



20XX

# Climate Impact Report

**COMPANY LTD**

**TRICORONA**  
CLIMATE PARTNER

Issued by

## INNEHÅLL

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# Introduction

Company Ltd AB (Company Ltd) has appointed Tricorona Climate Partner AB (Tricorona) to account and report the climate impact of the travel of Company Ltd during 20XX.

## Methodology and boundaries

This project aims to follow the Greenhouse Gas Protocol as extensively as possible. The organizational boundaries encompass Company Ltd's operations into the following divisions:

- Office A
- Office B
- Office C
- Office D
- Office E

The consolidation approach used in this project is based on operational control. The chosen system boundaries include the business travel of Company Ltd. The different modes of transportation included are by air, car, bus, taxi and boat.

The cars reported are owned by the employees and not leased or owned by Company Ltd. Because of this all emissions reported are included in GHG-p Scope 3 (see the appended methodology for further information on the GHG-p).

FTE refers to full time employee, pkm to passenger kilometer (i.e. the amount of kilometer travelled by a single person) and CO<sub>2</sub>e to carbon dioxide equivalents.

The reporting period is from 20XX-XX-XX to 20XX-XX-X and referred to throughout the report as year 20XX

Visit <https://www.tricorona.se/klimatkompensation/berakningsmetod/> to see Tricoronas full methodology.

# Climate impact

The total emissions from business travel at Company Ltd are 36.4 tonnes CO<sub>2</sub>e. The emissions split by the different transportation modes are shown in figure below. The dominating mode is air travel followed by car trips. These two modes are the most used when looking at traveled kilometers why travel by boat and train only accounts for a fraction of the climate impact. During 20XX the average full time employee was 77.7 and had a turnover of 68.8 MSEK.

## Climate impact at Group level

### Emissions

Emissions by transportation type

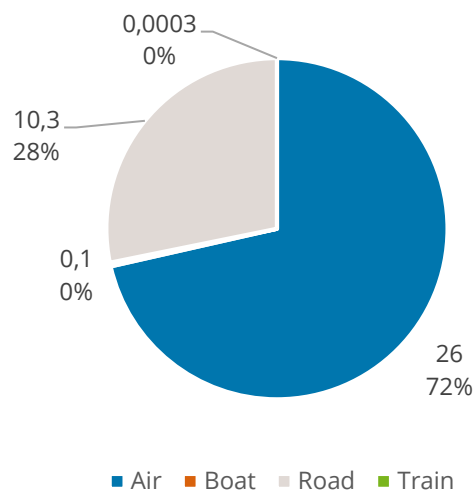


Figure 1. Share of emissions (tonnes CO<sub>2</sub>e) by transportation type.

The emissions from the different offices vary according to the figure below. The category 'road' includes emissions from cars, taxi and buses.

