

# **Greenhouse Gas Protocol (Dual Reporting) Report for Dawson College**

**Assessment Period: July 2023 - June 2024**

**Produced on April 2, 2026 by *Ecometrica Sustainability***

# Assessment Details

## Consolidation Approach

Operational control

## Organisational Boundaries

Operations of Dawson College

### Included

- Dawson College
- Dawson College

## Operational Boundary

- Air travel
- Air travel- Student travel
- Bicycle
- Bus and coach
- Buses
- Cars
- Composted waste
- Electricity
- Employee owned cars
- Hired cars
- Hotel night stays
- Landfilled waste
- Motorcycle
- Natural gas
- On foot
- Purchased Goods and Services
- Rail (train, tram, light rail, underground)
- Recycled waste
- Server use
- Taxi
- Water supply

## Quality Assurance Assessor

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# Introduction

A greenhouse gas (GHG) emissions assessment quantifies the total greenhouse gases produced directly and indirectly from a business or organisation's activities. Also known as a carbon footprint, it is an essential tool, providing your business with a basis for understanding and managing its climate change impacts.

A GHG assessment quantifies all seven Kyoto greenhouse gases where applicable and is measured in units of carbon dioxide equivalence, or CO<sub>2</sub>e<sup>1</sup>. The seven Kyoto gases are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), nitrogen trifluoride (NF<sub>3</sub>), sulphur hexafluoride (SF<sub>6</sub>) and perfluorocarbons (PFCs). The global warming potential (GWP) of each gas is illustrated in the Table 1.

**Table 1. GWP of Kyoto Gases (IPCC 2013, without climate-carbon feedback)**

Greenhouse Gas	GWP
Carbon dioxide (CO <sub>2</sub> )	1
Methane (CH <sub>4</sub> )	28
Nitrous oxide (N <sub>2</sub> O)	265
Hydrofluorocarbons (HFCs)	1 - 12,400
Perfluorocarbons (PFCs)	1 - 11,100
Nitrogen trifluoride (NF <sub>3</sub> )	16,100
Sulphur hexafluoride (SF <sub>6</sub> )	23,500

This assessment has been carried out in accordance with the World Business Council for Sustainable Development and World Resources Institute's (WBCSD/WRI) Greenhouse Gas Protocol; a Corporate Accounting and Reporting Standard, including the GHG Protocol Scope 2 Guidance. This protocol is considered current best practice for corporate or organisational greenhouse gas emissions reporting. GHG emissions have been reported by the three WBCSD/WRI Scopes.

Scope 1 includes direct GHG emissions from sources that are owned or controlled by the company such as natural gas combustion and company owned vehicles.

Scope 2 accounts for GHG emissions from the generation of purchased electricity, heat and steam generated off-site. As the subject of this assessment operates in markets which offer contractual instruments with product or supplier-specific data, scope 2 emissions are reported using both the location-based method and the market-based method. The location-based method applies average emission factors that correspond to the grid where consumption occurs, whereas the market-based method applies emission factors that correspond to energy purchased (or not purchased) through contractual instruments. Contractual instruments include energy attribute certificates, direct energy contracts, and supplier specific emission rates. The subject of this assessment has ensured that any contractual instruments used in the market-based method have met the Scope 2 Quality Criteria, as defined in the Guidance. Where contractual instruments do not meet the Quality Criteria, or where contractual instruments were not purchased, market-based scope 2 emissions have been calculated using residual mix emission factors. Where residual mix emission factors are not available, market-based scope 2 emissions have been calculated using default location grid-average emission factors, per the Protocol hierarchy. This may result in double counting between electricity consumers, as an adjusted emission factor taking into account voluntary purchases of electricity with specific attributes was not available.

Scope 3 includes all other indirect emissions such as waste disposal, business travel and staff commuting. Reporting of these activities is optional under the WBCSD/WRI GHG Protocol, but as they can contribute a significant portion of overall emissions Ecometrica recommends they are reported where applicable.

A GHG assessment is an essential tool in the process of monitoring and reducing an organisation's climate change impact as it allows reduction targets to be set and action plans formulated. GHG assessment results can also allow organisations to be transparent about their climate change impacts through reporting of GHG emissions to customers, shareholders, employees and other stakeholders. Regular assessments allow clients to track their progress in achieving reductions over time and provide evidence to support green claims in external marketing initiatives such as product labelling or CSR reporting. Ecometrica GHG assessments are designed to be transparent, consistent and repeatable over time.

