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Youth Sport Trust
2024 Organisational Footprint

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Summary:

This report outlines the GHG Emissions for Youth Sport Trust (YST) from 1 April 2024 to 31 March 2025 (FY2024). Emissions reporting boundaries for this report included:

- Electricity usage (Scope 2)
- Site gas usage (Scope 1)
- Employee Commuting (Scope 3)
- Business Travel (Scope 3)
- Energy Supply (Scope 3)

Emissions are calculated using the GHG protocol corporate standard methodology. Access to full GHG emissions data sets and methodology is available within the PlusCarbon calculation platform.

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Introduction

Overview

The Youth Sport Trust (YST) has engaged PlusCarbon to undertake a comprehensive analysis of the greenhouse gas (GHG) emissions resulting from its organisational operations between 1 April 2024 and 31 March 2025 (FY2024). This report quantifies and evaluates the direct and indirect GHG emissions associated with YST's activities for this reporting period.

FY2024 marks the second year of emissions reporting that the YST has performed in partnership with FuturePlus.

This report:

- Covers the organisational footprint of YST as outlined in the "Scope" section of this report.
- Is prepared in accordance with the Greenhouse Gas Protocol standards, including the Corporate Accounting and Reporting Standard (2004) and the Corporate Value Chain Accounting and Reporting Standard (2011).
- Applies the Operational Control reporting approach.
- Prioritises the use of primary data for all major emission sources and applies a consistent and conservative calculation approach where primary data is unavailable.
- Offers a clear methodology, including details on all data exclusions and assumptions.

Objectives

Calculating the emissions associated with YST's operations offers several benefits:

- Quantification: To accurately measure the GHG emissions from direct operations, indirect operations (upstream and downstream), and electricity use, as defined within the scope of this report.
- Evaluation: To identify major emission sources and highlight opportunities for reduction.
- Preparation: To enhance YST's emissions reporting capabilities and ensure readiness for future regulatory requirements.
- Engagement: To provide data-driven insights to raise awareness about the environmental impacts of the business.

Data collection and analysis, and reporting methodology follow the GHG Protocol Corporate Accounting and Reporting Standard, developed by The World Resources Institute (WRI) and the World Business Council for Sustainable Development (WBCSD). This globally recognised framework is a trusted methodology for carbon accounting, used by businesses to measure and report their GHG emissions.

The Greenhouse Gas Protocol classifies emissions into 3 scopes and 21 categories:

- Scope 1: Direct GHG emissions originate from sources owned or controlled by the organisation.
- Scope 2: Indirect GHG emissions result from purchased electricity and other energy carriers.
- Scope 3: Other indirect GHG emissions beyond those covered by Scope 2 that happen elsewhere in the value chain, both upstream and downstream.

These scopes are further subdivided into distinct activity categories to allow for clear quantification and comparability of organisational emissions. To assess the global warming impact of emissions, the GHGs are evaluated using the Global Warming Potential (GWP) over a 100-year timeframe.

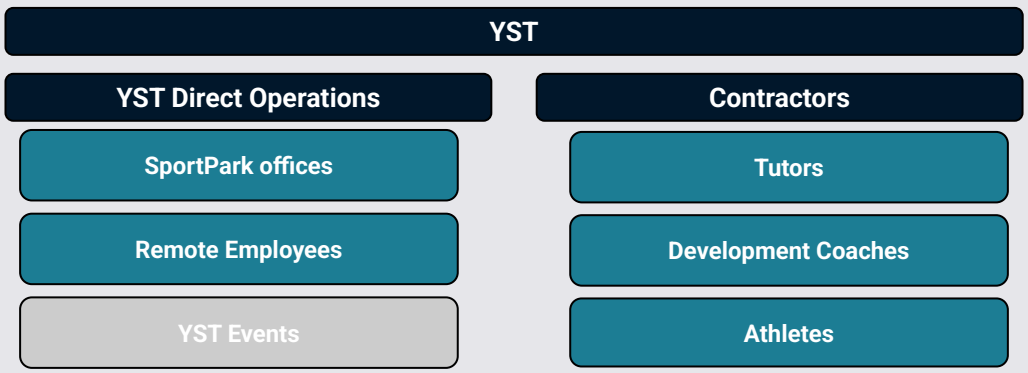
Scope

Organisational Boundaries

The organisational boundaries for this report were set using the operational control approach for consolidation. Under this approach, the organisation accounts for 100% of the GHG emissions from operations and the value chain over which it has operational control.

The scope of this report covers all permanent, physical locations where YST operates. The YST organises and holds a number of in-person events each year, however emissions from these events are not included within the scope of this report.

All departments are included within the scope of this emissions assessment, along with the business travel emissions of Athlete, Development Coach and Tutor Contractors.



This approach enables a thorough and consistent analysis of emissions, capturing site operations, business travel and employee commuting across all functional areas, while ensuring meaningful year-on-year comparability.

