GCU
Glasgow Caledonian University

University for the Common Good

Carbon Footprint Report for 2023-24

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Executive Summary

Glasgow Caledonian University (the University) reports its greenhouse gas emissions (GHG) annually, with reports used to improve performance, meet compliance obligations and track progress towards the University's own environmental commitments.

The overall reporting approach is unchanged, with the University following the GHG Protocol Standards and adhering to the principles of accuracy, completeness, consistency, relevance and transparency. The reporting boundaries (operational control) are remaining the same. There have, however, been improvements in data granularity, with the introduction of the ability to report data for London separately.

In 2023-24 the University's GHG emissions' inventory (all Scopes) was 51,005 tonnes CO_2e. This represents a 1.3% decline in emissions from the previous reporting period (2022-23) and a 28% increase relative to the 2014-15 baseline (Figure 1 and Table 1).

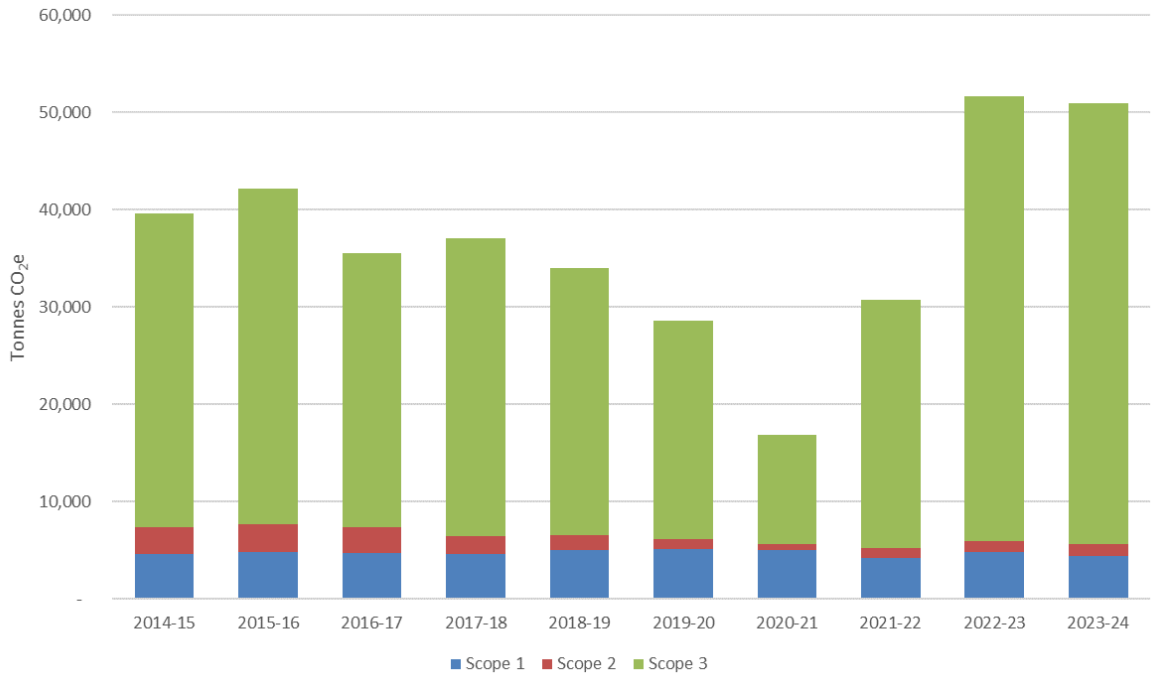

Figure 1. University's GHG emissions breakdown (Tonnes of CO_2e by Scopes) since 2014-15 baseline year.

Change relative to:	Scope 1	Scope 2	Scope 3	Total Emissions
Previous (2022-23)	-7% (335 tCO2e)	+8% (89 tCO2e)	-1% (423 tCO2e)	-1.3% (671 tCO2e)
Baseline (2014-15)	-4% (170 tCO2e)	-57% (1,579 tCO2e)	+41% (13,139 tCO2e)	+28% (11,390 tCO2e)

Table 1 Changes in 2023-24 GHG emissions relative to previous reporting period (2022-23) and the University's baseline (2014-15).

Year-on-year changes in Scope 1 and 2 reflect minor changes in how the University uses gas and electricity, whilst Scope 3 changes are not significant. Relative to the baseline, changes in Scope 1 and 2 reflect improvements in the University's energy efficiency, and decarbonisation of the National Grid (for electricity). Changes in Scope 3 reflect a fundamental change in where non-UK domiciled students travel from.

It is anticipated that Scope 1 and 2 emissions will continue to fall as the University ramps up its climate mitigation activity and the national grid (electricity) decarbonisation continues. The

University will also continue to deliver climate action on activities included in Scope 3 emissions (as detailed in its various thematic action plans[1]).

[1] Available from the University's sustainability web pages.

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Introduction

Glasgow Caledonian University (the University) reports its greenhouse gas emissions (GHG) annually and through its Environmental Management System uses them to benchmark performance, target improvements, assess progress towards environmental commitments, and meet compliance obligations.

The 2023-24 reporting period is considered a normal operating period with no exceptional circumstances affecting University operations.

Data & Methodology

The University reports its GHG emissions according to the GHG Protocol Standards[2] and adheres to the reporting principles of: accuracy, completeness, consistency, relevance and transparency. The reporting boundaries (operational control) and overall methodology for the 2023-24 GHG emissions inventory are the same as those used in previous reporting periods.

Whilst the general approach and datasets have not changed (Table 2), the 2023-24 inventory incorporates the following changes:

- Created the ability to report emissions from operations in London separately (although this does not yet cover all emission categories – e.g. UK domiciled student travel home).
- Included emissions from the University's travel for the University's international mobility programme.

There have also been a number of corrections and updates in emission factors (e.g. waste produced and investments held by the University), the most significant being a correction of a calculation error (since 2022-23) for the 'Working from Home' emission factor.

It is also noted that although the data and calculations in this report were not subject to independent verification or quality assurance, they benefited from a peer review exercise with the University of Glasgow (in collaboration with the EUAC – Scotland).

[2] Greenhouse Gas Protocol – Corporate Standard and Corporate Value Chain (Scope 3) Standard.

Emission Category	Scope	Emission Activity	Data quality observations
Organisation's buildings	1	Gas consumption	High quality data derived from gas meter readings.
Organisation's buildings	1	Refrigerant Gases	High quality data derived from contractors' measurements of systems' fluorinated gas charge.
Organisation's vehicles	1	Business travel (own fleet)	High quality data derived from fuel card reports.
Purchased electricity	2	Electricity (Nat. Grid) Total	High quality data derived from electricity meter readings.
Purchased Goods & Services	3	Water	High quality data derived from water meter readings.
Purchased Goods & Services	3	Procurement - HEPA tool (formerly HESCET tool)	Low-medium quality data. Derived from spend data. Excl. capital goods (reported separately).
Other fuel & energy rel. activities	3	Electricity (transmission & distribution losses)	High quality data derived from electricity meter readings.
Other fuel & energy rel. activities	3	Well-to-tank emissions from fuels/energy reported as scope 1 and 2	High quality data derived from consumption data (as detailed above.
Waste Generated in Operations	3	General Waste & recycling	Medium-high. Data for Glasgow derived from contractors' weighing systems. Includes waste data for refurbishment projects. C. Court and GCU London based on historic estimates.
Waste Generated in Operations	3	Wastewater	High quality data derived from water meter readings. Assumed 95% of purchased water becomes wastewater.
Business travel	3	Travel (business – not owned)	Medium-high. Derived from supplier records and expenses claims systems,
Business travel	3	**International mobility (exchange) programmes**	High quality data derived from student records (and which include details of destination and mode of travel).
Business travel	3	Well-to-tank emissions for fuels used in 'Travel (business – not owned)' (above)	High. Derived from supplier records.
Employee commuting	3	Travel (commuting – staff)	Medium quality. Glasgow data derived from 2022 Travel Survey. London data derived from 2024 Travel Survey.
Employee commuting	3	Working from home (staff)	Medium quality. Derived from 2022 travel survey. Derived from Scottish Government intensity factor for FTE.
Downstream transportation and distribution	3	Travel (commuting – students)	Medium quality. Glasgow data derived from 2022 Travel Survey. London data derived from 2024 Travel Survey
Downstream transportation and distribution	3	UK domiciled students – travel home.	Low-medium. Based on historic travel surveys (not 2022).
Downstream transportation and distribution	3	International students – travel home.	Low-medium. Based on historic travel surveys (not 2022).
Investments	3	Investments	Medium. Derived from carbon intensity of portfolio value.
Capital Goods	3	Procurement - HEPA tool (formerly HESCET tool)	Low-medium quality data. Derived from spend data.

