

Carbon Reduction Plan

Supplier name: RAND Europe Community Interest Company

Publication date: 7th February 2022

Commitment to achieving Net Zero

RAND Europe CIC is committed to achieving Net Zero emissions by 2040, ten years ahead of the government target.

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: 2019 (financial year 1st October 2018 – 30th September 2019)	
Additional Details relating to the Baseline Emissions calculations.	
<p>RAND Europe CIC is committed to building a sustainable future and achieving net zero emissions by 2040. Our emphasis, where possible, is on reducing rather than offsetting, our carbon emissions.</p> <p>Whilst we have implemented a number of environmental sustainability measures in the past, this is the first Carbon Reduction Plan we have published. As a result this plan reports our baseline emissions against which future years will be measured.</p> <p>We acknowledge that 2020 and 2021 have been abnormal years, with normal business operations being significantly disrupted by the COVID-19 pandemic. As a result we judge these to be unsuitable for use as baseline years from which to measure progress.</p> <p>We have therefore used 2019 CO2 emissions data (from the financial year which runs from 1st October 2018 to 30th September 2019) as our baseline. This period gives a more accurate picture of our typical annual carbon footprint.</p>	
Baseline year emissions:	
EMISSIONS	TOTAL (tCO₂e)
Scope 1	19.64 tCO₂e Our scope 1 emissions are made up entirely of fugitive emissions i.e. leaks from our office buildings. We have calculated these from the refrigerant top ups required in maintenance of our HVAC systems in the reporting

	<p>period using UK Government GHG Conversion Factors for Company Reporting for the year 2019.</p>
<p>Scope 2</p>	<p>92.79 tCO₂e</p> <p>Our scope 2 emissions are made up of indirect emissions from the generation of purchased energy for our office buildings. For our demised areas we have used meter readings for the reporting period. For communal areas under landlord control we have estimated the gas and electricity usage from the costs allocated in the service charge.</p> <p>To calculate our Scope 2 emissions, we have taken the gas and electricity usage figures and estimates, and calculated CO₂ emissions using UK Government GHG Conversion Factors for Company Reporting for the year 2019.</p>
<p>Scope 3 (Included Sources)</p>	<p>272.71 tCO₂e</p> <p>Upstream transportation and distribution: not quantified at this time</p> <p>We are looking at how we may improve the reporting in our current supply chain in order to better measure these emissions in future years. As a services based organisation these are however expected to make only a small contribution to our overall emissions.</p> <p>Waste generated in operations: 1.9 tCO₂e</p> <p>Our operational waste is the waste that is produced from our office building, which is handled by our landlord. We estimate our waste based on the volumes collected from site and proportion of floor space demised. Included within this is landfill waste, mixed recycling, shredded paper for recycling and WEEE.</p> <p>Business travel: 151.13 tCO₂e</p> <p>This is made up of travel to meetings and events, and travel required in the course of our research activities. We have taken into account travel by air, rail, and cars (including taxis).</p> <p>Emissions from air travel have, where feasible, been calculated using a distance-based method, with interpolation of missing values using a spend-based method based on average values for the journeys we make. These take into account both the haul and class of travel.</p> <p>Emissions from international rail travel have been calculated using a distance-based method, and from national rail using a spend-based method pivoting off our most frequently used routes.</p> <p>Emissions from use of private cars have been calculated using a distance-based method, and from taxis using a spend based method utilising the charging profile for local taxi trips.</p>

	<p>Employee commuting: 119.68 tCO₂e</p> <p>We have utilised a previous travel to work survey, along with car park occupancy data to estimate the annual distance travelled by car and by train by our staff in commuting to our office. A large proportion of our staff use active travel modes to commute to our office.</p> <p>Downstream transportation and distribution: 0 tCO₂e</p> <p>We have reported these as zero as we operate in a service industry and do not transport or distribute physical goods.</p>
Total Emissions	385.14 tCO₂e

Emissions reduction targets

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

We project that carbon emissions will decrease over the next five years to 193 tCO₂e by September 2026. This is a reduction of 50%.

Carbon Reduction Projects

Our commitment to significantly decrease our carbon emissions is underpinned by a number of practical steps.

Scope 1: Our scope 1 emissions are small, accounting for 5% of our carbon emissions in our base year, and are the result of leaks from heating and cooling systems in our offices. Whilst we ensure that we undertake regular maintenance of these systems to keep them operating efficiently, there is limited opportunity for carbon reduction in this category. As such, we will seek to offset any Scope 1 emissions that remain beyond 2026.

Scope 2: Approximately 24% of our base year carbon emissions are generated through heating, cooling and powering our office. We are currently considering a move of office premises and the environmental credentials of prospective buildings will be a consideration in that process. We are further committed to migrating our energy supplies to renewable sources. We are therefore targeting a 80% reduction in our Scope 2 carbon emissions by 2026.

Scope 3: This category makes up 71% of our base year carbon emissions. We will seek to reduce business travel emissions by 25% and employee commuting emissions by 50% by 2026.

Business travel: Air travel alone currently accounts for 138.81 tCO₂e, which is 36% of our total emissions and 92% of our business travel emissions. We will therefore work with our clients to identify opportunities to reduce air travel in the coming years. We will also review our internal travel policy and give clearer guidance over expectations around discretionary business travel. However, we recognise that as a research institute servicing both the UK and European market, and with a US parent company,

an element of international business travel is intrinsic to the work that we undertake. We will therefore demonstrate our commitment to mitigating these impacts by offsetting the emissions from air travel that cannot be eliminated, and requesting that our clients meet these costs when requiring us to undertake air travel in the course of work that we undertake on their behalf.

Employee commuting: Following the pandemic, we have moved to a hybrid working model with much greater working from home and lower daily staff presence in our office. This alone should result in a significant reduction in our carbon emissions associated with travel to work. However, we recognise that our staff are also now less geographically clustered around our office (in our base year 62% of staff walked or cycled to work), and this could mean that whilst we have fewer commuting trips, each may be longer and have higher average emissions. We will also seek in future years to quantify the carbon impacts of working from home as we recognise that whilst optional this should be taken into account. We intend to consider the commuting emissions implications when we exit our current office lease, as we would like to ensure that any alternative location provides good public transport links to help minimise the need to use private cars, alongside infrastructure to encourage the transition towards electric vehicles. Taking into account both the overall reduction in commuting travel and steps to support lower emissions from future commuting we are targeting a 50% reduction in commuting carbon emissions by 2026.

Declaration and Sign Off

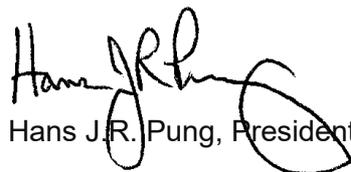
This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standard for Carbon Reduction Plans.

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:



Hans J.R. Pung, President, RAND Europe CIC

Date: 7 February 2022

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>