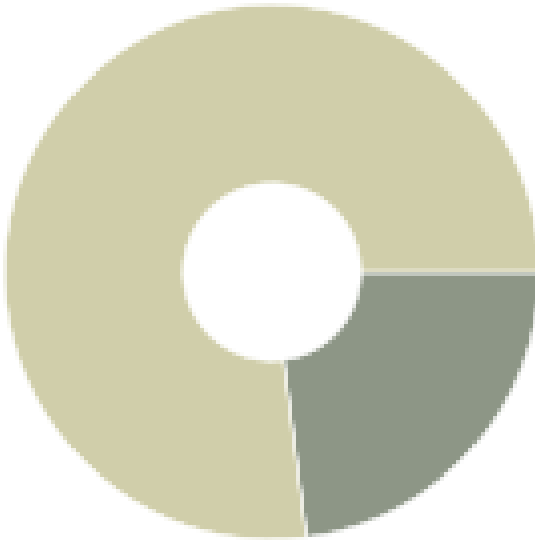
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<sup>1</sup> Carbon dioxide equivalent or CO<sub>2</sub>e is a term for describing different greenhouse gases in a common unit. For any quantity and type of greenhouse gas, CO<sub>2</sub>e signifies the amount of CO<sub>2</sub> which would have the equivalent global warming impact.

# Data Quality and Availability

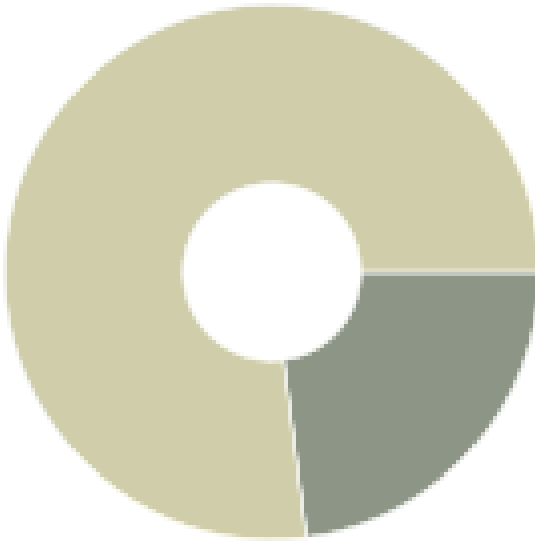
In order to provide the most accurate estimate of an organisation's GHG emissions, primary (actual) data should be used where it is available, up to date and geographically relevant. Secondary data in the form of estimates, extrapolations and industry averages may be used when primary data is not available. Table 2 details the quality of data submitted for this assessment with the key assumptions used stated below.

## Data Quality Overview



Location-based Accuracy Overview		
	tCO <sub>2</sub> e/year	%
Actual	889	22.9
Estimated	2,985	77.1
Total	3,875*	100

\* Please note total calculated GHG emissions are rounded up to the nearest whole tCO<sub>2</sub>e for the purpose of offsetting. Rounding errors may apply.



**Market-based**

**Accuracy Overview**

	tCO <sub>2</sub> e/year	%
Actual	889	22.9
Estimated	2,985	77.1
<b>Total</b>	<b>3,875*</b>	<b>100</b>

\* Please note total calculated GHG emissions are rounded up to the nearest whole tCO<sub>2</sub>e for the purpose of offsetting. Rounding errors may apply.

**Table 2. Data Quality and Availability**

Source of emissions	Data quality
<b>Premises</b>	
Composted waste	Estimated
Electricity	Actual
Landfilled waste	Estimated
Natural gas	Actual
Off-road vehicles and equipment	Actual
Recycled waste	Estimated
Water supply	Actual
<b>Business Travel</b>	
Air travel	Estimated
Air travel- Student travel	Estimated
Bus and coach	Actual
Employee owned cars	Actual
Hired cars	Actual
Hotel night stays	Actual
Rail (train, tram, light rail, underground)	Actual
Taxi	Actual

