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CO₂ REPORT BUSINESS TRAVEL

FOR: mas|contour
REPORTING PERIOD:..... 01.01.2017 - 31.12.2017

This report covers the following travel activity types:

FLIGHT CAR RAIL HOTEL



The calculations in this report are compliant with the following standards:



Audited by:

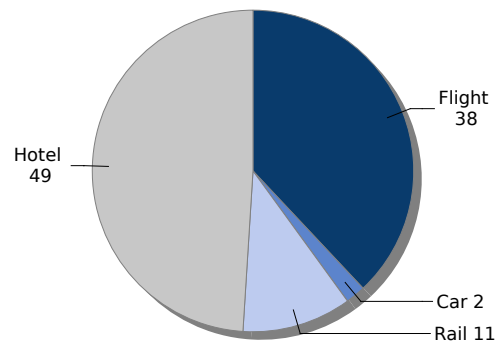


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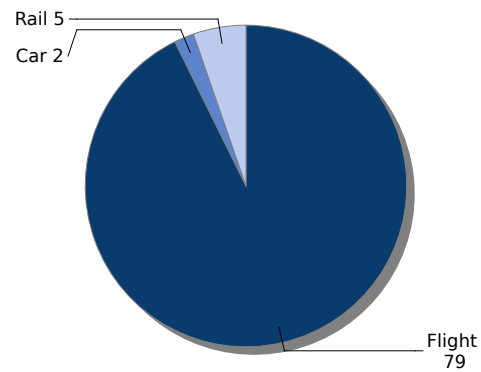
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SUMMARY

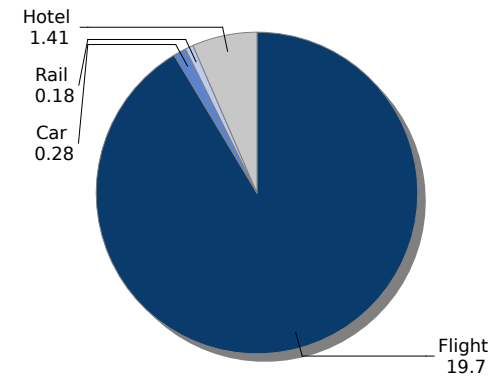
PASSENGERS (PAX) TOTAL:



DISTANCE TOTAL [1,000 KM]:



CO₂ EMISSIONS¹ TOTAL [TONS]:



¹ CO₂ emissions calculated according to VDR methodology. CO₂ emissions for category FLIGHT include RFI 2.7 addition.

SUMMARY

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	Pax [total]	Pax [% of total]	Distance [1,000 km]	Distance [% of total]	CO₂ emissions¹ [tons]	CO₂ emissions¹ [% of total]
FLIGHT	38	38.0	79	92.7	19.7	91.4
CAR	2	2.0	2	2.0	0.28	1.3
RAIL	11	11.0	5	5.3	0.18	0.8
HOTEL	49	49.0			1.41	6.5
TOTAL	100	100	86	100	21.6	100

¹ CO₂ emissions calculated according to VDR methodology.

² Category FLIGHT includes RFI 2.7 addition.



FLIGHT

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TRAVEL	Amount	Unit
Kilometres	79	1,000 km
Miles ¹	49	1,000 miles
Segments ²	38	
City Pairs	11	
Average segment distance in km ³	2,088	km
Average segment distance in miles ³	1,298	miles

CO ₂ EMISSIONS	Amount	Unit
According to VDR		
CO ₂	7.24	tons CO ₂
CO ₂ per segment, average	0.19	tons CO ₂
CO ₂ per passenger kilometre, average	91.2	g CO ₂ /pkm
CO ₂ per passenger mile, average	147	g CO ₂ /pm
According to other methods		
CO ₂ GRI / GHG Protocol	7.26	tons CO ₂
CO ₂ DEFRA	12.9	tons CO ₂
CO ₂ ICAO	6.69	tons CO ₂
CO ₂ VFU	8.86	tons CO ₂

FUEL	Amount	Unit
Fuel consumption total	2.29	tons fuel
Fuel consumptions in altitudes > 9 km	1.97	tons fuel
Fuel share in altitudes > 9 km	86.2	%
Average fuel consumption (per 100 pkm ⁴)	3.8	litres

