



Carbon Reduction Plan For ACC Aviation

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Our Commitment

ACC Aviation is committed to achieving Net Zero emissions by 2050*.

What does Net Zero mean in practice?

To achieve Net Zero, we will be aiming to reduce emissions in line with the latest science-based targets (SBTs). SBTs are greenhouse gas reduction goals set by organisations, they are defined as "science-based" when they align with the scale of reductions required to limit global temperature increases to 1.5°C compared to pre-industrial temperatures. To achieve Net Zero under this scenario, we will need to reduce our absolute emissions by 90% from our baseline year.

SBTi recommends that organisations commit to near-term targets (that cover a minimum of 5 years/maximum of 10 years from the baseline year), as well as long-term targets.

Our near-term targets:

1. Maintain zero scope 1 emissions to 2030.
2. Maintain zero market-based** scope 2 emissions to 2030.
3. Reduce Scope 3 emissions by 50% by 2030.

Our long-term targets:

- Reduce our total market-based emissions (scope 1, 2 and 3) by at least 90% by 2050.
- Neutralise any residual emissions using verified carbon offsets.

Emissions covered by our targets:

- Scope 1 emissions: direct greenhouse gas emissions that occur from sources owned or controlled by a company, such as emissions from the combustion of fuels in on-site boilers, furnaces, or vehicles.
- Scope 2 emissions: indirect greenhouse gas emissions that result from the generation of purchased electricity, steam or other forms of energy consumed by a company.
- Scope 3 emissions: all other indirect greenhouse gas emissions that occur in an organisation's value chain, including emissions from upstream and downstream activities.

*We previously set a Net Zero target year of 2035 but have since revised this to 2050 in line with IATA's Fly Net Zero target.

**Purchased electricity emissions are measured in two ways; the location-based method and the market-based method. can be measured in two ways. The location-based method takes into account the emissions intensity of the grid from which the electricity was purchased, whilst the market-based method also takes into account the emissions intensity of the tariff and suppliers the reporting organisation has specifically chosen. The market-based method can therefore take into account purchases of renewable energy via a tariff. We have chosen to set targets based on the market-based method.

Our Carbon Footprint

Baseline Emissions

Baseline emissions are a record of the greenhouse gases that have been produced in the past and were produced before the introduction of any strategies to reduce emissions. Baseline emissions are the reference point against which emissions reduction can be measured. We have chosen to set our baseline year as the 1st of January 2022 to the 31st of December 2022.

Baseline Year: 2022	
All scope 1, scope 2 and upstream scope 3 emissions have been measured using the operational control approach. The scope 1 and 2 emissions of sites where we do not pay for the utilities directly or have the ability to make building upgrades are categorised under scope 3.	
Emissions	Total (tonnes CO ₂ e)
Scope 1	None
Scope 2	Market-based: None Location-based: None
Scope 3	621.4
Total Emissions	Market-based: 621.4 Location-based: 621.4

Carbon Intensity Metrics

Metric	Carbon Intensity
Tonnes of CO ₂ e per Employee	13.2
Kilograms of CO ₂ e per £1 of Revenue	0.009

Carbon intensity metrics are calculated using total market-based results.

Current Emissions Reporting

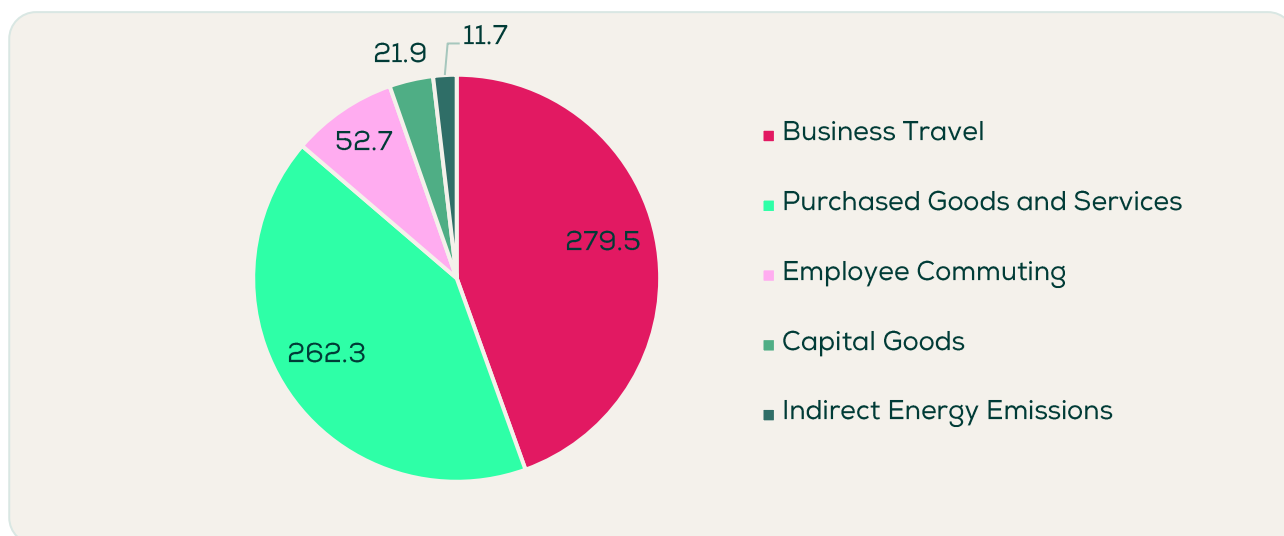
Current Year: 2023	
All scope 1, scope 2 and upstream scope 3 emissions have been measured using the operational control approach. The scope 1 and 2 emissions of sites where we do not pay for the utilities directly or have the ability to make building upgrades are categorised under scope 3.	
Emissions	Total (tonnes CO ₂ e)
Scope 1	None
Scope 2	Market-based: None Location-based: None
Scope 3	628.0
Total Emissions	Market-based: 628.0 Location-based: 628.0