Table 2 Observations on data quality for the University's GHG emissions inventory. New emission categories are identified in **bold** *text and new activity datasets in* **bold underlined** *text. New data observations are highlighted grey.*

Inventory & Emissions

In 2023-24 the University's GHG emissions' inventory was 51,005 tonnes CO_2e, a 1% decrease on the previous reporting period (2022-23). They are also 29% higher than the 2014-15 baseline. These emissions are marginally higher than in the previous reporting period due to a calculation error (in emission from staff working from home).

Figure 2 and Table 3 provide a summary of the University's current and historic GHG emissions. Figure 3 provides a breakdown by Activity Category in each Scope, whilst Figure 4 provides a breakdown by thematic grouping. Trends within the thematic groupings are discussed in the next sections. Appendix A contains the University's full GHG emissions' inventory for 2023-24.

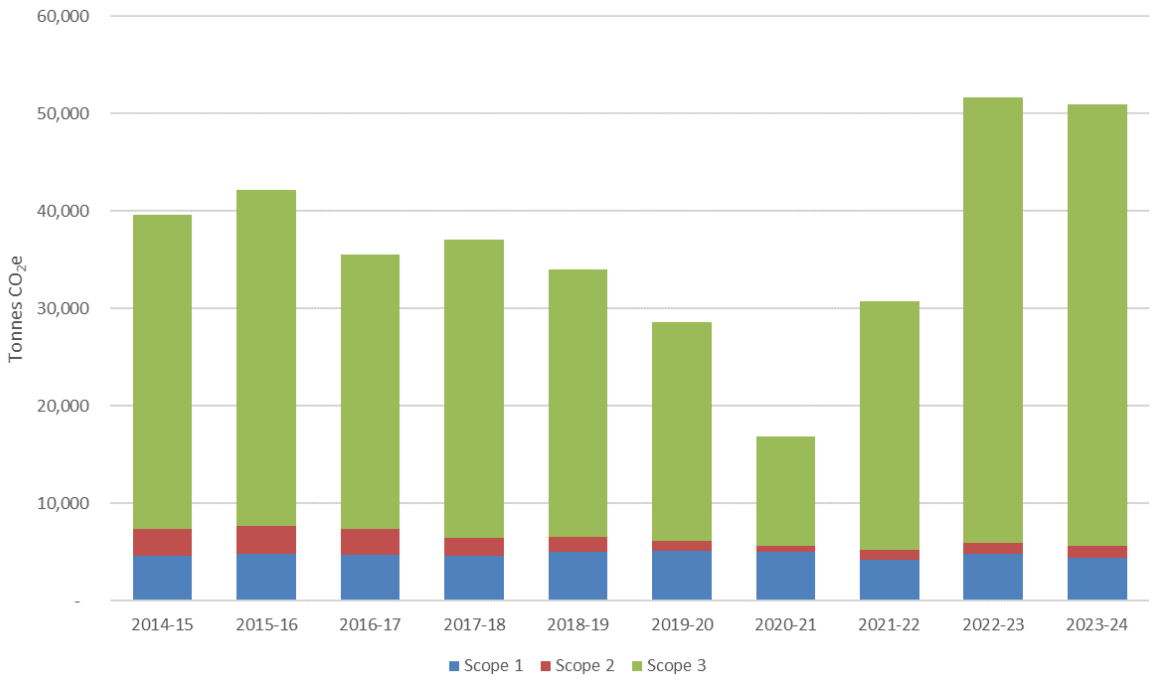

Figure 2 The University's GHG emissions (tonnes CO_2e by scope) since 2014-15.

Scope	Academic Year	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24
1	Direct combustion of fuels and other fugitive emissions.	4,598	4,794	4,745	4,589	4,974	5,136	4,970	4,171	4,763	4,428
2	Electricity from the National Grid.	2,784	2,902	2,613	1,881	1,576	998	601	1,040	1,116	1,205
3	Other up- and downstream activities out-with the University's operational control.	32,232	34,509	28,200	30,625	27,503	22,415	11,022	25,564	45,794	45,371
Total		39,615	42,205	35,557	37,095	34,053	28,549	16,593	30,775	51,673	51,005

Table 3 The University's GHG emissions (tonnes CO_2e) by scope ~~for~~ since 2014-15.

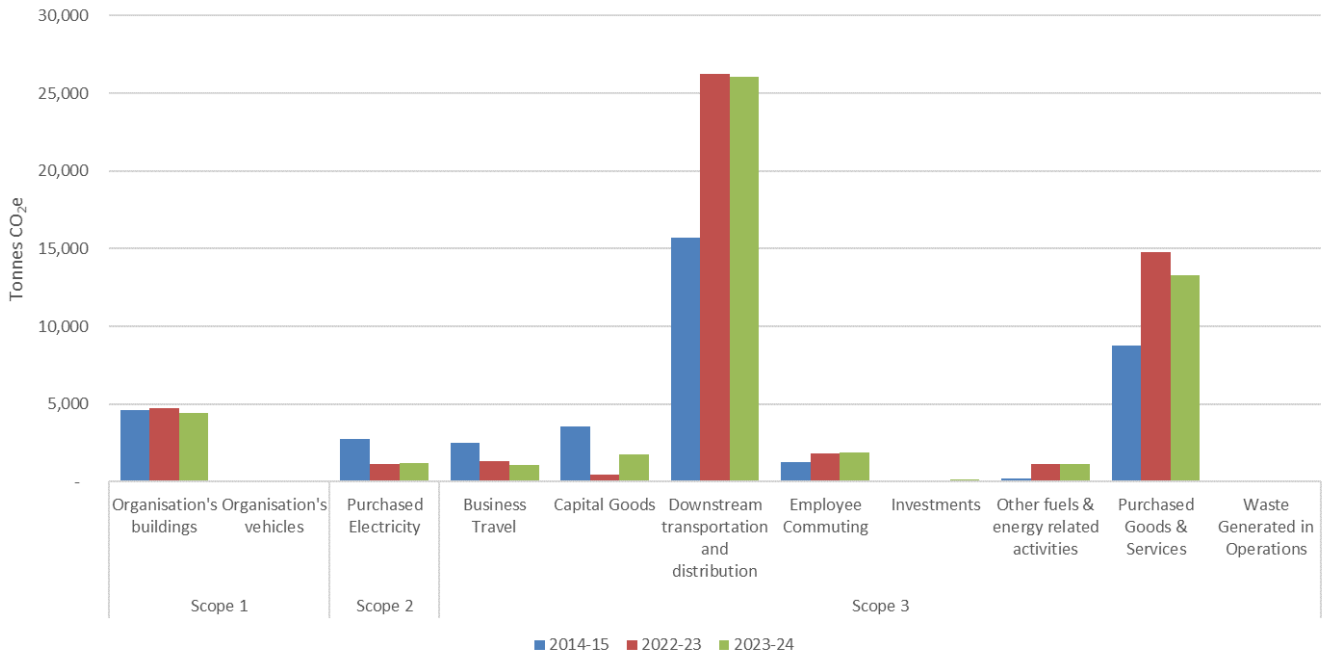

Figure 3 GHG emissions by activity category for 2023-24 compared to the previous reporting period (2022-23) and the University's baseline (2014-15).

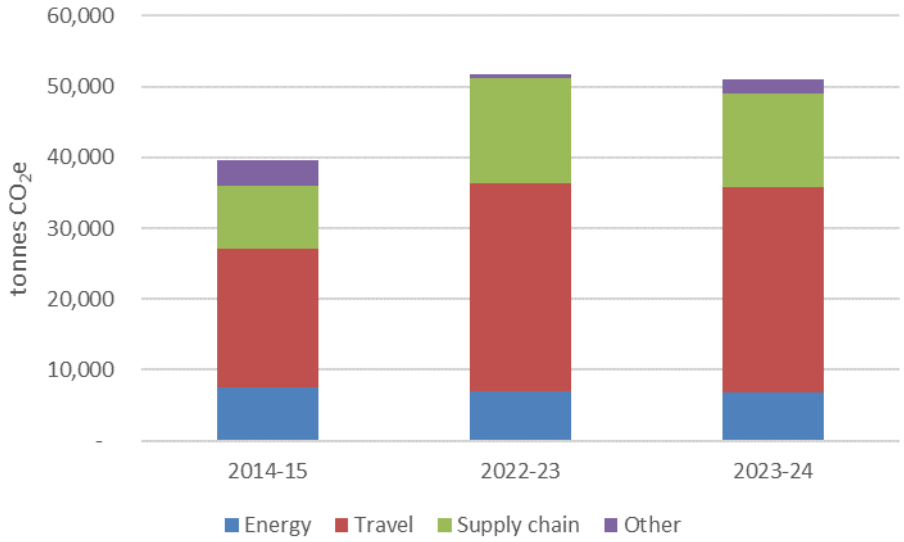

Figure 4 GHG emissions by thematic grouping for 2023-24 compared to the previous reporting period (2022-23) and the University's baseline (2014-15).

