

QES report 2020, November
Brid AB

brid

Unified declaration to carbon neutrality from the 1st of Jan 2019 to the 31st of Dec 2019 in accordance with PAS 2060.

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Introduction

Brid is a communications agency based in Stockholm that helps customers reach out to their target audiences. Brid helps its clients package their messages and stories and creates content that moves and engages its audience. The services supplied range from films, commercials and podcasts to infographics, webpages, copy and full-scale content strategies. Brid has one office in Stockholm and has a team of 10 people.

Together with ZeroMission, Brid has gathered and analysed their emissions from the 1 January 2019 to the 31 of December 2019, with an aim to be carbon neutral according to PAS 2060. Furthermore, Brid also aim to be climate positive by offsetting 150% of their emissions.

General information

PAS 2060 introductory information	Information, Brid
Individual responsible	Colm O'Callaghan, Creative Director at Brid AB
Entity making the declaration	Brid AB
Subject of the declaration	Brid's services in 2019
Boundaries of the subject	All upstream, core and relevant downstream activities needed to provide Brid's services are included, except capital goods. See details under "Scope" in this report.
Function of subject	Brid is a communications agency based in Stockholm, and their services include creating content, films and marketing strategies for their clients.
Rationale for selection of the subject	The subject is defined by relevant PCRs and describes all relevant emissions relating to Brid's services.
Baseline period date start	1 January 2019
Achievement period	1 January 2019 – 31 December 2019
Commitment period	1 January 2020- 31 December 2020
Standard for assessment of Greenhouse Gas Emissions Reduction	GHG Protocol – Corporate Accounting and Reporting Standard, Corporate value Chain (Scope 3) Standard and Scope 2 Guidance
Type of conformity assessment	OPV-3, Other party verified by ZeroMission AB–unified.
Carbon footprint of Brid 2019	17,2 tonnes CO ₂ e
Confirmation	ZeroMission AB hereby confirm that the GHG Protocol was applied in accordance with its provisions and the principles set out in PAS 2060.
Annual turnover 2019	14 700 thousand SEK
Signature of senior company representative: Linda Segerblom, Managing Director	

Declaration to carbon neutrality

“Carbon neutrality of Brid’s services in 2019 achieved by Brid AB in accordance with PAS 2060 at 31st of December 2019 with commitment to maintain to 31st of December 2020 for the period commencing 1st of January 2019, ZeroMission AB certified.”

Statement from Brid

In early 2018 Brid agreed upon a vision to be the world’s greenest communications agency. This was a lofty vision indeed and our starting point was to walk the talk. Now we have measured our emissions for two years running with the help of Zero Mission. Despite a 60% increase in turnover in 2019, we have managed to reduce our emissions by about 15% compared with the year before.

Based on the information from our measurement, we have been able to take action such as move our data to more environmentally friendly servers, cut down on travel and look more closely at the food we provide at internal conferences and external events. We have also now had a figure for what the average amount of emissions are per hour and employee at Brid. This has meant that we have been able to estimate our emissions for every project we undertake, and we have included this estimate in every tender we have sent out since mid-2020. We see this as the first awareness-raising exercise with our clients and we hope it helps them take steps to measure their own emissions.

The coronavirus pandemic is likely to result in a further reduction in emissions in 2020 and the fact that several of the measures we have taken have only taken effect in 2020 means we are confident our bid to reduce emissions further will be successful. At the same time, we continue to support effective Plan Vivo-certified climate-reduction initiatives to counteract the emissions we still have.

Signed on the ____ November 2020

Climate positive

With climate neutrality as its foundation, including calculating all relevant emissions and by transparently reporting the results according to PAS 2060, Brid has decided to take the next step forward and offset more than 100% of its footprint. By combining this with sincere targets and concrete actions to reduce their emissions, Brid claims to be “climate positive” by changing the way they do business and simultaneously offsetting 150% of their footprint.

In practice, this means that more carbon dioxide is removed from the atmosphere than is released by Brid’s annual activities, and a public commitment that the total emissions caused by Brid will decrease in the coming years.

Carbon footprint 2019

Introduction

In order to achieve conformity with PAS 2060, at least 95% of all emissions related to the subject need to be included in the calculation. The calculation should also follow an accounting standard, either specified by the ISO standard for life-cycle assessments, or the GHG protocol.

