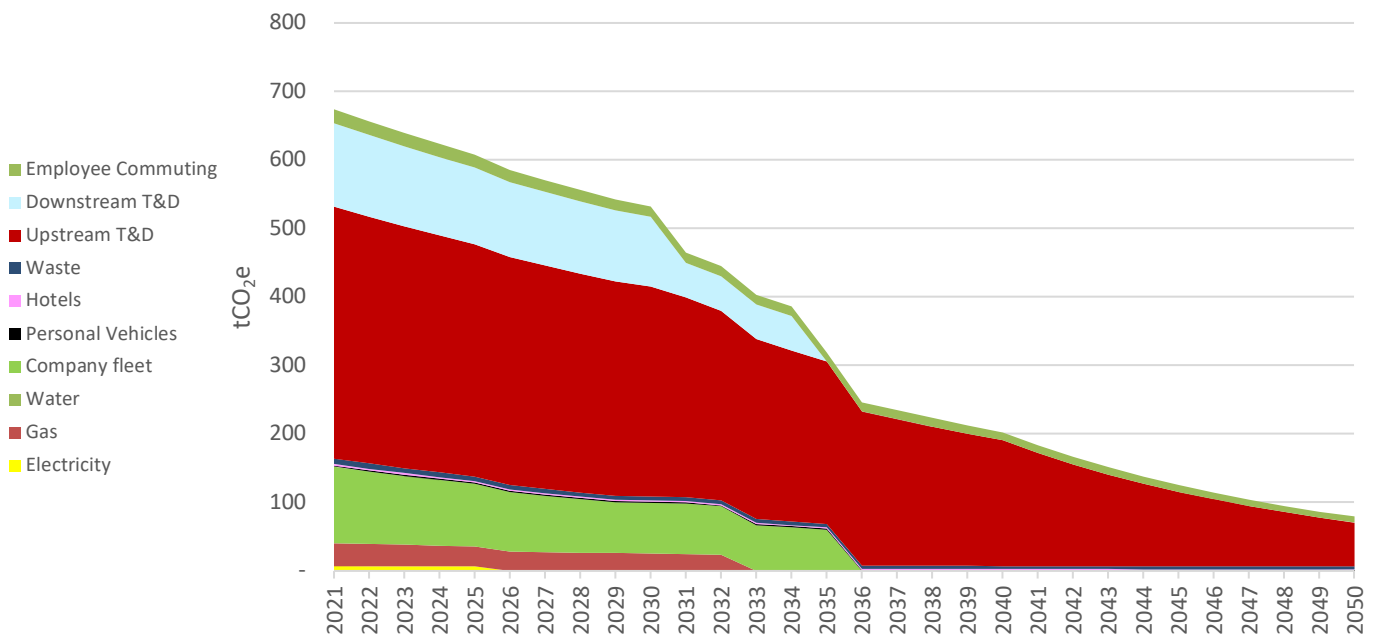
The Client should also aim to reduce employee commuting mileage. This may be achieved via the implementation of a green travel plan that promotes active travel. Sustaining working from home/hybrid practices where feasible will also help to reduce the need for commuting.

This may be achieved by introducing initiatives to educate staff on personal footprint (single use plastics, travel, vehicles) and introducing a cycle to work scheme to promote cycling as a green mode of transport, which will reduce associated carbon emissions.

5.4 Carbon Reduction Pathway

Figure 4 below represents an indicative carbon reduction pathway based on the above actions. The figure shows that with relatively modest annual targets, the business can achieve carbon reductions in line with global targets without dramatic changes to operations. The indicative carbon reduction plan is based on current operations and company size. It does not take into account any projected business growth. However, this should be factored into any future carbon footprint assessment.

Figure 4: Emissions Projection 2021 to 2050



5.5 Carbon Offsetting and Sequestration

'Net-Zero' and 'Beyond Net-Zero' are the Delta-Simons seals of approval awarded to products, services, events, departments or whole organisations that:

- Measure their emissions;
- Commit to achieving carbon reductions;
- Offset at least 100% of residual emissions (Net-Zero);
- Remove an extra 50% of emissions (Beyond Net-Zero).

It works by firstly offsetting emissions by 100% via verified Gold Standard carbon offsets (as defined by the United Nations (UN) and the Kyoto Protocol), and then removing an additional 50% via forestry and habitat conservation projects. This ensures that not only does your organisation mitigate its negative impact, but it also has a long-lasting positive impact on the environment.



Most verified carbon offset projects go beyond the removal of carbon, as they can be often linked to the UN's Sustainable Development Goals (SDGs). These SDGs highlight how a certain project addresses the global challenges we face, including, but not limited to: poverty, inequality, climate change, environmental degradation, peace and justice.

Delta-Simons can source a variety of carbon offsets and sequestration projects to suite your ambitions and corporate values (solar, wind, carbon capture, rainforest conservation, tree-planting etc.). Projects often have additional social benefits such as health and wellbeing, education, reduced poverty and inequality. Carbon offsets are typically priced at £10-£16 per tonne, whilst habitat conservation and restoration projects are typically priced at £15-£20 per tonne.

Table 3, below, provides an indication on the potential cost of offsetting and sequestering for the financial year 2021 operational carbon emissions of the Client.