Reporting Methodologies and Boundaries

The reporting boundaries used within this report are aligned with the GHG Protocol Corporate Standard. Details on the description of the activity categories, and their respective GHG Protocol references can be found in the table below.

While this reporting is aligned with the GHG Protocol standard, it is not a complete account of YST's full organisational emissions footprint.

The reporting boundaries have been extended for FY2024 due to more comprehensive data coverage than previous years. Where applicable, new boundaries were applied to previous years' reporting and FY2023 figures have been updated to reflect the adjustment of scope. While this has slightly impacted on reported emissions from previous years, it also has ensured consistency in emissions reporting over multiple years.

Emissions Categorisation		Description of significant sources	GHG Protocol Reference
Scope 1	Gas (Stationary Combustion)	Emissions resulting from the combustion of natural gas purchased from utility providers for operational sites.	1.1 Stationary combustion
Scope 2	Electricity	Emissions resulting from the generation of electricity, purchased by the company for the operation of its permanent sites.	2.1 Purchased electricity
Scope 3	Employee Commuting	Emissions arising from the daily commuting of employees to and from their place of work. Employee commuting refers to the regular travel by employees from their homes to their usual place of work and back. using a car or public transport. Energy and heating emissions from employees working from home locations are also considered within this category.	2.7 Employee Commuting
	Business Travel	Emissions resulting from business travel activities conducted by the employees of the YST as well as direct contractors (Tutors, Mentors, and Development coaches) contracted under YST's Learning Academy. Business travel refers to any travel undertaken by staff for work-related purposes that require them to travel outside their usual work locations*. This also includes any hotels used by employees during business trips. Travel of fully remote workers to YST sites is also reported within this category.	2.6 Business Travel
	Energy Supply	Emissions from the extraction, production, and transportation of fuels and energy purchased and consumed by YST. This considers the Well-to-Tank and Transmission and Distribution Losses for Scope 1 and 2 fuel and energy use.	3.3 Fuel- and energy-related activities

Exclusions

Emissions sources excluded from reporting include the following:

- Scope 1 - Fugitive Emissions - Sources are deemed insignificant
- Scope 3 - Categories 1, 2, 4, 5, 8 - 15. Due to lack of data availability.
- Category 7 - Vehicles - Commuting emissions are estimated by assessing emissions of the primary mode of transport used for commutes. Emissions from any secondary modes of transport, or transport modes not indicated in the reporting boundaries was excluded (e.g. taxi and active transport). These emissions are considered to be of negligible impact.
- Category 6 - Contractors - Business travel of contractor groups not identified within the reporting boundaries is not included.
- Temporary sites and events - The YST operates a number of events at temporary sites, emissions from these events are not included within the reporting scope.

Assumptions

In preparing this carbon emissions report, several key assumptions were made to ensure the accuracy, consistency, and comprehensiveness of the data and analysis. These assumptions are critical in guiding the methodology and interpretation of the results presented. They include:

Description	Assumption Details
Category 7 - Vehicles	Commuting where vehicle type was not specified used emissions factors for an average car. Where data provided transport type as “Public Transport”, a conservative approach was taken, and emissions factors for local buses were used.
Category 7 - Work from home	Work from home emissions are calculated using UK Government emissions conversion factors. These do not take into account the specific energy consumption of individual employees homes, and instead take a view of the average household.
All data	Data was provided to FuturePlus by the YST in spreadsheet format. Calculations and reporting have been performed under the assumption that the data provided is accurate and complete.
Category 6 - Flights	Flights are assumed to be average passenger class where data on seat type was not available. Emissions calculations include consideration of the indirect effect of non-CO_2 emissions (e.g. water vapour, contrails, NOx) also known as radiative forcing.

Data Collection

Data collection plays an important role in determining the quality of emissions reporting. Emissions data for the YST's FY2024 report was calculated in the following ways:

- Electricity emissions were calculated using consumption data, where exact kWh of usage was metered.
- Gas emissions were calculated using consumption data, where kWh of consumption were allocated by Loughborough University based on estimated consumption.
- A mix of methods have been used to calculate Business Travel emissions, based on data availability. Vehicle mileage was used to calculate car, train and flight emission. Bus, Taxi and some rail travel was calculated from expense data.
- Employee commuting and home working emissions were calculated using average weekly working patterns for employees, to estimate commuting mileage and home working schedules.

YST is solely responsible for the preparation of the consumption data provided to FuturePlus. YST understands this data (to the best of their knowledge) to be an accurate and complete representation of their business operations. It is the responsibility of FuturePlus to perform the calculation of GHG emissions.