Calculations follow the Greenhouse Gas Protocol and include emissions from all greenhouse gases (mainly CO₂, CH₄ and N₂O). These have been converted into carbon dioxide equivalents (CO₂e), using IPCC AR4 100-year conversion factors. As far as possible, up-to-date emission-factors including upstream activities (such as fuel production) have been applied. See more in the reference list in the Appendix.

Selection of standard and scope

This work has primarily followed the scope defined by the GHG Protocol – Corporate Accounting and Reporting Standard, the Corporate value Chain (Scope 3) Standard and the Scope 2 Guidance. In 2019, this work also followed the ISO 14067 product carbon footprint standard, and the relevant Product Category Rules (PCRs), including Basic Modules (UN CPC 811 & UN CPC 81). The scope (boundaries) are unchanged between 2018 and 2019, but there is no ISO report produced this year. The overall purpose is to capture all (more than 95%) relevant emissions related to Brid’s services, including upstream, core and downstream.

For more information about the ISO 14067 scope definition, consult the 2019 Climate Analysis, Methodology section.

For 2019 the carbon neutrality statement is based on location-based reporting. 2018 the statement was based on market-based calculations of electricity. This change is made in order to better reflect the real electricity carbon footprint.

System boundary in time

All activity data is collected for the period 1st January 2019 – 31st December 2019.

Allocation

Activities that are shared with other companies are allocated to Brid based on:

- Number of employees out of the total number of employees in the shared office
- Office area occupied by Brid (including shared areas such as conference rooms) out of the total building area.
 - A conservative approach was used when allocating floor area, including all shared rooms such as conference rooms.
- Brid’s consultants sporadically working at other sites (at client’s offices) have been estimated to use an average of 15 m2 per consultant.

Scope

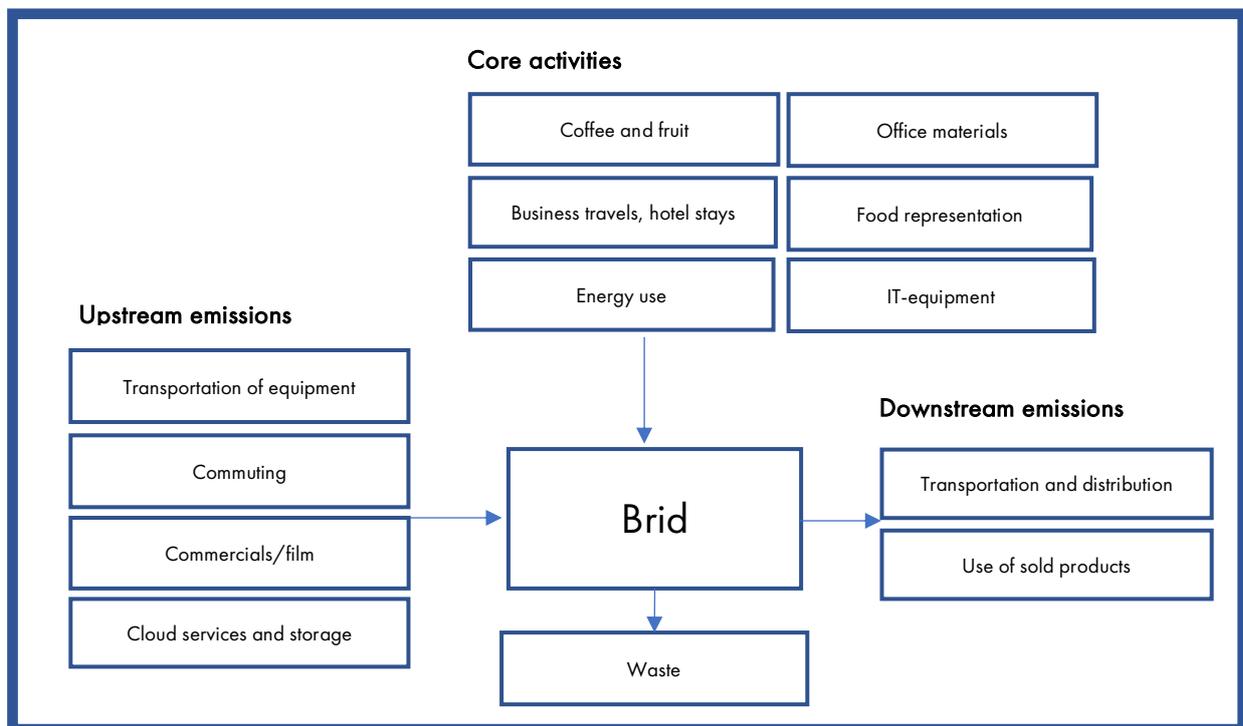


Table 1: Activities included in the assessment, grouped by upstream, core and downstream