Trends & Observations

The 2023-24 reporting period is considered a normal operating period with no exceptional circumstances affecting the University's operations. The sections below explore how emissions in each of the thematic groups have changed since the previous reporting period (2022-23) and the University's baseline (2014-15).

Travel

In the 2023-24 reporting period, travel activity at the University emitted 29,011 tCO_2e, (56% of total reported emissions). The majority of travel emissions are reported as Scope 3, with the exception being emissions from the University's fleet (8.22 tCO2e) which are reported as Scope 1.

Reported emissions include well-to-tank (WTT) emissions for fuels associated with business travel because they provide a more comprehensive insight into the climate impact of the University's business travel decisions. In this reporting period, emissions from the University's international mobility (exchange) programme were added as business travel (and back-dated for 2022-23).

Travel emissions are comparable to the previous reporting period (with a 1.2% decrease), but 48% higher than the baseline. The increase relative to the baseline is due to an increase in student numbers and where international students travel from. A breakdown of emissions in this category is provided in Figure 5.

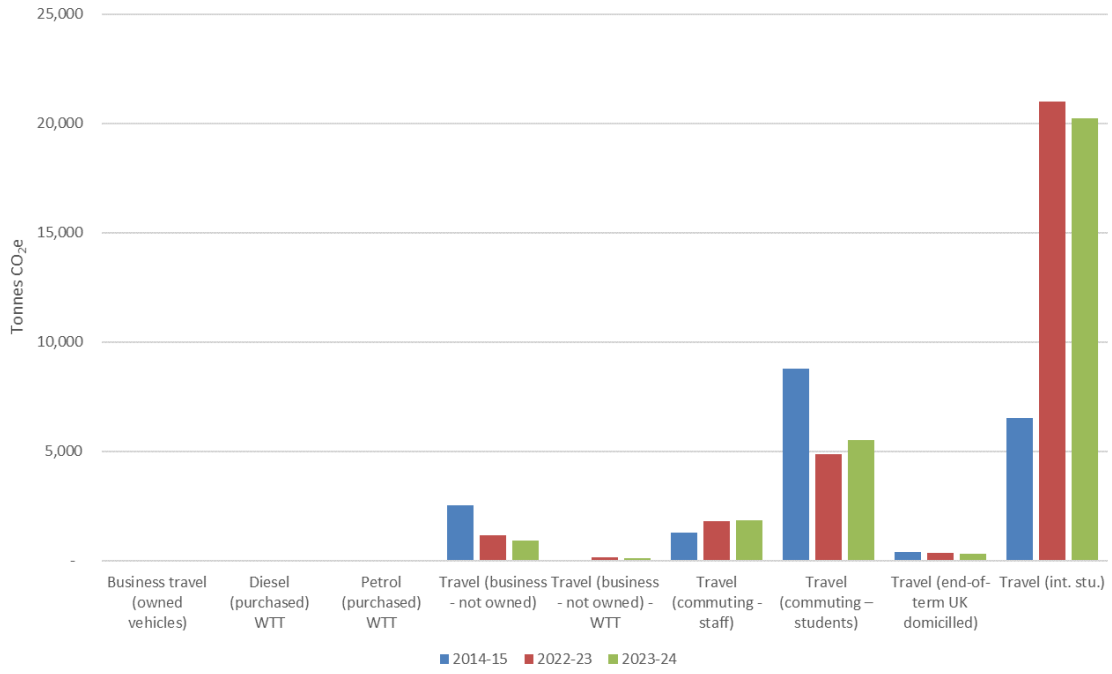

Figure 5 GHG emissions from travel to, from and on-behalf of the University for 2024-24 compared to the previous reporting period (2022-23) and the University's baseline (2014-15).

Supply Chain

Supply chain emissions are reported as Scope 3 and are derived primarily from spend-based intensity factors for spend with suppliers the University does not have direct 'activity' data for. In 2023-24 emissions attributed to the University's supply chain contributed 13,267 tCO_2e to the University's GHG inventory (26% of all reported emissions). These emissions are 10 % lower than in the previous reporting period. Relative to the 2014-15 baseline, emissions from the University's supply chain are 51% higher and aligned to growth in the University's budget. Figure 6 shows the change in supply-chain emissions.

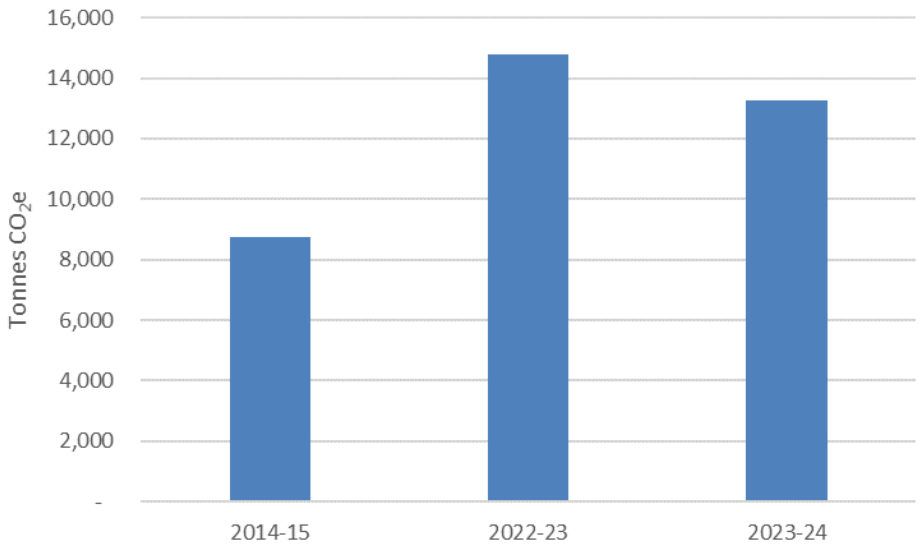

Figure 6 Supply chain emissions (tCO_2e) for 2023-24 compared to the previous reporting period (2022-23) and the University's baseline (2014-15).

Supply chain emissions are derived from spend with 902 suppliers, with the top 50 suppliers (by GHG emissions) being responsible for just over 77% of total supply chain emissions.

The main source of emissions (by Proc HE category[3]) is software supplies which represented 34% of all supply chain emissions (Table 4). The top 10 Proc HE categories account for nearly 72% of supply chain emissions.

Proc HE category description	tCO_2e	No. Suppliers	% supply chain emissions	Rank
IT Software including Bespoke Licences Maintenance	4805.939262	47	34.25%	1
Catering Services Outsourced at a fixed site	2000.145799	5	14.26%	2
Medical, Small Apparatus, Equipment and Instruments	591.5264266	30	4.22%	3
Building Related Professional Services	480.7008563	17	3.43%	4
Other/General Computer Supplies and services	394.7091885	32	2.81%	5
Temporary & Recruitment Employment Agencies (Staff)	393.3058857	16	2.80%	6
Consultancy include IT excluding Estates	390.9586689	55	2.79%	7
Data Information Services	371.2682793	13	2.65%	8
Bespoke IT Solutions	352.7585034	1	2.51%	9
Travel Agency Services	265.354511	2	1.89%	10

Table 4 Top 10 Proc HE categories for GHG emissions (tCO2e) in the University's supply chain in 2023-24.

It is noted from historical analysis of this dataset that emissions for some suppliers in the Proc HE categories are over estimated, and where activity data is available the University will seek to use this instead where emissions exceed the 1% materiality threshold.

The methodology for estimating supply chain emissions is also not sufficiently sensitive to reflect the University's individual procurement decisions, but reporting these emissions helps identify hot-spots

[3] Proc HE is a national Commodity Coding convention used by the HE Sector and Local Authorities.

to focus on and suppliers to engage to understand how they can support the University's climate commitments.

Energy

Emissions from energy used throughout the University's Estate are reported as all three scopes (although only the Scope 1 and 2 emissions are included in the University's carbon neutrality target).

In 2023-24 the University emitted 6,729 tCO_2e (13% of all reported emissions), 2% lower than the previous reporting period (2022-23) and 11% lower than the 2014-15 baseline. 65% of emissions were attributed to gas (Scope 1), 18% to purchased electricity (Scope 2) and the remaining 17 % to transmission and distribution losses of purchased electricity and well-to-tank emissions for all purchased energy (Scope 3) (Figure 7).