Data Sources

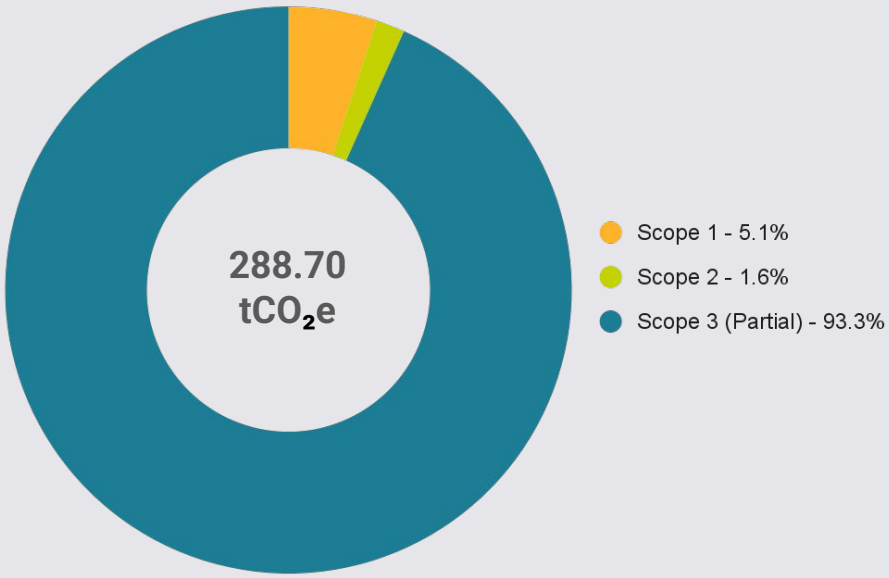
The UK Government's 2023 greenhouse gas emission conversion factors, generated by DEFRA, have been used to quantify emissions where DEFRA emissions factors exist. Where DEFRA emission factors do not exist, alternative emissions sources have been identified. The emissions calculations use the most recently published and relevant emissions factors, chosen based on a predetermined set of criteria that prioritise factors that are recent, geographically relevant, and from reputable sources.

Organisational Footprint

Overview of YST's GHG footprint for FY2024

YST's total emissions for the reporting period were 288.70tCO_2e. Below is a summary of GHG emissions by category. The vast majority of reported emissions (93.3%) were from YST's Scope 3.

Graph 1: Overall Reported Emissions Summary



Scope	Emissions Category	FY2024 (tCO_2e)	% of total emissions
Scope 1	Stationary Combustion	14.62	5.1%
Scope 2	Purchased Electricity	4.72	1.6%
Scope 3	Energy Supply	4.30	1.5%
	Business Travel	144.45	50.0%
	Employee Commuting	120.62	41.8%

Insights

- The vast majority of reported emissions (93.3%) were from YST's Scope 3.
- Business travel equated to half of reported emissions for FY2024.
- Purchased electricity makes up only a small portion of the YST's reported emissions (1.6%).

Graph 2: Summary of total footprint compared to FY2023

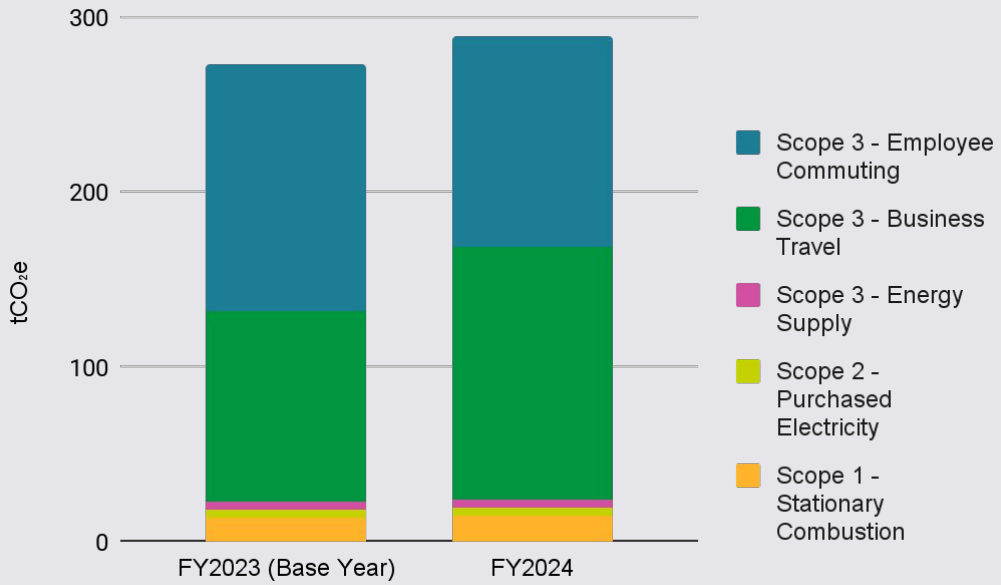


Table 1: Overall Emissions across 2022-2024

Category	FY2022 (tCO_2e)	FY2023 (tCO_2e) - Base year	FY2024 (tCO_2e)	% change 2023 to 2024
Scope 1 - Stationary Combustion	14.39	13.67	14.62	+ 6.95%
Scope 2 - Purchased Electricity	3.87	4.90	4.72	- 3.68%
Scope 3 - Energy Supply	3.81	3.86	4.30	+ 11.43%
Scope 3 - Business Travel	-	108.95	144.45	+ 32.58%
Scope 3 - Employee Commuting	-	141.48	120.62	- 14.75%
Total Emissions	**22.08**	**272.86**	**288.70**	**+ 5.91%**

Insights

- Travel (employee commuting and business travel) contributed to the majority of YST's emissions in both the reporting period and the base year.
- Overall, emissions increased by almost 6%. FY2024 saw an increase in Business Travel Emissions of 33%, but Employee Commuting emissions fell by 15%.

