Carbon Footprint Appraisal
for
Wildanet Limited

Assessment Period:
1st November 2021 – 31st October 2022
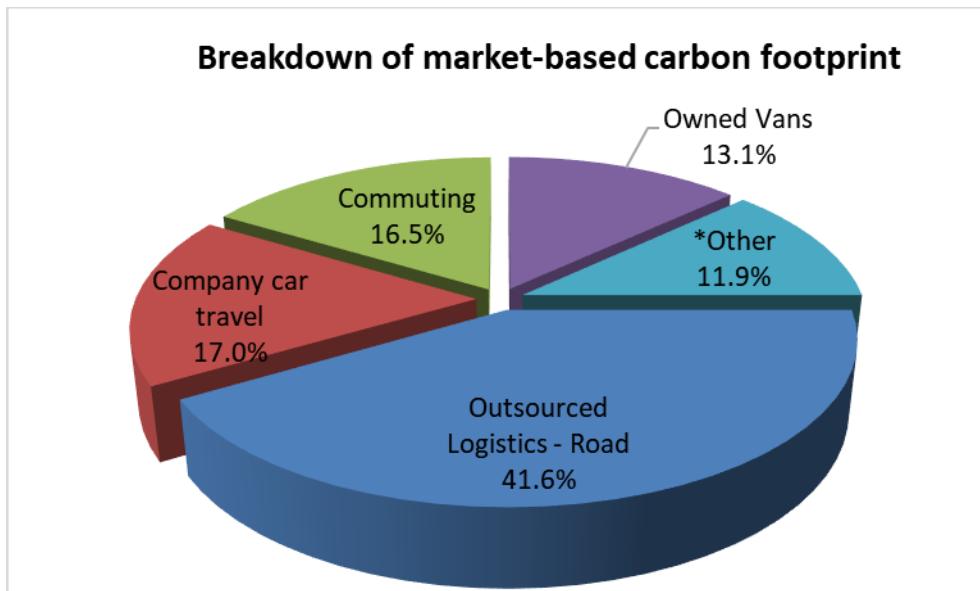
Executive Summary

Current Performance

→ Wildanet's total market-based emissions are 928.86 tCO_2e (location-based are 949.34 tCO_2e).

→ The most significant emission source is outsourced logistics - road accounting for 41.6% of Wildanet's market-based carbon footprint.

→ Wildanet's total market-based emissions have significantly increased from the ba

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→ seline year by 158.8% due to an increase in the business's size and activities.

→ Supply chain emissions are 77.37 tCO_2e.

Recommendations

→ Offset the GHG emissions created within this data period to become carbon neutral.

→ Investigate with freight couriers what the long-term plans are to reduce their emissions and increase sustainability.

→ When leasing/purchasing new company owned vehicles, consider transitioning to electric vehicles (EV) and installing charging points on-site to encourage staff to switch too.

→ Evaluate the effectiveness of using remote meetings and limited travel during COVID-19 and re-define what your business classifies as "essential" travel going forwards.

→ Encourage employees to commute using more sustainable forms of transport.

→ **Carry out a target setting and supply chain screening to facilitate your reduction strategy and increase the scope of your assessment.**

Breakdown of market-based carbon footprint

- Owned Vans 13.1%
- *Other 11.9%
- Outsourced Logistics - Road 41.6%
- Company car travel 17.0%
- Commuting 16.5%

*Other includes Site electricity, Non-Controlled Site electricity, Hotel stays, Home-workers, Waste, Vehicle fuel usage, Rail travel, Site gas, Water (and wastewater), Flights, Taxi travel, & Paper

Metric	2020/21	2021/22	% Change on previous year
Total Tonnes CO₂e (Market-based)	368.87	928.86	**+151.8%**
Tonnes of CO₂e per employee (Market-based)	5.51	6.45	**+17.1%**
Tonnes of CO₂e per £M turnover (Market-based)	922.16	1,512.44	**+64.0%**

Commercial in Confidence

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Quality Control

Report issue number:	1.0
Date:	23 January 2023
Calculations completed by:	Alex Pell
Calculations reviewed by:	Stuart Fowler
Report produced by:	Alex Pell
Report reviewed by:	Myles Howard
Director approval:	Dr. Wendy Buckley

1. Introduction

1.1. Company Overview

Wildanet is a broadband internet provider, which aims to provide reliable internet solutions to both domestic and commercial users with poor existing connections, including those in remote locations. The company is based in Cornwall in the UK.

- 144 employees
- 4 offices
- 1 non-controlled data centre
- 82 company owned vehicles (cars & vans)

1.2. Data supplied for the carbon footprint appraisal

A summary of the data supplied by Wildanet for the appraisal is presented in Annex A.

1.3. Methodology for the Carbon Footprint Appraisal

The methodology document can be downloaded using this link,
https://www.carbonfootprint.com/docs/carbon_footprint_appraisal_-_methodology_document.pdf

2. Calculation Scope and Accuracy

2.1. Scope of this work

Carbon Footprint has assessed the GHG emissions from 1st November 2021 to 31st October 2022 resulting from the energy consumption at Wildanet's facilities and its business transport activities.

For Wildanet's baseline year data and emissions please refer to the 2020/21 report.