GLOBAL WARMING IMPACT ⁵	Amount	Unit
According to VDR		
CO ₂ in altitudes < 9 km	1.00	tons CO ₂
CO ₂ in altitudes > 9 km	6.24	tons CO ₂
CO ₂ + RFI 2	13.5	tons CO ₂
CO ₂ + RFI 2.7	19.7	tons CO ₂
CO ₂ + RFI 4	26.0	tons CO ₂

¹ American miles

² One person, one way, from origin to destination

³ Total distance of all segments divided by number of segments

⁴ Product of number of passengers and kilometres travelled

⁵ For further information on other methods and global warming impact see glossary.

Origin	Destination	Segments	Segments % of total	Flight segment length [km]	Flight segment length [miles]	Total distance [km]	Total distance [miles]	Cruise altitude [m]	CO ₂ emissions ² [tons CO ₂]	CO ₂ emissions ² + RFI 2.7 [tons CO ₂]	CO ₂ + RFI 2.7 % of total
TOP 10 CITY PAIRS SORTED BY SEGMENTS											
ADD	FRA	8	21.1	5,445	3,384	43,560	27,073	13,100	3.36	9.74	49.4
ADD	LLW	8	21.1	2,688	1,671	21,504	13,365	12,500	2.46	6.90	35.0
FRA	TXL	6	15.8	481	299	2,886	1,794	12,100	0.28	0.53	2.7
TXL	VIE	4	10.5	596	370	2,384	1,482	12,500	0.21	0.44	2.2
STR	TXL	3	7.9	565	351	1,695	1,053	12,500	0.15	0.31	1.6
ODS	VIE	2	5.3	1,178	732	2,356	1,464	11,900	0.25	0.64	3.2
BRU	TXL	2	5.3	732	455	1,464	910	12,100	0.15	0.34	1.7
BEG	VIE	2	5.3	512	318	1,024	636	12,100	0.12	0.22	1.1
BEG	TXL	1	2.6	1,099	683	1,099	683	12,500	0.12	0.29	1.5
BEG	MUC	1	2.6	858	533	858	533	12,500	0.09	0.21	1.1
Other		1	2.6	--	--	528	328	--	0.05	0.10	0.5
TOP 10 CITY PAIRS SORTED BY CO₂ EMISSIONS											
ADD	FRA	8	21.1	5,445	3,384	43,560	27,073	13,100	3.36	9.74	49.4
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Other		1	2.6	--	--	528	328	--	0.05	0.10	0.5

¹ One person, one way, from origin to destination

² CO₂ emissions calculated according to VDR methodology.

FLIGHT

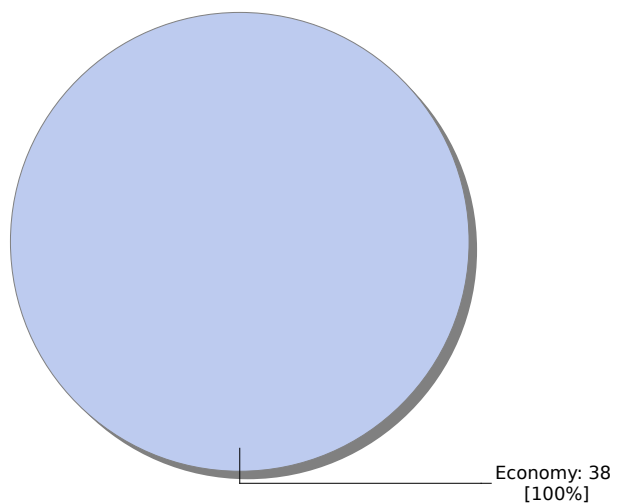
Seat class compared by segments¹ and CO₂ emissions