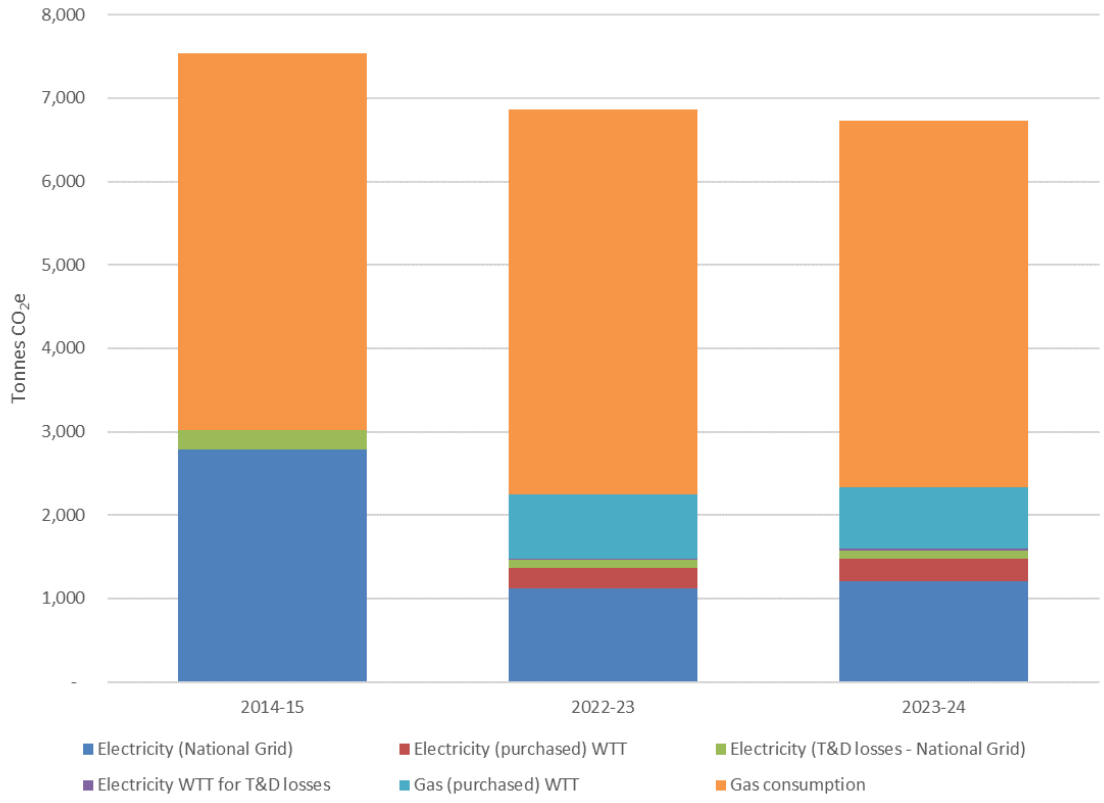

Figure 7 GHG emissions for energy use at the University (including 'other energy emissions' such as transmission and distribution losses and well-to-tank emissions) for 2023-24 compared to the previous reporting period (2022-23) and the University's baseline (2014-15).

Historically (prior to 2021-22), emissions from energy were reported primarily for consumption (electricity transmission and distribution losses were also reported). Figure 8 is therefore included to provide a like-for-like comparison of historic emissions from energy consumption only.

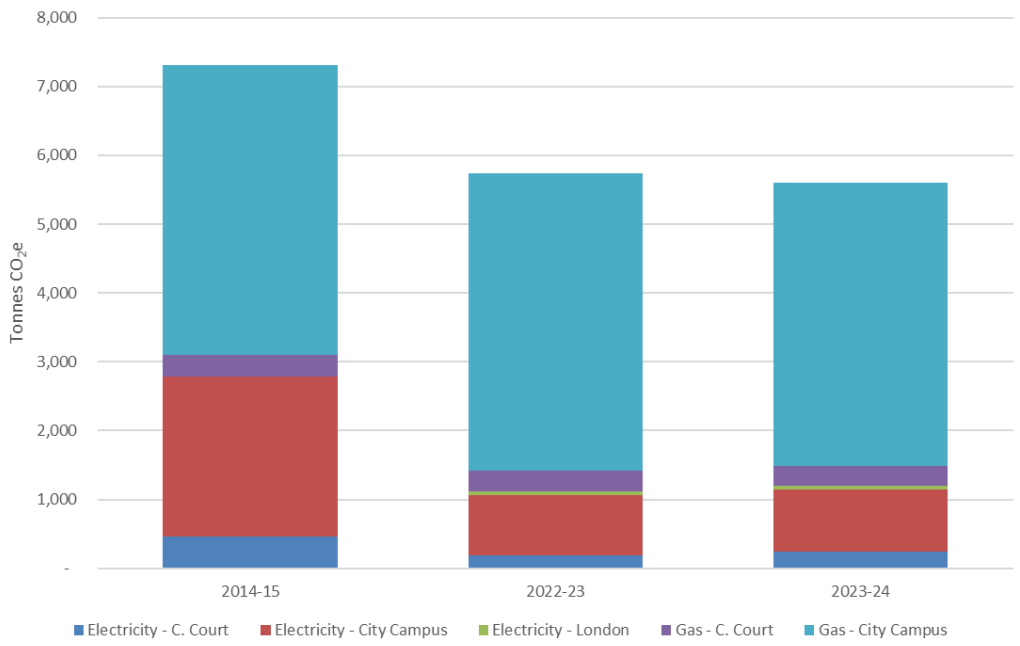

Figure 8 Energy consumption emissions only (i.e. without scope 3 emissions for transmission and distribution losses or well to tank emissions) for 2023-24, 2022-23 and 2014-15 (the University's reporting baseline).

There is a generally downward trend in emissions from energy use with a 2% reduction in 2023-24 compared to 2022-23, and a 23% reduction relative to the 2014-15 baseline.

It is anticipated that energy emissions will continue to fall as a result of further demand reduction, improved efficiency and further supply decarbonisation. There may also be an additional opportunity to accentuate this trend by considering space utilization and productivity.

Other

Emissions from other activity, which includes Capital Projects, Capital Equipment (reported separately for this reporting period), Investments, Refrigerants, Waste and Recycling, Wastewater and Water were 1,954 tCO_2e compared to 659 tCO_2e in the previous reporting period (Table 5). With the exception of refrigerants (reported as Scope 1), emissions in this category are reported as Scope 3.

There is insufficient historical data to comment on trends for Capital Equipment, disaggregated from the University's supply-chain emissions in this reporting period. Emissions from Capital Projects have increased, but the underlying causes are unclear. Emissions from refrigerant losses are lower, but within historical fluctuations (commensurate with the age and condition of refrigeration equipment at the University). Emissions from Waste and Recycling are lower due to lower arisings and lower emission factor (72%). Emissions from Investments have increased, mainly due to the readjustment of emissions factors (19% increase for Endowment B and 137% increase for Pension). All other emission categories within this group are comparable to previous reporting periods.

Source	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24
Capital Equipment										1,065
Capital Projects									439	729
Investments							140	72	55	129
Refrigerant Gases	61	225	162	100	25	103	159	42	135	20
Waste & Recycling	67	62	84	81	17	13	3	14	13	3
Wastewater	34	32	14	27	27	7	2	4	5	5
Water	17	16	15	14	14	3	1	2	3	3
Total	179	335	275	222	82	125	306	134	659	1,954

Table 5 Other emissions in the University's emission inventory since 2014-15.

Progress towards Carbon Neutrality

This section provides a high-level overview of progress towards the University'scarbon neutrality commitment (Scopes 1 and 2) by 2040, including interim targets for 2030.

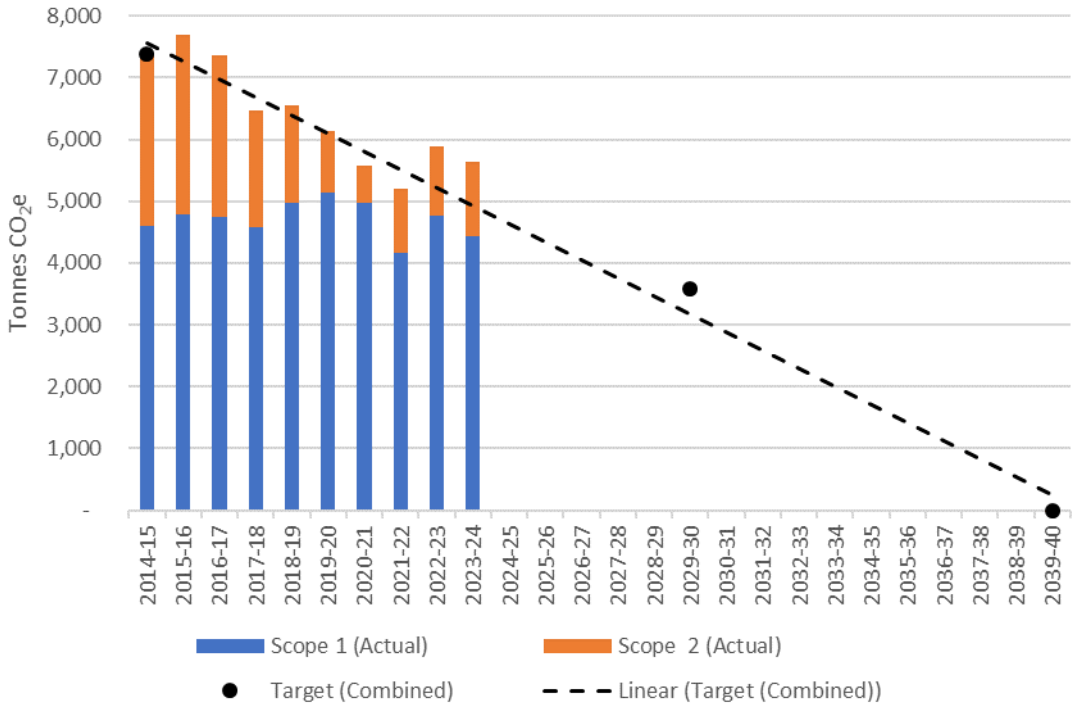

Figure 9 Historic and actual emissions compared to target for 2030 and 2040. 'Trendline' include to facilitate comparison of progress.