Category	Definition	Included activities
Core activities		
	Coffee and fruit	Coffee, sugar and fruit consumed at the office.
	Food representation	All meals covered by Brid at conferences, and internal/external events.
	Business travel and hotel stays	Staff travels by air, car, taxi, train, bus and hotel nights.
	Energy use	All energy use, including electricity use for consultants at client’s offices.

	Office materials	Whiteboards, pens, paper shredder etc.
	IT-equipment	New computers, iPhones etc.
	Waste	Waste from different categories and waste transportation.
Upstream emissions		
	Cloud services and storage	Storage space for data outside of Brid's own premises, and transfer of data through the network.
	Transportation	Of items used, purchased or sold
	Employee commuting	Commuting by train
	Commercials/film	Energy use during filming
Downstream emissions		
	Transportation and distribution	Products and materials
	Use of sold products	Streaming of completed films and printed materials

Excluded processes and relevance

Based on the PCRs and GHG protocol scope (discussed above), the following processes have been excluded from the analysis.

Table 2: Activities excluded in the assessment

Excluded emissions categories	Comment
Capital goods	No capital goods were purchased in 2019 by Brid. Equipment with a life-time shorter than 10 years are included.
Processing of sold products	Not relevant to the service.
End-of-life treatment of sold products	Not relevant to the service. Downstream is also excluded in the PCR UN CPC 811.
Downstream leased assets	Not relevant to the service.
Franchises	Not relevant to the service.
Investments	Not relevant to the service, nor required as per the GHG protocol.

Uncertainty: Data and emission factor quality

All activity data has been collected by Brid, with both primary (verified) data and secondary (estimated) amounts, distances, volumes or other quantities. To a large extent the data is based on actual consumption (primary), especially for core activities such as travels.

Emission-factors are sourced from a number of databases, LCA studies, national statistics,

Accuracy Overview

	tCO ₂ e/year	%
Actual	6.81	39.7
Estimated	10.3	60.3
Total	17.2	100

published articles or combinations of these. The ambition is always to

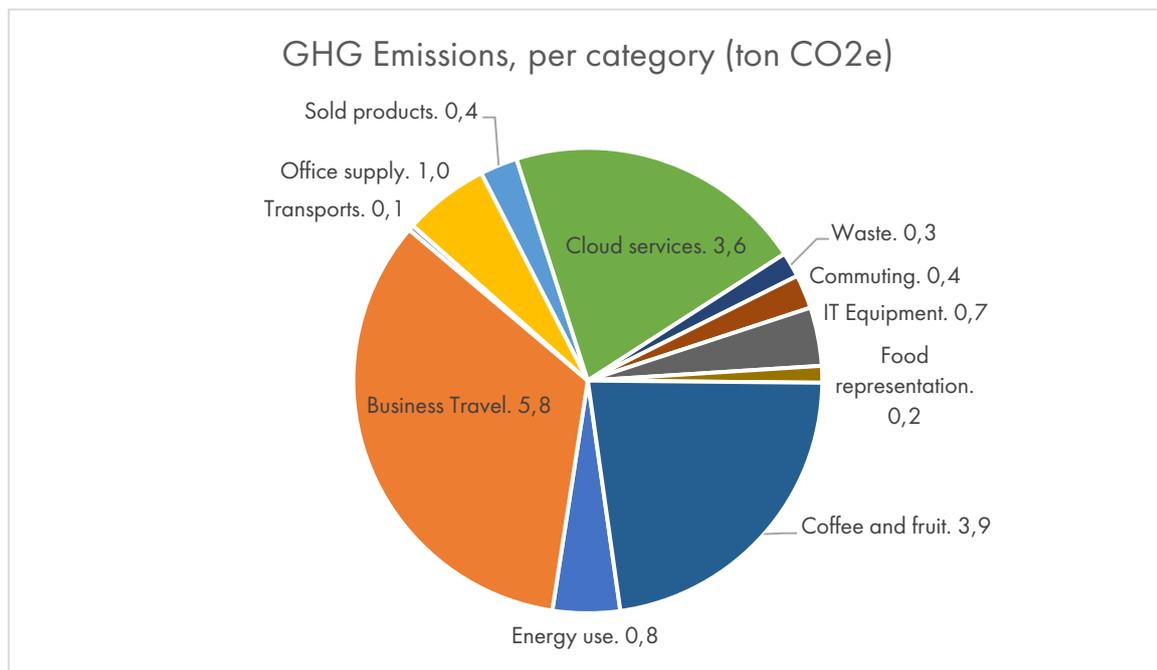
match factors with activities, in terms of geography, technology, time, precision and completeness. The limiting factor for quality of the emission factors is the current scientific knowledge, that continually expands and improves.