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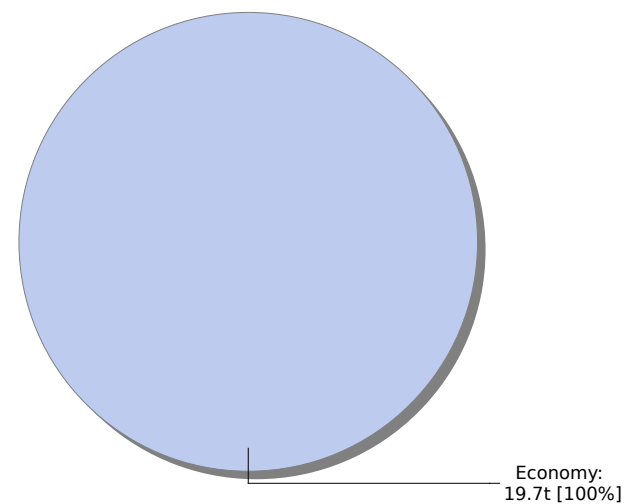
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SEGMENTS PER SEAT CLASS:



CO₂ EMISSIONS² PER SEAT CLASS [CO₂ + RFI 2.7]:



¹ One person, one way, from origin to destination

² CO₂ emissions calculated according to VDR methodology.



FLIGHT

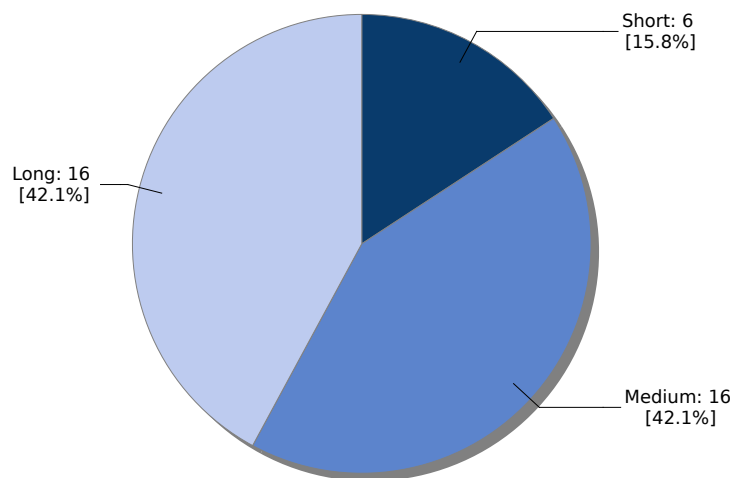
Distance class¹ compared by segments² and CO₂ emissions

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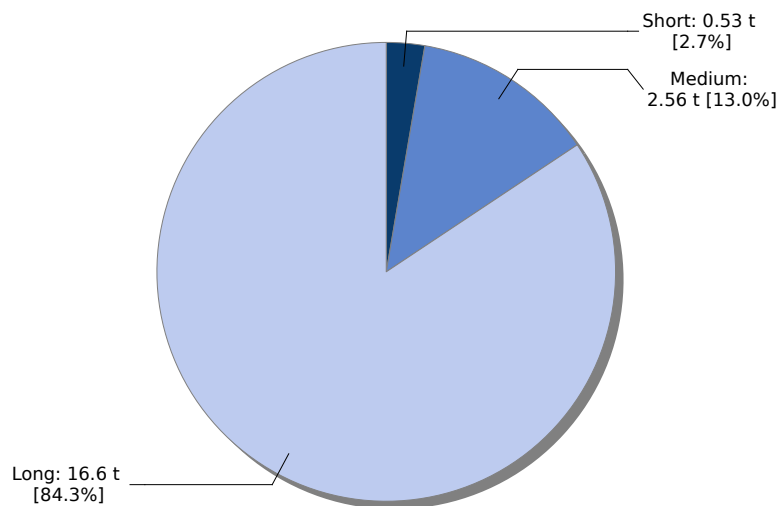
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SEGMENTS PER DISTANCE CLASS:



CO₂ EMISSIONS³ PER DISTANCE CLASS [CO₂ + RFI 2.7]:



¹ Short: < 500 km, < 310 miles; Medium: 500 km - 1600km, 310 - 1000 miles;
Long: > 1600 km, > 1000 miles

² One person, one way, from origin to destination

³ CO₂ emissions calculated according to VDR methodology.



