

Managing your carbon

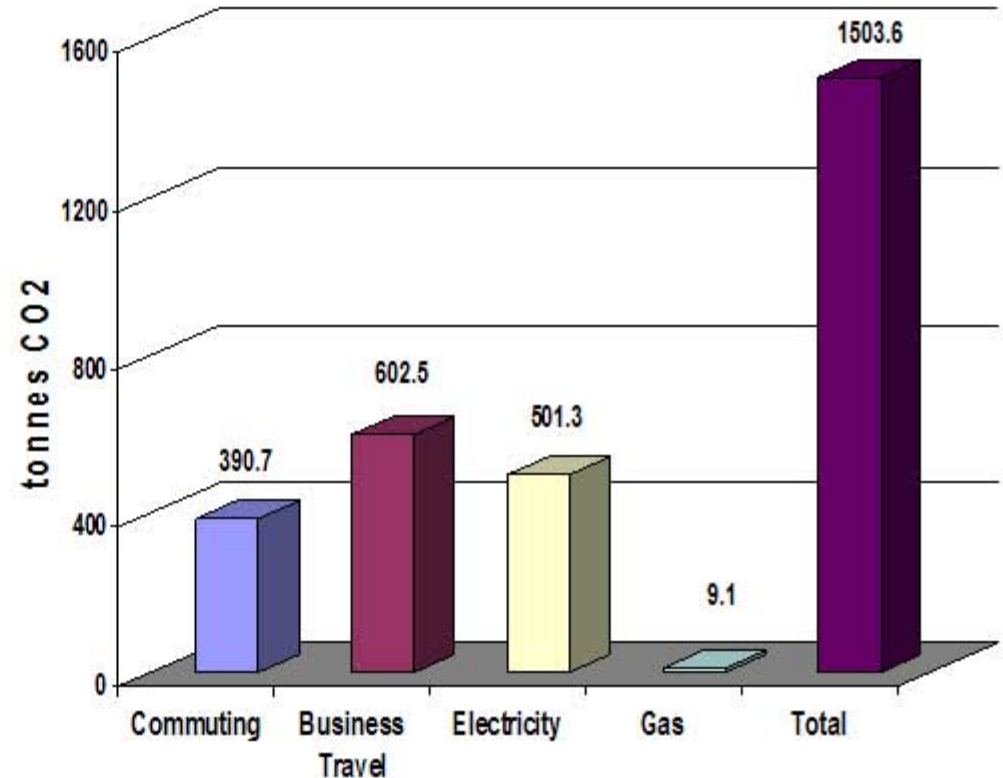
Halcrow & Transport Scotland

Donald Bell
Regional Director

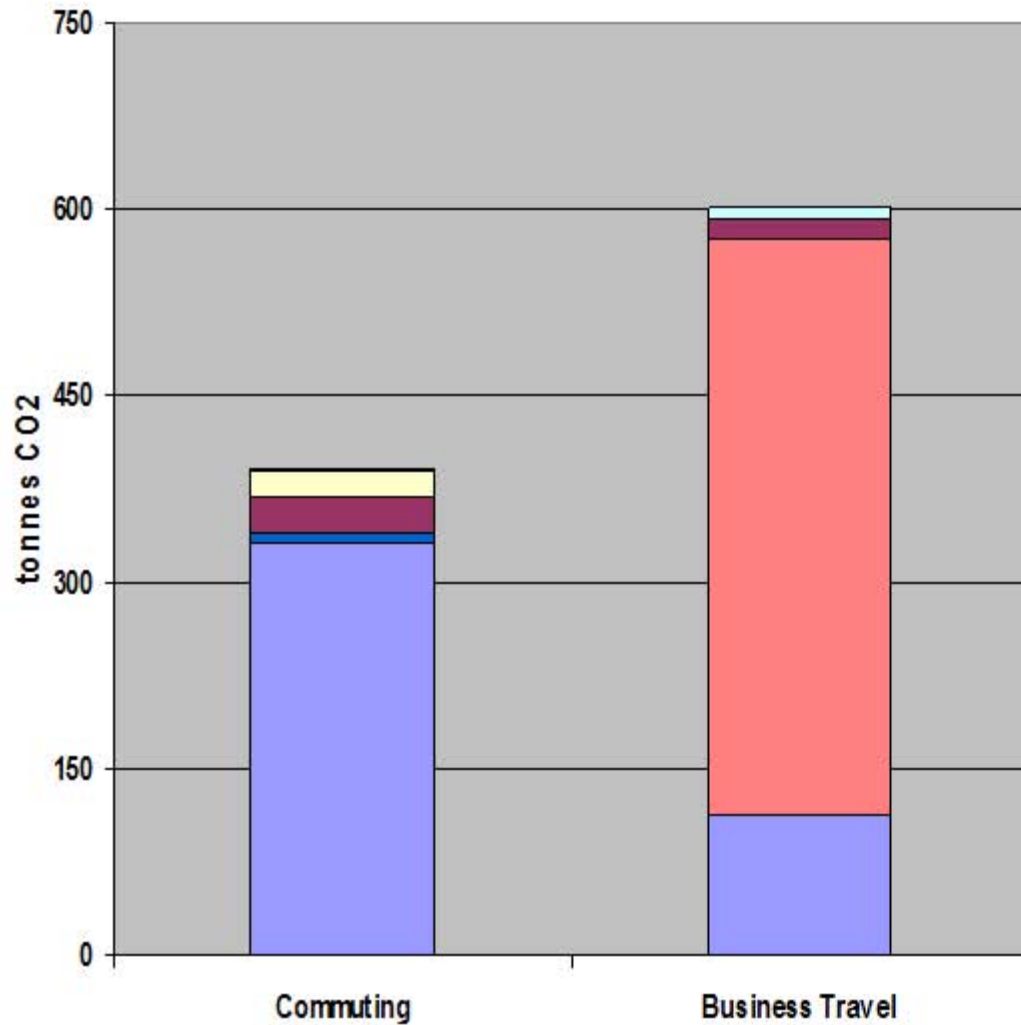
“Managing carbon requires internal
commitment and external support...”

Carbon in Halcrow's Glasgow office

- Internal Commitment - All staff all levels
 - Commuting & business travel survey