The emissions that are related to estimated or actual data are summarized in the table (Table 3) below. The overall uncertainty is fairly high. This is due to a number of estimations made, specifically regarding cloud services, details in vehicle data, and purchased services and goods. Improvements to these uncertainties are addressed in the Carbon management plan, further down in this report.

Table 3: Emissions based on estimated or actual activity data

Results

The total emissions of greenhouse gases in 2019 amount to 17,2 ton CO₂e. Per worked hour (17 600) this amounts to roughly 1 kg CO₂e/hour (1,25 last year, -20%).



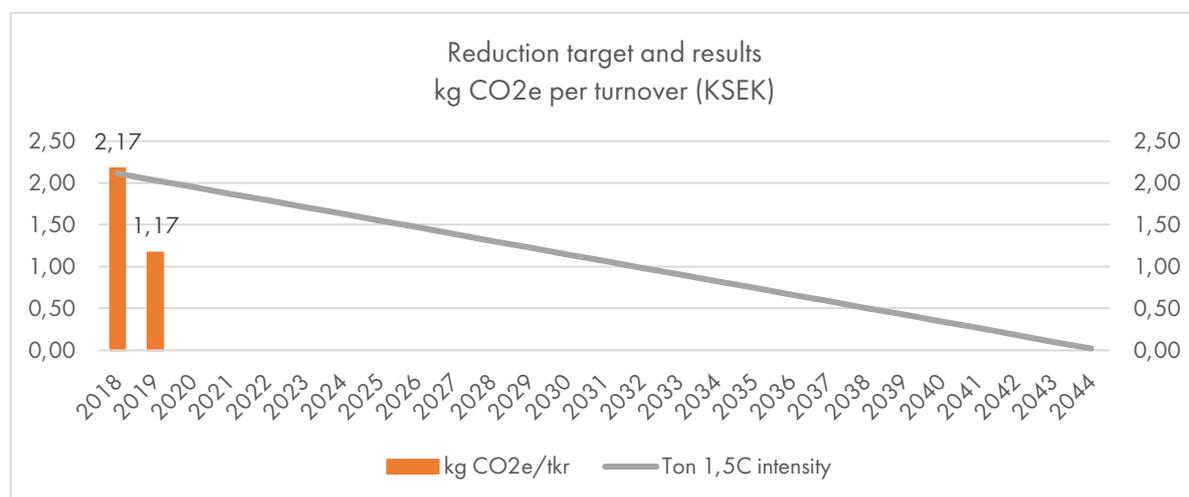
Results per GHG protocol scope

Scope	Explanation	Ton CO ₂ e	Market-Based (tCO ₂ e)
Scope 1	Direct GHG emissions from vehicles/premises under control of Brid	0,0	0,0
Scope 2	Indirect GHG emissions arising from consumption of energy on premises owned or controlled by Brid (location-based reporting)	0,7	0,8
Scope 3	All other indirect GHG emissions	16,5	17,3
	Total 2019	17,2	18,1
	Total 2018	-	20,5
	Change 2018 to 2019 (positive value = improvement)	-	11,7%

Carbon management plan

Introduction

Brid's carbon management plan runs for a three-year-period from 2019-2021, where 2019 is being used to collect data and establish the plan. In 2020, Brid has begun using the ZeroMission platform to collect data and improve reporting. The target is to reduce absolute emissions in line with the Paris agreement and the 1,5-degree global warming target. Brid is currently in line with this ambition, measured as emissions per turnover, but also in terms of absolute emissions.



