

Carbon Reduction Plan

Company: Pillar Strategy



Last updated	December 2023
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Commitment to achieving Net Zero

Pillar Strategy is committed to achieving Net Zero emissions by 2035.

Baseline Emissions Footprint

Pillar Strategy is a micro-SME with <5 staff. As a small consulting firm providing professional services to clients our carbon footprint is already very small. Table 1 states the emissions of Pillar Strategy from 1 January 2019 to 31 December 2019 with supporting data sources shown in Table 2.

Table 1. 2019 baseline emissions in kgCO₂e (revised calculations 2023)

Scope	Source	2019 Emissions / kgCO ₂ e	Supporting Comment
1	Gas consumption	164	Limited to office heating
	Owned transport	173	Based on mileage of company owned vehicle(s)
2	Purchased electricity	29	Limited to office electricity supply
3	Electricity T&D	2	
	Upstream transportation & distribution	0	Negligible. Limited to stationery and equipment purchases
	Waste	0	Negligible. Limited to paper and shredding disposed (recycled)
	Downstream transportation & distribution	0	No products sold or distributed
	Business travel - land	102	Based on mileage of UK and international rail travel. Commuting negligible and by public / active transport
	Business travel - air	17,606	Based on mileage of flight travel
TOTAL		18,078	

Table 2. Data sources

Data	Source
Electricity use	Electricity bill kilowatt hours
Natural gas use	Gas bill kilowatt hours
Company vehicle mileage	In-car mileage tracker
Rail travel distances	Train receipts; distances from raileurope.com
Air travel distances	Flight receipts; distances from airmilescalculator.com
Emission conversion factors	UK Government GHG conversion factors, Department for Energy Security & Net Zero

In 2023, the Company undertook an exercise to re-baseline emissions. Following the Covid-19 pandemic, business travel by rail and air has increased. A revised GHG emissions calculation methodology has been employed to better capture the environmental impact of business travel, and enable the Company to implement an improved carbon reduction plan. Notably, the revised baseline figures include emissions from air travel radiative forcing, and electricity transmission and distribution (T&D)¹.

Current Emissions Reporting

Pillar Strategy reports emissions on an annual basis per calendar year. Emissions for 2023 are shown in Table 3.

Table 3. 2023 emissions in kgCO₂e

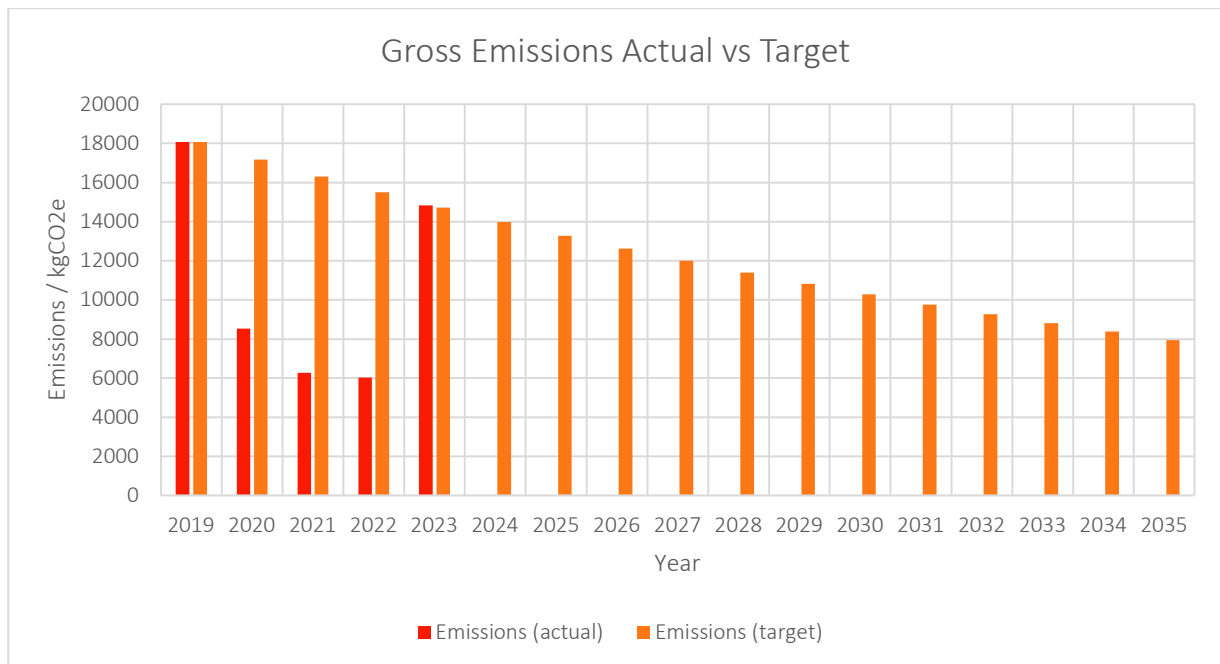
Scope	Source	2023 Emissions / kgCO ₂ e	Supporting Comment
1	Gas consumption	161	Limited to office heating
	Owned transport	2954	Based on mileage of company owned vehicle(s)
2	Purchased electricity	24	Limited to office electricity supply
3	Electricity T&D	2	
	Upstream transportation & distribution	0	Negligible. Limited to stationery and equipment purchases
	Waste	0	Negligible. Limited to paper and shredding disposed
	Downstream transportation & distribution	0	No products sold or distributed
	Business travel - land	48	Based on mileage of UK and international rail travel. Commuting negligible and by public / active transport
	Business travel - air	11638	Based on mileage of flight travel
TOTAL		14,827	