Figure 9 shows that whilst emissions are on a downward (straight-line) trajectory, the University will need to enhance emission mitigation efforts to achieve its targets. Some activity is already underway and will be reflected in future reporting periods. This and subsequent activity will be detailed in the University's forthcoming Estates Carbon Neutrality Roadmap.

Closing Remarks

For the 2023-24 reporting period, emissions across the estate are comparable to 2022-23 and approximately 28% more than the 2014-25 baseline. The increase is attributed to changes in where non-UK domiciled students travel from and is restricted to Scope 3 emissions. Scope 1 and 2

(combined) show a 5% year-on-year decrease and a 24% decrease relative to the 2014-15 baseline. It is anticipated that Scope 1 and 2 emissions will continue to fall as the University acceleratesits climate mitigation activity and the national grid (electricity) decarbonisation continues to gather pace. The University will also continue to deliver climate action on activities included in Scope 3 emissions.

Appendix A - Full GHG Emissions Inventory

Glasgow Caledonian University's full GHG emissions inventory for 2023-24 is presented below. A spreadsheet with this and previous inventories is available from: https://www.gcu.ac.uk/aboutgcu/commongood/sustainability/data

Scope	Emission Activity	Source	Data Source	Qty	Qty (U)	EF	EF (U)	EF Source	tonnes CO2e	Acc.Year
1	Gas consumption	City Campus	City Campus	22,487,502	kWh	0.1829	kg CO2e.kWh	Defra: Fuels (Energy gross - CV) 2024	4,112.96	2023-24
1	Gas consumption	C. Court	C. Court - P2	1,570,692	kWh	0.1829	kg CO2e.kWh	Defra: Fuels (Energy gross - CV) 2024	287.28	2023-24
1	Refrigerant Gases	R134A		[redacted]	kg	1,300	kg CO2e.kg	Defra: Refrigerant & Other (2024)	-	2023-24
1	Refrigerant Gases	R410A		8.1	kg	1,924	kg CO2e.kg	Defra: Refrigerant & Other (2024)	15.58	2023-24
1	Refrigerant Gases	R404A		[redacted]	kg	3,943	kg CO2e.kg	Defra: Refrigerant & Other (2024)	-	2023-24
1	Refrigerant Gases	R407C		[redacted]	kg	1,624	kg CO2e.kg	Defra: Refrigerant & Other (2024)	-	2023-24
1	Refrigerant Gases	R22		1.0	kg	1,810	kg CO2e.kg	Defra: Refrigerant & Other (2023)	1.81	2023-24
1	Refrigerant Gases	R453a		[redacted]	kg	1,765	kg CO2e.kg	https://nationalref.com/products/r453a/ (31/8/2022)	-	2023-24
1	Refrigerant Gases	R422A		0.9	kg	2,847	kg CO2e.kg	Defra: Refrigerant & Other (2024)	2.55	2023-24
1	Refrigerant Gases	R422D		[redacted]	kg	2,729	kg CO2e.kg	Defra: Refrigerant & Other (2023)	-	2023-24
1	Business travel (owned vehicles)	Petrol		1,284	litres	2.0844	kg CO2e.litre	Defra: Fuels - Petrol Diesel (average biofuel blend) 2024	2.68	2023-24
1	Business travel (owned vehicles)	Diesel		2,206	litres	2.5128	kg CO2e.litre	Defra: Fuels - Diesel (average biofuel blend) 2024	5.54	2023-24
2	Electricity (National Grid)	City Campus	City Campus	4,393,276	kWh	0.2071	kg CO2e.kWh	Defra: UK electricity 2024	909.63	2023-24
2	Electricity (National Grid)	C. Court	C. Court - P1	872,555	kWh	0.2071	kg CO2e.kWh	Defra: UK electricity 2024	180.66	2023-24
2	Electricity (National Grid)	C. Court	C. Court - P2	271,718	kWh	0.2071	kg CO2e.kWh	Defra: UK electricity 2024	56.26	2023-24
2	Electricity (National Grid)	London	40-48 Fashion St.	222,863	kWh	0.2071	kg CO2e.kWh	Defra: UK electricity 2024	46.14	2023-24
2	Electricity (National Grid)	London	Unit 2.3 - 11-28 Fashion St. - top floor	3,063	kWh	0.2071	kg CO2e.kWh	Defra: UK electricity 2024	0.63	2023-24
2	Electricity (National Grid)	London	Unit 2 - 11-28 Fashion St. - ground floor	6,793	kWh	0.2071	kg CO2e.kWh	Defra: UK electricity 2024	1.41	2023-24
2	Electricity (National Grid)	London	120 Vallance Rd.	50,348	kWh	0.2071	kg CO2e.kWh	Defra: UK electricity 2024	10.42	2023-24
3	Water	Glasgow		28,077	m3	0.1000	kg CO2e.m3	PBCCD Template EF(2024)	2.81	2023-24
3	Water	London	GCU London Meter Readings	22	m3	0.1531	kg CO2e.m3	DEFRA: Water Supply 2024	0.00	2023-24
3	Supply chain (not otherwise accounted for)	HESCET dataset (redacted - no Capital Goods)		[redacted]	HESCET kgCO2e.	[redacted]	HESCET kgCO2e.£	HESCET Spreadsheet 2023-24	13,267.00	2023-24
3	Capital Projects	HESCET dataset (redacted - Capital Goods only)		[redacted]	HESCET kgCO2e.	[redacted]	HESCET kgCO2e.£	HESCET Spreadsheet 2023-24	729.00	2023-24
3	Capital Equipment	HESCET dataset (redacted - "Desktop, Laptop, Tablet Purchase inc. Apple", "Laboratory Capital Equipment" and "Medi		[redacted]	HESCET kgCO2e.	[redacted]	HESCET kgCO2e.£	HESCET Spreadsheet 2023-24	1,065.00	2023-24
3	Electricity (T&D losses - National Grid)	All Glasgow	Glasgow	5,537,549	kWh	0.0183	kg CO2e.kWh	Defra: T&D - UK Electricity 2024	101.34	2023-24
3	Electricity (T&D losses - National Grid)	All London	London	283,067	kWh	0.0183	kg CO2e.kWh	Defra: T&D - UK Electricity 2024	5.18	2023-24
3	Electricity (purchased) WTT	All Glasgow	Glasgow	5,537,549	kWh	0.0459	kg CO2e.kWh	DEFRA: WTT UK electricity (generation) 2024	254.17	2023-24
3	Electricity (purchased) WTT	All London	London	283,067	kWh	0.0459	kg CO2e.kWh	DEFRA: WTT UK electricity (generation) 2024	12.99	2023-24
3	Electricity WTT for T&D losses	All Glasgow	Glasgow	5,537,549	kWh	0.0040	kg CO2e.kWh	DEFRA: WTT UK electricity (T&D) 2024	21.98	2023-24
3	Electricity WTT for T&D losses	All London	London	283,067	kWh	0.0040	kg CO2e.kWh	DEFRA: WTT UK electricity (T&D) 2024	1.12	2023-24
3	Gas (purchased) WTT	All		24,058,194	kWh	0.0302	kg CO2e.kWh	DEFRA: WTT Fuels 2024	726.80	2023-24
3	Petrol (purchased) WTT	Petrol - All		1,284	litres	0.5809	kg CO2e.litre	DEFRA: WTT Fuels 2024	0.75	2023-24
3	Diesel (purchased) WTT	Diesel - All		2,206	litres	0.6110	kg CO2e.litre	DEFRA: WTT Fuels 2024	1.35	2023-24
3	Waste & Recycling (C&I) - London	Landfill	Estimated - London	[redacted]	tonnes	[redacted]	kg CO2e.tonne	Defra: Waste Disposal 2024	-	2023-24
3	Waste & Recycling (C&I) - London	Mixed Recycling	Estimated - London	0.95	tonnes	6.4106	kg CO2e.tonne	Defra: Waste Disposal 2024	0.01	2023-24
3	Waste & Recycling (C&I) - London	Combustion	Estimated - London	7.80	tonnes	6.4106	kg CO2e.tonne	Defra: Waste Disposal 2024	0.05	2023-24
3	Waste & Recycling (C&I) - Campus	Landfill - SAMPRO/GW	Estimated - Glasgow	[redacted]	tonnes	[redacted]	kg CO2e.tonne	Defra: Waste Disposal 2024	-	2023-24
3	Waste & Recycling (C&I) - Campus	Combustion	Glasgow	3.90	tonnes	6.4106	kg CO2e.tonne	Defra: Waste Disposal 2024	0.03	2023-24
3	Waste & Recycling (C&I) - Campus	Mixed Recycling	Glasgow	174.54	tonnes	6.4106	kg CO2e.tonne	Defra: Waste Disposal 2024	1.12	2023-24
3	Waste & Recycling (C&I) - Campus	Organic: Food & drink waste - AD	Glasgow	11.78	tonnes	8.8839	kg CO2e.tonne	Defra: Waste Disposal 2024	0.10	2023-24
3	Waste & Recycling (C&I) - Campus	Glass - Recycling	Glasgow	1.63	tonnes	6.4106	kg CO2e.tonne	Defra: Waste Disposal 2024	0.01	2023-24
3	Waste & Recycling (C&I) - Campus	Paper - Recycling	Glasgow	8.43	tonnes	6.4106	kg CO2e.tonne	Defra: Waste Disposal 2024	0.05	2023-24
3	Waste & Recycling (C&I) - Campus	Metal - Recycling	Glasgow	15.49	tonnes	6.4106	kg CO2e.tonne	Defra: Waste Disposal 2024	0.10	2023-24