Based on the 2019 emissions results, we see that the biggest areas of emissions for Brid are in the following areas:

1. Business travel
2. Food, fruit and coffee
3. Cloud services and data storage

Emissions reduction plan

Transport and travel

From 2020, Brid has committed to not fly anywhere that can be reached by train within a 6-hour time-period. Östersund or Örnsköldsvik in the North of Sweden make the cut, as do Oslo and Copenhagen. Brid will never fly for any internal event but will rather prioritise internal conferences in locations closer to Stockholm and close to a rail link. We should also point out that two electric bikes are available to loan to all staff at Brid and LRF Media.

Brid has established a travel policy that is based on asking the following questions before any journey:

- Do I really need to take this journey? Can I solve the issue using today's technology (i.e. Skype or similar)?
- Is there another creative way to fulfil an assignment without this trip? Can we find someone locally to fulfil the assignment?
- If I absolutely must travel, can I take the train?
- If I can't take the train, can I go by bus or car?
- If I can't go by any of the above, then I can look at a flight to the location.

Brid has agreed to find alternatives to flying to fulfil customer assignments. Traditionally, Brid has had a freelance cameraman on film assignments. Most of Brid's flights are occurring due to video production, and Brid have therefore made the following commitment for flights that are required to complete a film assignment.

- For film assignments in 2020, Brid will cut down by half the use of taking a cameraman with them for an assignment that requires a flight. Brid will endeavor to find a local cameraman as much as possible and build a network of cameramen in different locations.
- For film assignments in 2020, Brid will take no sound men or other production personnel on any flights for film assignments but find a local alternative when needed.

Update 2020

Brid began with this policy in late 2019 which has resulted in a number of train journeys that may have ended up as flights in an earlier year. The coronavirus has also resulted in even commuter journeys being cut drastically. We will look at adding in a number of days 'work from home' in the future into our policy to further reduce our emissions in the years ahead. It is clear that we can function as an agency even while working in separate locations.

Food at conferences and customer events

In 2020, Brid will look at the CO2 emissions of the food and choose food with the lowest emissions. The focus will always be to choose Swedish, locally produced food first that is in season. Food from further afield is only accepted if locally produced food is not possible at Brid's conferences and customer events.

While the lunches that Brid's employees choose to eat are not part of the companies emissions count (as they are not paid for by the company) Brid has, in 2019, mapped out which restaurants in the local area that provide locally produced food.

Update 2020

We have followed this policy to date which has led to us eating mainly Swedish-grown vegetarian food for work-related meals.

Cloud services and data storage

Cloud services are crucial for many business functions, such as sharing files with clients, but are also complex in their operations. Where are the servers, what type and make are they of, what electricity is used to drive the data-centers and the network that information flows through? These are important aspects relating to the environmental impact of cloud computing, and Brid will focus on improving data collection to get specific data from their suppliers. With a more precise understanding of the carbon footprint of specific cloud services and suppliers, Brid will also be able to choose more wisely in terms of partnerships and suppliers.

Update 2020

We have moved all our server data to Microsoft OneDrive, which we know is using 66% renewable energy and has made commitments to reduce that number further.

Data collection

- Brid will, in 2019, start creating templates to help employees count their travel to customer meetings, assignments in a more detailed way so that Brid knows exactly how often travels are made and what mode of transport are used.
- Attempting to move towards specific consumption data of office materials and food (instead of allocation by headcount or floor area).
- Collect specific data from cloud service suppliers regarding energy consumption and purchased electricity.

Update 2020

We have very detailed records now regarding employee travel but still don't have good data regarding consumption of office materials.

Capital goods and new purchases

Brid is committing to extend the shelf-life of all of the company's hardware (computers, phones, screens, keyboards) by at least one year, and if an accident occurs where a computer etc can't be fixed or repaired we replace the broken with the second-hand equivalent.

Brid is also introducing the following policy towards the purchase of any goods. The order of priority in any new purchases will be:

- Questioning whether or not there is an actual need to make the purchase. Brid will fix or upgrade any pre-existing item. If that is not possible...
- ...Brid will buy second hand. If that is not possible...
- ...Brid make the purchase and prioritise items with lower CO₂ emissions when possible.

Update 2020

Nobody has received a new computer so far in 2020 and nobody will. We have agreed with our IT department that those at Brid will only receive second-hand computers from now on.

Future emissions reduction plan

- By 2022 Brid will no longer take cameramen with the company on film productions that require a flight but work only with local camera teams.
- By 2022, Brid will also reduce by 30% the amount of times colleagues internally flies to a film assignment. Brid aims to build a local network of producers and reporters but also start experimenting with producing videos via Skype or similar.

