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Get your emissions reporting right

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How knowledgeable do you consider yourself about business travel emissions reporting? (Choose one)

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The fundamentals of travel emissions reporting

- Understanding
- Measuring, and
- Managing

…. Travel-Related Carbon Emissions

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What Are Travel Emissions?

- Emissions generated from transportation (air, rail, road, etc.)
- They are referred to as Scope 3 emissions (indirect emissions from business travel – Cat 6 and employee commuting Cat 7)
- Eg: Flights, car rentals, taxis, public transport

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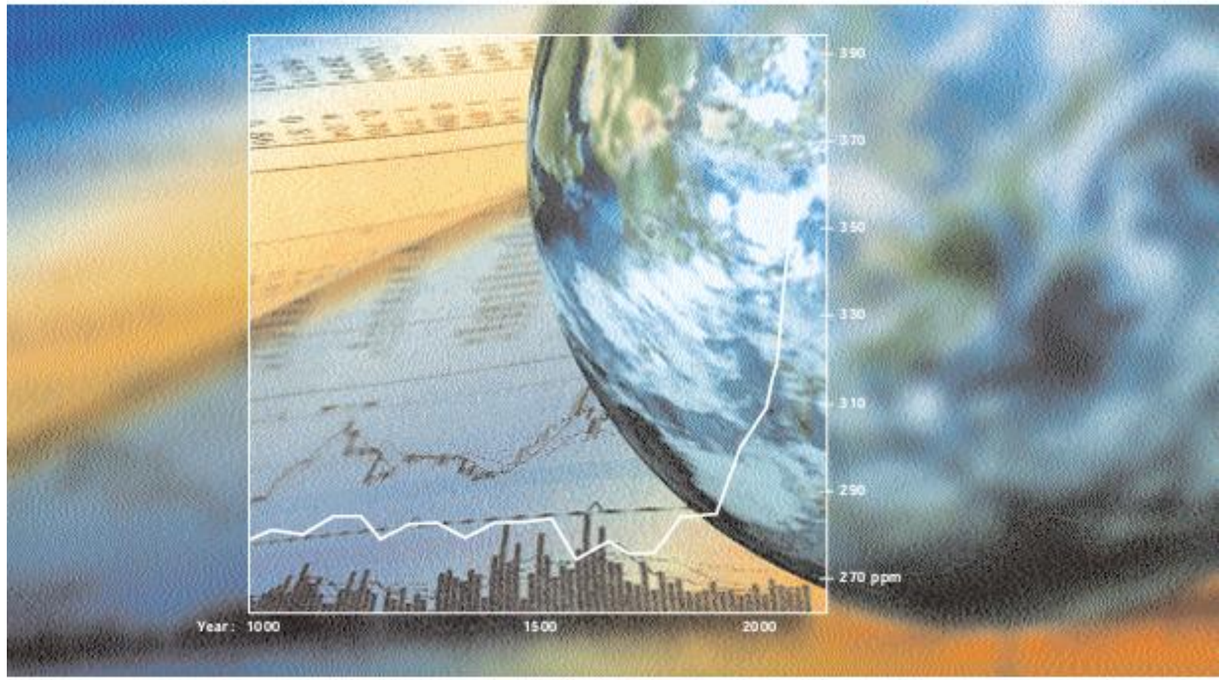
Emissions scope overview

- Scope 1: Direct emissions (e.g., company-owned vehicles)
- Scope 2: Indirect emissions from purchased electricity
- Scope 3: Indirect emissions from travel and other activities

Focus on Scope 3, Category 6: Business Travel

The Greenhouse Gas Protocol



A Corporate Accounting and Reporting Standard

REVISED EDITION

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Why Report Travel Emissions?

1. Regulatory Compliance

Many regions now require companies to disclose their carbon emissions, including Scope 3 emissions (which cover business travel). Frameworks like the Corporate Sustainability Reporting Directive (CSRD) in the EU and Streamlined Energy and Carbon Reporting (SECR) in the UK mandate such disclosures.

2. Stakeholder Expectations

Investors, customers, and employees increasingly expect transparency around environmental impact. Reporting emissions demonstrates a commitment to Environmental, Social, and Governance (ESG) principles.

3. Sustainability Goals

Helps organisations track progress toward net-zero or carbon neutrality targets and enables the identification of high-impact areas where emissions can be reduced (e.g., switching from air to rail travel).

4. Cost Management

Emissions data often correlates with travel spend, and by analysing emissions, companies can optimise travel policies and reduce unnecessary trips, saving money.

5. Competitive Advantage

Companies that lead in sustainability reporting can differentiate themselves in the market since it enhances brand reputation and can be a factor in winning contracts or partnerships.