 - Utilities data collection
 - Awareness raising
 - Behaviour change



Our travel impact



Behaviour Change

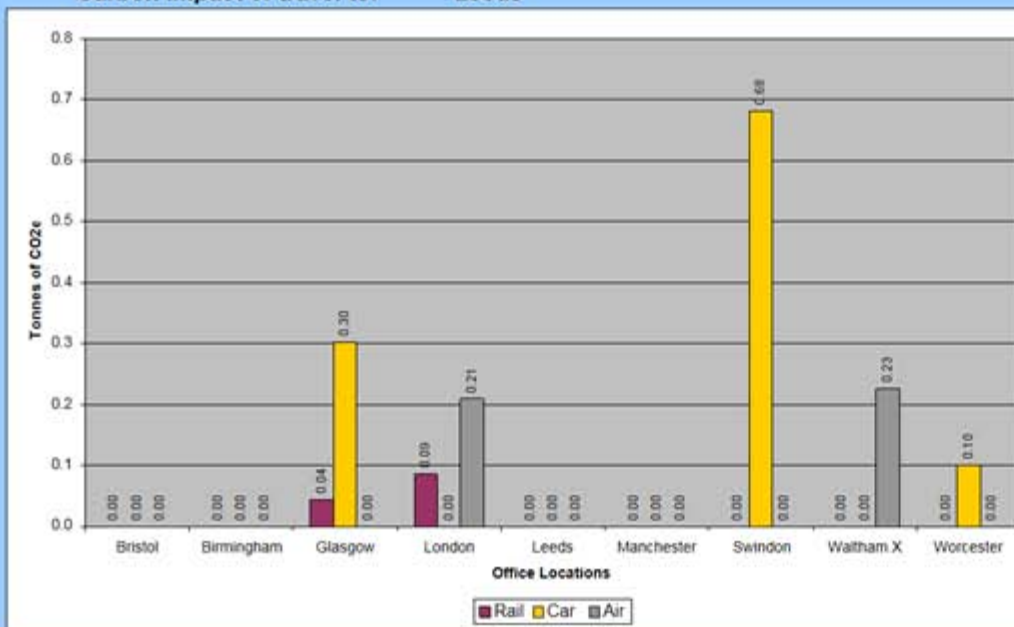
- Awareness raising
- Video conferencing
- Parking subsidises
12,300 bus tokens
- 7% cycle commuting
- 10% overall transport CO2 reduction from 2007-2009
- Flexible working
- CO2 meeting planner tool



