

Carbon reduction plan

Carbon Reduction Plan

Supplier name: Ramboll UK Ltd

Publication date: September 2021

Commitment to achieving Net Zero

Ramboll UK Ltd is committed to achieving Net Zero emissions by 2050 or before.

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.

Details of Ramboll UK Limited's baseline emissions for 2019 are presented below. Ramboll UK Limited has reported on all of its UK sites. This represents 100% coverage of our UK operations' energy consumption.

Baseline Year: 2019

Additional Details relating to the Baseline Emissions calculations.

The baseline year is the 1st January 2019 to 31st December 2019 using market-based reporting for scope 2 electricity.

Baseline year emissions:

EMISSIONS	TOTAL (tCO₂e)
Scope 1	73.7 tCO₂e
Scope 2	371.2 tCO₂e
Scope 3 (Included Sources)	4,770.88 tCO₂e <ul style="list-style-type: none">- 0.20 tCO₂e - Category 4: Upstream transportation and distribution (estimate)- 2.59 tCO₂e - Category 5: Waste generated in operations (estimate)- 2,724.50 tCO₂e - Category 6: Business travel- 2,043.59 tCO₂e - Category 7: Employee commuting (estimate)- 0 tCO₂e - Category 9: Downstream transportation and distribution (reported as zero as Ramboll operates in a service industry with no goods to transport)
Total Emissions	5,215.78 tCO₂e

Current Emissions Reporting

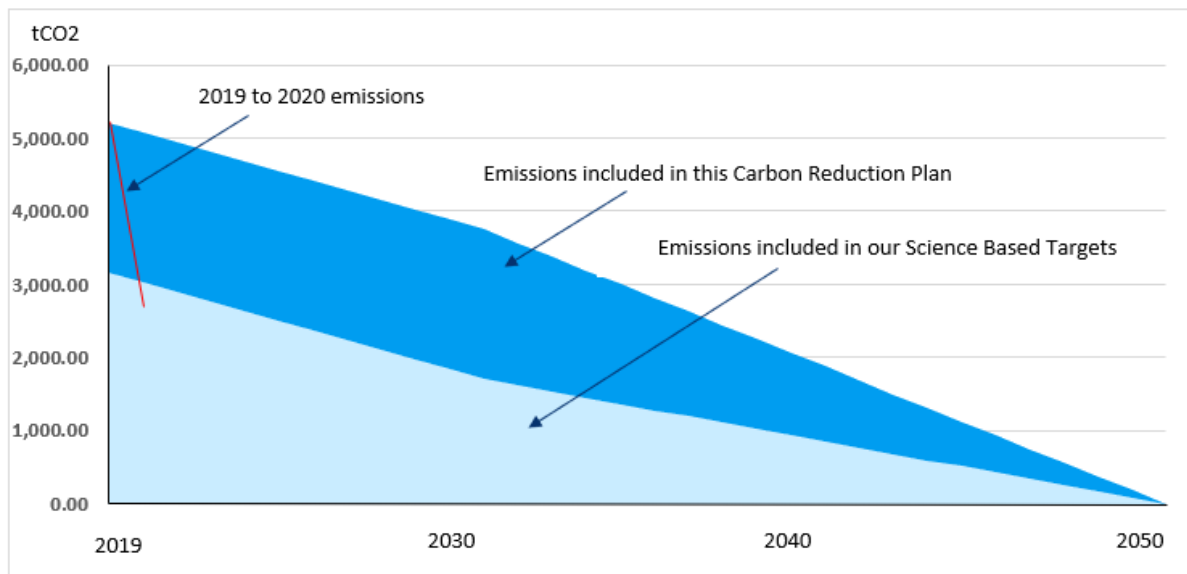
Reporting Year: 2020	
EMISSIONS	TOTAL (tCO ₂ e)
Scope 1	93.7 tCO ₂ e
Scope 2	283.6 tCO ₂ e
Scope 3 (Included Sources)	2,471.2 tCO₂e <ul style="list-style-type: none"> - 0.2 tCO₂e Category 4: Upstream transportation and distribution (estimate) - 2.41 tCO₂e Category 5: Waste generated in operations (estimate) - 566.7 tCO₂e Category 6: Business travel - 1901.89 tCO₂e Category 7: Employee commuting (estimate) - 0 tCO₂e - Category 9: Downstream transportation and distribution (reported as zero as Ramboll operates in a service industry with no goods to transport)
Total Emissions	2,848.5 tCO₂e

Emissions reduction targets

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

We target a carbon emissions reduction of 1,464.26 tCO₂e by 2030. This is a reduction of 46.2% and includes all scope 1 and 2 emissions and scope 3 business travel as per our approved 1.5°C aligned interim Science Based Targets.

Progress against these targets can be seen in the graph below:



Carbon Reduction Projects

Completed Carbon Reduction Initiatives

Using the Carbon Reduction Plan (CRP) boundary our carbon emission reductions achieved between 2019 and 2020 equates to 2,367.28 tCO₂e, a 45% reduction. This includes all scope 1 and 2 emissions as well as all the emissions from the 5 scope 3 categories required under PPN 06/21 guidance.

Using our Science Based Targets (SBT) boundary our carbon emission reductions achieved between 2019 and 2020 equate to 2,225.40 tCO₂e, a 70% reduction. This includes all scope 1 and 2 emissions as well as scope 3 business travel.