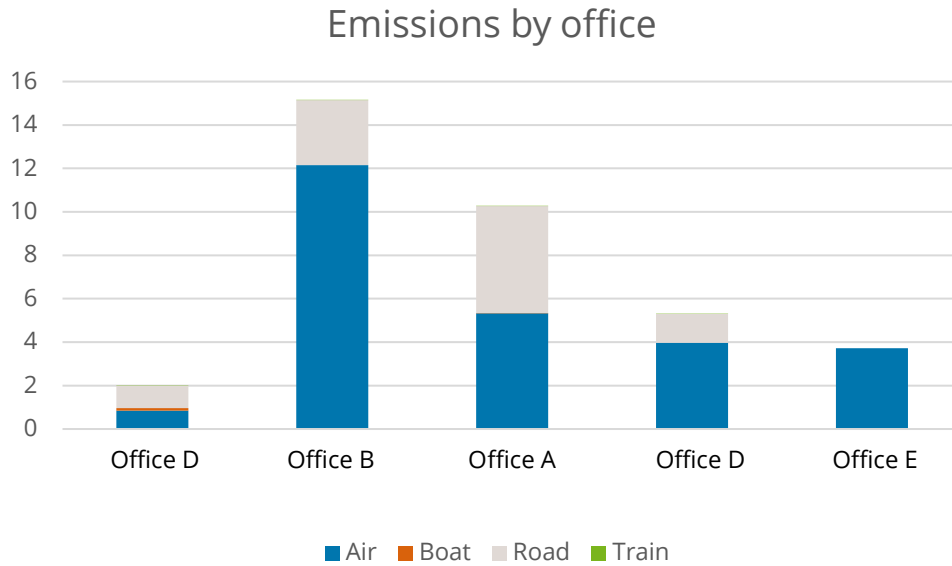


Figure 2. Emissions (tonnes CO<sub>2e</sub>) from different transport types by office.

The Office B office travels the most and houses the most employees as well. The specific emissions intensity can be seen in respective subchapter.

## Travelled distance

The figure below shows the travelled distance split by transportation mode. By comparing the travelled distance with the emissions by type it is clear that air travel is by far the most emission intense transportation mode. The flight pattern of Company Ltd shows that mainly shorter flights are done (compared to intercontinental). In general, shorter flights are more emissions intense compared to longer flights, and this adds to the reasoning above. One important note to make is the fact that train trips account for almost half of all pkm but in practice no emissions.

### Distance by transportation mode

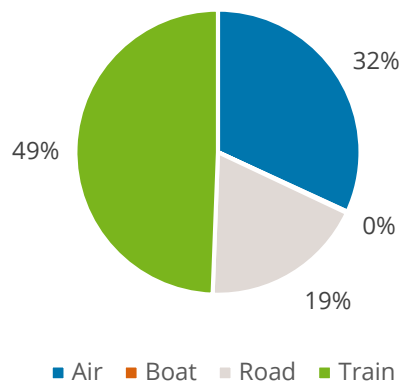


Figure 3. Distance by transportation mode (pkm)

Boat trips are done to such small extent that they barely show up in the statistics. Looking at the figure below it can be seen that only Office D and the Office A travel by boat.

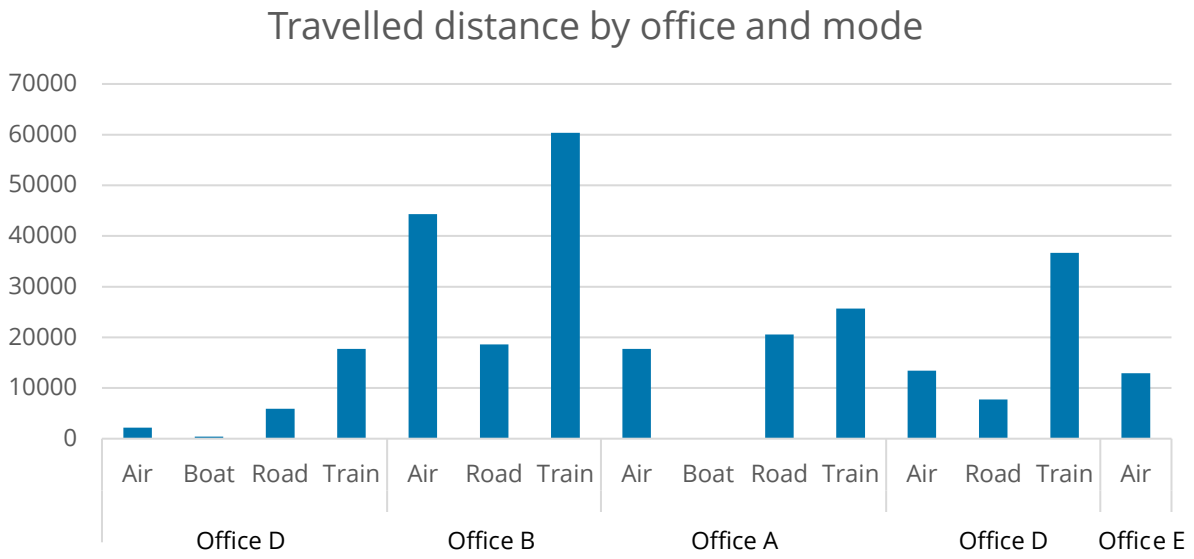


Figure 4. Travelled distance by office and mode (pkm).