Carbon Intensity Metrics

Metric	Carbon Intensity
Tonnes of CO ₂ e per Employee	12.8
Kilograms of CO ₂ e per £1 of Revenue	0.013

Carbon intensity metrics are calculated using total market-based results.

Carbon Emissions Breakdown



Our largest source of emissions is business travel

which has been estimated using total spend on a number of modes of transport plus hotel stays. Following this are our purchased goods and services emissions, which include the cradle-to-gate of all physical goods and services (excluding capital purchases) purchased within the reporting year (e.g. insurance, consultancy, IT equipment, etc). Our employee commuting emissions are our third largest contributor to the footprint; each employee is estimated to be responsible for around 1.07 tCO₂e as a result of their commuting and homeworking activities. This year we spent £141 thousand on capital purchases, including some office furniture and IT hardware and software and were the fourth largest contributor to the footprint. Finally, we have our indirect energy emissions*, which only include emissions relating to employee commuting as all other emissions have been estimated using spend.

*Indirect energy emissions (GHG category; Fuel- and Energy-Related Activities) are those that occur upstream of energy use. In the other energy use categories e.g. business travel and employee commuting, we are accounting for the generation of electricity used or the combustion of fuels used. But these calculations do not consider the other emissions that occur e.g. the generation emissions of electricity lost in the transmission and distribution system or the well-to-tank (extraction, processing and transportation) emissions of fuels. To ensure we are measuring our full impacts, we have included these emissions for all scope 1, scope 2 (mandatory) and upstream scope 3 (optional) energy use activities measured using activity data.