| Leeds | | | | | | | | | | Select Venue |
|----------------------|---------|------------|---------|--------|-------|------------|---------|-----------|-----------|--------------|
| Transport Mode | Bristol | Birmingham | Glasgow | London | Leeds | Manchester | Swindon | Waltham X | Worcester | |
| RAIL | | | | | | | | | | |
| Number of Travellers | | | | | | | | | | |
| Single Journey | | | | | | | | | | |
| Return Journey | | | 1 | 2 | | | | | | |
| CAR | | | | | | | | | | |
| Number of Travellers | | | | | | | | | | |
| Single Journey | | | | | | | | | | |
| Return Journey | | | 2 | | | | 5 | | 1 | |
| No of people in Car | | | | | | | | | | |
| AIR | | | | | | | | | | |
| Number of Travellers | | | | | | | | | | |
| Single Flight | | | | | | | | | | |
| Return Flight | | | | 1 | | | | 1 | | |
| Total Carbon | 0.000 | 0.000 | 0.346 | 0.295 | 0.000 | 0.000 | 0.681 | 0.226 | 0.100 | |

| Venue Choice | Total tCO2 |
|--------------|------------|
| Leeds | 1.647 |

Carbon impact of travel to: Leeds



Analysis

| Lowest C-Impact Options | | |
|------------------------------|-------|----------|
| Rail to Leeds | 0.346 | tCO2(eq) |
| Rail to Swindon | 0.373 | tCO2(eq) |
| Rail to Worcester | 0.399 | tCO2(eq) |
| Rail to London | 0.45 | tCO2(eq) |
| Highest C-Impact Rail Option | | |
| Glasgow | 0.758 | tCO2(eq) |

| Highest C-Impact Options | | |
|-------------------------------------|-------|----------|
| Glasgow | 3.805 | tCO2(eq) |
| All flying from other offices | | |
| Leeds | 2.707 | tCO2(eq) |
| Fly & Drive | | |
| Manchester | 1.913 | tCO2(eq) |
| Fly & Drive | | |
| Waltham X | 1.86 | tCO2(eq) |
| Fly & Drive | | |
| London | 1.818 | tCO2(eq) |
| (Glasgow & Leeds fly, others drive) | | |
| Bristol | 1.749 | tCO2(eq) |
| Fly & Drive | | |
| Birmingham | 1.559 | tCO2(eq) |
| Fly & Drive | | |
| Swindon | 1.554 | tCO2(eq) |
| Fly & Drive | | |
| Worcester | 1.479 | tCO2(eq) |
| Fly & Drive | | |