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Data collection for travel emissions

Sources of data

1. Travel Management Companies (TMCs) – e.g., Egencia, SAP Concur
2. Corporate Booking Tools – internal or third-party platforms
3. Expense Management Systems – receipts and reimbursements
4. Airline and Rail Carriers – direct emissions data
5. Credit Card Statements – for spend-based estimates
6. Employee Travel Logs – especially for non-booked travel

Key data to collect

- Mode of transport (air, rail, car, etc.)
- Distance travelled (km or miles)
- Class of travel (economy, business, etc.)
- Fuel type (for car rentals or fleet vehicles)
- Trip purpose (optional but useful for analysis)
- Traveller details (department, region, etc.)
- Cost of travel (for spend-based calculations)

Challenges

- Data Gaps: Not all travel is booked through official channels
- Inconsistent Formats: Different systems may log data differently
- Lack of Granularity: Missing details like travel class or exact distance
- Manual Entry Errors: Especially in expense reports
- Privacy Concerns: Handling employee travel data responsibly
- Integration Issues: Difficulty syncing data across platforms

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Emission Calculation Methodologies

There are several which can be used to estimate the carbon footprint of travel - they vary in complexity and accuracy depending on the data available (and the time you have to collect it)

1. Distance-Based Method

Multiply the distance travelled by an emission factor (EF) specific to the mode of transport.

- Pros: More accurate if exact distances and transport modes are known.
- Cons: Doesn't take into account user behaviour, weather or other external factors.

2. Spend-Based Method

Multiply the amount spent on travel by an average emission factor per dollar or euro.

- Pros: Useful when only financial data is available.
- Cons: Less accurate; assumes a standard emissions intensity per currency unit.

3. Fuel-Based Method

How it works: Use the amount of fuel consumed (e.g., litres of petrol / diesel and multiply by the fuel's emission factor.

- Pros: Very accurate for company-owned vehicles or fleets.
- Cons: Requires detailed fuel consumption data.

4. Hybrid Approaches

- Combine multiple methods depending on data availability (e.g., distance-based for flights, spend-based for taxis) – which is often used in automated platforms that integrate with travel and expense systems.

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DEFRA (UK) vs the EPA (US)

Both DEFRA (UK) and the EPA (US) provide high-quality emission factors, but the better choice depends on your geographic focus, reporting standards, and data needs.

DEFRA (UK Department for Environment, Food & Rural Affairs)

Best for:
- UK-based organizations or those reporting under UK/EU regulations (e.g., SECR, CSRD)
- Companies using the GHG Protocol or CDP frameworks
- Travel emissions reporting with granular transport categories (e.g., car by engine size, rail by class)

strengths:
- - Updated annually with detailed conversion factors
- - Covers well-to-tank and tank-to-wheel emissions
- - Includes radiative forcing for air travel (to account for high-altitude impact)

EPA (US Environmental Protection Agency)

Best for:
- - US-based organizations or those reporting under US frameworks
- - Companies using EPA's GHG Reporting Program or eGRID data
- - Organizations focused on Scope 1 and 2, but also includes Scope 3 (e.g., business travel, commuting)

Strengths:
- - Centralized GHG Emission Factors Hub updated in 2025
- - Includes mobile combustion, employee commuting, and product transport
- - Integrates with eGRID for electricity-related emissions

•Each agency uses different **data sets, models, and assumptions** based on their national infrastructure, fuel mixes, and transportation patterns.

•DEFRA updates its factors **annually**, while EPA updates are tied to regulatory cycles and may vary in frequency.

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Tools and Platforms

1. DEFRA (UK Department for Environment, Food & Rural Affairs)

- Provides official emission factors for various transport modes, is updated annually and widely used in corporate reporting and is best for distance-based and fuel-based calculations.

2. ICAO Carbon Emissions Calculator

- Developed by the International Civil Aviation Organisation, it calculates emissions from air travel based on origin, destination, and class and useful for flight-specific emissions.

3. GHG Protocol Tools

- Offers comprehensive tools for Scope 1, 2, and 3 emissions, includes guidance for business travel (Scope 3, Category 6) and is widely accepted for corporate sustainability reporting.

4. Concur Travel & Expense (SAP)

- The system integrates travel booking and expense data, offers automated emissions tracking and reporting and is useful for companies with centralised travel management. (Also Navan, Coupa, Emburse, or use Climatiq, Greenly, Persefoni, Watershed)

5. SBTi Tools (Science Based Targets initiative)

- It helps align emissions reporting with science-based targets and offers guidance on Scope 3 emissions, including travel.

6. Custom Dashboards & APIs

- Many companies build internal tools using APIs from travel providers and emissions databases which allow for real-time tracking and integration with sustainability platforms.