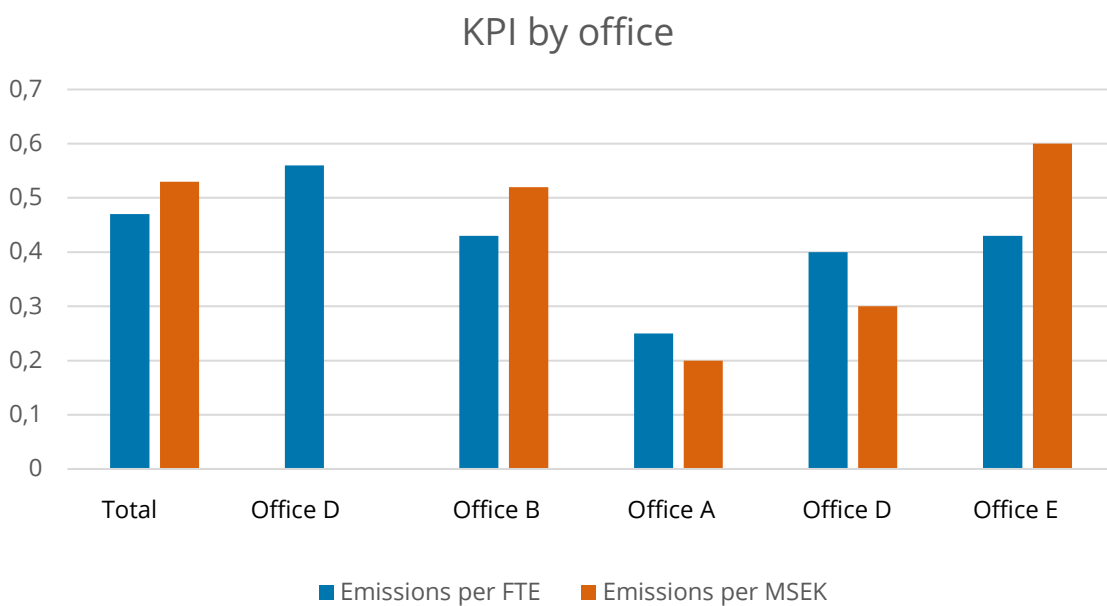
## Key indicators

The KPIs, presented below, show the emissions intensity of the chosen boundaries.

*Table 1. Key Performance Index of emissions and travelled distance.*

### KPI

Emissions per FTE (tonnes)	0.47
Emissions per MSEK (tonnes)	0.53
Travelled km per MSEK	4132
Travelled km per FTE	3660
Emissions per km (g/km)	128.2



*Figure 5. Key Performance Index by office.*

Overall, Company Ltd travels relatively little compared to other service based companies. Emissions of 2 tonnes CO<sub>2</sub>e per FTE is not uncommon.

The two main emission contributors are air and road travel. The other transportation modes barely account for any emissions. If reduction of emissions is to be done, focus should primarily on the flights. Half of the flights are under 500 km and part of these could probably be substituted. If all flights under 500 km would be replaced with train trips, over 5 tonne CO<sub>2</sub>e would be saved.

Company Ltd is not a travel intensive company which partly can be seen in the KPIs. It is also clear when looking at the routes that contributing the most to the emissions. The roundtrip to San Francisco is the single largest contributor of the flight emissions. The amount of total emissions can probably be held low if longer flights are avoided.

## In depth: Air travel

Due to the fact that air travel accounts for almost three quarters of all emissions below is a in-depth review of the emissions stemming from air travel.

