

Carbon Reduction Plan for Outlook Expeditions

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Our Commitment.

Outlook Expeditions is committed to achieving Net Zero emissions by 2050.

What does Net Zero mean in practice?

To achieve Net Zero, we will aim to reduce emissions per the Science-Based Target Initiative's (SBTis) recommendation. Science-based targets are greenhouse gas reduction goals that meet 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 must 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) and long-term targets.

Our near-term targets:

- Maintain zero scope 1 emissions to 2030.
- Reduce market-based scope 2 emissions to zero by 2030.
- Reduce Scope 3 emissions by 42% by 2030.

Our long-term targets:

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

Scope 1 emissions: direct greenhouse gas emissions that occur from sources owned or controlled by a company, such as emissions from 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.

Our Carbon Footprint.

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. We have chosen to set our baseline year as November 2018 – October 2019.

Baseline Year: 2018 – 2019	
All scope 1, 2 and 3 emissions were measured using the operational control approach. Emissions associated with flights and accommodation organised by Outlook Expeditions for customers and leaders were included as upstream scope 3 emissions, and categorised under 'Trip Flights and Accommodation'.	
Emissions	Total (tonnes CO ₂ e)
Scope 1	0.0
Scope 2*	Market-based: 3.7 Location-based: 3.7
Scope 3	7,642.0
Total Emissions	Market-based: 7,645.7 Location-based: 7,645.7

**Purchased electricity can be measured in two ways. A location-based method reflects the average emissions intensity of grids on which energy consumption occurs (using mostly grid-average emission factor data). A market-based method reflects emissions from the electricity that companies have purposefully chosen (or their lack of choice). A market-based method therefore takes into account the purchase of electricity via a verified renewable energy tariff. We have chosen to base our Net Zero target on a market-based methodology.*

Carbon Intensity Metrics

Baseline year: 2018 – 2019	Carbon intensity (tonnes CO ₂ e / unit)
Tonnes of CO ₂ e per FTE	224.9
Tonnes of CO ₂ e per £ million in turnover	1,535.2

Carbon intensity metrics have been calculated using FTE (34) and financial turnover (£4,980,173) compared with total market-based results.

Current Emissions Reporting

Current Reporting Year: 2022 – 2023	
<p>All scope 1, 2 and 3 emissions were measured using the operational control approach. Emissions associated with flights and accommodation organised by Outlook Expeditions for customers and leaders were included as upstream scope 3 emissions, and categorised under 'Trip Flights and Accommodation'.</p>	
EMISSIONS	TOTAL (tonnes CO ₂ e)
Scope 1	0.7
Scope 2*	Market-based: 0.0 Location-based: 0.0
Scope 3	4,905.8
Total Emissions*	Market-based: 4,905.8 Location-based: 4,905.8

Carbon Intensity Metrics

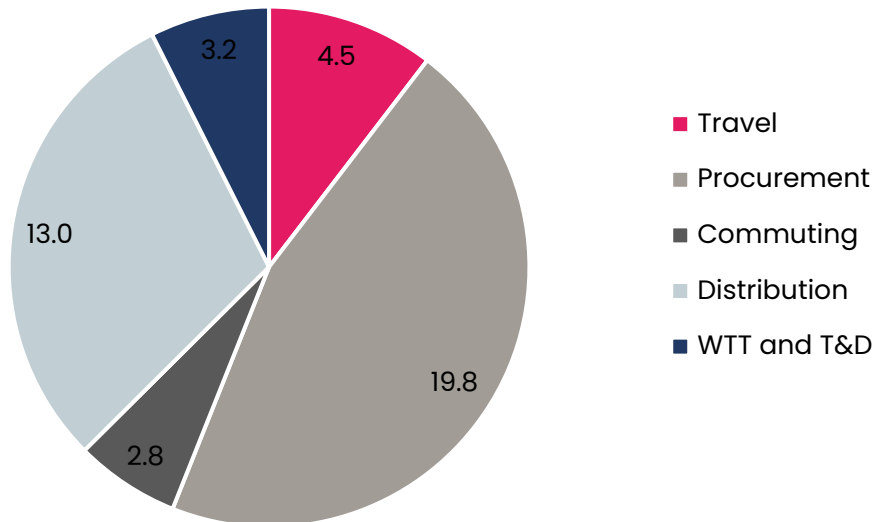
Baseline year: 2022 - 2023	Carbon intensity (tonnes CO ₂ e / unit)
Tonnes of CO ₂ e per FTE	551.2
Tonnes of CO ₂ e per £ million in turnover	3,408.2

Carbon intensity metrics have been calculated using FTE (8.9) and financial turnover (£1,439,417) compared with total market-based results.