Emissions Forecast and Reduction Targets

Pillar Strategy aims to reduce gross emissions by 5% annually. By 2035 we aim to reduce gross emissions to less than 8000 kgCO₂e (revised following re-baselining activity). Target emissions to 2035 are shown in Figure 1.

¹ Emissions calculations for years 2019 to 2022 based on historic baseline figures are shown in Appendix A.

Figure 1. Actual and target emissions from 2019 baseline year to 2035.



As a result of the Covid-19 pandemic, business air travel was exceptionally limited in the years 2020 to 2022 resulting in emissions that were significantly lower than expected. It is reasonable to treat data in these years as anomalous. As pandemic restrictions lifted worldwide business air travel increased, resulting in relatively greater emissions. 2023 emissions are in line with Company targets.

The Company is aware that air travel is the most significant contributor to total emissions. As a Company that operates globally, travel from the UK to Europe and international destinations is essential to deliver our services. In many cases, effective due diligence and assessment of transport networks and infrastructure, as well as stakeholder engagement activities, can only take place in-person/in-situ. The Company is taking action to reduce air travel where possible, including:

1. Attending majority of meetings and workshops via online platforms
2. Taking alternative transport modes, predominantly rail
3. Minimising frequency of trips to the same destination by combining activities

To further reduce our environmental impact from other carbon sources, we are employing the following initiatives:

1. Transferring to utilities providers that provide energy from renewable sources
2. Adoption of electric vehicles by 2031 instead of petrol-fueled vehicles for travel to clients where public transport would not be effective
3. Purchasing recycled stationery and equipment, where available