Key Emission Highlights

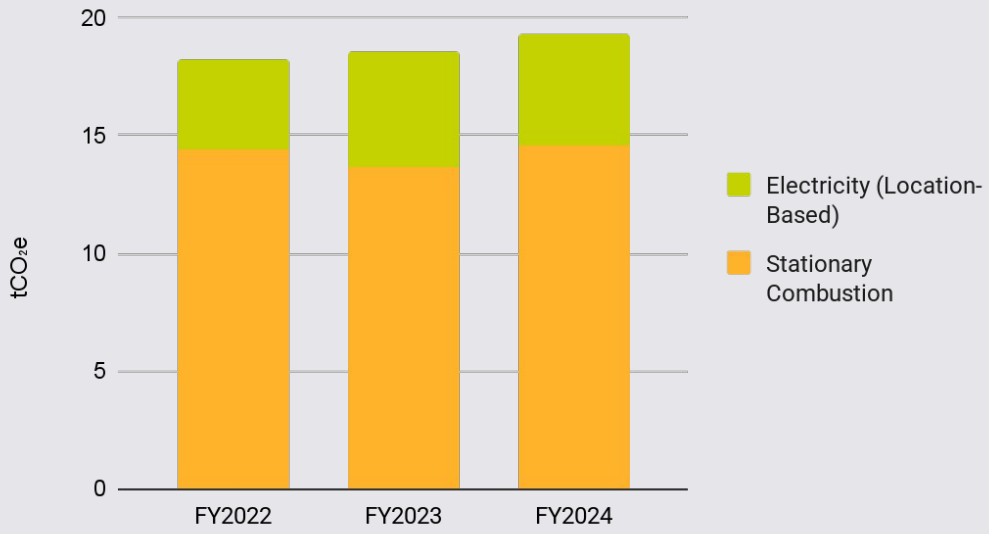
Scope 1 and 2 - key insights

Scope 1 emissions refer to direct emissions from sources that are owned or controlled by the company. This includes emissions resulting from the combustion of fuels such as natural gas or petrol in boilers, furnaces, or vehicles that the company owns and operates.

Scope 2 emissions cover indirect emissions associated with the generation of purchased electricity, steam, heating, or cooling that is consumed by the company.

For YST, the only material Scope 1 emissions are generated through the use of natural gas at their office site. This use contributes directly to their emissions profile and is considered significant for reporting purposes. For Scope 2 emissions, these arise from the electricity consumed at the office.

Graph 3: Scope 1 and 2 Emissions across 2022-2024



Insights

- FY2024 saw a slight increase in YST's Scope 1 emissions (stationary combustion), and a slight decrease in Scope 2 emissions (purchased electricity), amounting to an overall marginal increase of Scope 1 and 2 emissions since 2023.

Table 2: Scope 1 and 2 CO_2e emissions, 2022-2024

	FY2022	FY2023	FY2024
Stationary Combustion (tCO_2e)	14.39	13.67	14.62
Electricity (Location-Based)(tCO_2e)	3.87	4.90	4.72
Total (tCO_2e)	**18.26**	**18.57**	**19.33**

What is Location-Based Electricity?

Scope 2 emissions are often dual reported in emissions reports, using two formats –

- Location-based emissions refer to the average emissions of electricity from the national grid that is used by the YST.
- Market-based emissions refer to the emissions from the electricity contract purchased by YST. If an organisation purchased a renewable energy tariff their Market based emissions will be 0kg CO_2e.

This dual-reporting method provides a more complete view of an organisation's electricity-based emissions when renewable electricity is purchased.

As the YST is not using a zero carbon or renewable energy contract during the reporting period, market-based emissions have not been included in this report.

However, in April 2025, Loughborough University switched its electricity contract to a "Zero Carbon" contract. This change will enable the YST to report 0kg CO_2e for its Scope 2 market-based electricity in FY2025.

The table below shows YST's energy consumption in kilowatt-hours (a unit of energy measuring electricity use over time) over the past three years. Using this metric, we can see an increase in energy consumption since 2023.

Table 3: Scope 1 and 2 kWh emissions, 2022-2024

	FY2022	FY2023	FY2024
Gas (kWh)	78833	74713	79916
Electricity (kWh)	20013	23657	24397
Total (kWh)	**98846**	**98370**	**104313**

Why has electricity usage increased, but emissions have gone down?