*Table 2. Climate impact from flights on group level.*

Category	Value	Unit
Total emissions	26.0	tonnes CO <sub>2</sub> e
Emissions/flight	226	kg CO <sub>2</sub> e/flight
Emission/pkm	0.29	kg CO <sub>2</sub> e/pkm
No. Flights	115	-
Total distance	90 566	pkm

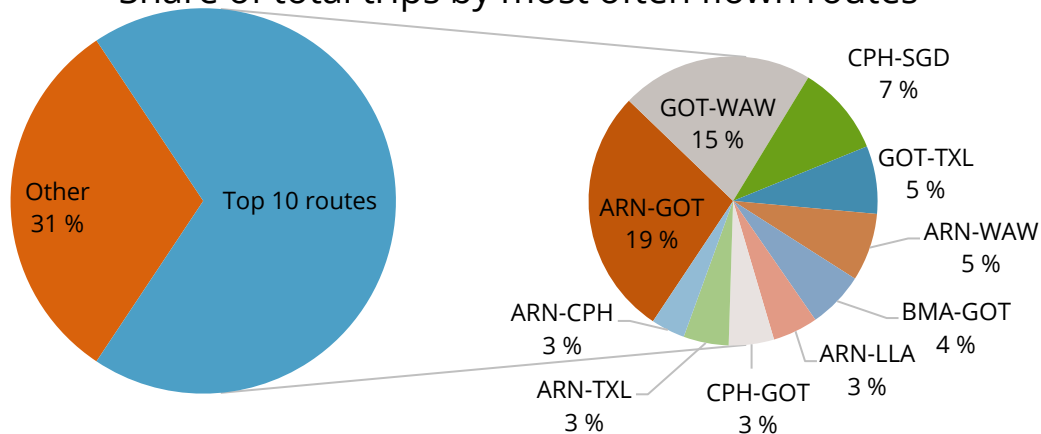
## Most commonly flown routes

Table 3 and Figure 6 below present the most commonly flown routes in terms of number of flights.

*Table 3. Most commonly flown routes.*

Route	No. flights	% of all flights	Emissions/flight (kg)	Total emissions (kg)	% of all emissions	Total distance (pkm)	% of all distance
ARN-GOT	22	19 %	127	2 804	11 %	8 710	10 %
GOT-WAW	17	15 %	236	4 017	15 %	14 008	15 %
CPH-SGD	8	7 %	77	613	2 %	1 567	2 %
GOT-TXL	6	5 %	172	1 031	4 %	3 425	4 %
ARN-WAW	6	5 %	244	1 462	6 %	5 119	6 %
BMA-GOT	5	4 %	123	616	2 %	1 897	2 %
ARN-LLA	4	3 %	202	807	3 %	2 752	3 %
CPH-GOT	4	3 %	85	340	1 %	916	1 %
ARN-TXL	4	3 %	240	962	4 %	3 360	4 %
ARN-CPH	3	3 %	167	500	2 %	1 649	2 %
Other	36	31 %	358	12 877	49 %	47 163	52 %
<b>Total</b>	<b>115</b>	<b>100 %</b>	<b>226</b>	<b>26 028</b>	<b>100 %</b>	<b>90 566</b>	<b>100 %</b>

## Share of total trips by most often flown routes



*Figure 6. Share of total trips sorted by most often flown routes.*



## Highest contribution to total emissions

This subchapter uses the total emissions as evaluation factor to rank the different legs.

Table 4. Routes with highest contribution to total emissions.