FLIGHT

Synopsis of different CO₂ calculation methods

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	Short Range [< 500 km] [< 310 miles]	Medium Range [500 - 1,600 km] [310 - 1,000 miles]	Long Range [> 1,600 km] [> 1,000 miles]
Segments¹	6	16	16
Total distance in kilometres [1,000 km]	3	11	65
Total distance in miles [1,000 miles]²	2	7	40
CO₂ EMISSIONS ACCORDING TO VDR STANDARD³			
CO ₂ [tons CO ₂]	0.28	1.14	5.82
CO ₂ + RFI 2 [tons CO ₂]	0.41	1.85	11.2
CO ₂ + RFI 2,7 [tons CO ₂]	0.53	2.56	16.6
CO ₂ + RFI 4 [tons CO ₂]	0.66	3.27	22.0
CO₂ EMISSIONS ACCORDING TO GRI / GHG PROTOCOL			
CO ₂ [tons CO ₂]	0.48	1.03	5.74
CO₂ EMISSIONS ACCORDING TO DEFRA			
CO ₂ [tons CO ₂]	0.74	1.86	10.3
CO₂ EMISSIONS ACCORDING TO ICAO³			
CO ₂ [tons CO ₂]	0.36	1.27	5.06
CO₂ EMISSIONS ACCORDING TO VFU³			
CO ₂ [tons CO ₂]	0.56	1.24	7.06

¹ One person, one way, from origin to destination

² American miles

³ For further information on other methods and RFI, see glossary

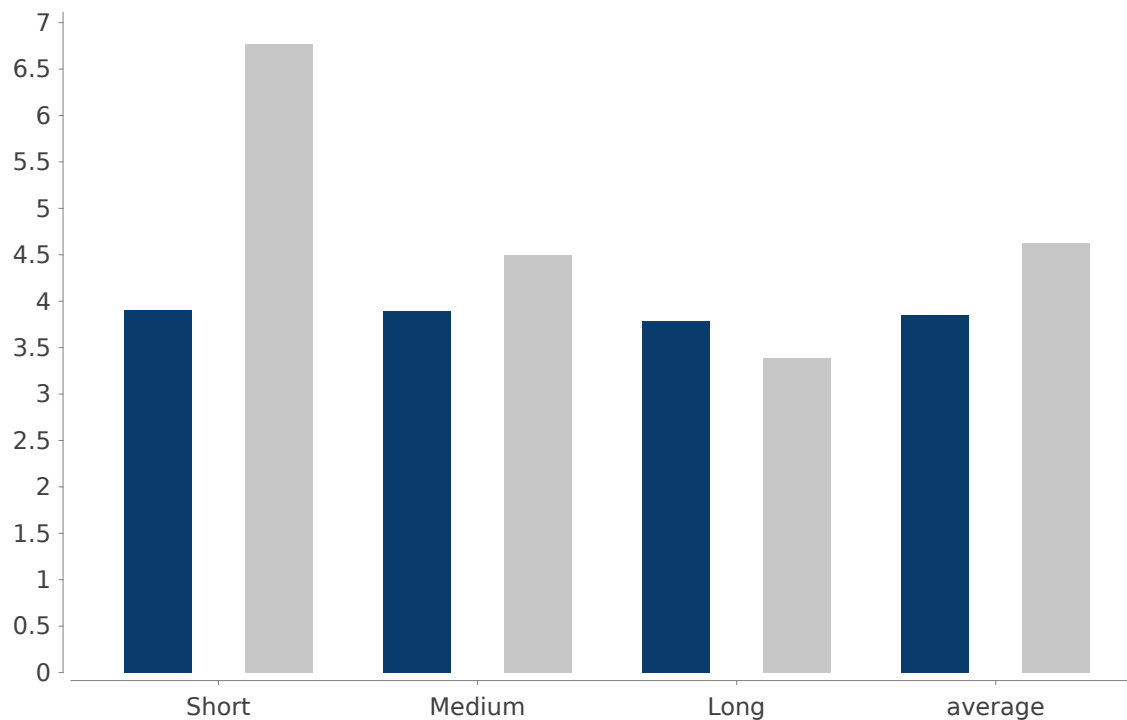


FLIGHT

Fuel per 100 pkm¹ vs. international benchmarks

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■ Current fuel usage: Calculated for flights contained in this report