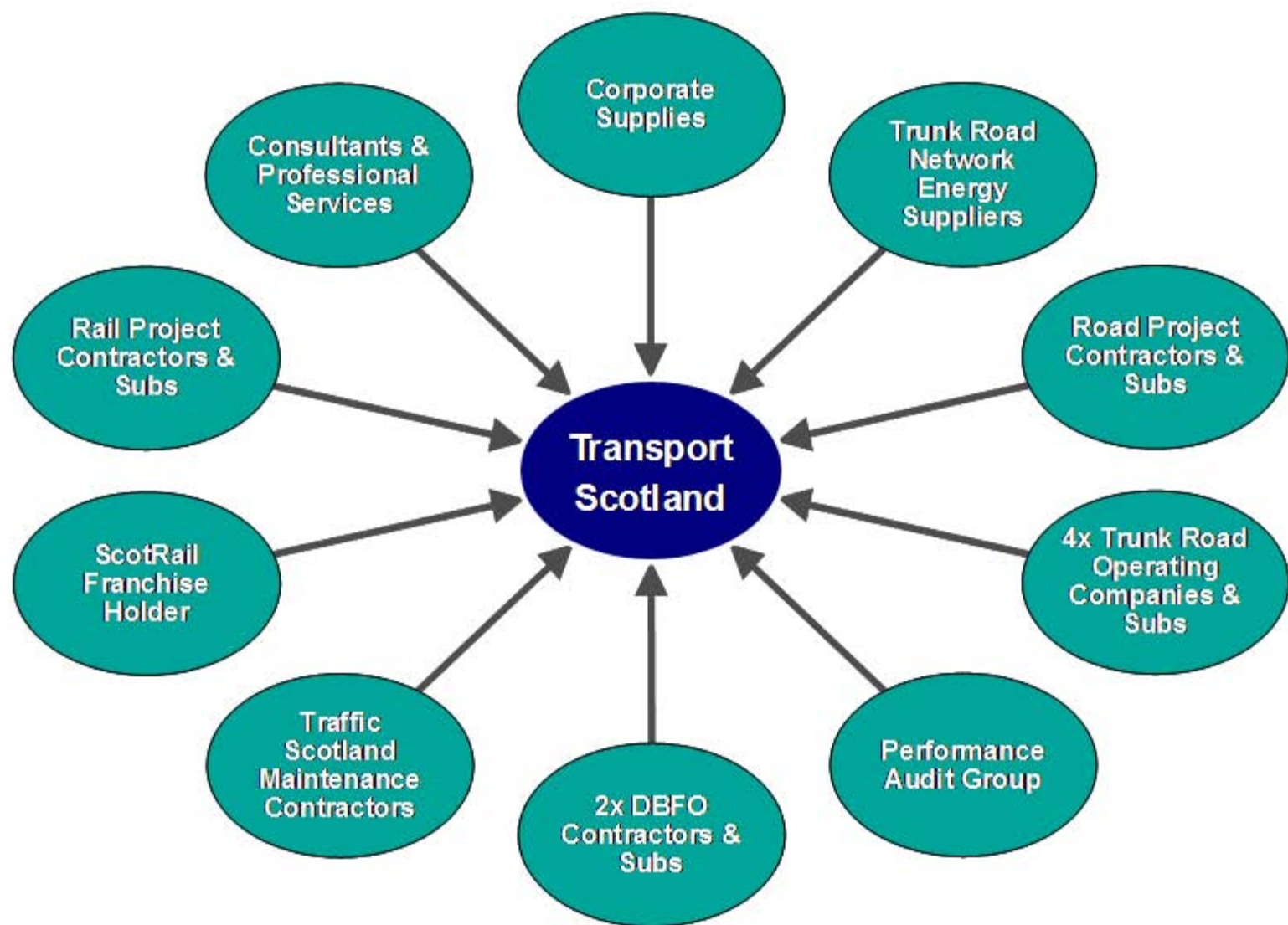
Key Client Case Study – Transport Scotland

- £1.7b annual budget
- 300 Staff
- 25% of Scottish construction activity
 - “Transport Scotland will **lead the way in reducing emissions** and adapting to climate change”
 - “We are committed to ensuring, **at every level, at every stage, in every project**, that mitigation and adaptation considerations are embedded within our decision making processes”