<b>Commuting</b>	
Bicycle	Estimated
Bus and coach	Estimated
Cars	Estimated
Motorcycle	Estimated
On foot	Estimated
Rail (train, tram, light rail, underground)	Estimated
<b>Homeworkers</b>	
Homeworkers	Unknown
<b>Leased Assets</b>	
Electricity	Actual
Natural gas	Actual
Water supply	Actual
<b>Server Use</b>	
Server use	Actual
<b>Physical Education Department</b>	
Buses	Estimated
Purchased Food	Unknown
<b>Purchased Goods and Services</b>	
Purchased Goods and Services	Actual

## Key Assumptions

### General

All emissions were calculated using the Ecometrica Sustainability platform, a software which automatically selects the most geographically and temporally appropriate emission factors and non-standard conversions (e.g. fuel efficiency, heat content) for each emission source. Each of the emission factors and non-standard conversions is associated with a level of uncertainty, assigned by the tool based on its associated level of scientific certainty.

Ecometrica did not review raw data or internal data collection systems. All data provided is assumed to be accurate and complete.

### Commuting

- No data was provided for the commuting category, therefore, values from the 2022-2023 assessment were used for cars, buses, motorcycles, and rail.

### Homeworkers

- Ecometrica uses an in-house developed home worker model to estimate homeworker emissions that are geographically and temporally specific. The model includes three distinct energy demands – home office equipment, space heating, and space cooling. The assumed energy use of home office equipment is constant across all countries whereas the energy required for heating and cooling the home varies significantly and is based on country-specific data.

# Assessment Summary for Dawson College

**Gross Overall Emissions (location-based): 3,875 tCO<sub>2</sub>e\***

**Gross Overall Emissions (market-based): 3,875 tCO<sub>2</sub>e\***

\* Please note total calculated GHG emissions are rounded up to the nearest whole tCO<sub>2</sub>e for the purpose of offsetting. Rounding errors may apply.

## Key Performance Indicators

Absolute GHG emissions will vary over time and often correspond to the expansion or contraction of an organisation. It is useful therefore to use reporting metrics that take these effects into account and monitor relative GHG emissions intensity. A common emissions intensity metric is tonnes of CO<sub>2</sub>e per full time equivalent. This has been calculated, along with other relevant metrics, in the table below:

Data	KPI
853 Full Time Equivalent Employees	4.54 tCO <sub>2</sub> e per Full Time Equivalent Employee (Location-Based)
85,743 Floor area (square metres)	0.0452 tCO <sub>2</sub> e per square metre (Location-Based)
9,702 Number of students	0.399 tCO <sub>2</sub> e per student (Location-Based)
853 Full Time Equivalent Employees	4.54 tCO <sub>2</sub> e per Full Time Equivalent Employee (Market-Based)
85,743 Floor area (square metres)	0.0452 tCO <sub>2</sub> e per square metre (Market-Based)
9,702 Number of students	0.399 tCO <sub>2</sub> e per student (Market-Based)

## Summary by Activity (Location-Based, tCO<sub>2</sub>e)



By Activity	tCO <sub>2</sub> e/year	%
Commuting	2,853	73.6
Leased Assets	603	15.6
Premises	315	8.13
Business Travel	97.7	2.52
Server Use	5.12	0.132
Physical Education Department	0.423	0.0109
Purchased Goods and Services	0.381	0.00983
<b>Total</b>	<b>3,875*</b>	<b>100</b>

\* Please note total calculated GHG emissions are rounded up to the nearest whole tCO<sub>2</sub>e for the purpose of offsetting. Rounding errors may apply.

## Summary by Activity (Market-Based, tCO<sub>2</sub>e)



By Activity	tCO <sub>2</sub> e/year	%
Commuting	2,853	
Leased Assets	603	
Premises	315	
Business Travel	97.7	
Server Use	5.12	
Physical Education Department	0.423	
Purchased Goods and Services	0.381	
<b>Total</b>	<b>3,875*</b>	<b>100</b>

\* Please note total calculated GHG emissions are rounded up to the nearest whole tCO<sub>2</sub>e for the purpose of offsetting. Rounding errors may apply.

#### Summary by WBCSD/WRI Scope (Location-Based, tCO<sub>2</sub>e)



By Activity	tCO <sub>2</sub> e/year	%
Scope 1	176	4.53
Scope 2	0.728	0.0188
Scope 3	3,698	95.4
<b>Total</b>	<b>3,875*</b>	<b>100</b>

\* Please note total calculated GHG emissions are rounded up to the nearest whole tCO<sub>2</sub>e for the purpose of offsetting. Rounding errors may apply.