■ Worldwide average²

¹ Product of number of passengers and kilometres travelled

² According to atmosfair Airline Index;

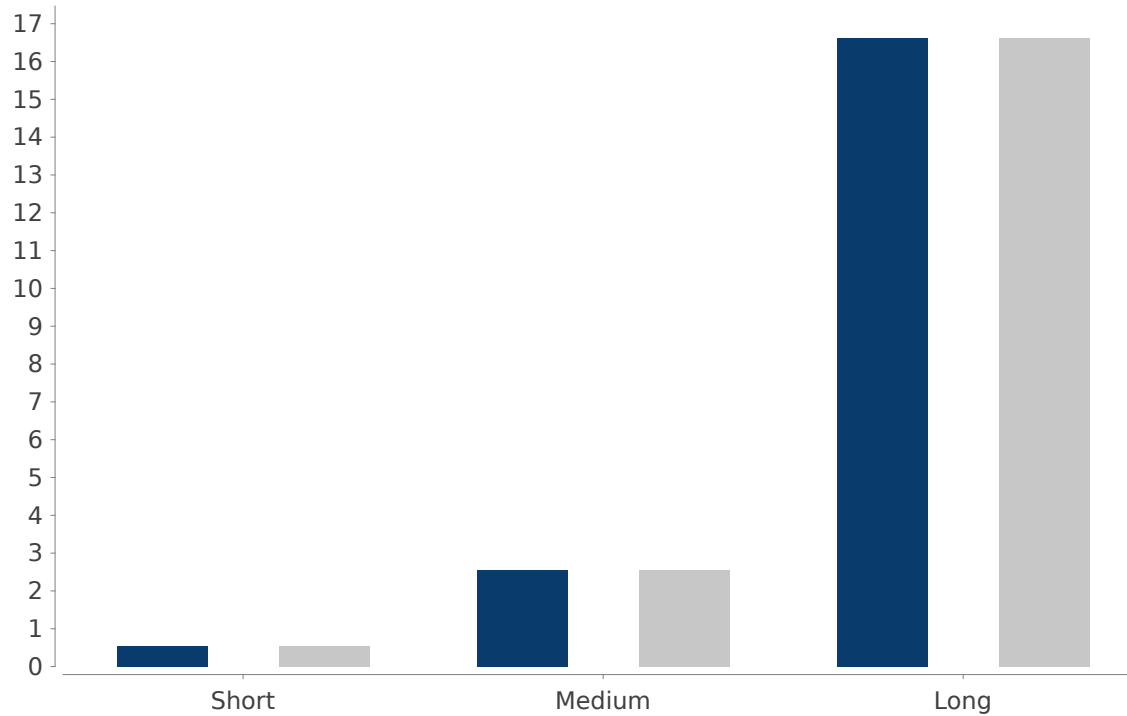
More information on the AAI: www.atmosfair.de/en/atmosfair_airline_index



FLIGHT

CO₂ reduction potential by switching to economy class

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- Current CO₂ emissions¹: Calculated for flights contained in this report
- Reduced CO₂ emissions¹: All flights changed to economy class

¹ CO₂ emissions calculated according to VDR methodology.



Your upload data does not allow for this analysis. To illustrate the effects of choosing the most climate efficient airline, we have randomly selected the following flight: BA0115, 01.01.2013, LHR-JFK, Economy Class

Airline ¹ of your choice	Aircraft your staff flew with	Resulting CO ₂ emissions ^{1,2} in tons (CO ₂ + RFI 2.7)
British Airways	Boeing 747-400 (Passenger)	1.49
Alternative airlines		
	Aircraft that would have been used	Alternative CO₂ emissions² in tons (CO₂ + RFI 2.7)
Virgin Atlantic Airways	Boeing 747-400 (Passenger)	1.17
Delta Air Lines	Boeing 767-300 (winglets) Passenger	1.23
American Airlines	Boeing 777-300ER Passenger	1.41

The atmosfair Airline Index compares airlines based on their climate efficiency. This allows us to identify more climate efficient carriers on any specific connection as shown in the example above.