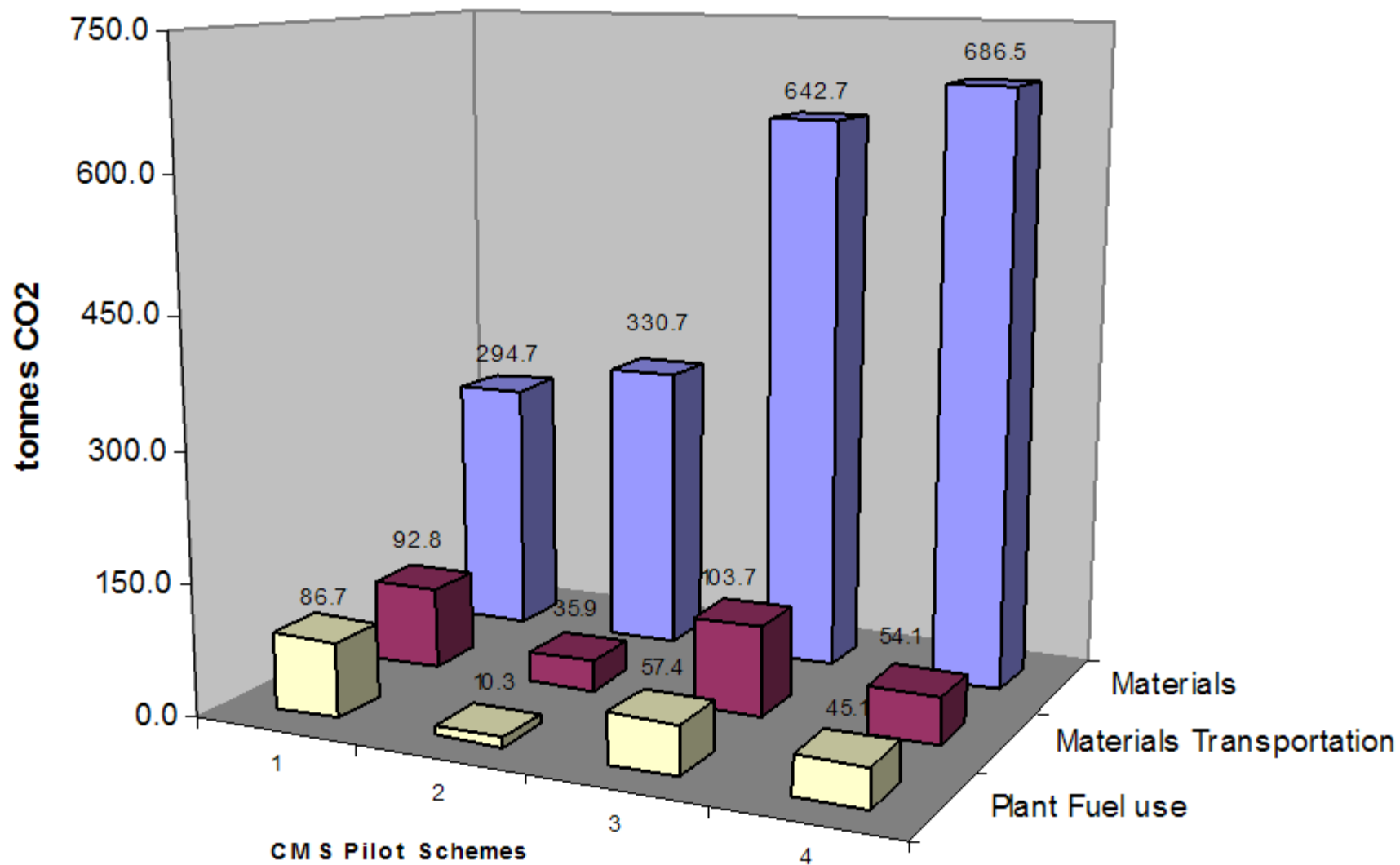
Carbon Management System (CMS)