#### Summary by WBCSD/WRI Scope (Market-Based, tCO<sub>2</sub>e)



By Activity	tCO <sub>2</sub> e/year	%
Scope 1	176	
Scope 2	0.728	
Scope 3	3,698	
<b>Total</b>	<b>3,875*</b>	<b>100</b>

\* Please note total calculated GHG emissions are rounded up to the nearest whole tCO<sub>2</sub>e for the purpose of offsetting. Rounding errors may apply.

### Summary by Greenhouse Gas

Greenhouse Gas	GWP	tGHG/year (Location-Based)	tCO <sub>2</sub> e/year (Location-Based)	tGHG/year (Market-Based)	tCO <sub>2</sub> e/year (Market-Based)
CO <sub>2</sub>	1	2,601	2,601	2,601	2,601
CH <sub>4</sub>	28	0.158	4.41	0.158	4.41
N <sub>2</sub> O	265	0.0488	12.9	0.0488	12.9
Biogenic CH <sub>4</sub>	27	0.0213	0.576	0.0213	0.576
CO <sub>2</sub> e (other gases)	1	0.131	0.131	0.131	0.131
CO <sub>2</sub> e	1	1,255	1,255	1,255	1,255
<b>Total</b>			<b>3,875*</b>		<b>3,875*</b>

\* Please note total calculated GHG emissions are rounded up to the nearest whole tCO<sub>2</sub>e for the purpose of offsetting. Rounding errors may apply.

# Summary of Scope 2 Market-Based Method for Dawson College

## Energy Consumed and Emissions By Factor Type In Scope 2 Market-Based Method

Scope 2 Market-Based Energy

Scope 2 Market-Based Emissions



Emission Factor Type	Energy		Market-Based Emissions	
	MWh	%	tCO <sub>2</sub> e	%
Client-supplied market-based instrument	0	0	0	0
Residual mix factors	0	0	0	0
Default location-based factors	612	100	0.728	100
<b>Total</b>	<b>613*</b>	<b>100</b>	<b>1*</b>	<b>100</b>

\* Please note total calculated GHG emissions are rounded up to the nearest whole tCO<sub>2</sub>e for the purpose of offsetting. Rounding errors may apply.

# Detailed Results

## Detailed Summary by WBCSD/WRI Scope

### Location-Based methodology

Source of Emissions	tCO <sub>2</sub> /yr	tCH <sub>4</sub> /yr	tN <sub>2</sub> O/yr	Total Emissions (tCO <sub>2</sub> e/yr)	%
<b>Scope 1 Total</b>	<b>175</b>	<b>0.00336</b>	<b>0.00318</b>	<b>176</b>	<b>4.53%</b>
Premises Total	175	0.00336	0.00318	176	4.53%
Natural gas	175	0.00336	0.00318	176	4.53%
<b>Scope 2 Total</b>	<b>0.725</b>	<b>1.6e-5</b>	<b>1.02e-5</b>	<b>0.728</b>	<b>0.0188%</b>
Premises Total	0.725	1.6e-5	1.02e-5	0.728	0.0188%
Electricity	0.725	1.6e-5	1.02e-5	0.728	0.0188%
<b>Scope 3 Total</b>	<b>2,426</b>	<b>0.154</b>	<b>0.0456</b>	<b>3,698</b>	<b>95.4%</b>
Business Travel Total	80.8	8.24e-4	0.00226	97.7	2.52%
Air travel	42.9	1.58e-4	0.00135	43.2	1.12%
Air travel- Student travel	23.1	8.55e-5	7.38e-4	23.2	0.6%
Air travel- Student travel: Flights, international (to/from non UK), economy, upstream emissions	0	0	0	4.84	0.125%
Air travel: Flights, international (to/from non UK), average, upstream emissions	0	0	0	9	0.232%
Bus and coach	0.69	6.22e-5	1.77e-5	0.696	0.018%
Bus and coach: Average bus, upstream emissions	0	0	0	0.454	0.0117%
Employee owned cars	4.89	2.35e-4	1.48e-5	4.9	0.126%
Employee owned cars: Average petrol car, upstream emissions	0	0	0	1.25	0.0324%
Hired cars	2.33	1.12e-4	7.08e-6	2.34	0.0603%
Hired cars: Average petrol car, upstream emissions	0	0	0	0.599	0.0155%
Hotel night stays	6.3	1.21e-4	1.14e-4	6.33	0.163%
Rail (train, tram, light rail, underground)	0.478	3.89e-5	1.1e-5	0.482	0.0124%
Rail (train, tram, light rail, underground): Train, national, upstream emissions	0	0	0	0.061	0.00158%
Taxi	0.237	1.14e-5	7.18e-7	0.237	0.00612%
Taxi: Regular taxi, upstream emissions	0	0	0	0.0687	0.00177%
Commuting Total	1,970	0.13	0.0348	2,853	73.6%
Bus and coach	950	0.0857	0.0244	959	24.8%
Bus and coach: Average bus, upstream emissions	0	0	0	626	16.2%
Cars	977	0.0389	0.00997	981	25.3%
Cars: Average petrol car, upstream emissions	0	0	0	150	3.88%
Cars: Average petrol hybrid car, upstream emissions	0	0	0	0.0171	4.41e-4%
Cars: Average unknown fuel car, upstream emissions	0	0	0	88.5	2.29%
Cars: Electricity - transmission & distribution losses (car)	6.46e-4	1.43e-8	9.09e-9	6.49e-4	1.67e-5%