2.2. Organisational & reporting boundaries

Figure 1 shows the full boundaries of the *Greenhouse Gas Protocol Corporate and Value Chain Standards*. The organisation has accounted for all quantified GHG emissions and/or removals from facilities over which it has operational control. This assessment covers the reporting boundaries shown in Table 1, in line with the GHG Protocol Corporate Standard & GHG Protocol Corporate Value Chain (Scope 3) Standard.
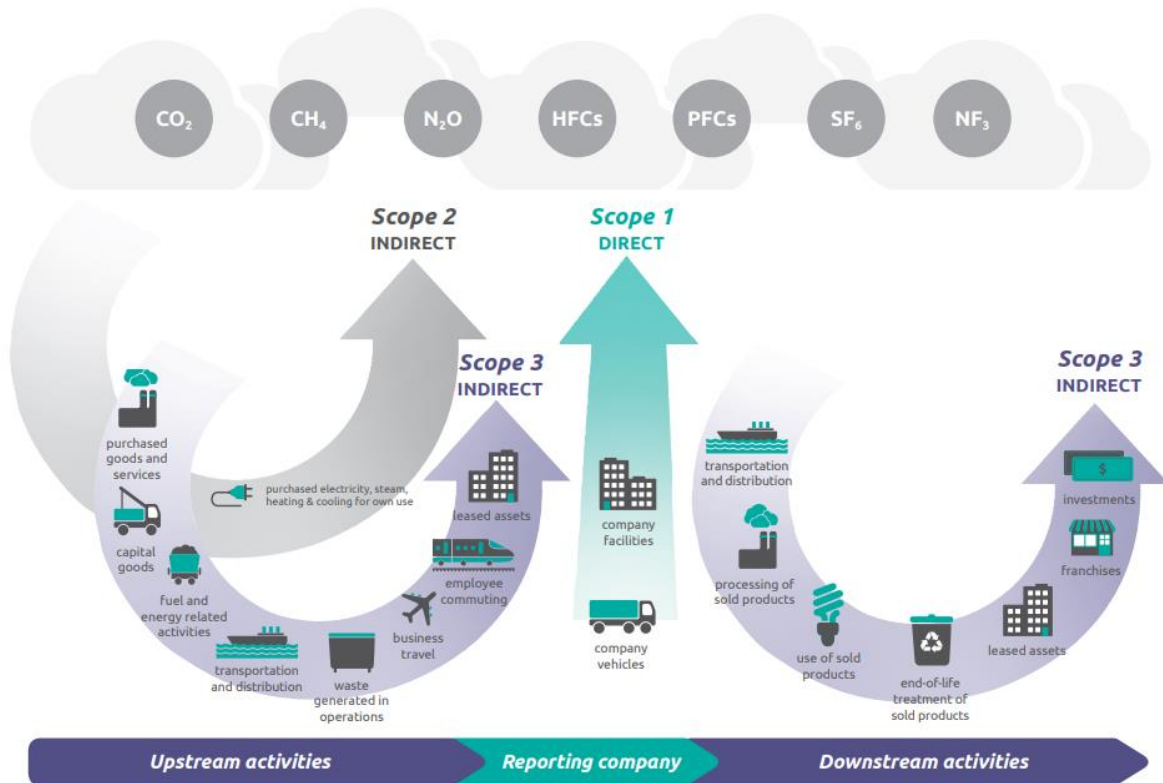

Figure 1: Overview of emissions scopes (GHG Protocol - Scope 3 Calculation Guidance v1.0 - 2013)

Table 1: Wildanet's GHG Assessment boundary based on the GHG Protocol Corporate Standard & GHG Protocol Corporate Value Chain (Scope 3) Standard

(All green rows have been included in this assessment; all grey rows are not applicable; orange rows have been excluded)

Footprint	Scope	Activity	Calculation Type	Completion Status	Justification
Direct	1	Electricity, heat or steam generated on-site		Not relevant	Not applicable
	1	Natural gas, gas oil, LPG or coal use attributable to company-owned facilities	Activity Data	Complete	
	1	Company owned vehicle travel	Activity Data	Complete	
	1	Fugitive emissions (incl. Refrigerant gases and AC)	Activity Data	Complete	No top ups confirmed
Indirect	2	On-site Consumption of purchased electricity, heat steam and cooling	Activity Data	Complete	
Indirect	3	1. Purchased goods and services	Spend based Data	Complete	Cost-based Supply Chain Analysis included.
	3	2. Capital goods		Excluded	Relevance unknown due to lack of resources - intending to determine
	3	3. Fuel- and energy related activities (not included in scope 1 or scope 2)	Activity Data	Complete	
	3	4. Upstream transportation and distribution	Activity Data	Complete	
	3	5. Waste generated in operation	Activity Data	Complete	
	3	6. Business travel (not included in scope 1 or scope 2)	Activity Data	Complete	
	3	7. Employee commuting	Activity Data	Complete	
	3	8. Upstream leased assets		Not relevant	Not applicable
	3	9. Downstream transportation and distribution	Activity Data	Complete	
	3	10. Processing of sold products		Excluded	Relevance unknown due to lack of resources - intending to determine
	3	11. Use of sold products		Excluded	Relevance unknown due to lack of resources - intending to determine
	3	12. End-of-life treatment of sold products		Excluded	Immaterial or not technically/financially feasible
	3	13.Downstream leased assets		Not relevant	Not applicable
	3	14. Franchises		Not relevant	Not applicable
	3	15. Investments		Not relevant	Not applicable

2.3. Calculation uncertainty assessment & materiality

The result of a carbon footprint calculation varies in accuracy depending on the data set provided. The more accurate the data supplied, the more accurate the final result. Materiality is determined by the percentage contribution of each element to the overall footprint. Based on the accuracy of the data provided (Table 2), a simple uncertainty analysis has been used to estimate the potential error margin for the appraisal results.