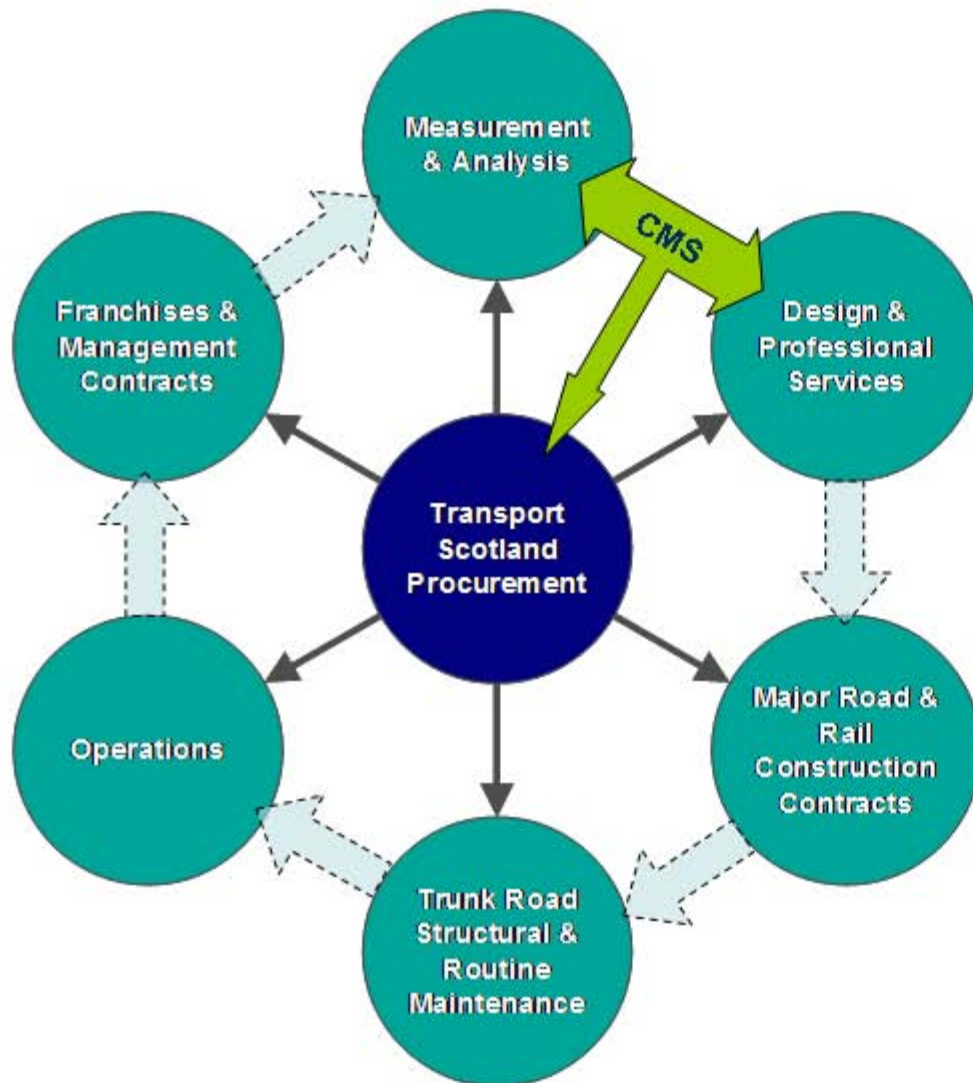
Transport Scotland's Principal Supply Chain