Cars: Electricity grid, T&D losses, upstream emissions	0	0	0	0.00417	1.08e-4%
Cars: Electricity grid, generated, upstream emissions	0	0	0	0.0425	0.0011%
Motorcycle	30.1	0.00454	3.69e-4	30.3	0.782%
Motorcycle: Electricity - transmission & distribution losses (MCR)	0.00375	8.29e-8	5.28e-8	0.00377	9.73e-5%
Motorcycle: Electricity grid, T&D losses, upstream emissions	0	0	0	0.0242	6.26e-4%
Motorcycle: Electricity grid, generated, upstream emissions	0	0	0	0.247	0.00637%
Motorcycle: Medium petrol motorcycle, upstream emissions	0	0	0	2.75	0.0709%
Rail (train, tram, light rail, underground)	13	0.00106	1.46e-4	13.7	0.353%
Rail (train, tram, light rail, underground): Underground, upstream emissions	0	0	0	1.61	0.0416%
<b>Leased Assets Total</b>	<b>370</b>	<b>0.00716</b>	<b>0.00664</b>	<b>603</b>	<b>15.6%</b>
Electricity	18.2	4.03e-4	2.56e-4	18.3	0.472%
Electricity: Electricity - transmission & distribution losses	1.64	3.63e-5	2.31e-5	1.65	0.0426%
Electricity: Electricity grid, T&D losses, upstream emissions	0	0	0	10.6	0.274%
Electricity: Electricity grid, generated, upstream emissions	0	0	0	108	2.79%
Natural gas	350	0.00672	0.00636	352	9.08%
Natural gas: Natural gas (100% mineral) (gross CV), upstream emissions	0	0	0	60	1.55%
Water supply	0	0	0	52.3	1.35%
<b>Physical Education Department Total</b>	<b>0.254</b>	<b>2.29e-5</b>	<b>6.5e-6</b>	<b>0.423</b>	<b>0.0109%</b>
Buses	0.254	2.29e-5	6.5e-6	0.256	0.00661%
Buses: Average bus, upstream emissions	0	0	0	0.167	0.00431%
<b>Premises Total</b>	<b>0.0654</b>	<b>1.45e-6</b>	<b>0.00128</b>	<b>139</b>	<b>3.58%</b>
Composted waste	0	0	0.00128	0.915	0.0236%
Electricity: Electricity - transmission & distribution losses	0.0654	1.45e-6	9.2e-7	0.0657	0.0017%
Electricity: Electricity grid, T&D losses, upstream emissions	0	0	0	0.422	0.0109%
Electricity: Electricity grid, generated, upstream emissions	0	0	0	4.3	0.111%
Landfilled waste	0	0	0	50.6	1.3%
Natural gas: Natural gas (100% mineral) (gross CV), upstream emissions	0	0	0	30	0.773%
Recycled waste	0	0	0	0.312	0.00805%
Water supply	0	0	0	52.1	1.34%
<b>Purchased Goods and Services Total</b>	<b>0.329</b>	<b>0.00119</b>	<b>4.53e-5</b>	<b>0.381</b>	<b>0.00983%</b>
Purchased Goods and Services	0.329	0.00119	4.53e-5	0.381	0.00983%
<b>Server Use Total</b>	<b>4.44</b>	<b>0.0149</b>	<b>5.48e-4</b>	<b>5.12</b>	<b>0.132%</b>
Server use	4.44	0.0149	5.48e-4	5.12	0.132%