Carbon Emissions Breakdown

Trip flights and accommodation contributed by far the largest amount of emissions to our footprint, being responsible for 99% of total emissions. The graph below shows the split of emissions across the remaining categories, which made up 1% of emissions in total.

Emissions by Category



All figures are shown in tonnes of CO₂e

Carbon Reduction.

Our Net Zero targets

Outlook Expeditions is committed to achieving Net Zero by 2050. To do this, we must reduce our absolute emissions by 90% from our baseline year. To keep us on track with this long-term target, we have also set the following near-term targets.

- Maintain zero scope 1 emissions to 2030.
- Reduce market-based scope 2 emissions to zero by 2030.
- Reduce Scope 3 emissions by 42% by 2030.

Progress to 2030 Targets

Emissions	Total carbon footprint (tonnes CO ₂ e)		Meeting target?
	Baseline year: 2021-2022	Current year: 2022-2023	
Scope 1	0.0	0.0	On Target
Scope 2	3.7	0.0	On Target
Scope 3	7,642.0	4,905.8	On Target
Total emissions	7,645.7	4,905.8	On Target

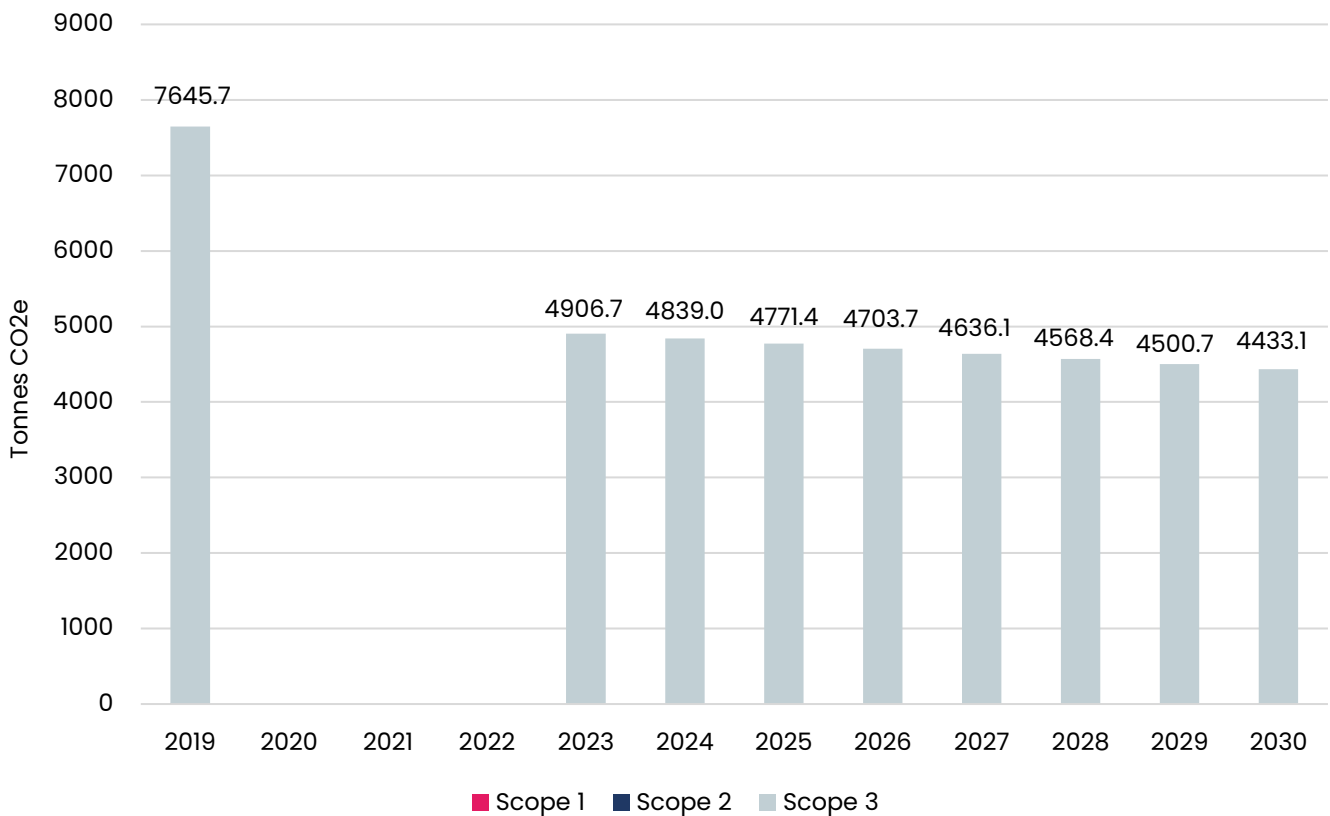
Emissions have decreased from the first measurement period to the second; some of these reductions are a result of the carbon reduction initiatives employed and others are results in a decrease in business between the two years. Our turnover for the first measurement was close to £5 million whereas in the second, it was £1.5 million. This led to a decrease in overall emissions due to decreased activity, spend and workforce size.

