



## Mears Group PLC

# Corporate Greenhouse Gas Report

### 1 Introduction

This Corporate Greenhouse Gas (GHG) Report covers the greenhouse gas emissions of Mears Group PLC ('Mears') for the period 01 January 2017 to 31 December 2017. It was prepared by Carbon Trust based on activity data supplied by Mears.

The GHG accounting follows the methodology set out by the WRI/WBCSD GHG Protocol Corporate Accounting and Reporting Standard and Mears' GHG emissions are reported in terms of tonnes of carbon dioxide equivalent (tCO<sub>2</sub>e).

Mears offers a range of care and housing services to both the public and private sector. This is reflected in the corporate structure, with two divisions: housing and care. The results are presented at group level and not broken down by subsidiary or operating division, as the data granularity to complete this level of analysis was not currently available.

### 2 Organisational Carbon Footprint - Summary

#### 2.1 Gross Carbon Emissions

	Total carbon emissions (tCO <sub>2</sub> e)
Total Scope 1 and 2 Emissions	<b>20,506</b>
Scope 1 Emissions	19,024
Scope 2 Emissions	1,482
Scope 3 Emissions*	1,961

\*see section 3.3 for Scope 3 activities included in the report

#### 2.2 Scope 1 and 2 Carbon Emissions Intensity Ratio

Total Scope 1 and 2 emissions are presented against a corporate turnover metric to present an intensity ratio for benchmarking purposes:

- › Turnover: £900.2m (01 Jan – 31 Dec 2017)
- › Intensity ratio for Scope 1 and 2 carbon emissions: **22.8 tCO<sub>2</sub>e/£m**

#### 2.3 Biogenic Emissions

It is assumed that the diesel and petrol used in vehicles has the standard biofuel blend for forecourt fuel. There are no other biogenic emissions sources.

### **3 Organisational and Operational Boundary**

#### **3.1 Approach to Boundary Definition**

The boundary was defined on the basis of operational control.

#### **3.2 Organisational Boundaries**

The organisational boundaries include all activities by both the housing and care divisions.

#### **3.3 Operational Boundaries and Scopes**

The operational assets included in Scopes 1 and 2, include Mears' fixed facilities (offices, depots and care homes), company vehicles and temporary facilities at construction sites whilst they are under Mears' responsibility. Business travel by car, train and plane was included in Scope 3.

The detailed breakdown of emissions into scopes is as follows:

- › Scope 1:
  - Natural gas used at Mears sites
  - Fuel used in company vehicles
- › Scope 2:
  - Electricity used at Mears facilities and construction sites
- › Scope 3:
  - Fuel used in private vehicles for business travel
  - Business travel by train and plane

#### **3.4 Exclusions**

A small number of Mears' sites did not have recorded electricity data for the assessment period. Some of these facilities were either closed or sold partway through the year. We have not been able to make any assessment as to the completeness of the list of facilities provided, although a number of sites only had gas supplies recorded. Also, no assessment was made as to what extent construction site activities should be included within the scope.

#### **3.5 Electricity Emissions**

The emissions impact of electricity consumption follows the location-based methodology, using the grid-average emissions factor. A majority of sites are supplied by green electricity.

### **4 Data Sources & Calculations – Gap Analysis**

The activity data supplied for Mears was compiled from the following sources:

- › Internal reporting systems for vehicle fuel and mileage
- › Gratton Consulting for gas and electricity
- › Train travel data from Trainline
- › Flight data from Business Travel Direct

There are some gaps in the data presented by Mears, including energy data for a number of facilities, as mentioned above and no fugitive refrigerant emissions. In addition, the majority of



gas figures are based on estimated bills, rather than actual readings, which introduces significant uncertainty.

Emissions from Mears' own vehicle fleet comes from a report detailing all fuel purchases, presumably through fuel cards.

The carers' travel in private vehicles is based on payroll data and assumptions on emissions that were not entirely clear.

The Carbon Trust has not fully audited the data sources, their quality and reliability beyond the observations, above.

All emission factors come from the UK Government's Conversion Factors for Company Reporting 2017.

## **5 Recommendations**

The greenhouse gas emissions presented in this report were calculated on the basis of available data and a number of deficiencies with regards to accuracy and completeness have been identified. A particular focus for improvement should be the facilities energy data, which should be based on direct meter readings, rather than relying on estimated billing data.

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