Changes to work patterns in relation to Covid have reduced our emissions significantly. It is unclear how much of the CO₂ emissions savings are from implemented measures or Covid.

The completed measures that will be in effect when performing the contract include:

COMPLETED ENVIRONMENTAL MANAGEMENT MEASURES AND PROJECTS	COMPLETION DATE
All scopes: Establish a Science Based Target – submit application to SBTi	August 2021
All scopes: Establish working group to take ownership of Ramboll UK emissions reduction	August 2021
Scope 1: Leased and owned vehicles – Review usage and establish plan to decommission and/or replace with EV/hybrid fleet	February 2021
Scope 2: Electricity - Move all electricity sourced directly by Ramboll to a credible renewable provider	January 2021
Scope 3: Employee commuting – Ramboll has signed up to “Count me In”. This is a programme is supporting employees to adopt lower carbon lifestyles.	March 2021

The ongoing measures that will be in effect when performing the contract include:

EXISTING ENVIRONMENTAL MANAGEMENT MEASURES AND PROJECTS	COMPLETION DATE
Scope 1: Leased and owned vehicles – Rolling programme of decommissioning and/or replacing fleet. Note that this programme will evolve over time to reflect changing business requirements and increasing availability of charging infrastructure	Initial programme completed January 2022
Scope 2: Electricity – Work with landlords to ensure that all electricity supplied to Ramboll UK offices is 100% green electricity by 2025 at latest	December 2025
Scope 3: Employee commuting – Ramboll is implementing a new hybrid working model, which will significantly decrease commuting emissions (through working from home)	Hybrid working to be in place by January 2022

In the future we hope to implement further measures such as:

FUTURE ENVIRONMENTAL MANAGEMENT MEASURES AND PROJECTS	COMPLETION DATE
Waste: Implement measures to enable accurate monitoring of waste and therefore calculation of emissions	April 2022
Waste: Develop and implement plan to reduce waste related emissions, guided by the waste hierarchy and circular economy principles	June 2022
Electricity – Establish site-based action plan for each office to reduce energy consumption	April 2022
Heat – Work with landlords to ensure plans are in place to reduce consumption and decarbonise heat for all offices	December 2022
Scope 3 – Employee commuting: Staff survey to accurately measure commuting emissions	January 2022
Scope 3 – Employee commuting: Plan developed to reduce emissions.	April 2022
Scope 3 – Business travel: Implement new policies and governance procedures to enable fuller measurement of emissions, and to more closely control business travel emissions, particularly from flights	January 2022

Assumptions, Estimations and Uncertainties

Transparency is an integral part of Ramboll UK Limited's approach to GHG reporting. As such all key assumptions, estimations and uncertainties within the GHG assertion are detailed below. Moreover, this list provides an indication of areas to work on as part of our ongoing continuous improvement programme as we seek to reduce uncertainty, increase accuracy and deepen our relationship with our value chain as a route to reducing our collective GHG emissions.

We undertake a continual process of improving our data quality. In the case that we identify any material changes we may recalculate the data in the future. Noted that we've recently changed from location based to market reporting.

Scope 1 – Stationary Combustion, Scope 2 – Procured Electricity:

In certain locations obtaining valid data has not been possible (e.g. where landlords do not provide energy data). For this reason, an estimation methodology and hierarchy has been developed to produce a consistent and transparent estimation of electricity and heat consumption (e.g. using data from similar sites or credible energy benchmarks for similar buildings such as those detailed in CIBSE TM46 Energy Benchmarks)

Scope 3 – Category 4 – Upstream Logistics:

Upstream logistics data has been estimated based on known expenditure on goods and services, and actual kgCO₂e per delivery based on data from a national distributor of office supplies. The actual number of deliveries to Ramboll UK and the type of vehicle used has been estimated. As the total emissions calculated are less than 0.2 tCO₂e p.a. this figure will be used on an annual basis subject to regular review.

Scope 3 – Category 5 – Waste:

Waste data is not currently collected for Ramboll UK sites therefore quantities, disposal methods and which emissions factors should be used are estimated using data from similar international Ramboll sites.

Scope 3 – Category 6 – Business Travel:

The majority of business travel emission comes from flights. These emissions have been calculated based on known distances when flights have been booked on Ramboll's travel portal. This data is then used to calculate an average spend per kilometre travelled and used as a proxy for converting air travel spend where distances are not available.

Where no primary activity data is available for some ground transport (i.e. kilometres in taxi or public transport) a spend based method is applied to convert spend to emissions. This method uses Environmentally Extended Input Output (EEIO) model, which are a recognised substitute for primary data in the GHG Protocol approved "Quantis" tool used for estimating scope 3 emissions.

Scope 3 – Category 7 – Employee Commuting:

National commuting statistics and employee numbers (Full Time Equivalent (FTE)) are used to estimate overall emissions from commuting. Our method has been cross checked and calibrated against the GHG protocol approved "Quantis" tool.

Scope 3 – Category 9 – Downstream Logistics:

These have been reported as zero as Ramboll is a service sector business that doesn't produce goods or products that would need transporting.

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 Ramboll UK Ltd:

Neil Sansbury

Finance Director



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Date: September 2021

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>



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