Table 2: Assessment accuracy, materiality and simple error analysis

Dataset	Data source / comments	Accuracy	Materiality	Uncertainty	Error Margin (tCO$_2$e)
Outsourced Logistics - Road	Data is sourced from logistics manager via logistics spreadsheets which have been provided. The weight of each delivery is not known and therefore assumed an average UK weight in line with last year's reporting.	Good	Very High (>40%)	10%	39.5
Commuting	Internal survey completed detailing vehicle specific details, vehicle type, fuel type and engine size including daily commute which has been extrapolated to be inclusive of the assessment period. Company owned vehicles have been excluded as this milage will be included in the specific region. 121 responses were filed and 23 responses were not received, these were not extrapolated as it is not known whether these are completed in company owned vehicles.	Good	Medium (5-20%)	10%	15.6
Site electricity	**Exeter office** electricity sourced from landlord consumption spreadsheets from 1st March 22. **Redruth site** electricity has been sourced from building managers estimation of Wildanets figures for the 12-month period based on utility bills. **Pensilva** electricity consumption is sourced from the building manager detailing total kwh consumption based on company invoice. **Liskeard site** sourced from finance via meter readings for the data period.	Average	Low (1-5%)	50%	13.9
Home-workers	Data sourced from an internal survey which was provided. Detailed home working days per week and an average home working occupancy.	Average	Very Low (<1%)	50%	2.7
Company car travel	Company car spreadsheet detailing full vehicle make and model including milage during the last 12-month period which was provided during the audit. Individual vehicle emissions rating was provided by the DVLA.	Excellent	Medium (5-20%)	1%	1.6
Owned Vans	Van details provided by company owned vehicle spreadsheet from fleet management system's odometer readings detailing full vehicle details along with annual milage. The vehicle specific emissions were obtained via the DVLA website.	Excellent	Medium (5-20%)	1%	1.2

Dataset	Data source / comments	Accuracy	Materiality	Uncertainty	Error Margin (tCO₂e)
Hotel stays	Data sourced from internal records detailing total nights away and country location the spreadsheet was provided during the audit. 90 Guest stays in the UK were booked via Travelperk and offset prior to the assessment. The emissions have been calculated however the net emissions will be lower.	Good	Low (1-5%)	10%	1.0
Site gas	Exeter office gas consumption derived based on landlord utility bills which have been apportioned to account for Wiladnet's portion of the 6 months within the office. Meter readings were provided for The Elliott Building for one month only (December) and used to estimate annual consumption as no other data was available for this site.	Average	Low (1-5%)	50%	5.8
Site diesel	Diesel consumption (litres) obtained from invoices was provided for Westbourne House. No supporting evidence was provided.	Average	Low (1-5%)	50%	5.6
Employee-owned car travel (grey fleet)	Data is sourced from personal expense milage claims over the 12-month period including full vehicle details such as registration plate and vehicle emissions ratings provided from the DVLA.	Excellent	Low (1-5%)	1%	0.3
Waste	Data sourced from waste collection contract detailing size of bins and collection schedules. Exeter waste has been sourced from landlord details.	Good	Very Low (<1%)	10%	0.2
Flights	Data sourced from sage and dynamics reports detailing total flights, cabin class and return information.	Good	Very Low (<1%)	10%	<0.1
Water (and wastewater)	**Exeter** water supply and wastewater sourced from landlord consumption spreadsheet. **Redruth** based on building managers utility bills based on a period June/21 - June/22 and apportioning total building usage to Wildanet. **Liskeard and Pensilva** sites are based on a CSBE guide of 32 litres of water per employee per day. Office-Buildings-Water-Efficiency-Guide-EN.pdf (csbe.org)	Good	Very Low (<1%)	10%	<0.1
Paper	Data sourced from office manager detailing total amount of paper purchased and paper size.	Very Good	Very Low (<1%)	5%	<0.1
Vehicle fuel usage	Cherry Picker and Forklift fuel sourced from Velocity fuel card log detailing total petrol and diesel purchased during the assessment period.	Excellent	Very Low (<1%)	1%	<0.1
Taxi travel	Data sourced from internal travel expense report detailing total cost per trip, and departure and destination locations.	Excellent	Very Low (<1%)	1%	<0.1