	<b>Total</b>	<b>2,602*</b>	<b>1*</b>	<b>1*</b>	<b>3,875*</b>	<b>100%</b>
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\* Please note total calculated GHG emissions are rounded up to the nearest whole tCO<sub>2</sub>e for the purpose of offsetting. Rounding errors may apply.

## Market-Based methodology

Source of Emissions	tCO <sub>2</sub> /yr	tCH <sub>4</sub> /yr	tN <sub>2</sub> O/yr	Total Emissions (tCO <sub>2</sub> e/yr)	%
<b>Scope 1 Total</b>	<b>175</b>	<b>0.00336</b>	<b>0.00318</b>	<b>176</b>	<b>4.53%</b>
Premises Total	175	0.00336	0.00318	176	4.53%
Natural gas	175	0.00336	0.00318	176	4.53%
<b>Scope 2 Total</b>	<b>0.725</b>	<b>1.6e-5</b>	<b>1.02e-5</b>	<b>0.728</b>	<b>0.0188%</b>
Premises Total	0.725	1.6e-5	1.02e-5	0.728	0.0188%
Electricity	0.725	1.6e-5	1.02e-5	0.728	0.0188%
<b>Scope 3 Total</b>	<b>2,426</b>	<b>0.154</b>	<b>0.0456</b>	<b>3,698</b>	<b>95.4%</b>
Business Travel Total	80.8	8.24e-4	0.00226	97.7	2.52%
Air travel	42.9	1.58e-4	0.00135	43.2	1.12%
Air travel- Student travel	23.1	8.55e-5	7.38e-4	23.2	0.6%
Air travel- Student travel: Flights, international (to/from non UK), economy, upstream emissions	0	0	0	4.84	0.125%
Air travel: Flights, international (to/from non UK), average, upstream emissions	0	0	0	9	0.232%
Bus and coach	0.69	6.22e-5	1.77e-5	0.696	0.018%
Bus and coach: Average bus, upstream emissions	0	0	0	0.454	0.0117%
Employee owned cars	4.89	2.35e-4	1.48e-5	4.9	0.126%
Employee owned cars: Average petrol car, upstream emissions	0	0	0	1.25	0.0324%
Hired cars	2.33	1.12e-4	7.08e-6	2.34	0.0603%
Hired cars: Average petrol car, upstream emissions	0	0	0	0.599	0.0155%
Hotel night stays	6.3	1.21e-4	1.14e-4	6.33	0.163%
Rail (train, tram, light rail, underground)	0.478	3.89e-5	1.1e-5	0.482	0.0124%
Rail (train, tram, light rail, underground): Train, national, upstream emissions	0	0	0	0.061	0.00158%
Taxi	0.237	1.14e-5	7.18e-7	0.237	0.00612%
Taxi: Regular taxi, upstream emissions	0	0	0	0.0687	0.00177%
Commuting Total	1,970	0.13	0.0348	2,853	73.6%
Bus and coach	950	0.0857	0.0244	959	24.8%
Bus and coach: Average bus, upstream emissions	0	0	0	626	16.2%
Cars	977	0.0389	0.00997	981	25.3%
Cars: Average petrol car, upstream emissions	0	0	0	150	3.88%
Cars: Average petrol hybrid car, upstream emissions	0	0	0	0.0171	4.41e-4%
Cars: Average unknown fuel car, upstream emissions	0	0	0	88.5	2.29%
Cars: Electricity - transmission & distribution losses (car)	6.46e-4	1.43e-8	9.09e-9	6.49e-4	1.67e-5%