Carbon Reduction

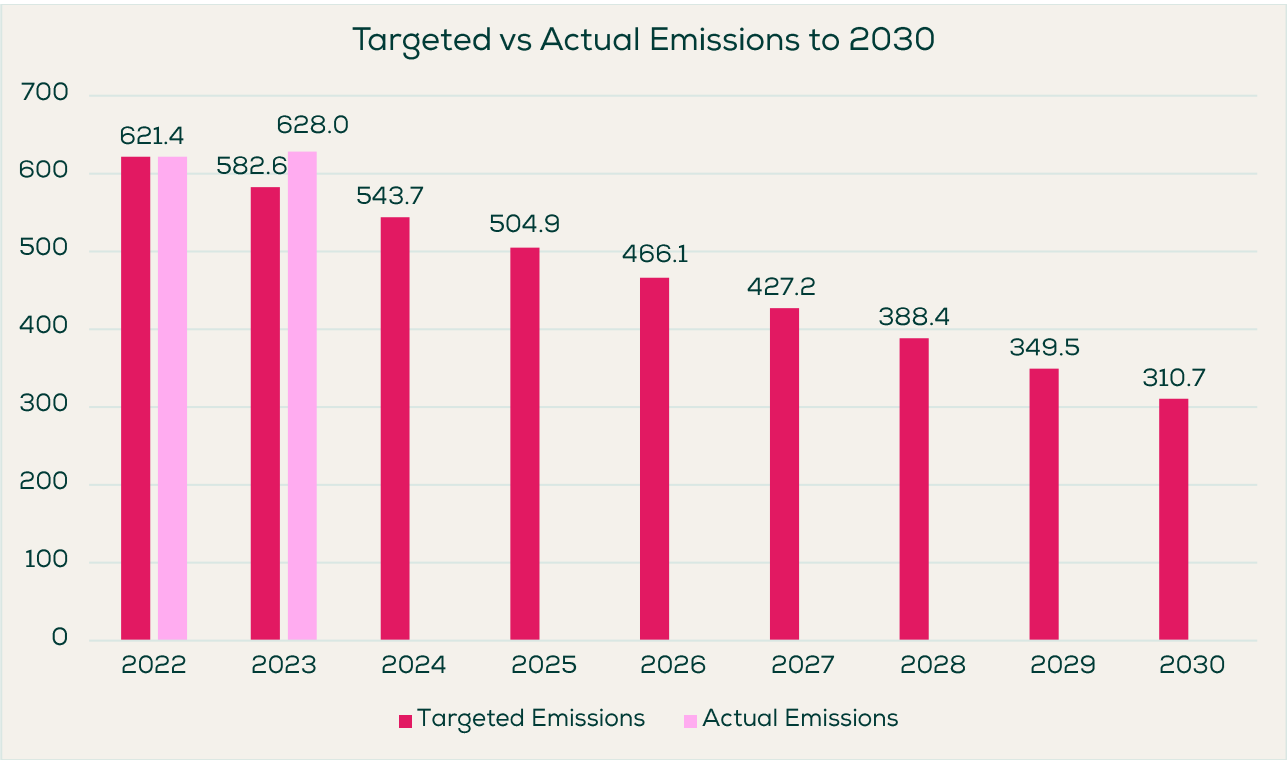
Our Net Zero targets

ACC Aviation is committed to achieving Net Zero by 2050. We have also set the following near-term targets, against which we will track our progress:

1. Maintain zero scope 1 emissions to 2030.
2. Maintain zero market-based scope 2 emissions to 2030.
3. Reduce Scope 3 emissions by 50% by 2030.