Update 2020

This work has started and the coronavirus is speeding things up here.

Carbon offset program

Offset program for the first period

Brid has offset all its emissions, plus an additional 50% in order to be climate positive. As is always the case with certified carbon offset, the offsets take place outside of Brid's company boundaries.

Brid has offset its emission in a Plan Vivo-certified ex-post project. The well renowned and internationally known Plan Vivo-standard requires demonstration that the offsets generated are genuine, measurable, lasting over time and that they are additional. The validation also hinders leakage and double counting of the carbon credits and makes sure that the climate benefit is validated by an independent third party.

Project	Standard	No. tons	Vintage	Date purchased from ZeroMission
Durian Rambun	Plan Vivo	26	2014	November 11 th 2020
PV-PVC-ID-104000000013993-01012014-31122014-4330306-4330331-MER-0-P				

Markit-registry record of offset retirement, including serial number.

Offsetting projects

The carbon offsetting has occurred in the project Durian Rambun in Indonesia. The aim of the project is to protect the forest in the heart of Sumatra. This is done through monthly patrols, while measuring and reporting forest growth and biodiversity. The main threat to the forest is invasive groups that cut down primary rainforest to plant different crops, mainly coffee. Smart patrolling is carried out strategically to cover the entire area, and systems such as GPS and the GIS map system are used to log important follow-up events. Cameras are also used for monitoring.

Account of credits purchased

Brid has offset their emissions, at a total amount of 17,2 tonnes, in order to reach the level of carbon neutrality in accordance with PAS 2060, and an additional 50 % (totalling to 26 tons) in order to be climate positive.

Statement of validation by ZeroMission AB, Stockholm

Brid appointed a second party, ZeroMission AB, to act as an external "other party validator" against the PAS 2060:2014 standard.

The validation included 3 stages:

1. Inventory of organization and emission sources
2. Validation that emissions calculations conform with the GHG Protocol, and with PAS 2060:2014 requirements for calculations, method, management plan, offsets etc.
3. Validation that the declaration of carbon neutrality conforms with PAS 2060:2014 requirements

In conclusion:

Brid AB has offset for all the emissions associated with its operations in 2019 and achieved carbon neutrality in accordance with PAS 2060 for the period 1 January 2019 to 31 December 2019. Brid has also declared a three-year carbon management plan and commits to reduce the operations' emissions in the period 2019-2021.

Declared by ZeroMission AB, Sweden.

Appendix:

QES checklist

Checklist for QES supporting declaration of achievement of carbon neutrality

1) Define standard and methodology use to determine its GHG emissions reduction.	p.3, p.5
2) Confirm that the methodology used was applied in accordance with its provisions and the principles set out in PAS 2060 were met.	p.3
3) Provide justification for the selection of the methodologies chosen to quantify reductions in the carbon footprint, including all assumptions and calculations made and any assessments of uncertainty. <i>(The methodology employed to quantify reductions shall be the same as that used to quantify the original carbon footprint. Should an alternative methodology be available that would reduce uncertainty and yield more accurate, consistent and reproducible results, then this may be used provided the original carbon footprint is re-quantified to the same methodology, for comparison purposes. Recalculated carbon footprints shall use the most recently available emission factors, ensuring that for purposes of comparison with the original calculation, any change in the factors used is taken into account).</i>	p.5
4) Describe the means by which reductions have been achieved and any applicable assumptions or justifications.	p.5-8
5) Ensure that there has been no change to the definition of the subject. <i>(The entity shall ensure that the definition of the subject remains unchanged through each and every stage of the methodology. In the event that material change to the subject occurs, the sequence shall be re-started on the basis of a newly defined subject.)</i>	p.5
<ul style="list-style-type: none"> . 6) Describe the actual reductions achieved in absolute and intensity terms and as a percentage of the original carbon footprint. <i>(Quantified GHG emissions reductions shall be expressed in absolute terms and shall relate to the application period selected and/or shall be expressed in emission intensity terms (e.g. per specified unit of product or instance of service</i> . <i>plus</i> whether or not the actual reduction is in line with that forecast in the carbon management plan together with the reasons for any significant variation; . and the time period chosen to measure reduced GHG emissions . and the size of the reduced carbon footprint. 	p.5, p.8-11