The UK electricity grid is currently going through a process of decarbonisation, with targets to be Net Zero by 2050. This means that use of fossil fuels to generate electricity is reducing, while use of renewable energy is increasing. This means that the average carbon intensity of a unit of UK grid electricity is decreasing each year.

This is why YST's Scope 2 emissions were less in 2023, even though more electricity was used.

Organisations should strive to both reduce their electricity consumption and use "cleaner" electricity.

Tips for reducing Scope 1 and 2 emissions

- Operational adjustments - small changes like switching off electrical appliances when they are not in use, and optimising natural light to minimise the use of artificial lighting, can add up over time to reduce electricity use
- Upgrading equipment - this can include switching to more energy-efficient equipment and LED lighting, and installing smart thermostats.
- Energy audits - conducting an energy audit will help identify areas of energy waste and potential efficiency improvements

Travel emissions - key insights

Travel-related emissions accounted for the majority (93%) of the YST's emissions for FY2024. By investigating key sources of emissions further, YST will be more easily able to identify targeted areas for emissions reductions.

Business Travel

Emissions from business travel increased in FY2024, however, more emissions sources were included within the scope for this reporting period which contributed to the increase (including travel by bus and taxi).

Graph 4: Travel emissions in 2023 and 2024

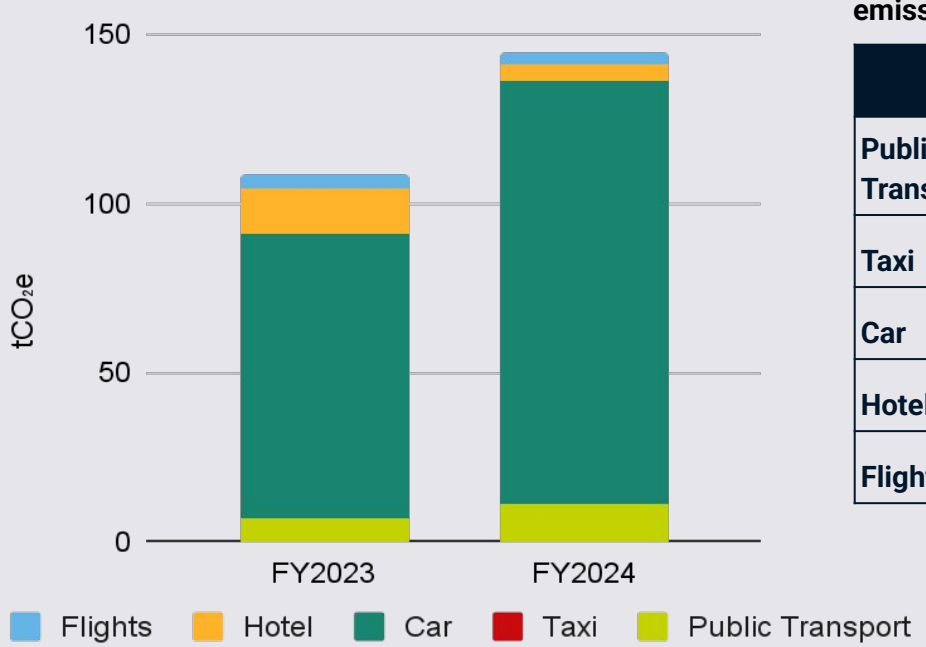


Table 5: % share of Business Travel emissions by transport type

	FY2023	FY2024
Public Transport	6.4%	7.5%
Taxi	0.0%	0.3%
Car	76.9%	86.4%
Hotel	12.4%	3.6%
Flights	4.4%	2.2%

Insights

- Car travel is still the dominant emissions source, at 86% of business travel emissions.

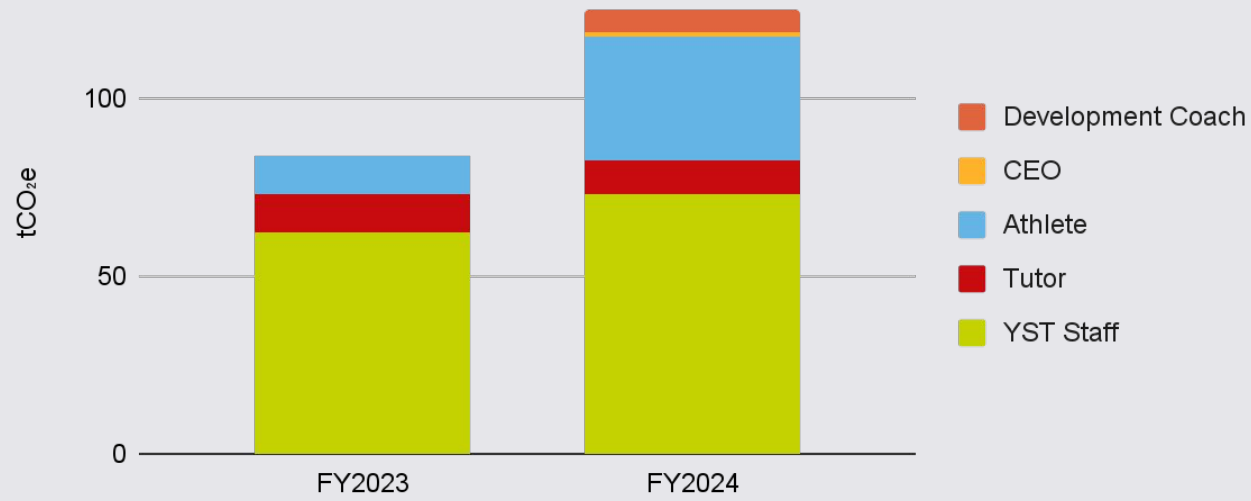
While emissions from business travel increased overall, several areas saw significant improvements in FY2024, including:

- Flight emissions reduced by 62.06% between 2023 and 2024
- Hotel emissions reduced by 33.15% between 2023 and 2024
- Distances travelled by public transport are up! While this saw an increase in emissions for this area, public transport is a low emissions way for staff to travel. This is demonstrated in the graph below, which shows that private transport options have the biggest impact on carbon emissions.

Table 6. Business Travel Emissions per staff group (tCO_2e)

	Cars		Flights		Hotel Stays		Public Transport	
	FY2023	FY2024	FY2023	FY2024	FY2023	FY2024	FY2023	FY2024
YST Staff	62.47	73.06	4.75	3.12	12.61	5.12	6.50	10.12
CEO	0	1.34	0	0.06	0.88	0.00	0.47	0.77
Athlete	10.64	34.33	-	-	-	-	-	-
Development Coach	0	6.73	-	-	-	-	-	-
Tutor	10.63	9.81	-	-	-	-	-	-
Total (tCO_2e)	**83.74**	**125.26**	**4.75**	**3.17**	**13.50**	**5.12**	**6.97**	**10.89**

Graph 5: Breakdown of staff car travel, 2023-2024



Insights

Looking at car travel specifically, graph 5 shows that YST's car emissions have increased from the base year. This is largely due to an increase in athlete travel, as well as the new inclusion of emissions from Development Coach travel in FY2024.

Employee Commuting

The following graphs provide a breakdown of GHG emissions estimates associated with employee commuting and working from home.

Graph 6: Employee commuting breakdown by source

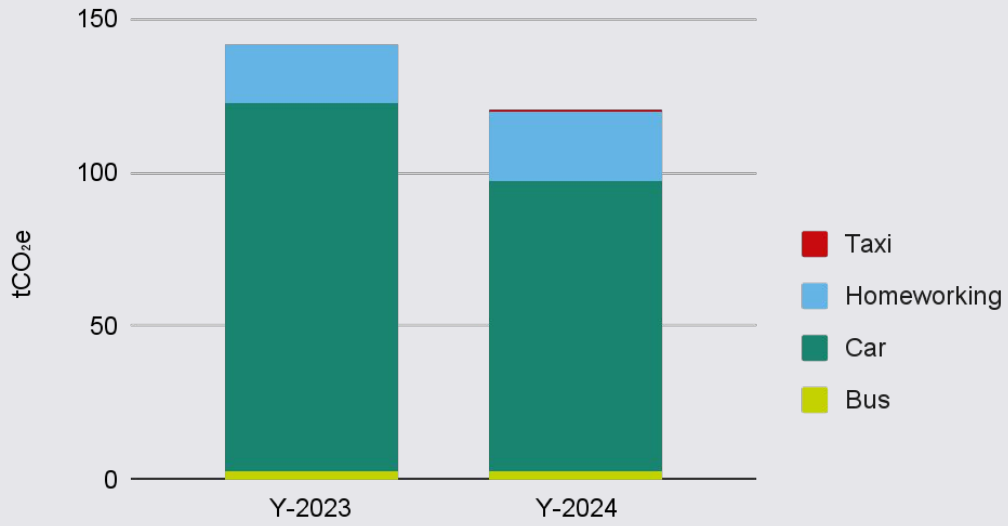


Table 7: Employee commuting breakdown by source (tCO_2e)

Primary Commuting Vehicle	FY2023 (tCO_2e)	FY2024 (tCO_2e)	% change in emissions (2023 to 2024)
Bus	2.87	2.81	- 1.9%
Car	119.42	94.40	- 21.0%
Homeworking	19.20	22.38	+ 16.6%
Taxi	-	1.03	-

Insights

- Commuting car mileage reduced by 19% overall, and car commuting emissions reduced by 21%.
- Public transport commuting mileage decreased by 8%.
- Homeworking emissions increased by 17%. This indicated commuting emissions have fallen because more staff are working from home.