Table 15: Carbon Offsetting and Sequestration

2021 Financial Year (673.94 tCO₂e)	Lower Budget	Higher Budget
100% Offset (Typically £10 - £16 per tonne)	£6,739.36	£10,782.98
50% Additional Offset (Typically £15 - £20 per tonne)	£10,109.04	£13,478.72
Beyond Net Zero Cost Range	£16,848.40	£24,261.70

Appendix A - PPN 06/21 - Carbon Reduction Plan

Carbon Reduction Plan Template

Supplier name: Emergent Crown Contract Office Furnishings Limited

Publication date: 05th September 2023

Commitment to achieving Net Zero

Emergent Crown Contract Office Furnishings Limited has appointed Delta-Simons Ltd to support in the development of a baseline carbon emissions footprint, and the production of a meaningful strategy for reduction of operational emissions to achieve Net-Zero as early as possible

Emergent Crown Contract Office Furnishings Limited is committed to achieve Net Zero emissions by 2040 for scope 1&2 emissions and by 2040 for scope 3 emissions.

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.

Baseline Year: 1st January 2022 – 31st December 2022	
Additional Details relating to the Baseline Emissions calculations.	
The Baseline Assessment includes Scope 1, 2 and 3 as required by the PPN 06/21 in relation to the Business Operations of Emergent Crown Contract Office Furnishings Limited.	
Baseline year emissions (2021):	
EMISSIONS	TOTAL (tCO₂e)
Scope 1	144.91
Scope 2	7.17
Scope 3 (Included Sources)	521.86
Total Emissions	673.94

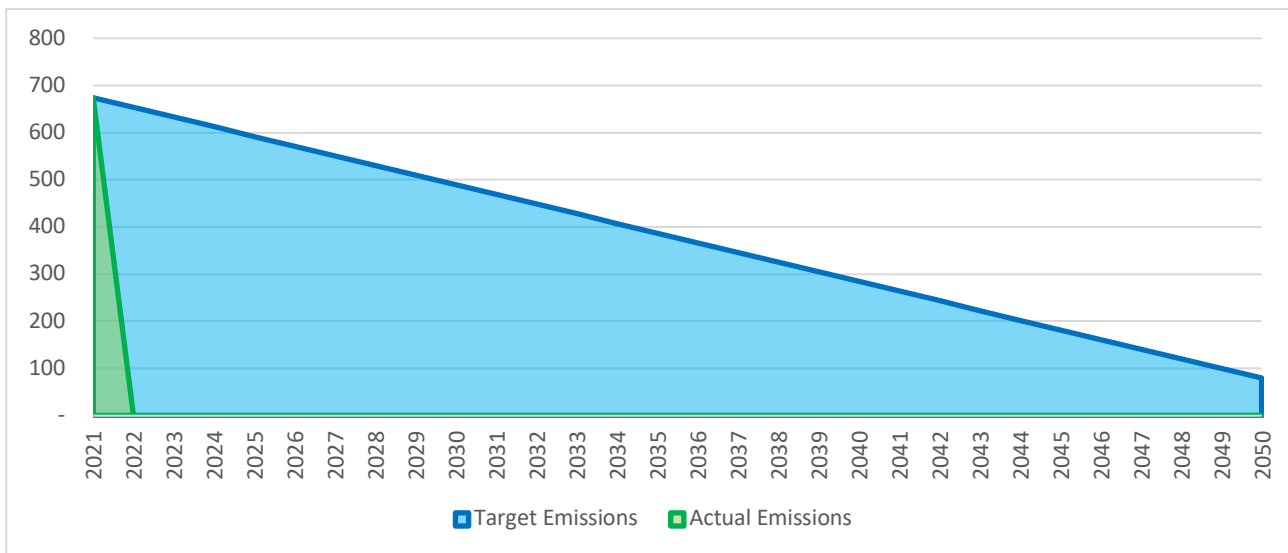
Current Emissions Reporting

Reporting Year: 2022	
EMISSIONS	TOTAL (tCO ₂ e)
Scope 1	144.91
Scope 2	7.17
Scope 3 (Included Sources)	521.86
Total Emissions	673.94

Emissions Reduction Targets

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

We project that total carbon emissions will decrease by 594.76 tCO₂e by 2050. This is a reduction of 88%. Progress against these targets can be seen in the graph below which plots the combined trajectory for total emission reductions across all three scopes:



Carbon Reduction Projects

The Client is working to develop specific carbon reduction measures to achieve its near term and long-term carbon reduction goals. These measures are expected to include:

- Transitioning to a fully electric fleet of company vehicles by 2035;

- Invest in heat decarbonisation and the uptake of electricity-based heating systems by 2033;
- Move towards REGO back green electricity tariffs by 2026;
- Engage with suppliers and encourage their uptake of low/ultra-low emission vehicles by 2035.

Declaration and 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 standard¹ and uses the appropriate Government emission conversion factors for greenhouse gas company reporting².

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) Standard³.

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:

.....

Date:

¹ <https://ghgprotocol.org/corporate-standard>

² <https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>

³ <https://ghgprotocol.org/standards/scope-3-standard>

Appendix B - Limitations

Limitations

The recommendations contained in this Report represent Delta-Simons professional opinions, based upon the information listed in the Report, exercising the duty of care required of an experienced Sustainability Consultant.

Delta-Simons obtained, reviewed, and evaluated information in preparing this Report from the Client and others. Delta-Simons conclusions, opinions and recommendations has been determined using this information. Delta-Simons does not warrant the accuracy of the information provided to it and will not be responsible for any opinions which Delta-Simons has expressed, or conclusions which it has reached in reliance upon information which is subsequently proven to be inaccurate.

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