Perkins&Will

2023 GUIDANCE

Carbon Reduction Plan

Perkins&Will

Perkins&Will is committed to achieving Net Zero emissions by 2045.

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.

Baseline Year: 2019

This is based on a pre covid year. There has been a change in employee number since this date and also a change to operating premises which contributes significantly to our carbon calculation.

Emissions	Total (tCO$_2$e)
Scope 1	60.4
Scope 2	87.0
Scope 3	341.8
Total Emissions	490.2

# Current Emissions Reporting

2023

Emissions reduction targets

In order to continue our progress to achieving Net Zero, we have adopted the following carbon reduction targets.

We project that carbon emissions will decrease over the next five years to 337.5 tCO_2e by 2028. This is a reduction of 45.2%.

Emissions	Total (tCO_2e)
Scope 1	19.4
Scope 2	55.2
Scope 3	306.2
Total Emissions	380.8

Progress against these targets:

- Target Emissions
- Actual Emissions
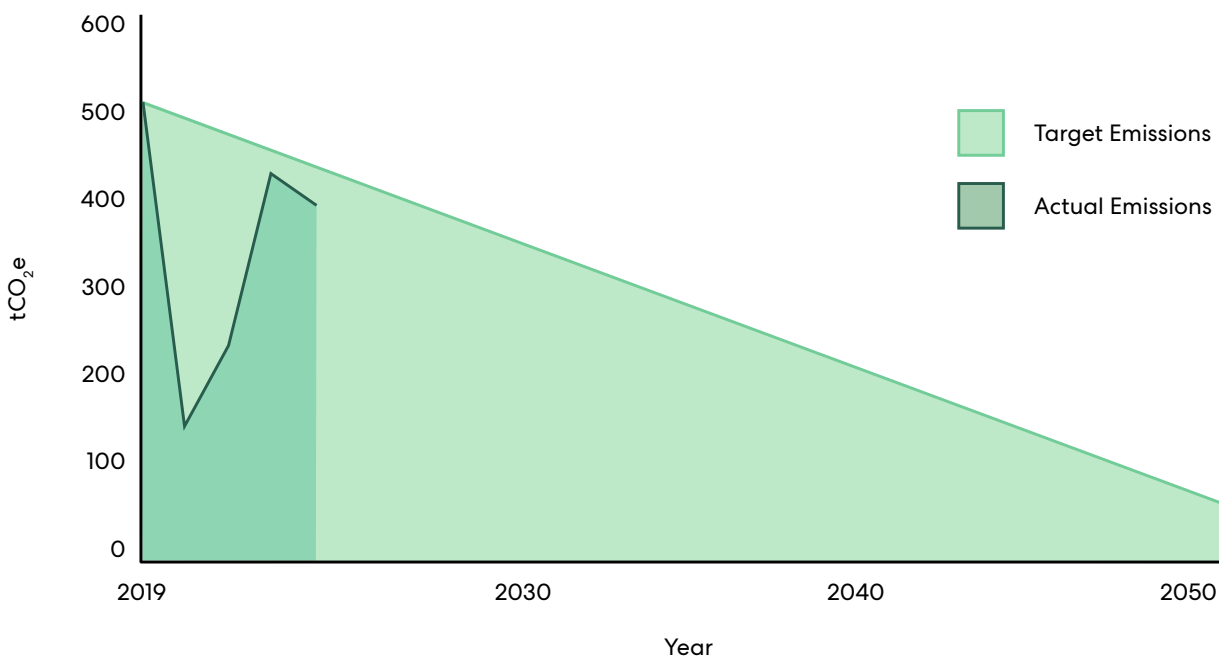
Carbon Reduction Initiatives

The following environmental management measures and projects have been completed or implemented since the 2019 baseline. The carbon emission reduction achieved by these schemes equate to 380.8 tCO_2e, a 29% reduction against the 2019 baseline and the measures will be in effect when providing our services.

We are measuring the carbon using our existing ISO14001 methodologies

- We have put policies for air travel and its authorisation in place

- Air travel flight classes compared to journey of flight have also been accounted for

- Use of differing suppliers for items such as paper and the amalgamation of deliveries for purchased good

- We have used the SBTi protocol to reduce our emissions and do not consider any carbon offsets within this roadmap so are open to other industrial sectors (such as aviation) carbon reductions

In the future we intend to implement further measures such as:

- Using only electrical measures for transportation and courier deliveries (excluding air travel)

- Use air travel only as a last resort, after investigating the feasibility of online meetings and surface travel

- Identify and use air carriers, routes and travel classes with the lowest carbon footprint, including using higher proportion of Sustainable Aviation Fuel (SAF)

- Identify electrical only hotels

- Move to green tariff with suitable additionalities on our tenanted offices to reduce the carbon associated with this component

Declaration & Sign Off

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standard for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard and uses the appropriate Government emission conversion factors for greenhouse gas company reporting .