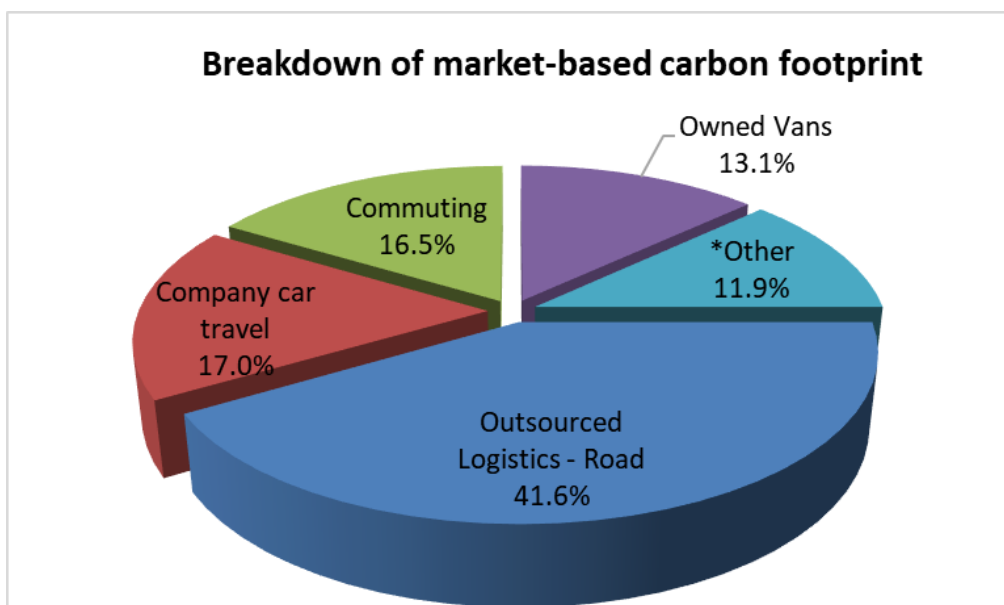| Dataset	Data source / comments	Accuracy	Materiality	Uncertainty	Error Margin (tCO$_2$e)
Rail travel	Data sourced from internal dynamics reports detailing full rail travel details such as departure and destination locations and total costs.	Excellent	Very Low (<1%)	1%	<0.1
Total				**+/- 9%**	**+/- 89.2**

3. Carbon Footprint Results

3.1. Summary of results

The total location-based carbon footprint for Wildanet for the period ending 31st October 2022 was 949.34 tonnes CO₂e, and the market-based total is 928.86 tonnes CO₂e.

Table 3: Results of Wildanet's carbon footprint assessment by scope and source activity

Scope	Activity	Location-Based	Market-Based
Scope 1	Company car travel	131.91	131.91
	Owned Vans	95.65	95.65
	Site gas	9.91	9.91
	Site Diesel	9.06	9,06
	Vehicle fuel usage	1.19	1.19
Scope 1 Sub Total		**247.72**	**247.72**
Scope 2	Electricity generation	20.32	17.32
Scope 2 Sub Total		**20.32**	**17.32**
Scope 3	Outsourced Logistics - Road	318.06	318.06
	Well To Tank	183.52	181.87
	Commuting	123.54	123.54
	Employee-owned car travel (grey fleet)	19.91	19.91
	Non-Controlled Site electricity	12.15	0.00
	Hotel stays	10.27	10.27
	Home-workers	5.43	5.43
	Electricity transmission & distribution	1.80	1.28
	Waste	1.68	1.68
	Rail travel	0.66	0.66
	Water (and wastewater)	0.63	0.63
	Flights	0.19	0.19
	Taxi travel	0.16	0.16
	Paper	0.14	0.14
Scope 3 Sub Total		**678.13**	**663.81**
Total tonnes of CO₂e		**946.18**	**928.86**
Tonnes of CO₂e per employee		**6.59**	**6.45**
Tonnes of CO₂e per £M turnover		**1,545.79**	**1,512.45**
Scope 3 Screening Sub Total		**77.37**	**77.37**
Total tonnes of CO₂e (including scope 3 screening)		**1,023.54**	**1,006.23**

Breakdown of market-based carbon footprint

- Owned Vans 13.1%
- *Other 11.9%
- Commuting 16.5%
- Company car travel 17.0%
- Outsourced Logistics - Road 41.6%

*Other includes Site electricity, Non-Controlled Site electricity, Hotel stays, Home-workers, Waste, Vehicle fuel usage, Rail travel, Site gas, Water (and wastewater), Flights, Taxi travel, & Paper

Figure 2: Percentage contribution of each element of Wildanet's market-based carbon footprint

3.2. Emissions from travel and transportation

Travel and transport emissions account for 74.9% of total market-based emissions (excluding WTT). Outsourced – road logistics accounts for the largest portion of these emissions as shown in figure 3 and Table 4. This accounts for upstream transport of purchased goods and materials from Wildanet's tier 1 suppliers.

The majority of freight is transported by lorry from predominantly UK-based suppliers. I recommend that Wildanet explores the option of using alternative transport methods such as rail and local suppliers.

This will have a significant impact on total GHG emissions, and I recommend that the company aims to transition all of its company owned fleet, including company owned vans to 100% electric vehicles as technology continues to develop and viable alternatives enter the market.