3	Waste & Recycling (C&I) - Campus	Cardboard - Recycling	Glasgow	8.22	tonnes	6.4106	kg CO2e.tonne	Defra: Waste Disposal 2023	0.05	2023-24
3	Waste & Recycling (C&I) - Campus	Wood - Recycling	Glasgow	23.42	tonnes	6.4106	kg CO2e.tonne	Defra: Waste Disposal 2024	0.15	2023-24
3	Waste & Recycling (C&I) - Campus	WEEE - mixed - recycling	Glasgow	14.77	tonnes	6.4106	kg CO2e.tonne	Defra: Waste Disposal 2024	0.09	2023-24
3	Waste & Recycling (Municipal) - CCourt	Landfill	Estimated	[redacted]	tonnes	[redacted]	kg CO2e.tonne	Defra: Waste Disposal 2024	-	2023-24
3	Waste & Recycling (Municipal) - Ccourt	Combustion	Estimated	102.27	tonnes	6.4106	kg CO2e.tonne	Defra: Waste Disposal 2024	0.66	2023-24
3	Waste & Recycling (Municipal) - Ccourt	Organic: Food & drink waste - AD	Estimated	[redacted]	tonnes	[redacted]	kg CO2e.tonne	Defra: Waste Disposal 2024	-	2023-24
3	Waste & Recycling (Municipal) - Ccourt	Mixed Recycling	Estimated	40.07	tonnes	6.4106	kg CO2e.tonne	Defra: Waste Disposal 2024	0.26	2023-24
3	Waste & Recycling (C&D) - Campus	Wood - recycling	Glasgow	4.40	tonnes	6.4106	kg CO2e.tonne	Defra: Waste Disposal 2024	0.03	2023-24
3	Waste & Recycling (C&D) - Campus	Metal: scrap metal - recycling	Glasgow	4.70	tonnes	0.9849	kg CO2e.tonne	Defra: Waste Disposal 2024	0.00	2023-24
3	Waste & Recycling (C&D) - Campus	Plastics: average plastics - recycling (open loop)	Glasgow	0.30	tonnes	6.4106	kg CO2e.tonne	Defra: Waste Disposal 2024	0.00	2023-24
3	Waste & Recycling (C&D) - Campus	Plasterboad - recycling	Glasgow	8.20	tonnes	6.4106	kg CO2e.tonne	Defra: Waste Disposal 2024	0.05	2023-24
3	Waste & Recycling (C&D) - Campus	Average construction - recycling (open loop)	Glasgow	40.88	tonnes	0.9849	kg CO2e.tonne	Defra: Waste Disposal 2024	0.04	2023-24
3	Waste & Recycling (C&D) - Campus	WEEE - mixed - recycling	Glasgow	0.10	tonnes	6.4106	kg CO2e.tonne	Defra: Waste Disposal 2024	0.00	2023-24
3	Waste & Recycling (C&D) - Campus	Combustion	Glasgow	0.32	tonnes	6.4106	kg CO2e.tonne	Defra: Waste Disposal 2024	0.00	2023-24
3	Waste & Recycling (C&D) - Campus	Average construction - landfill	Glasgow	0.30	tonnes	1.2339	kg CO2e.tonne	Defra: Waste Disposal 2024	0.00	2023-24
3	Wastewater	Glasgow	Glasgow	26,673	m3	0.19000	kg CO2e.m3	PBCCD Template EF(2024)	5.07	2023-24
3	Wastewater	London	London	21	m3	0.1857	kg CO2e.m3	DEFRA: water treatment 2024	0.00	2023-24
3	Travel (business - not owned)	Grey fleet - Average car - unknown	Glasgow	23,386	miles	0.2686	kg CO2e.mile	Defra: Business travel - land (cars (average - unknown)) 2024	6.28	2023-24
3	Travel (business - not owned)	Grey fleet - Average car - unknown	London	268	miles	0.2686	kg CO2e.mile	Defra: Business travel - land (cars (average - unknown)) 2024	0.07	2023-24
3	Travel (business - not owned)	Grey fleet - Average motorbike		[redacted]	miles	[redacted]	kg CO2e.mile	Defra: Business travel - land (motorbike - average) 2024	-	2023-24
3	Travel (business - not owned)	Hired – Medium petrol car		57,024	miles	0.2853	kg CO2e.mile	Defra: Business travel - land (cars (by size)) 2024	16.27	2023-24
3	Travel (business - not owned)	Hired – Medium diesel car		8,956	miles	0.2705	kg CO2e.mile	Defra: Business travel - land (cars (by size)) 2024	2.42	2023-24
3	Travel (business - not owned)	Hired – Medium hybrid car		2,354	miles	0.1849	kg CO2e.mile	Defra: Business travel - land (cars (by size)) 2024	0.44	2023-24
3	Travel (business - not owned)	Hired - Medium PHEV		187	miles	0.1488	kg CO2e.mile	Defra: Business travel - land (cars (by size)) 2024	0.03	2023-24
3	Travel (business - not owned)	Hired – Medium BEV		[redacted]	miles	0.0744	kg CO2e.mile	Defra: Business travel - land (cars (by size)) 2024	-	2023-24
3	Travel (business - not owned)	Taxis - Black Cab	Glasgow	17363.202	km	0.3060	kg CO2e.km	Defra: Business travel - taxi - black cab - km (2024)	5.31	2023-24
3	Travel (business - not owned)	Coach		[redacted]	km	[redacted]	kg CO2e.mile	Defra: Business travel - land - bus 2024	-	2023-24
3	Travel (business - not owned)	Air - D - Average		[redacted]	km	[redacted]	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	-	2023-24
3	Travel (business - not owned)	Air - D - Economy	Glasgow	321,627	km	0.2726	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	87.67	2023-24
3	Travel (business - not owned)	Air - D - Economy	London	33,270	km	0.2726	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	9.07	2023-24
3	Travel (business - not owned)	Air - D - Premium economy	Glasgow	1,108	km	0.2726	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	0.30	2023-24
3	Travel (business - not owned)	Air - D - Business	Glasgow	2,903	km	0.2726	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	0.79	2023-24
3	Travel (business - not owned)	Air - SH - Average		[redacted]	km	[redacted]	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	-	2023-24
3	Travel (business - not owned)	Air - SH - Economy	Glasgow	556,426	km	0.1829	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	101.75	2023-24
3	Travel (business - not owned)	Air - SH - Economy	London	27,090	km	0.1829	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	4.95	2023-24
3	Travel (business - not owned)	Air - SH - Business	Glasgow	1,768	km	0.2743	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	0.48	2023-24
3	Travel (business - not owned)	Air - SH - Business	London	-	km	0.2743	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	-	2023-24
3	Travel (business - not owned)	Air - LH - Average		[redacted]	km	[redacted]	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	-	2023-24
3	Travel (business - not owned)	Air - LH - Economy	Glasgow	1,291,593	km	0.2001	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	258.46	2023-24
3	Travel (business - not owned)	Air - LH - Economy	London	44,592	km	0.2001	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	8.92	2023-24
3	Travel (business - not owned)	Air - LH - Premium economy	Glasgow	115,184	km	0.3202	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	36.88	2023-24
3	Travel (business - not owned)	Air - LH - Premium economy	London	5,706	km	0.3202	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	1.83	2023-24
3	Travel (business - not owned)	Air - LH - Business	Glasgow	77,339	km	0.5803	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	44.88	2023-24
3	Travel (business - not owned)	Air - LH - Business	London	5,706	km	0.5803	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	3.31	2023-24
3	Travel (business - not owned)	Air - LH - First		[redacted]	km	[redacted]	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	-	2023-24
3	Travel (business - not owned)	Air - Int - Average		[redacted]	km	[redacted]	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	-	2023-24
3	Travel (business - not owned)	Air - Int - Economy	Glasgow	1,386,896	km	0.1347	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	186.75	2023-24
3	Travel (business - not owned)	Air - Int - Economy	London	14,572	km	0.1347	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	1.96	2023-24
3	Travel (business - not owned)	Air - Int - Premium economy	Glasgow	10,970	km	0.2154	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	2.36	2023-24