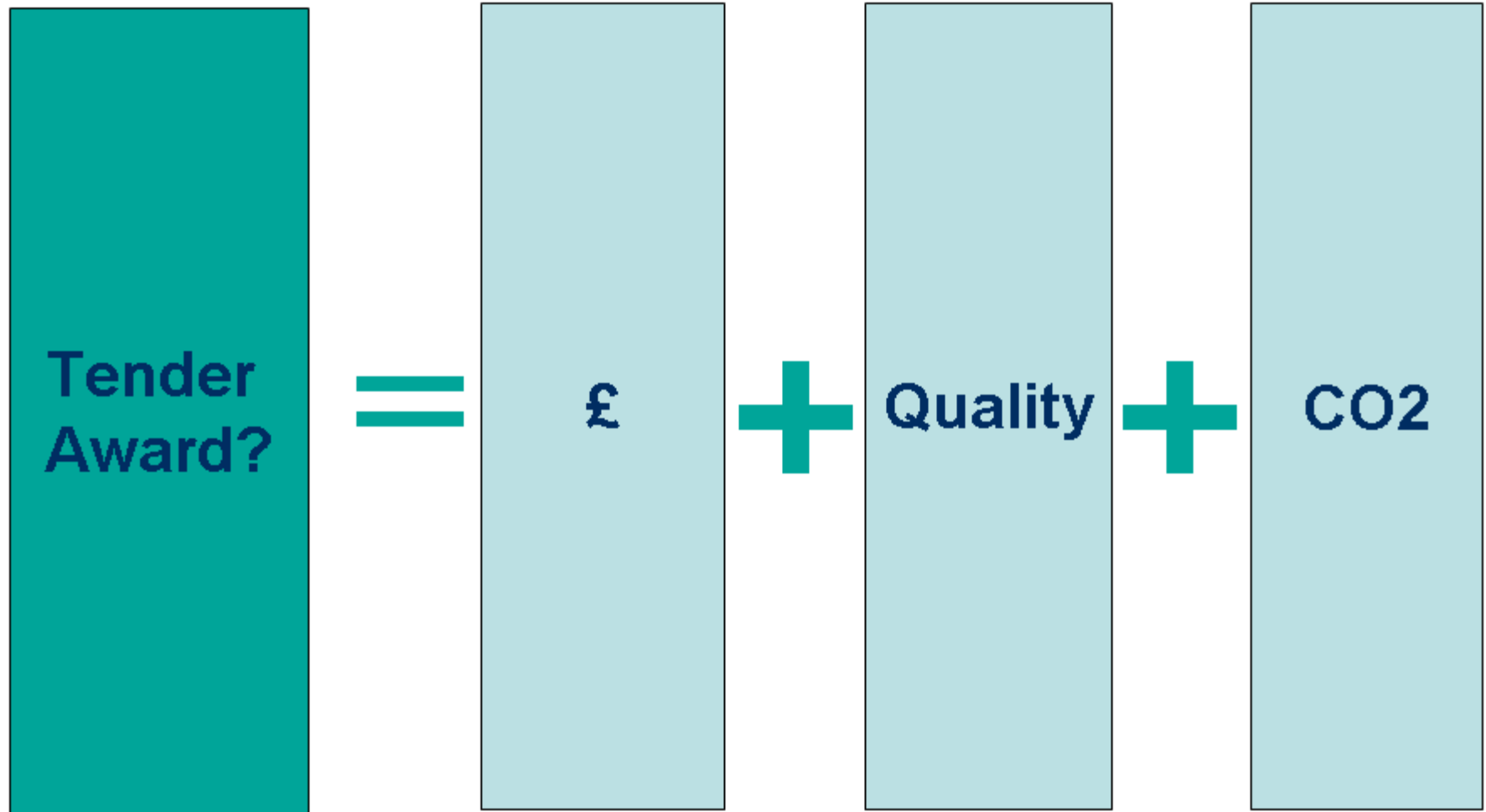
Carbon Management



Working with the Supply Chain



Competing on carbon?



“Managing carbon requires internal
commitment and external support...”

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