Table 4: CO_2e emissions as a result of travel and transport (Excluding WTT)

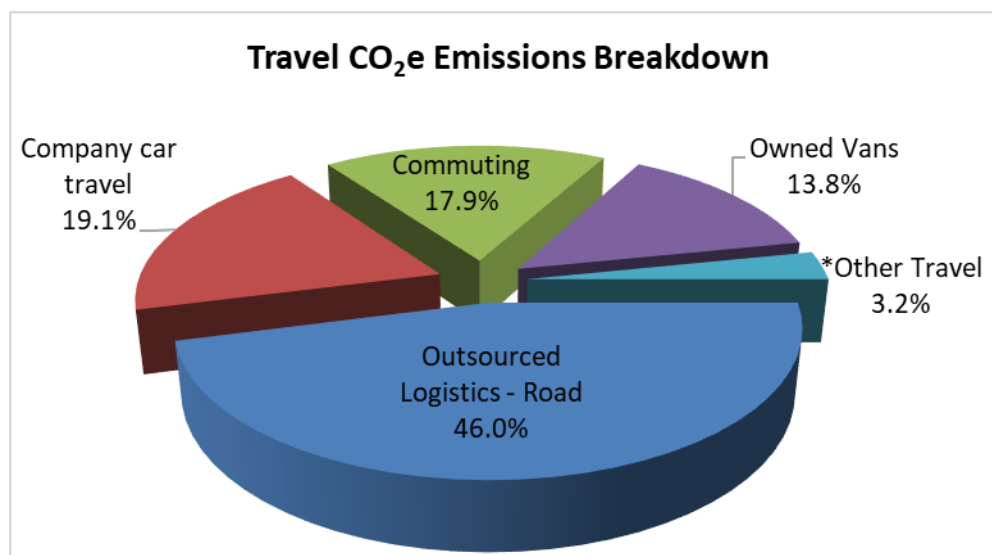| Type of Travel / Transport	Tonnes of CO_2e	Percentage
Outsourced Logistics - Road	318.06	46.0%
Commuting	123.54	19.1%
Company car travel	131.91	17.9%
Owned Vans	95.65	13.8%
Employee-owned car travel (grey fleet)	19.91	2.9%
Vehicle fuel usage	1.19	0.2%
Rail travel	0.66	0.1%
Flights	0.19	0.0%
Taxi travel	0.16	0.0%
Total	**691.28**	**100%**

Travel CO$_2$e Emissions Breakdown

Figure 3 GHG: emissions breakdown for travel

***other includes, grey fleet travel, vehicle fuel usage, rail travel, flights and taxi travel.**

3.3. Emissions from Well to Tank

Well-to-tank emissions relate to the upstream emissions of fuel and energy; accounting for extraction, processing, and transport of fuels/energy. **Wildanet can reduce these emissions by reducing fuel and energy usage.**

Table 5: Market-based Well-To-Tank CO$_2$e Emissions breakdown

Element of Footprint (Well-To-Tank)	Tonnes of CO$_2$e	%Contribution
Outsourced Logistics - Road	76.89	42.28%
Commuting	32.81	18.04%
Company car travel	29.00	15.95%
Owned Vans	28.80	15.84%
Employee-owned car travel (grey fleet)	5.84	3.21%
Site electricity	4.10	2.25%
Non-Controlled Site electricity	3.16	1.74%
Site diesel	2.20	1.21%
Site gas	1.70	0.93%
Vehicle fuel usage	0.28	0.15%
Rail travel	0.17	0.09%
Taxi travel	0.04	0.02%
Grand Total	**181.87**	**100%**

3.4. Emissions breakdown by business area

Table 6 and Figure 4 provide a breakdown of emissions, based on whether they are associated with the company operations or building infrastructure services. N.B. Carbon Footprint has provided a breakdown of emissions by business area based on a data split provided by Wildanet.

Table 6: Market-based CO₂e emissions breakdown by business area

Source	Infrastructure Build	Operational	Total tCO₂e
Lorry	296.21	98.74	394.95
Company Car	140.30	20.61	160.91
Commuting	78.17	78.17	156.34
Vans	74.70	49.75	124.45
Grey Fleet	-	25.75	25.75
Electricity	11.35	11.35	22.70
Hotel Stays	7.70	2.57	10.27
Home-Workers	4.07	1.36	5.43
Site diesel	5.63	5.63	11.26
Waste	0.84	0.84	1.68
Fuel	0.81	0.66	1.48
Rail	0.62	0.21	0.83
Gas	0.39	0.39	0.79
Water	0.34	0.29	0.63
Flights	-	0.23	0.23
Taxi	0.19	0.02	0.20
Paper	0.14	-	0.14
Total	**626.89**	**301.97**	**928.86**

Breakdown of emissions by business area

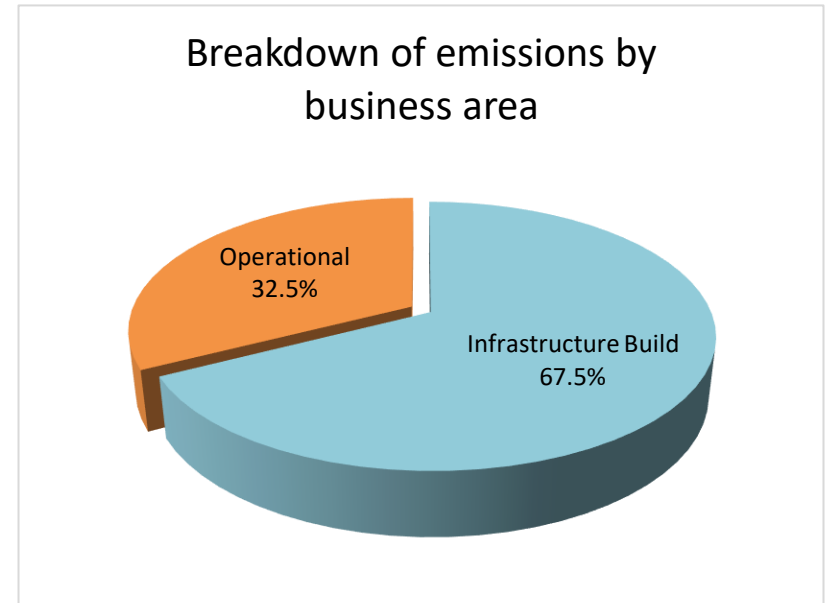Operational 32.5%

Infrastructure Build 67.5%

Figure 3: Contribution in tonnes of CO₂e of each element of Wildanet's 2022 supply chain carbon footprint