Graph 7: Car commuting by fuel type

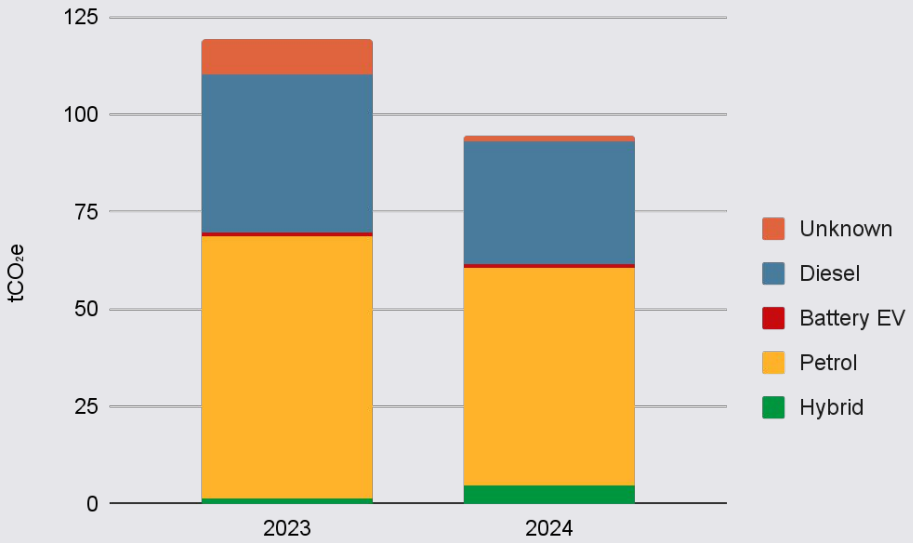


Table 8: Commuting Car mileage by fuel type (miles)

	2023	2024	% change (2023 to 2024)
Hybrid	6601	17808	169.8%
Petrol	188899	162013	-14.2%
Battery EV	9374	8303	-11.4%
Diesel	129914	100717	-22.5%
Unknown	27675	3432	-87.6%
Total (miles)	**362464**	**292274**	

Insights

- Diesel and petrol emissions both fell in 2024 by 23% and 14% respectively.
- Hybrid mileage increased by 170% in 2024, this indicates a shift in employees commuting vehicles, away from diesel and petrol cars to hybrid vehicles.
- Data quality improved for 2024, as the number of unknown cars reduced. Reducing unknown mileage by 88%

Carbon Emission Intensity

An intensity ratio expresses an organisation's emissions data relative to an appropriate business metric, such as kilograms of CO_2e per sales revenue, or kilograms of CO_2e per FTE. This allows comparison of energy efficiency performance over time and with other similar types of organisations.

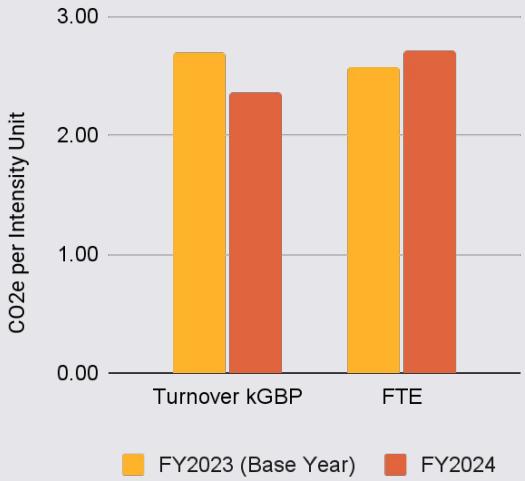
In the case of the YST, the metrics chosen to normalise their emissions include:

- Revenue (per thousand GBP (kGBP))
- Number of Employees (Full-time Equivalent (FTE))

Table 9. Summary of the YST's emissions intensity ratios for all reported emissions

	2023	2024	% change
Revenue (tCO_2e)	2.70	2.36	- 12.4%
FTE (tCo_2e)	2.57	2.71	+ 5.2%

Graph 8. Emissions intensity ratios for all reported emissions



Insights

- Turnover intensity emissions reduced 12.4% in 2024. This indicates that while the business had more economic activity in 2024, the emissions per GBP spent decreased.

Where an organisation has non-standard reporting boundaries (e.g. reporting only some Scope 3 categories), it can be difficult to use intensity metrics to compare emissions to other organisations. To improve comparability for the YST, a Streamlined Energy and Carbon Reporting (SECR) aligned intensity figures has been calculated. This will allow the YST to compare emissions intensities with other organisations which are reporting in line with SECR (Scope 1, Scope 2, Car Business Travel).