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard .

This Carbon Reduction Plan has been reviewed and signed off by the Directors.

Signed on behalf of Perkins&Will:

Francis Henderson
Operations Director
Perkins&Will

4th February 2025

Perkins&Will

Detailed Carbon Reduction Plan

Perkins&Will

In 2019, pre-Covid, Perkins&Will undertook a full carbon inventory for scopes one, two and three of our business operations in the UK based upon the Science Based Targets Initiative methodology using the Greenhouse Gas protocol. This was to establish the amount of influence we had over the carbon content of our business operations and understand the ways in which these could be reduced.

We determined a target of 2045 to reduce our carbon to a residual amount of 10% under Science Based target rules with no offsets.

A separate stream of quantification of the carbon impacts from our projects was undertaken but is not included in this documentation. This will be progressed in the future under scope four or hand printing process.

Baseline

A carbon audit, verified by Carbon Footprint Ltd, established that our carbon footprint in 2019 was significant in the following areas. These areas are provided in a metric of tonnes of Carbon Dioxide Equivalence (tCO_2e) for each.

- Natural gas   Scope 1   60.35
- Electricity consumption   Scope 2   86.98
- Flights   249.15
- Commuting   36.41
- Hotel stays   8.01
- Electricity transmission & distribution   7.38
- Purchased materials   3.64
- Outsourced Logistics – Air   2.73
- Rail travel   1.07
- Taxi travel   1.03

The combined total is **490.2tCO₂e**. However, this data could also be evaluated by our turnover or employee number which gives differing results. To give a true indication of the carbon impact, all of these aspects have been evaluated by location based figures.

- Total tonnes of CO_2e 490.20
- Tonnes of CO2e per employee   2.57
- Tonnes of CO2e per £100K turnover   2.10

Significant impacts

Post-Covid our categories for measurement changed slightly due to computing (on the cloud) and home working gaining significance. These were added to the 2019 audit retrospectively. In each of the cases we evaluated the most significant impacts and the amount of influence we had on the process. This is summarised below.

- Natural gas   Limited influence
- Electricity generation   Limited influence
- Flights   Influence
- Home working   Some influence
- Computing   Influence
- Commuting   Some influence

Perkins&Will moved to new offices at the start of 2023, so these figures have yet to be fully audited and are preliminary. This is important as we still have not seen true stabilisation after since the pandemic. The significant changes include a tenancy agreement where Perkins&Will pay on a square meter basis converting our scope one and two to scope three emissions, The change of location also changes the commuting emissions of our staff.

Targets and progress

On the overall carbon trajectory a linear path is taken to achieve a 90% reduction to 2045. A 50% reduction to 2030 is not achievable from the main categories that we have and would increase the failure risk of an actionable plan.
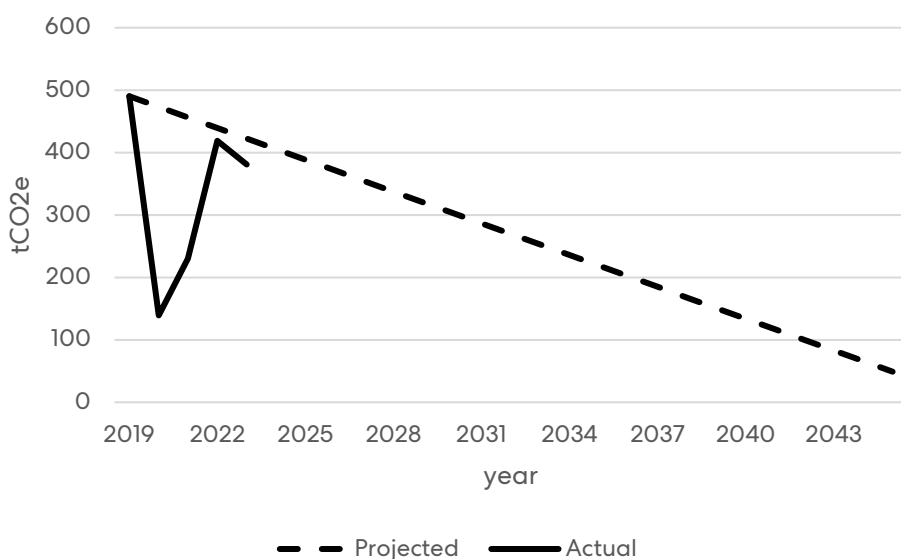
For the summary of this report the top six results are taken from significant impacts list from the 2019 baseline audit with the combination of electricity and gas as a single category. Below we have illustrated how positive steps were taken.