4. Supply Chain Screening

The total carbon footprint estimated for Wildanet's supply chain purchases for the period ending 31st October 2022 was 77.37 tCO$_2$e. Table 7 and Figure 5 below show the breakdown of the total GHG emissions associated with supply chain purchases by Wildanet per SIC section (as defined by the Office for National Statistics).

Table 7: Results of Wildanet's carbon footprint assessment by SIC section

| SIC Group	Sector Summary	Total Annual Spend (£)	tCO$_2$e
J. 61	**Telecommunications services**	**6,897,013.59**	68.97
N. 82	**Office administrative, office support and other business support services**	**217,966.64**	6.54
N. 81	**Services to buildings and landscape**	**18,272.67**	1.46
H. 53	**Postal and courier services**	**2,557.58**	0.38
C. 29	**Motor vehicles, trailers and semi-trailers**	**149.22**	0.01
Total		**7,135,960**	**77.37**
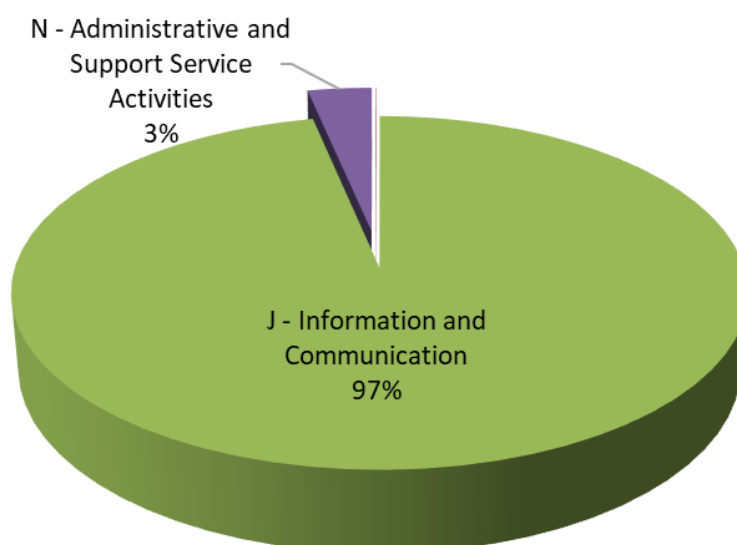
Figure 4: Contribution in tonnes of CO$_2$e of each element of Wildanet's 2022 supply chain carbon footprint

The vast majority of scope 3 supply chain emissions are related to telecommunication services. This is to be expected as Wildanet are a broadband internet provider which purchases and upgrades customers broadband with poor connections in rural locations. Please refer to section 7.1.3 to obtain actual activity data for these scope 3 services.

5. Comparison and Benchmarking

5.1. Comparison to base year emissions

Table 8: Wildanet's carbon footprint comparison and percentage change

Element	Tonnes of CO_2e for footprint ending in October of calculation period:		
	2020/21	2021/22	% change on baseline year (2020/21)
Outsourced Logistics - Road	68.56	318.06	363.9%
Well To Tank (Location-Based)	70.06	183.52	162.0%
Well To Tank (Market-Based)	70.06	181.87	159.6%
Commuting	105.73	156.34	47.9%
Company car travel	54.87	131.91	140.4%
Owned Vans	18.33	95.65	421.8%
Site electricity (Location-based)	17.95	22.12	23.2%
Employee-owned car travel (grey fleet)	8.42	19.91	136.5%
Site electricity (Market-based)	26.00	18.60	-28.4%
Non-Controlled Site electricity (Location-based)	6.07	12.15	100.1%
Hotel stays	-	10.27	n/a
Home-workers	13.54	5.43	-59.9%
Waste	0.76	1.68	120.6%
Vehicle fuel usage	0.28	1.19	326.1%
Site gas	0.25	9.91	3,863.1%
Rail travel	0.37	0.66	78.8%
Water (and wastewater)	-	0.63	n/a
Flights	0.00	0.19	n/a
Taxi travel	0.02	0.16	718.7%
Paper	-	0.14	n/a
Outsourced Logistics - Air	1.67	0.00	-100.0%
Non-Controlled Site electricity (Market-based)	0.00	0.00	n/a
Total Tonnes of CO_2e (Location-based)	**366.89**	**946.18**	**157.9%**
- Tonnes of CO_2e per employee	**5.48**	**6.45**	**19.9%**
- Tonnes of CO_2e per £M turnover	**917.23**	**1,512.44**	**68.0%**
Total Tonnes of CO_2e (Market-based)	**368.87**	**928.86**	**151.8%**
- Tonnes of CO_2e per employee	**5.51**	**6.45**	**17.1%**
- Tonnes of CO_2e per £M turnover	**922.16**	**1,512.45**	**64.0%**