Route	No. flights	% of all flights	Emissions/flight (kg)	Total emissions (kg)	% of all emissions	Total distance (pkm)	% of all distance
GOT-SFO	2	2 %	2 382	4 764	18 %	17 217	19 %
GOT-WAW	17	15 %	236	4 017	15 %	14 008	15 %
ARN-GOT	22	19 %	127	2 804	11 %	8 710	10 %
BOS-GOT	2	2 %	1 291	2 583	10 %	11 567	13 %
ARN-WAW	6	5 %	244	1 462	6 %	5 119	6 %
GOT-TXL	6	5 %	172	1 031	4 %	3 425	4 %
ARN-TXL	4	3 %	240	962	4 %	3 360	4 %
ARN-LLA	4	3 %	202	807	3 %	2 752	3 %
ARN-LHR	2	2 %	399	798	3 %	2 926	3 %
BMA-GOT	5	4 %	123	616	2 %	1 897	2 %
Other	45	39 %	137	6 184	24 %	19 585	22 %
<b>Total</b>	<b>115</b>	<b>100 %</b>	<b>226</b>	<b>26 028</b>	<b>100 %</b>	<b>90 566</b>	<b>100 %</b>

## Share of emissions by total emissions per route

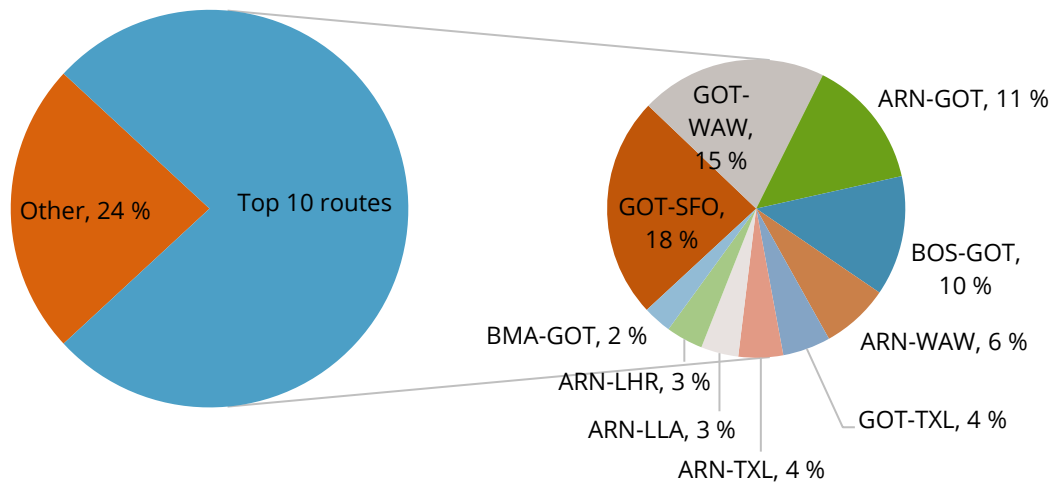


Figure 7. Share of emissions by total emissions per route.

# Detailed office report

The following pages provide a breakdown of emissions from business travel on a per-office basis. These detailed reports are intended to give each country a clear picture of where their emissions arise.

## Office A

The total emissions from the Office A amounts to 10.3 tonnes CO<sub>2</sub>e.

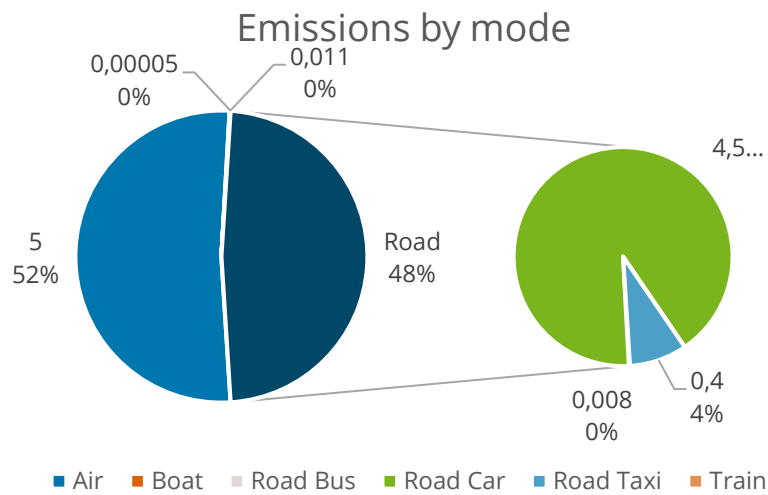


Figure 8. Emissions by mode (tonnes CO<sub>2</sub>e), Office A.