Fuel W for this category.

Flights
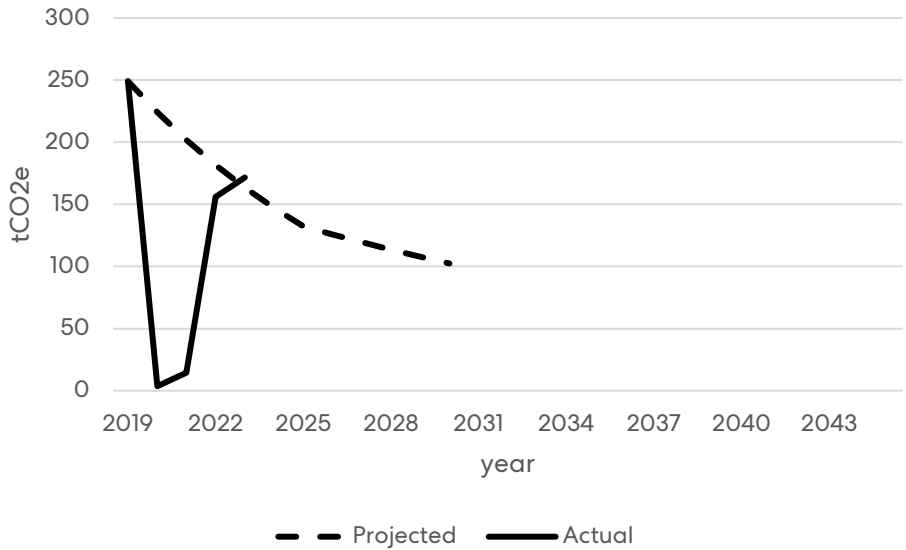
As an international company a significant carbon expenditure is on flights. We have still not seen activity stabilise after Covid. We have implemented a travel policy to be considered during booking. The projected dotted line considers current technology in booking, the use of fully laden flights and the adoption of sustainable aviation fuel given by the industry. The sector does not have a roadmap from 2030 onwards and therefore will need to be updated to reflect the thinking in this sector.

Home working
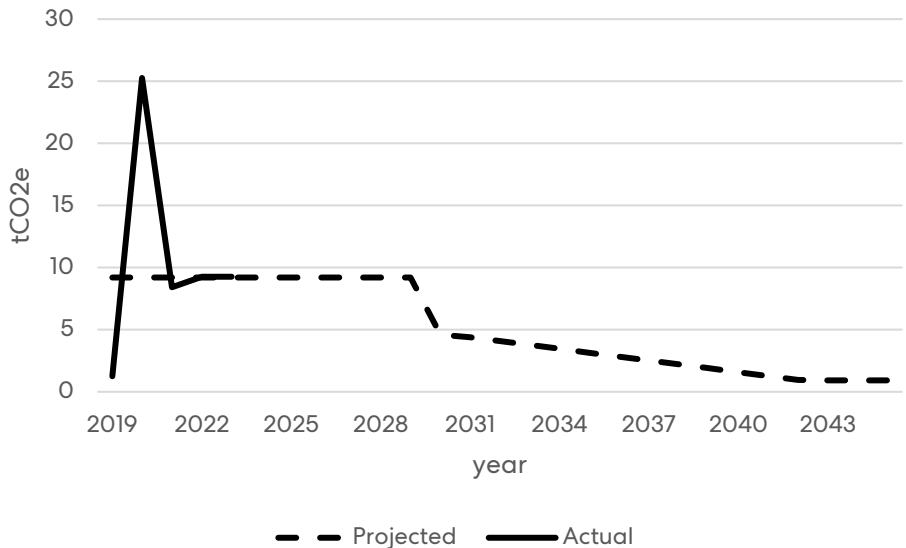
Due to Covid we have seen an increase in home working. This required extensive survey information to estimate domestic arrangements but still contains an error rating in the region of 25%. As there is limited influence on these environments this is projected

(dotted line) not to change much, but due to current policy of three days minimum in the office this is stable. This is set to reduce due to decarbonisation of the grid in 2030 and then a radical retrofit program from 2030-2050 projected by Department of Energy Security and Net Zero.