Cars: Electricity grid, T&D losses, upstream emissions	0	0	0	0.00417	1.08e-4%
Cars: Electricity grid, generated, upstream emissions	0	0	0	0.0425	0.0011%
Motorcycle	30.1	0.00454	3.69e-4	30.3	0.782%
Motorcycle: Electricity - transmission & distribution losses (MCR)	0.00375	8.29e-8	5.28e-8	0.00377	9.73e-5%
Motorcycle: Electricity grid, T&D losses, upstream emissions	0	0	0	0.0242	6.26e-4%
Motorcycle: Electricity grid, generated, upstream emissions	0	0	0	0.247	0.00637%
Motorcycle: Medium petrol motorcycle, upstream emissions	0	0	0	2.75	0.0709%
Rail (train, tram, light rail, underground)	13	0.00106	1.46e-4	13.7	0.353%
Rail (train, tram, light rail, underground): Underground, upstream emissions	0	0	0	1.61	0.0416%
<b>Leased Assets Total</b>	<b>370</b>	<b>0.00716</b>	<b>0.00664</b>	<b>603</b>	<b>15.6%</b>
Electricity	18.2	4.03e-4	2.56e-4	18.3	0.472%
Electricity: Electricity - transmission & distribution losses	1.64	3.63e-5	2.31e-5	1.65	0.0426%
Electricity: Electricity grid, T&D losses, upstream emissions	0	0	0	10.6	0.274%
Electricity: Electricity grid, generated, upstream emissions	0	0	0	108	2.79%
Natural gas	350	0.00672	0.00636	352	9.08%
Natural gas: Natural gas (100% mineral) (gross CV), upstream emissions	0	0	0	60	1.55%
Water supply	0	0	0	52.3	1.35%
<b>Physical Education Department Total</b>	<b>0.254</b>	<b>2.29e-5</b>	<b>6.5e-6</b>	<b>0.423</b>	<b>0.0109%</b>
Buses	0.254	2.29e-5	6.5e-6	0.256	0.00661%
Buses: Average bus, upstream emissions	0	0	0	0.167	0.00431%
<b>Premises Total</b>	<b>0.0654</b>	<b>1.45e-6</b>	<b>0.00128</b>	<b>139</b>	<b>3.58%</b>
Composted waste	0	0	0.00128	0.915	0.0236%
Electricity: Electricity - transmission & distribution losses	0.0654	1.45e-6	9.2e-7	0.0657	0.0017%
Electricity: Electricity grid, T&D losses, upstream emissions	0	0	0	0.422	0.0109%
Electricity: Electricity grid, generated, upstream emissions	0	0	0	4.3	0.111%
Landfilled waste	0	0	0	50.6	1.3%
Natural gas: Natural gas (100% mineral) (gross CV), upstream emissions	0	0	0	30	0.773%
Recycled waste	0	0	0	0.312	0.00805%
Water supply	0	0	0	52.1	1.34%
<b>Purchased Goods and Services Total</b>	<b>0.329</b>	<b>0.00119</b>	<b>4.53e-5</b>	<b>0.381</b>	<b>0.00983%</b>
Purchased Goods and Services	0.329	0.00119	4.53e-5	0.381	0.00983%
<b>Server Use Total</b>	<b>4.44</b>	<b>0.0149</b>	<b>5.48e-4</b>	<b>5.12</b>	<b>0.132%</b>
Server use	4.44	0.0149	5.48e-4	5.12	0.132%

<b>Total</b>	<b>2,602*</b>	<b>1*</b>	<b>1*</b>	<b>3,875*</b>	<b>100%</b>
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\* Please note total calculated GHG emissions are rounded up to the nearest whole tCO<sub>2</sub>e for the purpose of offsetting. Rounding errors may apply.

# Summary by Company Unit

## Location-Based methodology

Assessment	July 2022 - June 2023		July 2023 - June 2024	
Company Unit	Total Emissions (tCO <sub>2</sub> e)	Emissions per FTE (tCO <sub>2</sub> e/FTE)	Total Emissions (tCO <sub>2</sub> e)	Emissions per FTE (tCO <sub>2</sub> e/FTE)
Dawson College	5,673*	6.14	3,875*	4.54
Dawson College	5,673*	-	3,875*	-

\* Please note total calculated GHG emissions are rounded up to the nearest whole tCO<sub>2</sub>e for the purpose of offsetting. Rounding errors may apply.