For obvious reasons we would focus on your company's most emission intensive citypairs in a full analysis. But

we don't stop there. We also compare the price structure of the most climate efficient carriers to show you real win-win-potentials: a reduction of emissions while saving travel expenses at the same time. This cost saving effect can of course be even enhanced further if your company limits the number of airlines to achieve additional quantity rebates with cleaner and cheaper carriers.

Are you interested in assessing the CO₂ efficiency of airlines serving your top city pairs? Contact us at airlineindex@atmosfair.de

¹ Code share partner are not listed. They appear in detailed atmosfair airline reportings.

² CO₂ emissions calculated according to VDR methodology.

CAR

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TRAVEL	Amount	Unit
Kilometres	2	1,000 km
Miles ¹	1	1,000 miles
Days of use	2	days
Average kilometres per rental day	850	km
Average miles per rental day	528	miles

CO ₂ EMISSIONS ²	Amount	Unit
CO ₂	0.28	tons CO ₂
CO ₂ per day, average	139	kg CO ₂
CO ₂ per kilometre, average	163	g CO ₂ /km
CO ₂ per mile, average	262	g CO ₂ /mile

DAYS OF USE AS % OF TOTAL PER CATEGORY	Share
Economy	0
Compact	0
Intermediate	0
Special	0
Other	100

CO ₂ EMISSIONS ² PER CATEGORY	CO ₂	Unit	Share
Economy	0	tons CO ₂	0
Compact	0	tons CO ₂	0
Intermediate	0	tons CO ₂	0
Special	0	tons CO ₂	0
Other	0.28	tons CO ₂	100

¹ American miles

² CO₂ emissions calculated according to VDR methodology.

CAR

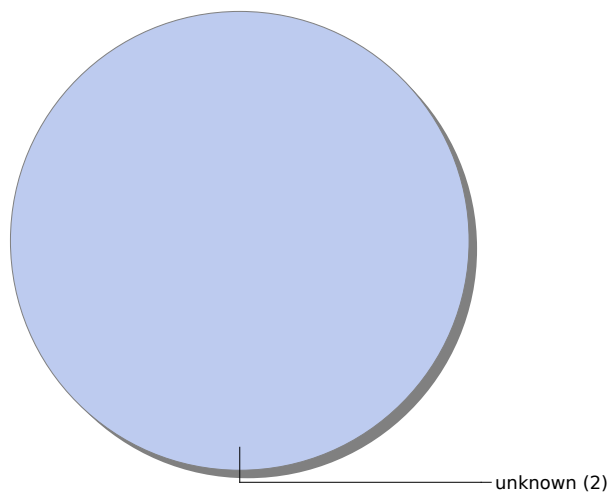
Category compared by kilometres and CO₂ emissions

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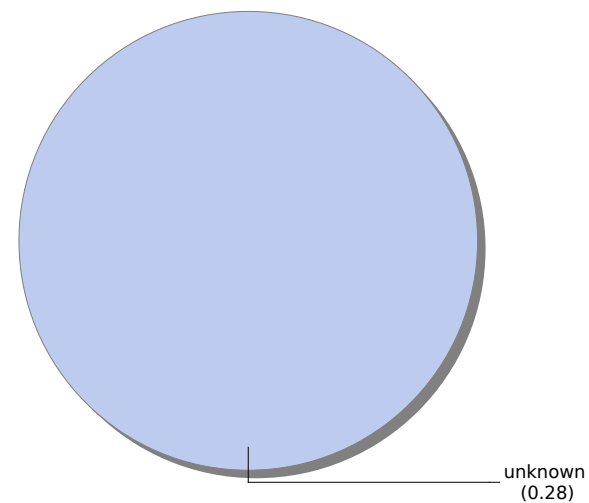
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KILOMETRES PER CATEGORY (1000 KM):



CO₂ EMISSIONS¹ BY CATEGORY (TONS):



¹ CO₂ emissions calculated according to VDR methodology.