The Office A travelled in total 64 039 pkm in 20XX.

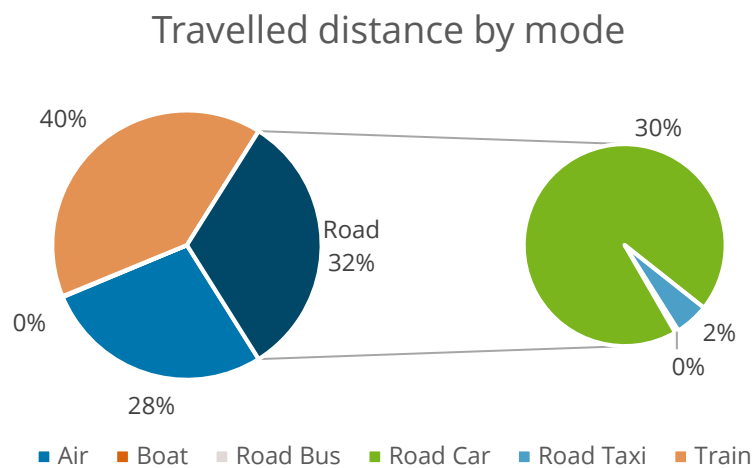


Figure 9. Travelled distance (pkm) by mode, Office A.

Table 5. Tonnes CO<sub>2</sub>e per FTE, Office A.

KPI	Value	Unit
Emissions per FTE	0.56	tonnes CO <sub>2</sub> e / FTE

## Office B

The total emissions of the Office B office were 15.1 tonnes CO<sub>2</sub>e.

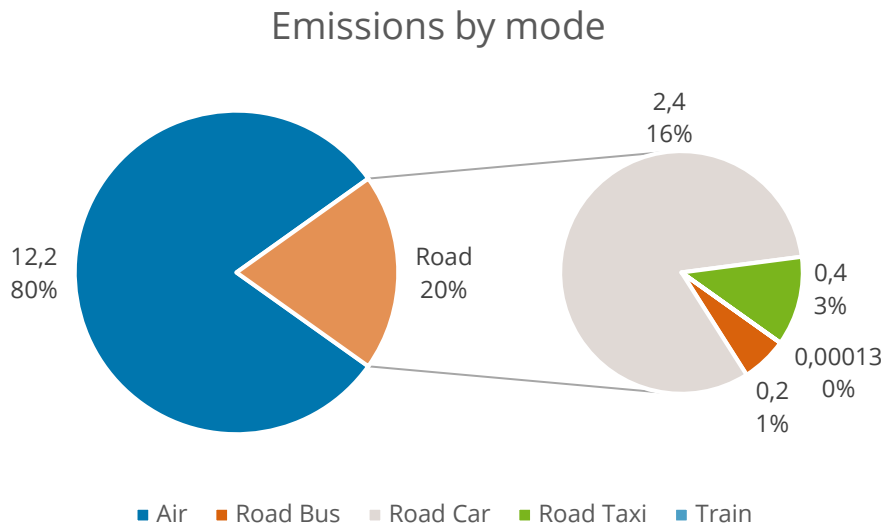


Figure 10. Emissions by mode (tonnes CO<sub>2</sub>e), Office B.

The total distance travelled was 123 299 pkm split by transportation mode according to the figure below.