**Market-Based methodology**

<b>Assessment</b>	<b>July 2022 - June 2023</b>		<b>July 2023 - June 2024</b>	
<b>Company Unit</b>	<b>Total Emissions (tCO<sub>2</sub>e)</b>	<b>Emissions per FTE (tCO<sub>2</sub>e/FTE)</b>	<b>Total Emissions (tCO<sub>2</sub>e)</b>	<b>Emissions per FTE (tCO<sub>2</sub>e/FTE)</b>
Dawson College	5,673*	6.14	3,875*	4.54
Dawson College	5,673*	-	3,875*	-

\* Please note total calculated GHG emissions are rounded up to the nearest whole tCO<sub>2</sub>e for the purpose of offsetting. Rounding errors may apply.

# Annual Activity Data

Source of Emissions	Value	Unit
<b>Business Travel</b>		
Air travel		
International, to/from non-UK, average	416,494	pass.km
Air travel- Student travel		
International, to/from non-UK, economy	292,528	pass.km
Bus and coach		
Average bus	4,701	CAD
Employee owned cars		
Average gasoline cars	27,412	km
Hired cars		
Average gasoline cars	1,714	CAD
Hotel night stays		
Hotel night stays	116,216	CAD
Rail (train, tram, light rail, underground)		
Intercity/National train	2,001	CAD
Taxi		
Average taxi	2,847	CAD
<b>Commuting</b>		
Bicycle		
Bicycle	2,299,124	km
Bus and coach		
Average bus	24,343,643	pass.km
Cars		
Average battery electric car (not company owned)	26,621	km
Average car (unknown fuel)	2,020,425	km
Average gasoline cars	3,282,706	km
Average hybrid car	532	km
Motorcycle		
Electric motorcycle	35,128	kWh
Motorbike	105,384	km
On foot		
On foot	702,558	km
Rail (train, tram, light rail, underground)		
Montreal STM Metro	15,922,168	pass.km
Transit rail	221,372	pass.km
<b>Leased Assets</b>		
Electricity		
Electricity consumption	15,392,000	kWh
Natural gas		

Natural gas consumption (gross CV)	181,756	m3
Water supply		
Water supply	305,947	m3
<b>Physical Education Department</b>		
Buses		
Average bus	6,500	pass.km
<b>Premises</b>		
Composted waste		
Composted waste (dry weight basis)	26,620	l
Electricity		
Electricity consumption	612,020	kWh
Landfilled waste		
Mixed commercial and industrial waste, landfilled	97.2	tonne
Natural gas		
Natural gas consumption (gross CV)	90,718	m3
Recycled waste		
Waste, recycled	17.8	tonne
Water supply		
Water supply	306,400	m3
<b>Purchased Goods and Services</b>		
Purchased Goods and Services		
Outdoor Advertising	1,013	USD
Passenger Car Rental	2,722	USD
<b>Server Use</b>		
Server use		
Data Processing, Hosting, and Related Services	56,015	USD

# Key Observations

## Overall

- For the 2023-2024 assessment period, no valid market-based instruments have been applied to the Scope 2 energy consumption, moreover the location included in the scope of this assessment, Canada, has no valid electricity residual mix factor available. Therefore, the location-based factor has been applied to the electricity consumption to derive a result in line with the Scope 2 market-based methodology. As such, both location and market-based methodologies have been reported as one below.

## Location and Market based methodology

Overall emissions have decreased by 1,798 by tonnes of CO<sub>2</sub>e, or 31.7%, from 5,673 tonnes of CO<sub>2</sub>e during the 2022-2023 assessment period to 3,875 tonnes of CO<sub>2</sub>e during the 2023-2024 assessment period. This decrease in emissions is largely driven by a significant decrease in the spend amount on purchased goods and services

Commuting account for the largest portion of emissions with 2,853 tonnes of CO<sub>2</sub>e, or 73.6% of the total emissions.

Leased assets account for the second largest portion of emissions with 603 tonnes of CO<sub>2</sub>e, or 15.6% of the total emissions.

## Primary and Secondary Data

To provide the most accurate estimate of your organization's GHG emissions, primary (actual) data should be used where available.

For this assessment period, actual data accounted for 22.9% of emissions, while estimated data accounted for 77.1% of emissions.

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