7) State the baseline/qualification date.	p.3
8) Record the percentage economic growth rate for the given application period used as a threshold for recognising reductions in intensity terms.	p.3
9) Provide an explanation for circumstances where a GHG reduction in intensity terms is accompanied by an increase in absolute terms for the determined subject.	N/A
10) Select and document the standard and methodology used to achieve carbon offset.	p.11
11) Confirm that:	
a) Offsets generated or allowance credits surrendered represent genuine, additional GHG emission reductions elsewhere.	p.11
b) Projects involved in delivering offsets meet the criteria of additionality, permanence, leakage and double counting. (See the WRI Greenhouse Gas Protocol for definitions of additionality, permanence, leakage and double counting).	p.11
c) Carbon offsets are verified by an independent third-party verifier.	p.11
d) Credits from Carbon offset projects are only issued after the emission reduction has taken place.	p.11
e) Credits from Carbon offset projects are retired within 12 months from the date of the declaration of achievement.	p.11
f) Provision for event related option of 36 months to be added here.	N/A
g) Credits from Carbon offset projects are supported by publically available project documentation on a registry which shall provide information about the offset project, quantification methodology and validation and verification procedures.	p.11
h) Credits from Carbon offset projects are stored and retired in an independent and credible registry.	p.11
12) Document the quantity of GHG emissions credits and the type and nature of credits actually purchased including the number and type of credits used and the time period over which credits were generated including:	p.11
a) Which GHG emissions have been offset.	p.11, p.8

b) The actual amount of carbon offset.	p.11
c) The type of credits and projects involved.	p.11
d) The number and type of carbon credits used and the time period over which the credits have been generated.	p.11
e) For events, a rationale to support any retirement of credits in excess of 12 months including details of any legacy emission savings, taken into account.	N/A
f) Information regarding the retirement/cancellation of carbon credits to prevent their use by others including a link to the registry or equivalent publicly available record, where the credit has been retired.	p.11
13) Specify the type of conformity assessment: <ul style="list-style-type: none"> . a) independent third party certification; . b) other party validation; c) self-validation. 	p.3
14) Include statements of validation where declarations of achievement of carbon neutrality are validated by a third-party certifier or second party organisations.	p.12
15) Date the QES and have it signed by the senior representative of the entity concerned (e.g. CEO of a corporation; Divisional Director, where the subject is a division of a larger entity; the Chairman of a town council or the head of the household for a family group).	p.4
16) Make QES publicly available and provide a reference to any freely accessible information upon which substantiation depends (e.g. via websites).	OK

References

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Detailed results for 2019

Table showing the calculated emissions and the corresponding emissions by GHG gas if available.

Source of Emissions	tCO ₂ /yr	tCH ₄ /yr	tN ₂ O/yr	Total Emissions (tCO ₂ e/yr)	%
Scope 2 Total	0.192	2.99e-5	4.44e-6	0.697	4.06%
Premises Total	0.192	2.99e-5	4.44e-6	0.697	4.06%
District heating	0	0	0	0.502	2.93%
Electricity	0.192	2.99e-5	4.44e-6	0.195	1.13%
Scope 3 Total	9	1.75e-4	1.27e-4	16.5	95.9%
Business Travel Total	5.17	1.02e-4	8.61e-5	5.83	34%
Air travel	3.31	3.13e-5	5.24e-5	3.32	19.4%
Air travel: Flights, medium-haul, economy, upstream emissions	0	0	0	0.189	1.1%
Air travel: Flights, short-haul, upstream emissions	0	0	0	0.156	0.911%
Bus and coach	0.00208	2.4e-8	5.17e-8	0.00209	0.0122%
Bus and coach: Average bus, upstream emissions	0	0	0	5e-4	0.00291%
Cars	0.487	6.44e-6	1.05e-5	0.49	2.86%
Cars: Average diesel car, upstream emissions	0	0	0	0.0562	0.328%
Cars: Average petrol hybrid car, upstream emissions	0	0	0	0.0111	0.0646%
Employee owned cars	0.737	2.21e-5	1.56e-5	0.742	4.33%
Employee owned cars: Average diesel car, upstream emissions	0	0	0	0.0699	0.407%
Employee owned cars: Average petrol car, upstream emissions	0	0	0	0.0115	0.0673%
Employee owned cars: Large petrol car, upstream emissions	0	0	0	0.0369	0.215%
Employee owned cars: Medium diesel car, upstream emissions	0	0	0	0.0195	0.114%
Employee owned cars: Medium petrol car, upstream emissions	0	0	0	0.0514	0.3%
Ferry	0.0636	7.54e-7	2.91e-6	0.0644	0.376%
Hotel night stays	0.499	4.1e-5	2.35e-6	0.501	2.92%
Rail (train, tram, light rail, underground)	8.52e-4	1.15e-7	1.45e-8	0.00266	0.0155%
Rail (train, tram, light rail, underground): Eurostar, upstream emissions	0	0	0	1.2e-4	6.97e-4%
Taxi	0.0773	6.41e-8	2.29e-6	0.078	0.455%
Taxi: Regular taxi, upstream emissions	0	0	0	0.0186	0.109%
Commuting Total	0.324	2.61e-6	5.72e-6	0.405	2.36%
Bicycle	0	0	0	0	0%
Bus and coach	0.308	1.51e-6	5.58e-6	0.31	1.81%