Travel managers only: How satisfied are you with the quality of the business travel emissions reporting you receive currently? (Choose one)

OVERVIEW

November 2021
Officialization of the carbon footprint measurement dashboard

February 2022
Launch of the Low-carbon Business Travel Project

May 2022
Approval of the 122 Actions of the Plan

September 2022
Opening of the Action Implementation Step

1 Travel Laurel in December 2022

December 2021
Definition of the Footprint Reduction Objective (-50% by 2030)

April 2022
Proposal of the Reduction Actions by the Network

July 2022
Validation of the Action Plan by the Safran ExCom

2024 RESULTS

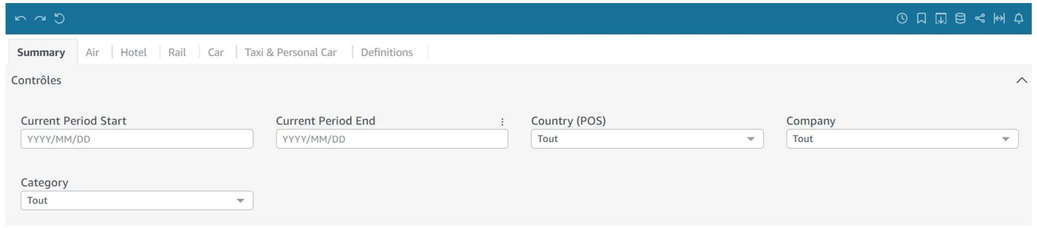
-42%

Total carbon emissions in 2024 compared to 2018

-53%

Relative carbon emissions per traveler in 2024 compared to 2018

DASHBOARD



Travel Emissions | Summary

Total Travelers

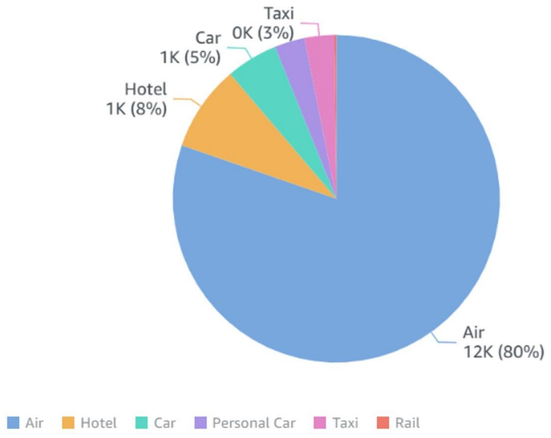
Total Trip Components*

Total Emissions (t CO_2)

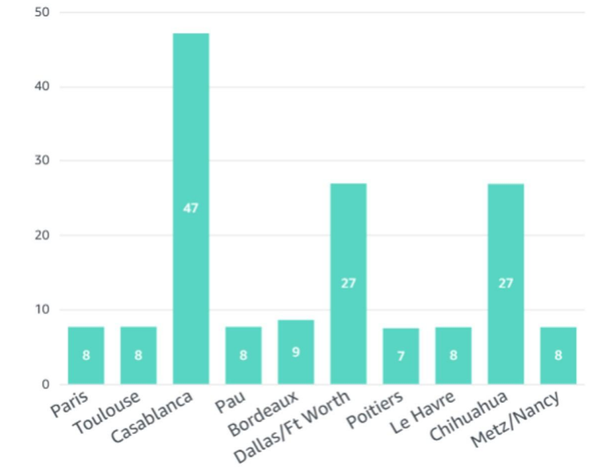
Top Routes

Market Pair	Market Pair Name	Emissions (t CO_2)	Avg Emissions (kg CO_2)	Emissions/km (k...
ORY-TLS	Paris Orly-Toulouse Blagnac		89	0.13
CDG-DFW	Dallas/Ft Worth Intl-Paris Charles de ...		870	0.10
CDG-SIN	Paris Charles de Gaulle-Singapore Changi		1,223	0.11

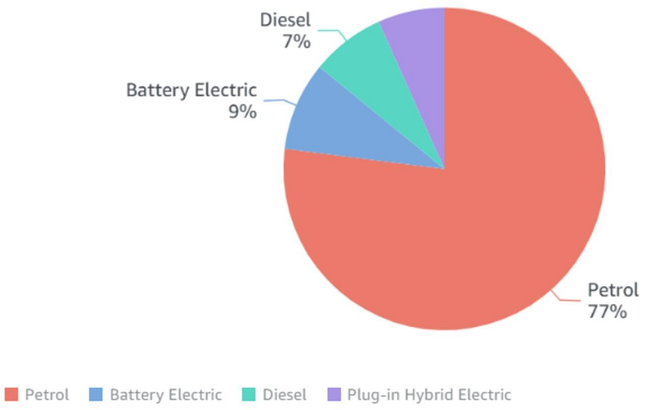
Carbon Impact by Category (t CO_2)



Top 10 Cities | Emissions per Night (kg CO_2)



Engine Type | Rental Days (%)



Travel managers only: Does your company require you to provide travel emissions reporting for regulatory compliance purposes, e.g. Corporate Sustainability Reporting Directive? (Choose one)

Travel managers only: What kind of air travel emissions data do you receive? (Choose one)

Do you think it is worth trying to report non-air travel emissions (e.g. hotel)? (Choose one)

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Tell us what you think

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