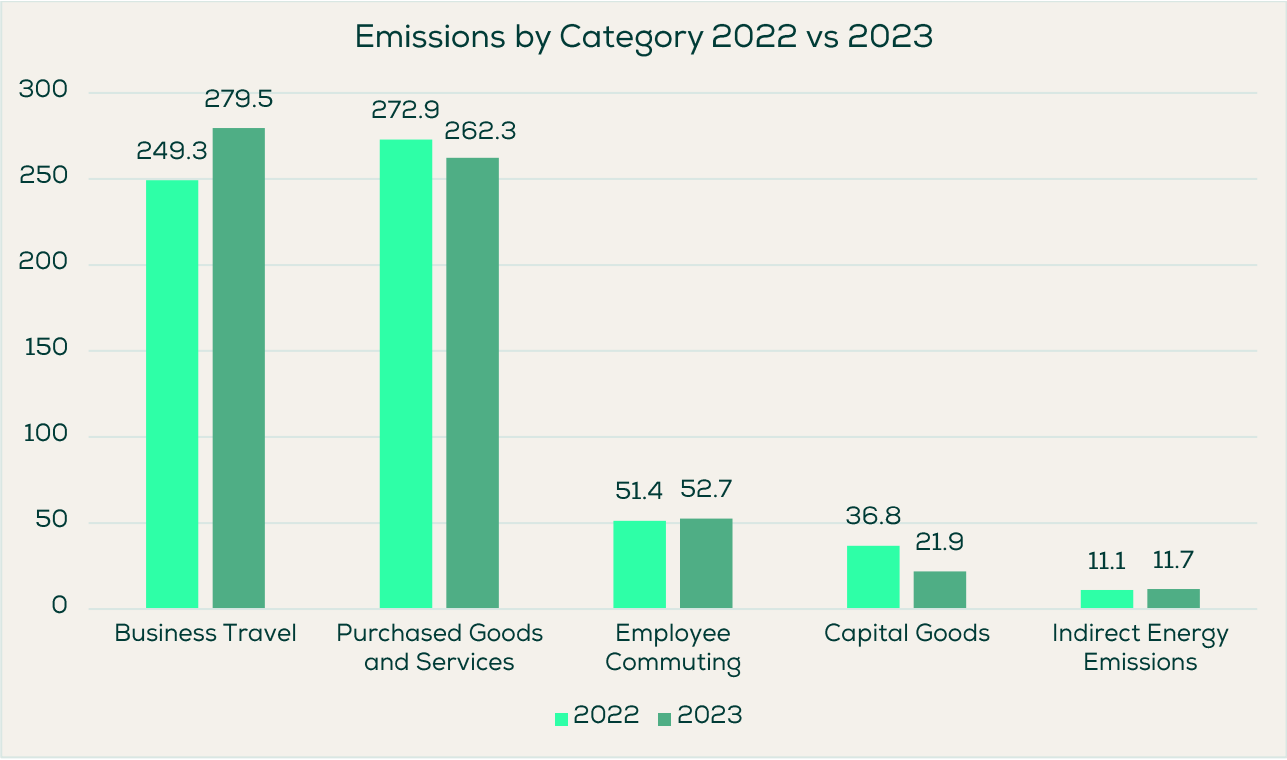
Progress

We are on track to meet targets 1 and 2, reporting zero scope 1 and market-based scope 2 emissions in both 2022 and 2023. Our scope 3 target is to reduce emissions by 50% from a 2022 base year by 2030 which would be a linear reduction of 6.25% each year. Between 2022 and 2023, our scope 3 (and therefore total emissions) increased by 1%, meaning we are aiming for a reduction greater than 6.25% over the next few years to get back on track.



Whilst our absolute emissions have increased by 1%, we are able to report a decrease in our employee emissions intensity of 3%.

Comparison of Emissions



Our business travel emissions increased between 2022 and 2023, this is due to an increase in travel activity but also due to inflation of the cost of travel between the two years. Our purchased goods and services emissions decreased with a decrease in spend, the same is true of our capital goods emissions. Employee commuting emissions increased slightly between to two years, this is a result of our workforce size increasing by two employees, this increase is mirrored in our indirect energy emissions category, as this only contains emissions associated with commuting.

Completed Carbon Reduction Initiatives

The following emissions management measures and projects have been completed or implemented.

Activity	Completion Date	Scope
Measure carbon emissions and use results to create a carbon reduction plan and set a science-based Net Zero target. Commit to measuring emissions and revising carbon reduction plans each year going forward.	2021	1, 2 & 3
Develop and launch a Carbon Offset offering to Charter Customers.	2022	Outside of measurement scope.
Create a Green Team to lead initiatives and provide them with Carbon Literacy training. We currently have 5 staff members certified as Carbon Literate.	2023	1, 2 & 3
Contact our pension provider and request information surrounding financed emissions. Use the information to calculate pension-related emissions.	2023	3

In Progress Carbon Reduction Initiatives

The following carbon reduction actions are in progress but are not yet complete. We will be continuing to work on these actions alongside the future reduction actions outlined later in the plan.

Activity	Completion Date	Scope
Develop a campaign to promote our Carbon Offset programme and increase uptake from our charter client base.	Ongoing	Outside of measurement scope.

Future Carbon Reduction Plans

We are committing to action the following emissions management measures and projects in order to reduce emissions.

Activity No.	Activity	Target Date	Category
1	Create a Sustainable Procurement Policy that prioritises suppliers with strong environmental credentials. We have already begun to put together a draft of this policy and will now consider how best to implement it. We will consider methods for collecting and storing data on suppliers' Net Zero targets and emissions measurement progress, either by integrating into the current process or creating a new one.	2025	Purchased Goods & Services
2	Create a Sustainable Travel Policy that specifies a preference for low-carbon transportation options where possible. We have already begun to put together a draft of this policy and will now consider how best to implement it. We will need to set some boundaries for staff undertaking business travel to ensure an annual reduction in emissions.	2025	Business Travel, Commuting
3	Continue to investigate how we can improve the availability of high-quality business travel data. This year we were able to further break down our business travel spend after encouraging staff to provide better descriptions when submitting expenses. We were still, however, not able to provide activity data (e.g. distance for transport and number of nights by country for hotel stays) for any of our journeys meaning the data quality is still considered low. Our finance team are currently looking into the introduction of additional fields to our expenses system that may allow employees to report distance or e.g. start and end airport, but we may also need to consider additional software.	2025	Business Travel

4	We have already provided Carbon Literacy training for employees on our Green team. We will now consider training for other members of staff to increase skills and engagement across the organisation.	2025	All scopes and categories
5	We will look to hold a Town Hall with staff to find out how ACC Aviation can better support staff to perform their jobs sustainably. We will look to find out what barriers staff face when it comes to sustainable commuting, and generally when carrying out their roles.	2025	All scopes and categories, Commuting
6	We will send a short survey to each of our office managers to a) find out if we can collect some higher quality data for use in the footprint next year and b) to see if they have any plans to improve the sustainability of the office spaces we use.	2025	Purchased Goods and Services

Declaration and Sign-Off

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.

This Carbon Management Plan has been reviewed and approved by the ACC Aviation Executive Team.

Signed on behalf of ACC Aviation:

Philip Mathews

Name: Philip Mathews

Position: CEO

Date: 26 September 2024

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

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