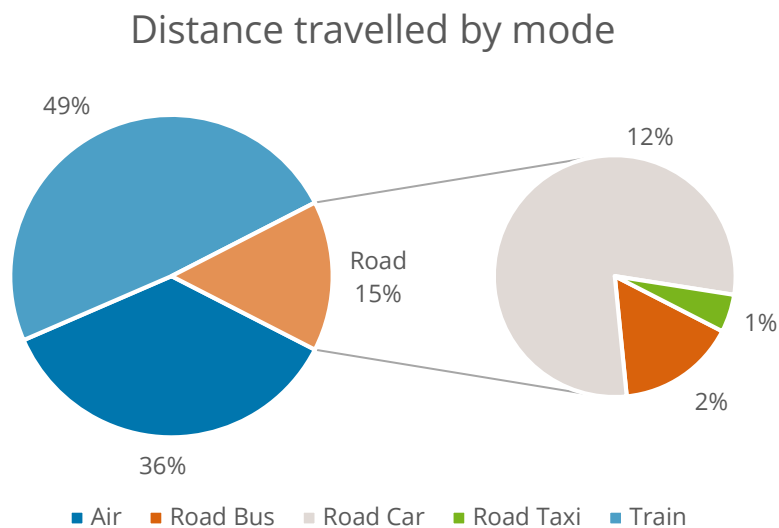


Figure 11. Travelled distance (pkm) by mode, Office B.

KPI	Value	Unit
Emissions per FTE	0.43	tonnes CO <sub>2</sub> e / FTE
Emissions per MSEK	0.52	tonnes CO <sub>2</sub> e / MSEK

## Office C

The emissions from the Office C office was 5.3 tonnes CO<sub>2</sub>e.

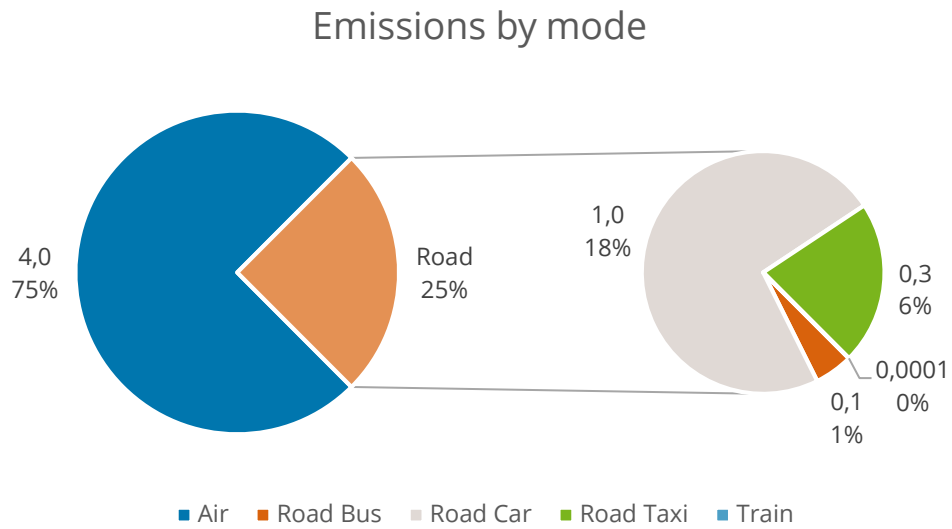


Figure 12. Emissions by mode (tonnes CO<sub>2</sub>e), Office C.

The total travelled passenger kilometer was 57 775 km.