CAR

Top 10 cars sorted by kilometres and CO₂ emissions

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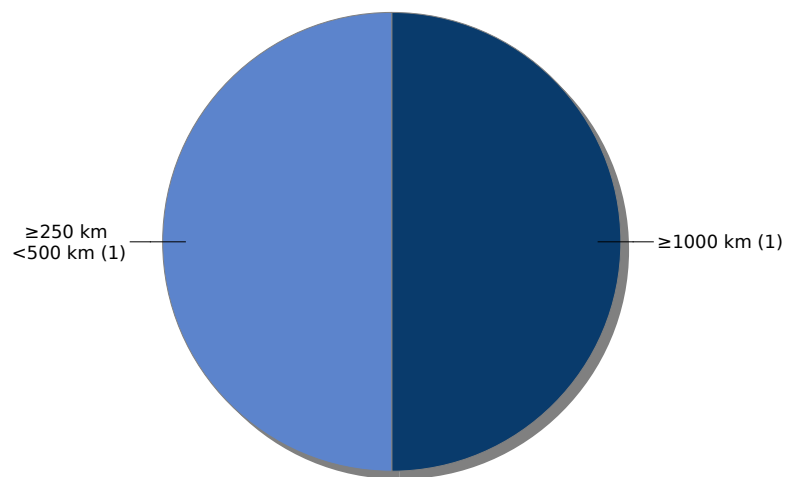


ACRISS	Total distance [km]	Days of rent	Average km per day	CO ₂ emissions ¹ [tons]	Share of CO ₂ emissions ¹ [%]
TOP 10 – SORTED BY KILOMETRES					
n/a	1,700	2	850	0.28	100.0
TOP 10 – SORTED BY CO₂ EMISSIONS					
n/a	1,700	2	850	0.28	100.0

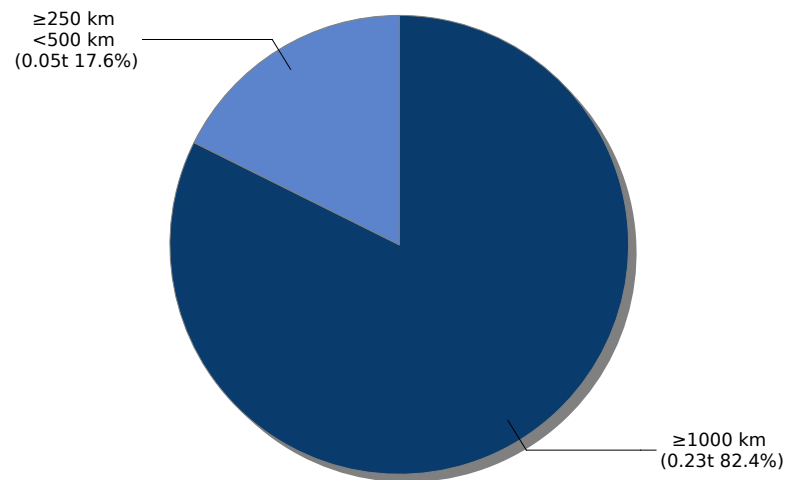
¹ CO₂ emissions calculated according to VDR methodology.



RENTAL DAYS PER DISTANCE CLASS:



CO₂ EMISSIONS² PER DISTANCE CLASS:



¹ Average kilometre per rental day

² CO₂ emissions calculated according to VDR methodology.

RAIL

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TOP 10 CITY PAIRS	21
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TRAVEL	Amount	Unit
Kilometres	5	1,000 km
Miles ¹	3	1,000 miles
Segments ²	11	
City Pairs	4	
Average segment distance in km ³	413	km
Average segment distance in miles ³	257	miles

CO ₂ EMISSIONS ⁴	Amount	Unit
CO ₂	0.18	tons CO ₂
CO ₂ per segment, average	15,991	g CO ₂
CO ₂ per passenger kilometre, average	38.7	g CO ₂ /km
CO ₂ per passenger mile, average	62.3	g CO ₂ /mile

¹ American miles

² One person, one way, from origin to destination

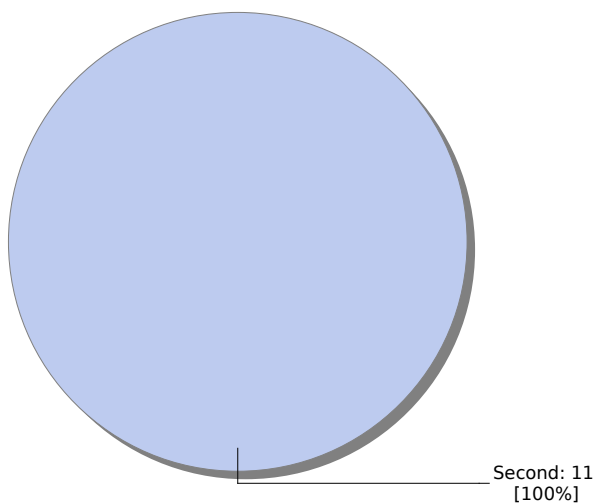
³ Total distance of all segments divided by number of segments

⁴ CO₂ emissions calculated according to VDR methodology.