Table 8 shows a large increase in many travel related emissions sources. This is due to an increase in business size, as an example total employee numbers have increased from 76 to 144 in a one-year period. Outsourced logistics, company car travel and owned van emissions are linked with the expanding of business activities resulting in increased downstream freight being delivered and increased engineers utilising company vans and cars. Site-based emissions have increased due to a

temporary site based in Exeter and relocating within Liskeard to a larger premises. Despite the increase in business size the Scope 1 & 2 emissions have decreased from the previous
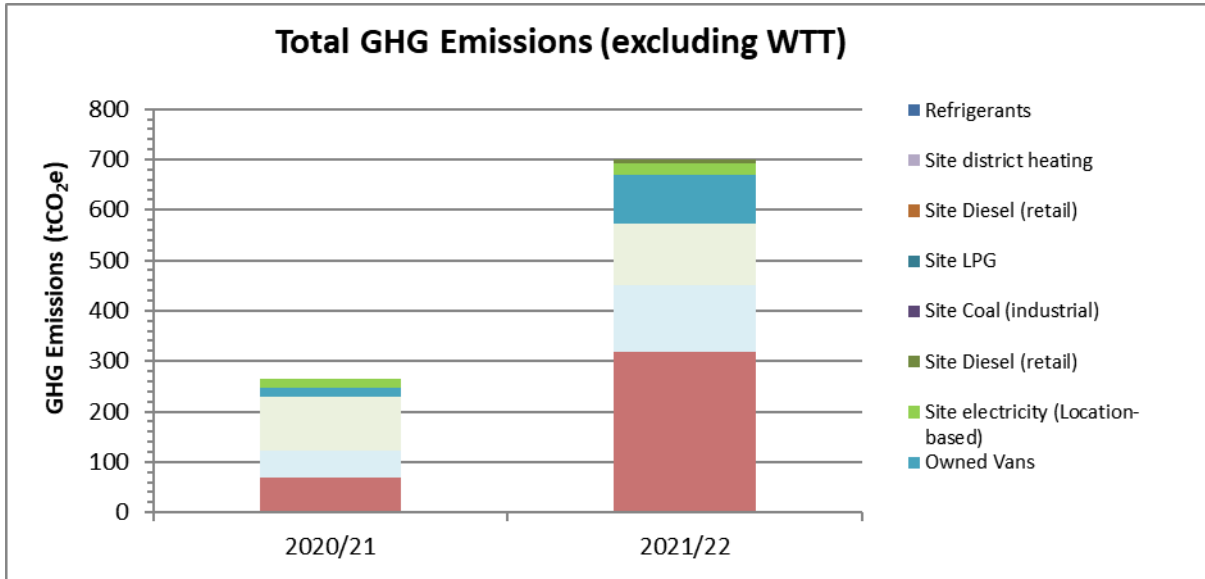

Figure 5: Detailed emissions comparison for the various aspects of Wildanet's emissions

Benchmarked against employee numbers and company turnover (adjusted for inflation) the carbon emissions statistics show an increase in both intensity metrics since 2020/21.
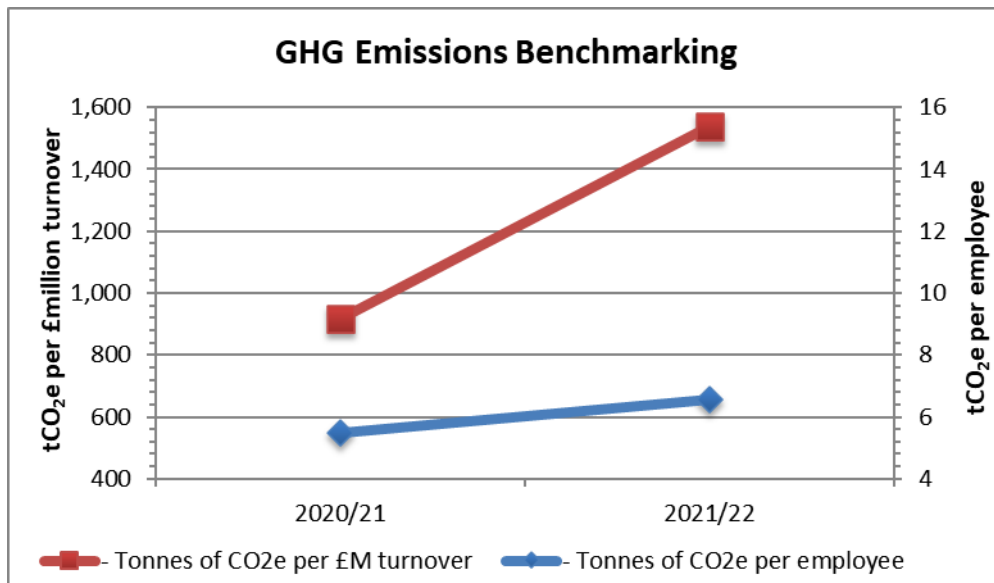

Figure 6: Carbon footprint of Wildanet for internal benchmarks

5.2.   External benchmarking

Companies often like to benchmark themselves against similar organisation in their sector. Carbon Footprint Ltd has an online tool you can use to find publicly available information on other organisations that have reported their emission.