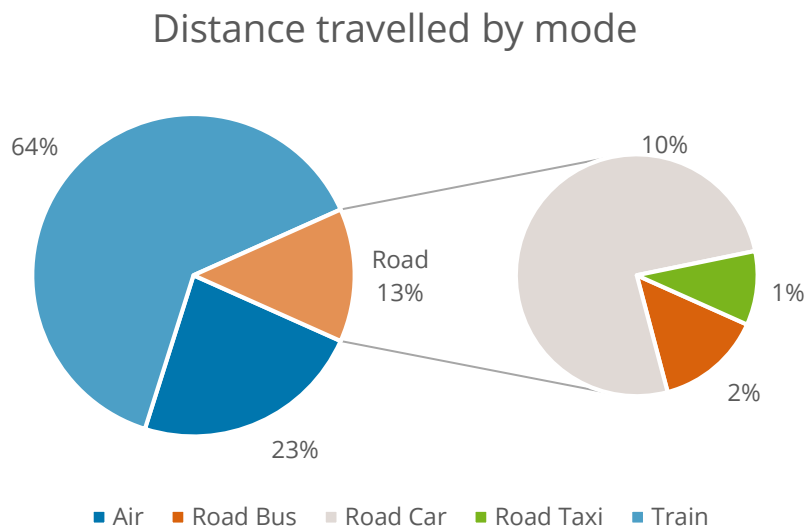


Figure 13. Travelled distance (pkm) by mode, Office C.

KPI	Value	Unit
Emissions per FTE	0.25	tonnes CO <sub>2</sub> e / FTE
Emissions per MSEK	0.20	tonnes CO <sub>2</sub> e / MSEK

## Office D

The emissions from the Office D office was 2.0 tonnes CO<sub>2</sub>e.

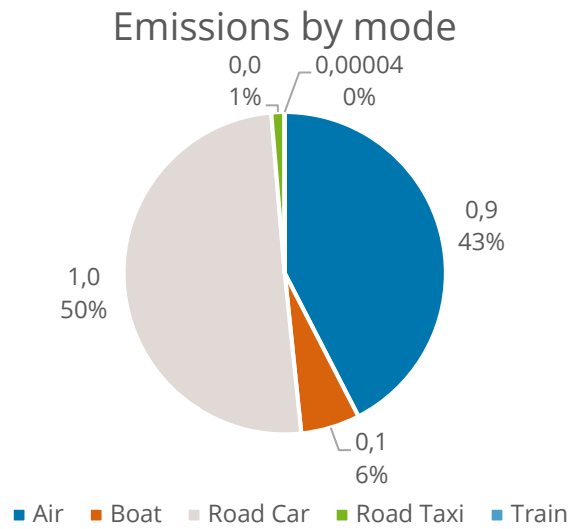


Figure 14. Emissions by mode (tonnes CO<sub>2</sub>e), Office D.

The travelled distance was 26 209 pkm.

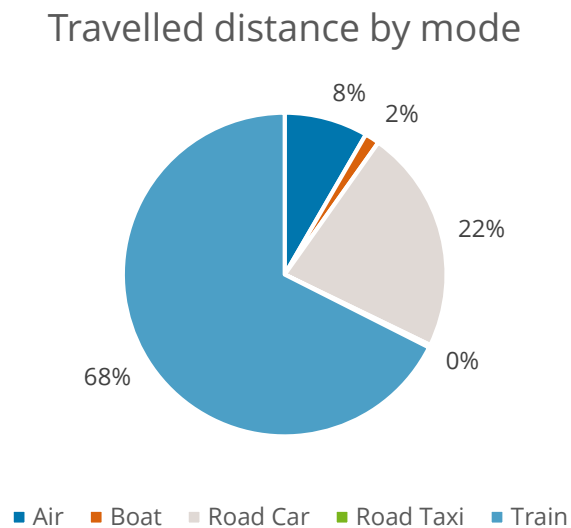


Figure 15. Travelled distance (pkm) by mode, Office D.

KPI	Value	Unit
Emissions per FTE	0.40	tonnes CO <sub>2</sub> e / FTE
Emissions per MSEK	0.30	tonnes CO <sub>2</sub> e / MSEK

## Office E

The Office E office only reported air travel. The emission accounted to 3.7 tonnes CO<sub>2</sub>e.

KPI	Value	Unit
Emissions per FTE	0.43	tonnes CO <sub>2</sub> e / FTE
Emissions per MSEK	0.60	tonnes CO <sub>2</sub> e / MSEK