Between the two reporting years, we became a fully remote organisation; this reduced our scope 2 emissions from 3.7 tCO₂e to zero and also means that only homeworking emissions

are included in the commuting total. In year 1, commuting mileage was estimated to have produced 26.2 tCO₂e, whereas homeworking emissions in year 2 were estimated to have produced only 2.8 tCO₂e.

Domestic flights were also banned between the two years; in year 1 domestic flights were responsible for 518.2 tCO₂e whereas in year 2 no regional flights were taken.

Reduction Targets to 2030



Completed Carbon Reduction Initiatives

The following emissions management measures and projects have been completed or implemented since the start of our baseline reporting period.

Activity	Completion Date	Scope
Measure carbon footprint emissions and commit to some SBTi and aviation industry-aligned near and long-term targets.	2023	1, 2 & 3
Switch to fully remote operations to reduce emissions related to office utilities and commuting.	2022	2 & 3
Ban all domestic flights to reduce aviation-related emissions as far as possible.	2023	3
Audit overseas suppliers and prioritise providers with strong environmental credentials.	2022	3
Provide Carbon Literacy training for a member of the Outlook Expeditions team.	2023	1, 2 & 3

Future Carbon Reduction Plans

We are committing to action the following emissions management measures and projects in line with our Net Zero targets.

Activity	Target Date	Category
Explore training and engagement opportunities for the wider workforce to encourage more sustainable behaviours both in and outside of work.	Feb 2024	All scopes and categories

<p>Collaborate with ‘cousin’ company to reduce emissions and avoid the duplication of efforts between the two organisations.</p> <p>Many of our business support suppliers are selected by our cousin company, and we also use their diesel van for the transportation of kit. We will add sustainability as a meeting item going forward and will identify ways the two organisations can work together to build a sustainable bank of suppliers and reduce emissions from combustion engine vehicles (their scope 1 emissions, our scope 3).</p>	<p>2024</p>	<p>Purchased Goods & Services, Upstream Transportation and Distribution</p>
<p>We commit to improving the data quality of our measurements going forward. This will involve being able to identify suppliers who have measured their emissions as well as giving more detailed spend information in future years. We will also carry out a more thorough commuting survey in future years, asking staff about their energy tariffs and whether they use gas.</p> <p>Next year we will aim to use supplier-specific emissions factors for Positive Planet, our pension provider, any computers or laptops purchased, and any other goods or services where the provider has started to measure emissions.</p>	<p>2024</p>	<p>Goods & Services, Commuting (Homeworking)</p>
<p>As well as the above carbon reduction and measurement improvement actions, we will also explore opportunities for investment in carbon removal to mitigate the carbon impacts of our trip flights.</p> <p>International travel is essential for our business. It is for this reason that we have set a Net Zero target in line with the aviation industry; for us to reach our targets whilst continuing to organise international travel, the aviation industry will need to decarbonise. As this decarbonisation will be a slow process, we will look to invest in mitigating technologies until a time the impact of aviation is significantly reduced.</p>	<p>2024</p>	<p>Out of scope</p>

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 Outlook Expeditions Executive Team.

Signed on behalf of Outlook Expeditions:

Francesca Gallone-Casswell

Name: Francesca Gallone-Casswell

Position: Head of Product & Planning

Date: 20/02/2024

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1. <https://ghgprotocol.org/corporate-standard>
 2. <https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>