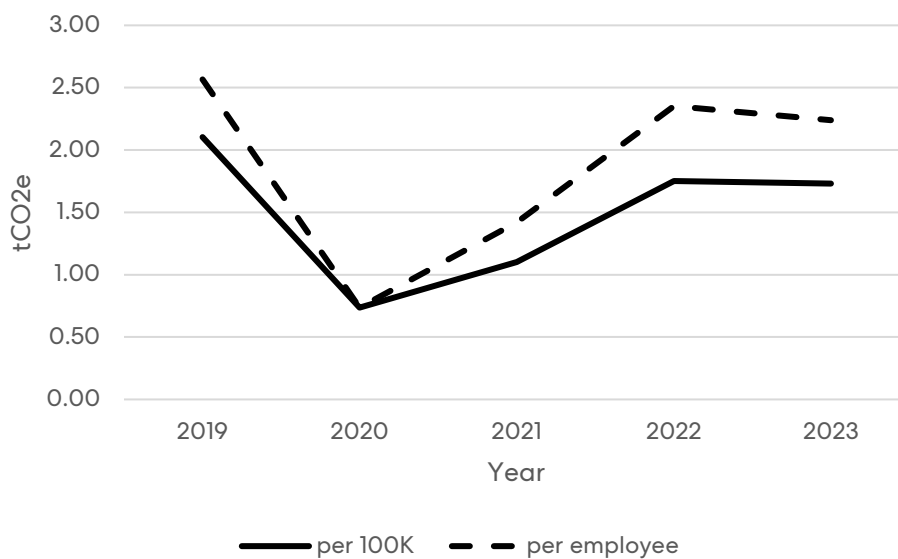## Computing

Projected — — — Actual ———
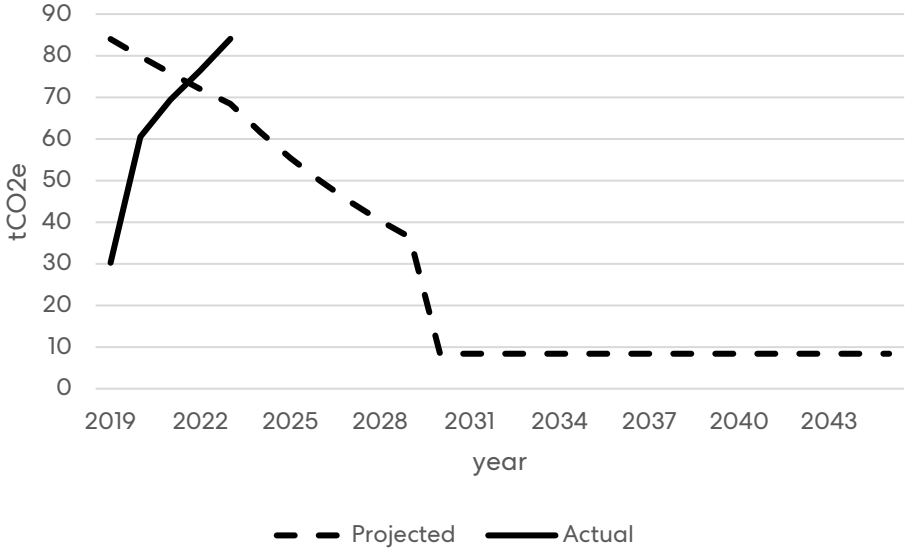
Covid has accelerated of the use of distributed computing systems and cloud computing. Currently this data is taken from industry averages but in the future, and to get us back on trajectory (dotted line), we will be using a service agreement for data centres in territories of high renewable energy. We have instigated longer lease times and more adaptability in the equipment we use. This has been seen as a large increase in 2023 through the renewal and purchase of this capital equipment.