Source of Emissions	tCO ₂ /yr	tCH ₄ /yr	tN ₂ O/yr	Total Emissions (tCO ₂ e/yr)	%
Bus and coach: City bus, upstream emissions	0	0	0	0.0742	0.433%
Rail (train, tram, light rail, underground)	0	0	0	0.00502	0.0293%
Rail (train, tram, light rail, underground): Underground, upstream emissions	0.0162	1.1e-6	1.43e-7	0.0162	0.0946%
Hosted servers Total	3.09	6.05e-5	2.96e-5	3.58	20.8%
Electricity consumption	2.86	5.59e-5	2.74e-5	2.86	16.7%
Electricity consumption: Electricity - transmission & distribution losses (MCR)	0.232	4.54e-6	2.22e-6	0.232	1.35%
Electricity consumption: Electricity grid, T&D losses, upstream emissions	0	0	0	0.0369	0.215%
Electricity consumption: Electricity grid, generated, upstream emissions	0	0	0	0.442	2.58%
Inbound third-party deliveries Total	0.0131	8.54e-9	3.24e-7	0.0664	0.387%
Road freight, shared vehicle (tonne.km factors)	0.0131	8.54e-9	3.24e-7	0.0132	0.0772%
Road freight, shared vehicle (tonne.km factors): Road freight, average diesel van, upstream emissions	0	0	0	0.00317	0.0185%
Vans	0	0	0	0.05	0.291%
Materials purchased Total	0	0	0	4.77	27.8%
Coffee and fruit (based on 2018 calculation)	0	0	0	3.85	22.4%
Food	0	0	0	0.201	1.17%
IT Equipment	0	0	0	0.715	4.17%
Office supply Total	0.0165	0	0	1.02	5.93%
Copy Paper	0.0165	0	0	0.0165	0.0961%
Office supplies (based on 2018 calculation)	0	0	0	1	5.83%
Premises Total	0.0127	1.97e-6	2.92e-7	0.354	2.06%
District heating: District heating (Swedish average), upstream emissions	0	0	0	0.0537	0.313%
Electricity: Electricity - transmission & distribution losses (MCR)	0.0127	1.97e-6	2.92e-7	0.0128	0.0746%
Electricity: Electricity grid, T&D losses, upstream emissions	0	0	0	8.56e-4	0.00499%
Electricity: Electricity grid, generated, upstream emissions	0	0	0	0.0143	0.0835%
Incinerated waste	0	0	0	0.272	1.59%
Product use (streaming and print) Total	0.373	7.78e-6	4.49e-6	0.445	2.59%
Electricity consumption	0.347	7.24e-6	4.18e-6	0.348	2.03%
Electricity consumption: Electricity - transmission & distribution losses (MCR)	0.026	5.42e-7	3.13e-7	0.0261	0.152%

Source of Emissions	tCO ₂ /yr	tCH ₄ /yr	tN ₂ O/yr	Total Emissions (tCO ₂ e/yr)	%
Electricity consumption: Electricity grid, T&D losses, upstream emissions	0	0	0	0.00428	0.025%
Electricity consumption: Electricity grid, generated, upstream emissions	0	0	0	0.0582	0.339%
Paper and printed material	0	0	0	0.00816	0.0476%
Waste Total	0	0	0	0.00199	0.0116%
Incinerated waste	0	0	0	0.00199	0.0116%
Recycled waste	0	0	0	0	0%
Total	9.19	2.05e-4	1.31e-4	17.2	100%