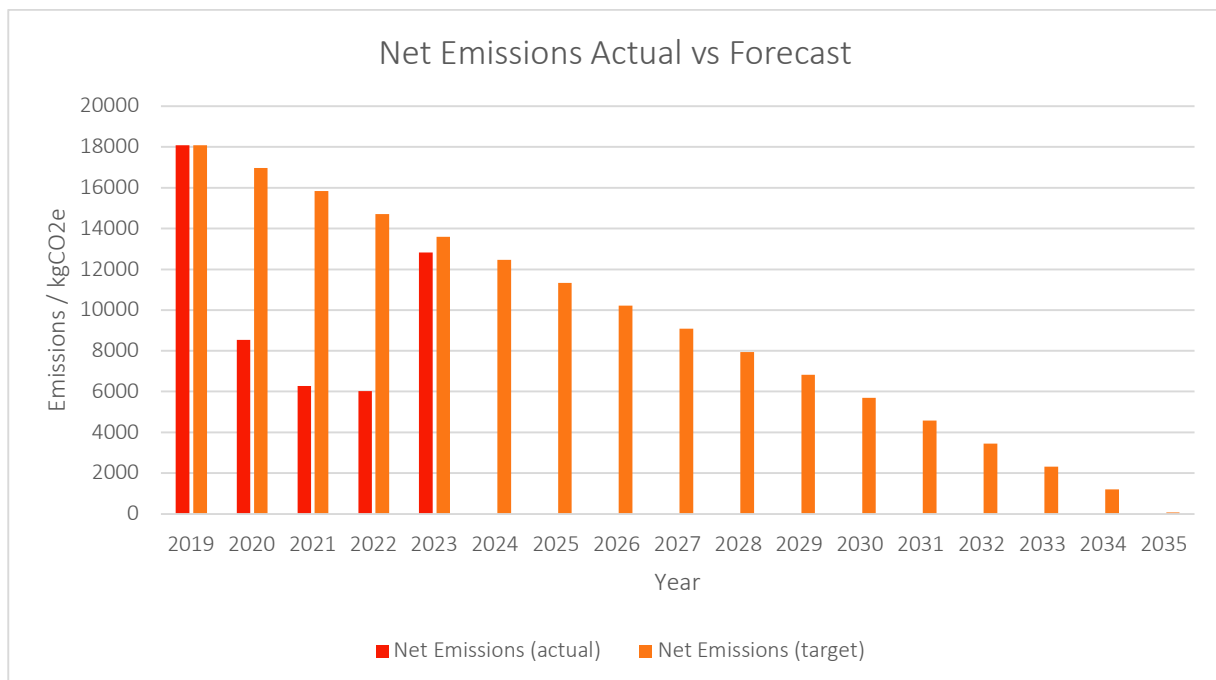
Emissions Offsetting and Net Emissions

Whilst it is the ambition of the Company to reduce emissions as far as possible, it is unlikely that all emissions will be avoidable or sourced from green energy by 2035. On this basis, it is therefore necessary to offset emissions. As a professional services firm with no land ownership, it is not achievable for the Company to directly undertake carbon capture initiatives on its own land. As part of our journey towards net zero, the Company has joined the Carbon Club initiative by Forest Carbon, enabling us to offset an element of our carbon footprint elsewhere in the world. As a Company that operates worldwide, we are investing in international projects that protect forests and ecosystems, and enable sustainable livelihoods. Table 4 details the projects that we have supported in 2023 and the reduction if Company carbon emissions. Our resulting current and forecast net emissions are displayed in Figure 2.

Table 4. Live carbon offset projects

Provider	Project and Location	Program and Accreditations	Carbon offset / kg
Forest Carbon	Department of Izabal, Guatemala <ul style="list-style-type: none"> - Forest protection - Sustainable agriculture - Eco-tourism - Promotes biodiversity 	REDD+ program Certified by VCS and CCBA	2000
		Total Offset	2000

Figure 2. Net actual and target emissions from 2019 baseline to 2035 accounting for offset



Declaration and 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.

Our emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard², using the appropriate Government emission conversion factors for greenhouse gas company reporting and in accordance with SBTi³.

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements⁴, 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) Standard⁵.

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

Signed on behalf of Pillar Strategy



Date: 31 December 2023

² <https://ghgprotocol.org/corporate-standard>

³ SBTi Corporate Manual Ver 2.1. <https://sciencebasedtargets.org/resources/files/SBTi-Corporate-Manual.pdf>

⁴ [Environmental reporting guidelines: including Streamlined Energy and Carbon Reporting requirements - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/environmental-reporting-guidelines-including-streamlined-energy-and-carbon-reporting-requirements)

⁵ <https://ghgprotocol.org/corporate-value-chain-scope-3-standard>

Appendix A