3	Travel (business - not owned)	Air - Int - Business	Glasgow	37,616	km	0.3904	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	14.69	2023-24
3	Travel (business - not owned)	Air - Int - First		[redacted]	km	[redacted]	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	-	2023-24
3	Travel (business - not owned)	Rail - National	TMC - Glasgow	319,519	km	0.0355	kg CO2e.pass.km	Defra: Business travel - rail 2024	11.33	2023-24
3	Travel (business - not owned)	Rail - National	TMC - London	73,492	km	0.0355	kg CO2e.pass.km	Defra: Business travel - rail 2024	2.61	2023-24
3	Travel (business - not owned)	Rail - National	i-expenses - Glasgow	233,020	km	0.0355	kg CO2e.pass.km	Defra: Business travel - rail 2024	8.26	2023-24
3	Travel (business - not owned)	Rail - National	i-expenses - London	7,162	km	0.0355	kg CO2e.pass.km	Defra: Business travel - rail 2024	0.25	2023-24
3	Travel (business - not owned)	Rail - International	TMC - Glasgow	746	km	0.0045	kg CO2e.pass.km	Defra: Business travel - rail 2024	0.00	2023-24
3	Travel (business - not owned)	Rail - International	TMC - London	-	km	0.0045	kg CO2e.pass.km	Defra: Business travel - rail 2024	-	2023-24
3	Travel (business - not owned)	Rail - International	i-expenses Glasgow	19,151	km	0.0045	kg CO2e.pass.km	Defra: Business travel - rail 2024	0.09	2023-24
3	Travel (business - not owned)	Rail - International	i-expenses - London	-	km	0.0045	kg CO2e.pass.km	Defra: Business travel - rail 2024	-	2023-24
3	Travel (business - not owned)	Air - SH - Economy	Int. Mob. (Int. Office)	174,399	km	0.1829	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	31.89	2023-24
3	Travel (business - not owned)	Air - LH - Economy	Int. Mob. (Int. Office)	391,752	km	0.2001	kg CO2e.pass.km	Defra: Business travel - air - with RF 2024	78.39	2023-24
3	Travel (hotels)	Hotel nights - aggregated	TMC - Glasgow	[redacted]			kg CO2e.room.night	Defra: Hotel 2024	42.21	2023-24
3	Travel (hotels)	Hotel nights - aggregated	TMC - London	[redacted]			kg CO2e.room.night	Defra: Hotel 2024	1.44	2023-24
3	Travel (hotels)	Hotel nights - aggregated	i-expenses	[redacted]						2023-24
3	Travel (business - not owned) - WTT	Grey fleet - Average car - unknown - WTT	Glasgow	23,386	miles	0.0708	kg CO2e.mile	WTT- pass vehs & travel- land 2024	1.66	2023-24
3	Travel (business - not owned) - WTT	Grey fleet - Average car - unknown - WTT	London	268	miles	0.0708	kg CO2e.mile	WTT- pass vehs & travel- land 2024	0.02	2023-24
3	Travel (business - not owned) - WTT	Grey fleet - Average motorbike - WTT		-	miles	[redacted]	kg CO2e.mile	WTT- pass vehs & travel- land 2024	-	2023-24
3	Travel (business - not owned) - WTT	Hired – Medium petrol car - WTT		57,024	miles	0.0798	kg CO2e.mile	WTT- pass vehs & travel- land 2024	4.55	2023-24
3	Travel (business - not owned) - WTT	Hired – Medium diesel car - WTT		8,956	miles	0.0660	kg CO2e.mile	WTT- pass vehs & travel- land 2024	0.59	2023-24
3	Travel (business - not owned) - WTT	Hired – Medium hybrid car - WTT		2,354	miles	0.0482	kg CO2e.mile	WTT- pass vehs & travel- land 2024	0.11	2023-24
3	Travel (business - not owned) - WTT	Hired - Medium PHEV - WTT		187	miles	0.0406	kg CO2e.mile	WTT- pass vehs & travel- land 2024	0.01	2023-24
3	Travel (business - not owned) - WTT	Hired – Medium BEV - WTT		-	miles	0.0165	kg CO2e.mile	WTT- pass vehs & travel- land 2024	-	2023-24
3	Travel (business - not owned) - WTT	Taxis - Black Cab - WTT	Glasgow	17,363	km	0.0763	kg CO2e.km	WTT- pass vehs & travel- land 2024	1.33	2023-24
3	Travel (business - not owned) - WTT	Coach - WTT		-	km	[redacted]	kg CO2e.mile	WTT- pass vehs & travel- land 2024	-	2023-24
3	Travel (business - not owned) - WTT	Air – D - Average - WTT		[redacted]	km	[redacted]	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	-	2023-24
3	Travel (business - not owned) - WTT	Air – D - Economy - WTT	Glasgow	321,627	km	0.0335	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	10.77	2023-24
3	Travel (business - not owned) - WTT	Air – D - Economy - WTT	London	33,270	km	0.0335	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	1.11	2023-24
3	Travel (business - not owned) - WTT	Air – D - Premium economy - WTT	Glasgow	1,108	km	0.0335	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	0.04	2023-24
3	Travel (business - not owned) - WTT	Air - D - Business - WTT	Glasgow	2,903	km	0.0335	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	0.10	2023-24
3	Travel (business - not owned) - WTT	Air - SH - Average - WTT		-	km	[redacted]	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	-	2023-24
3	Travel (business - not owned) - WTT	Air - SH - Economy - WTT	Glasgow	556,426	km	0.0225	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	12.51	2023-24
3	Travel (business - not owned) - WTT	Air - SH - Economy - WTT	London	27,090	km	0.0225	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	0.61	2023-24
3	Travel (business - not owned) - WTT	Air - SH - Business - WTT	Glasgow	1,768	km	0.0337	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	0.06	2023-24
3	Travel (business - not owned) - WTT	Air - SH - Business - WTT	London	-	km	0.0337	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	-	2023-24
3	Travel (business - not owned) - WTT	Air - LH - Average - WTT		-	km	[redacted]	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	-	2023-24
3	Travel (business - not owned) - WTT	Air - LH - Economy - WTT	Glasgow	1,291,593	km	0.0246	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	31.79	2023-24
3	Travel (business - not owned) - WTT	Air - LH - Economy - WTT	London	44,592	km	0.0246	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	1.10	2023-24
3	Travel (business - not owned) - WTT	Air - LH - Premium economy - WTT	Glasgow	115,184	km	0.0394	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	4.53	2023-24
3	Travel (business - not owned) - WTT	Air - LH - Premium economy - WTT	London	5,706	km	0.0394	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	0.22	2023-24
3	Travel (business - not owned) - WTT	Air - LH - Business - WTT	Glasgow	77,339	km	0.0714	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	5.52	2023-24
3	Travel (business - not owned) - WTT	Air - LH - Business - WTT	London	5,706	km	0.0714	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	0.41	2023-24
3	Travel (business - not owned) - WTT	Air - LH - First - WTT		-	km	[redacted]	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	-	2023-24
3	Travel (business - not owned) - WTT	Air - Int - Average - WTT		-	km	[redacted]	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	-	2023-24
3	Travel (business - not owned) - WTT	Air - Int - Economy - WTT	Glasgow	1,386,896	km	0.0166	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	22.97	2023-24
3	Travel (business - not owned) - WTT	Air - Int - Economy - WTT	London	14,572	km	0.0166	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	0.24	2023-24
3	Travel (business - not owned) - WTT	Air - Int - Premium economy - WTT	Glasgow	10,970	km	0.0265	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	0.29	2023-24
3	Travel (business - not owned) - WTT	Air - Int - Business - WTT	Glasgow	37,616	km	0.0480	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	1.81	2023-24