The Carbon Benchmarking Tool is free to use and can be found online at:

https://www.carbonfootprint.com/carbon_benchmark.html

Many companies report Scope 1 & 2 emissions for comparison against others as elements included in Scope 3 can vary greatly. Table 9 summarises the emissions across these Scopes, along with metrics showing emissions per unit turnover and per employee, to help your benchmarking.

Table 9: Wildanet's benchmarked GHG emissions

Year/Element	Location based	Market based
Turnover in £million	0.61	
Total number of employees	130	
Tonnes of CO_2e	949.34	928.86
Tonnes of CO_2e per £ million	1,545.79	1,512.44
Tonnes of CO_2e per employee	6.59	6.45
Scope 1 & 2 Emissions		
Scope 1 & 2 tonnes CO_2e	268.04	265.04
Scope 1 & 2 tonnes CO_2e per £ million	436.45	431.57
Scope 1 & 2 tonnes CO_2e per employee	2.06	2.04

6. Conclusion

Wildanet, in conjunction with Carbon Footprint Ltd, has assessed its carbon footprint and has achieved CO_2e assessed organisation standard. By achieving this Wildanet has qualified to use the Carbon Footprint Standard branding. This can be used on all marketing materials, including website and customer tender documents, to demonstrate your carbon management achievements.

7. Recommendations

7.1.   Carbon & sustainability targets

7.1.1. Target setting

Wildanet should set targets based on per employee and/or per £M turnover, which will account for business growth. Many organisations are now setting targets based on the Science Based Target initiative. Typical targets cover midterm and longer terms goals such as:
-   A 50% reduction in emissions per £M turnover/employee by 2030.
-   A 90% reduction in emissions per £M turnover/employee by 2045.

All targets set should be reviewed regularly and amended accordingly (i.e., target increased if it is met ahead of schedule). A clear roadmap for individual emissions sources should be in place. This will ensure the strategy for reducing CO_2e emissions and tracking toward a net zero target is appropriate for the business.

A hyperlink to Carbon Footprint Ltd's whitepaper on target setting can be found below:
https://www.carbonfootprint.com/docs/2021_12_cfp_practical_target_setting_-_white_paper_v10.pdf

7.1.2. Expand the Scope of the Assessment

We recommend that the scope of the assessment is expanded in future to include an assessment of:

-   Processing of Sold Products
-   Downstream emissions (from in use of products and end of life of products)

7.1.3. Improving the accuracy of future carbon footprint assessments

The estimated overall error margin is +/- 9%. This error margin could account for a difference of +/- 89.2 tCO_2e.

To improve the accuracy of future assessments, we recommend the following:
•   Provide evidence of freight journeys and weights.
•   Ensure all staff return commuting surveys completed with the mode of transport, distance travelled, fuel type and engine size (for vehicles).
•   Calculate significant contributors to total supply chain GHG emissions in more detail, such as telecommunication purchases. This can be done using actual activity data in place of a spend-based analysis.
    o   Use primary data were available for the most material Scope 3 elements. This is emissions data provided directly by your supply chain.
    o   Where primary data is not available, use industry average data to calculate emissions for specific emissions sources, based on an appropriate unit such as quantity of material used.

7.2. Reducing emissions

To reduce GHG emissions, we recommend the following:

- Offset the calculated footprint by supporting climate change solutions around the world to become a 'Carbon Neutral Organisation'.
- Investigate with freight couriers what the long-term plans are to reduce their emissions and increase sustainability and switch suppliers if they have better long-term plans. This could be achieved by increasing the number of electric vans and tightening up sustainability possibilities and long-term planning a switch to hydrogen or electric powered lorries.
- When leasing/purchasing new vehicles, consider transitioning to electric vehicles (EV) and installing charging points on-site to encourage staff to switch too.
- Evaluate the effectiveness of using remote meetings and limited travel during COVID-19 and re-define what your business classifies as "essential" travel going forwards, encouraging the use of sustainable alternatives.
- Encourage employees to commute using more sustainable forms of transport, such as public transport, car pool schemes, and cycling to work initiatives. A good way to achieve this is to implement a cash opt out scheme for the use of public transportation within your business.
- Liaise with building managers to switch Liskeard and Redruth sites to renewable energy tariffs to reduce your market-based emissions.
- Continue transitioning to electric vehicles (EV), to build on the carbon reductions you will already be benefiting from.
- Obtain actual data for the areas discovered in Scope 3 Supply Chain assessment shown to be material and aim to move to more sustainable materials.

7.3. Carbon offsetting

Carbon offsetting is a great way to compensate for the emissions that you cannot reduce, by funding an equivalent carbon dioxide saving elsewhere.

We can provide both UK-based and international projects for you to support. The majority of projects focus on the development of renewable energy in developing countries, however there are others which have a greater focus on social benefits as well as environmental benefits. Further detail on the type and specific projects that we currently have in our portfolio can be provided on request or be found at: http://www.carbonfootprint.com/carbonoffsetprojects.html.
The cost of offsetting has reduced considerably over recent times. This could be readily funded via the internal carbon pricing system.

Example of Carbon Offsetting Projects:

Tree Planting in UK Schools

Avoided Deforestation in the Brazilian Amazon

Clean Water in Rwanda