Commuting

Projected — — — Actual ———
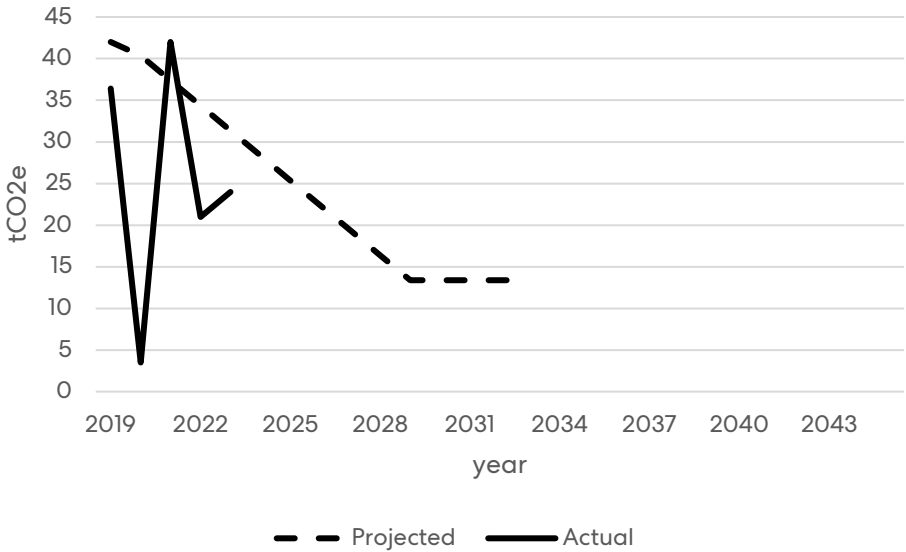
This is another area that we have not seen stabilisation post-Covid. Our previous office was serviced predominantly by buses and away from the city centre which encouraged a higher level of cycling. Our new location is served more by the tube and electric trains causing a significant drop off in walking and cycling to work. Future projections are for further decarbonisation of transport and the subsequent improvement in air quality to allow alternative transportation to be used. This would be coupled with employment processes to account for future employment and home distances/modes. However, beyond a certain point the future is uncertain and cannot be predicted to achieve the reductions required and again will require a reprojection at a future date.

Results by other metrics

Overall patterns from past breakdowns by revenue in GBP and employee numbers track the carbon reductions but there is a possibility of decoupling if either metric reaches extreme values. Currently this is very hard to predict, so future projection paths are not mapped to these but either one of the measures may become more suitable in the future to show possible routes of carbon reduction.

Future evaluation

The main measures of possible control for each of the categories are:

- The lobbying of our landlord for a PPA and RECS to achieve renewables supply for the building with a future switch to a full non fossil carbon fuel source.
- An update of travel policy to include the preference of hotel accommodation coupled with a daytime flight rather than an overnight flight at a higher passenger class.
- A more accurate method of home working with contribution schemes to ensure that benefits in the domestic environment are reflected on the corporate balance sheet.

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- A more accurate method of home working with contribution schemes to ensure that benefits in the domestic environment are reflected on the corporate balance sheet.
- More assurance on the reduction of carbon in the distributed computing ecosystem which would also include adaptability and reparability of equipment in future lease purchasing.

In addition, lesser categories such as courier and taxi servicing should be completed through electrical means as much as possible with a robust policy and purchasing system to reflect this. The recommendation of hotels by carbon not just flights, so the true impact of a whole business trip can be evaluated, is being discussed.

To create more accurate results, we need to start to take into account the subcontracting of other professional services as part of the design and construction projects we are responsible for. For 2024 reporting we will establish our top 10 suppliers, evaluate them on their roadmaps, and conduct supplier questionnaires as part of our consideration for contract renewals.

To maintain robust reporting a more granular system is required. This will include in the first instance quarterly reporting in 2024 with a trial to monthly reporting in 2025 in the hope that this offers further seasonal insights and clues to possible policy or purchasing changes that can reduce our carbon consumption.

The correct protocol needs to be established for the inclusion of new categories such as hotel stays, computing and home working which were added to the audited baseline assessment when they were deemed previously not significant.

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Summary

Our path to zero-carbon compatible business operations is achievable and on track. We cannot be a zero-carbon business currently since we still require materials and resources for our business to run. We are still seeing the legacy of Covid and a premises move lead to unpredictability of current reported results. As we stabilise in the future, we will be able to see more directly how the robustness of data, stricter accountancy methods and policy changes have a direct result in the reduction of our carbon roadmap.

Our own carbon reductions are simplistic to ensure the assumptions that have been made are clear. This roadmap is reliant on other industry predictions, some of which do not span far into the future. Perkins&Will operates as part of an ecosystem where we are reliant on other sectors and companies to develop their own roadmaps. Once this happens, we will be able to report with more certainty on our own pathway.