3	Travel (business - not owned) - WTT	Air - Int - First - WTT		-	km	[redacted]	kg CO2e.pass.km	WTT- business travel- air with RF (2024)	-	2023-24
3	Travel (business - not owned) - WTT	Rail – National - WTT	TMC - Glasgow	319,519	km	0.0090	kg CO2e.pass.km	WTT- pass vehs & travel- land 2024	2.87	2023-24
3	Travel (business - not owned) - WTT	Rail – National - WTT	TMC - London	73,492	km	0.0090	kg CO2e.pass.km	WTT- pass vehs & travel- land 2024	0.66	2023-24
3	Travel (business - not owned) - WTT	Rail – National - WTT	i-expenses	233,020	km	0.0090	kg CO2e.pass.km	WTT- pass vehs & travel- land 2024	2.09	2023-24
3	Travel (business - not owned) - WTT	Rail - International - WTT	TMC - Glasgow	746	km	0.0012	kg CO2e.pass.km	WTT- pass vehs & travel- land 2024	0.00	2023-24
3	Travel (business - not owned) - WTT	Rail - International - WTT	TMC - London	-	km	0.0012	kg CO2e.pass.km	WTT- pass vehs & travel- land 2024	-	2023-24
3	Travel (business - not owned) - WTT	Rail - International - WTT	i-expenses	233,020	km	0.0012	kg CO2e.pass.km	WTT- pass vehs & travel- land 2024	0.27	2023-24
3	Travel (business - not owned) - WTT	Air - SH - Economy - WTT	Int. Mob. (Int. Office)	174,399	km	0.0225	kg CO2e.pass.km	WTT- pass vehs & travel- land 2024	3.92	2023-24
3	Travel (business - not owned) - WTT	Air - LH - Economy - WTT	Int. Mob. (Int. Office)	391,752	km	0.0246	kg CO2e.pass.km	WTT- pass vehs & travel- land 2024	9.64	2023-24
3	Travel (commuting - staff)	Rail - National	Glasgow	2,551,431	km	0.0355	kg CO2e.pass.km	Defra: Business travel - land - rail (2024)	90.47	2023-24
3	Travel (commuting - staff)	Underground	Glasgow	65,726	km	0.0286	kg CO2e.pass.km	Defra: Business travel - land - rail - light rail and tram (2024)	1.88	2023-24
3	Travel (commuting - staff)	Public bus	Glasgow	1,120,423	km	0.1300	kg CO2e.pass.km	Defra: Business travel - land - local bus (not London) (2024)	145.64	2023-24
3	Travel (commuting - staff)	Car - Average - unknown	Glasgow	1,808,816	km	0.16691	kg CO2e.km	Defra: Business travel - land (cars (average - unknown)) 2024	301.91	2023-24
3	Travel (commuting - staff)	Motorcycle/ Moped (average)	Glasgow	19,878	km	0.1137	kg CO2e.pass.km	Defra: Business travel - land - motorbike 2024	2.26	2023-24
3	Travel (commuting - staff)	Coach	Glasgow	96,606	km	0.0272	kg CO2e.pass.km	Defra: Business travel - land - coach 2024	2.62	2023-24
3	Travel (commuting - staff)	Working from Home	Glasgow	2,483,894	FTE/h	0.3338	kgCO2e.FTE.year	DEFRA: Homeworking - Homeworking (office equipment + heating) 2024	829.07	2023-24
3	Travel (commuting - staff)	Rail - National	London	316,456	km	0.0355	kg CO2e.pass.km	Defra: Business travel - land - rail (2024)	11.22	2023-24
3	Travel (commuting - staff)	Underground	London	39,683	km	0.0278	kg CO2e.pass.km	Defra: Business travel - land - rail - London underground (2024)	1.10	2023-24
3	Travel (commuting - staff)	Public bus	London	1,509	km	0.0745	kg CO2e.pass.km	Defra: Business travel - land - London local bus (2024)	0.11	2023-24
3	Travel (commuting - staff)	Car - Average - unknown	London	[redacted]	km	[redacted]	kg CO2e.km	Defra: Business travel - land (cars (average - unknown)) 2024	-	2023-24
3	Travel (commuting - staff)	Motorcycle/ Moped (average)	London	[redacted]	km	[redacted]	kg CO2e.pass.km	Defra: Business travel - land - motorbike 2024	-	2023-24
3	Travel (commuting - staff)	Coach	London	[redacted]	km	[redacted]	kg CO2e.pass.km	Defra: Business travel - land - coach 2024	-	2023-24
3	Travel (commuting - staff)	Working from Home	London	1,440,454	FTE/h	0.3338	kgCO2e.FTE.year	DEFRA: Homeworking - Homeworking (office equipment + heating) 2024	480.79	2023-24
3	Travel (commuting – students)	Rail - National	Glasgow	25,998,092	km	0.0355	kg CO2e.pass.km	Defra: Business travel - land - rail (2024)	921.89	2023-24
3	Travel (commuting – students)	Underground	Glasgow	410,425	km	0.0286	kg CO2e.pass.km	Defra: Business travel - land - rail - light rail and tram (2024)	11.74	2023-24
3	Travel (commuting – students)	Public bus	Glasgow	23,538,946	km	0.1300	kg CO2e.pass.km	Defra: Business travel - land - local bus (not London) (2024)	3,059.83	2023-24
3	Travel (commuting – students)	Car - Average - unknown	Glasgow	6,994,612	km	0.1669	kg CO2e.km	Defra: Business travel - land (cars (average - unknown)) 2024	1,167.47	2023-24
3	Travel (commuting – students)	Motorcycle/ Moped (average)	Glasgow	21,395	km	0.1137	kg CO2e.pass.km	Defra: Business travel - land - motorbike 2024	2.43	2023-24
3	Travel (commuting – students)	Coach	Glasgow	3,367,661	km	0.0272	kg CO2e.pass.km	Defra: Business travel - land - coach 2024	91.50	2023-24
3	Travel (commuting – students)	Rail - National	London	4,882,480	km	0.0355	kg CO2e.pass.km	Defra: Business travel - land - rail (2024)	173.13	2023-24
3	Travel (commuting – students)	Underground	London	321,890	km	0.0278	kg CO2e.pass.km	Defra: Business travel - land - rail - London underground (2024)	8.95	2023-24
3	Travel (commuting – students)	Public bus	London	628,083	km	0.0745	kg CO2e.pass.km	Defra: Business travel - land - London local bus (2024)	46.77	2023-24
3	Travel (commuting – students)	Car - Average - unknown	London	[redacted]	km	[redacted]	kg CO2e.pass.km	Defra: Business travel - land (cars (average - unknown)) 2024	-	2023-24
3	Travel (commuting – students)	Motorcycle/ Moped (average)	London	[redacted]	km	[redacted]	kg CO2e.pass.km	Defra: Business travel - land - motorbike 2024	-	2023-24
3	Travel (commuting – students)	Coach	London	1,616,294	km	0.0272	kg CO2e.pass.km	Defra: Business travel - land - coach 2024	43.91	2023-24
3	Travel (end-of-term UK domicilled)	Coach		348,858	km	0.0272	kg CO2e.pass.km	DEFRA: Business Travel - land - bus 2024	9.48	2023-24
3	Travel (end-of-term UK domicilled)	Car - Average - unknown		498,649	km	0.1669	kg CO2e.pass.km	DEFRA: Business Travel - land - car - average (unknown) 2024	83.23	2023-24
3	Travel (end-of-term UK domicilled)	Air - D - Average		570,707	km	0.2726	kg CO2e.pass.km	Defra: Business travel - air (average passenger) with RF 2024	155.56	2023-24
3	Travel (end-of-term UK domicilled)	Rail - National		1,913,182	km	0.0355	kg CO2e.pass.km	DEFRA: Busines travel - land - rail 2024	67.84	2023-24
3	Travel (int. stu.)	Air - LH - Average	Glasgow	48,449,153	km	0.2613	kg CO2e.pass.km	Defra: Business travel - air (average passenger) with RF 2024	12,658.79	2023-24
3	Travel (int. stu.)	Air - SH - Average	Glasgow	1,829,228	km	0.1859	kg CO2e.pass.km	Defra: Business travel - air (average passenger) with RF 2024	340.09	2023-24
3	Travel (int. stu.)	Air - LH - Average	London	27,633,860	km	0.2613	kg CO2e.pass.km	Defra: Business travel - air (average passenger) with RF 2024	7,220.17	2023-24
3	Travel (int. stu.)	Air - SH - Average	London	109,426	km	0.1859	kg CO2e.pass.km	Defra: Business travel - air (average passenger) with RF 2024	20.34	2023-24
3	Investments	Endowment A		[redacted]	$ million	[redacted]	T CO2e.$ million	[ESG Report]	-	2023-24
3	Investments	Endowment B		0.3262	$ million	15.6000	T CO2e.$ million	[ESG Report]	5.09	2023-24
3	Investments	Pension (New Blood)		4.1299	$ million	30.1000	T CO2e.$ million	[ESG Report]	124.31	2023-24