Table 10. Summary of the YST's SECR aligned emissions intensity ratios

	2023	2024
Revenue (tCO_2e)	1.01	1.19
FTE (tCo_2e)	0.97	1.36

Recommendations

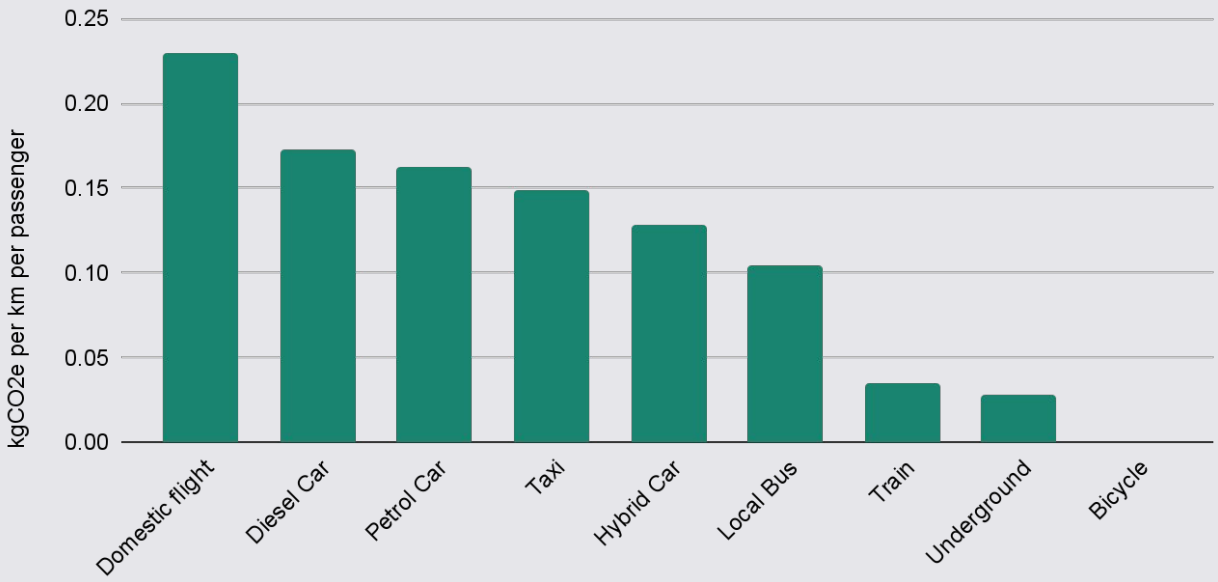
1. Enhance data collection practices

- Calculations for hotel stays and working from home emissions are currently based on regional averages. By collecting more in-depth data on the low-carbon practices of frequently used hotels and employees' homes, YST could develop a more in-depth picture of these emissions categories.

2. Develop a Green Travel Policy

- Implement or strengthen existing policies that prioritise lower-emission travel options. Encourage the use of public transport over cars and flights, and support the use of virtual meetings to reduce the need for travel.
- Graph 8 shows the average emissions intensity of different forms of transport. Encouraging low-carbon forms of transportation is a great way to reduce commuting and business travel emissions.

Graph 9: Kg of CO_2e produced per km per passenger



3. Encourage carpooling and the use of efficient vehicles

- Where car usage is unavoidable, consider ways in which the YST could minimise emissions from vehicles.
- Examples include salary sacrifice schemes for EV personal vehicles, or increased mileage allowance when carpooling.

4. Optimise business travel itineraries

- Review business travel itineraries and consider the possibility of combining multiple trips or utilising employees proximity to meeting locations to reduce the frequency and distance of travel.

5. Promote train travel over flights where possible

- Consider restricting the use of flights to only when other transport methods are not feasible or practical. Ensure employees are aware of the convenience and lower resultant emissions of train travel.

6. Select low carbon accommodation

- Partner with hotels that have strong sustainability practices. Encourage employees to participate in hotel programs aimed at reducing energy consumption and waste. Consider ways to track this data to reflect the impact of this policy.

7. Develop a comprehensive commuting program

- Consider a program that encourages employees to opt for sustainable commuting options. This could include financial or other incentives for using public transport, carpooling schemes, or active travel.

8. Enhance work from home policies

- Consider offering resources and support for employees to set up energy-efficient home offices. Encourage practices such as using energy-saving appliances, optimising heating and cooling, and reducing standby power consumption.
- Collect information on whether employees purchase renewable energy contracts for their homes.

9. Promote flexible working arrangements

- Flexible working hours or staggered schedules can be used to incentivise low-carbon commuting. Off-peak commuting can encourage uptake of public transport for travel as it offers lower costs and less crowded journeys.

11. Employee engagement

- When encouraging employee behaviour change, we recommend engaging with teams so they understand the reasons behind policy and strategy change, as well as fully understanding the impact their actions have. Lunch & Learn sessions, team competitions, or staff challenges are all great ways to get staff to consider lower-carbon alternatives.

12. Target setting

- Long term and shorter term targets are a great way to encourage emission reduction initiatives, and demonstrate an organisation's commitment to longer term sustainability strategies. Targets might cover all emissions, certain scopes or categories, or focus on a very specific areas (e.g. reduce car commuting emissions by 5% by 2025).

By implementing these strategies, YST can effectively manage and reduce its emissions, aligning with broader sustainability goals and contributing to a lower carbon footprint for the whole organisation. These strategies not only address the largest sources of emissions but also promote sustainable practices that can have long-term benefits both for the environment and YST.

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Part of FUTUREPLUS

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