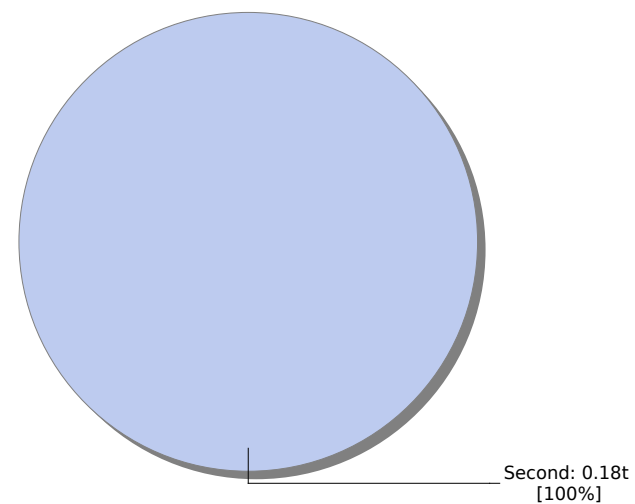
Routing	Segments	Segment length [km]	Segment length [miles]	Total distance [km]	Total distance [miles]	CO ₂ emissions ² [tons]	% of CO ₂ emissions ²
TOP 10 - SORTED BY KILOMETRES							
Berlin Hbf - Hamburg Hbf	6	341	212	2,046	1,272	0.08	45.0
Berlin Hbf - Nürnberg Hbf	2	511	318	1,022	635	0.04	22.5
Kempten(Allgäu)Hbf - Frankfurt(M) Flughafen Fernbf	2	392	244	784	487	0.03	17.3
Berlin Hbf - Stuttgart Hbf	1	689	428	689	428	0.03	15.2
TOP 10 - SORTED BY CO₂ EMISSIONS							
Berlin Hbf - Hamburg Hbf	6	341	212	2,046	1,272	0.08	45.0
Berlin Hbf - Nürnberg Hbf	2	511	318	1,022	635	0.04	22.5
Kempten(Allgäu)Hbf - Frankfurt(M) Flughafen Fernbf	2	392	244	784	487	0.03	17.3
Berlin Hbf - Stuttgart Hbf	1	689	428	689	428	0.03	15.2

¹ One person, one way, from origin to destination
² CO₂ emissions calculated according to VDR methodology.

SEGMENTS PER SEAT CLASS:



CO₂ EMISSIONS² PER SEAT CLASS:



¹ One person, one way, from origin to destination

² CO₂ emissions calculated according to VDR methodology.

HOTEL

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CO ₂ PER COUNTRY	26



HOTEL CLASS	Overnight stays [nights]	EMISSIONS	CO ₂ emissions ¹ [tons]
all hotel classes	49	from all overnight stays, all hotel classes	1.41
1 star hotel	0	per overnight stay, 1 star hotel	0
2 star hotel	29	per overnight stay, 2 star hotel	0.71
3 star hotel	13	per overnight stay, 3 star hotel	0.40
4 star hotel	7	per overnight stay, 4 star hotel	0.29
5 star hotel	0	per overnight stay, 5 star hotel	0
hotel class unknown	0	per overnight stay, hotel class unknown	0

¹ CO₂ emissions calculated according to VDR methodology.

HOTEL

CO₂ emissions and overnight stays per country and hotel category

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Country	1 star hotel	2 star hotel	3 star hotel	4 star hotel	5 star hotel	unknown
---------	--------------	--------------	--------------	--------------	--------------	---------

OVERNIGHT STAYS PER COUNTRY AND HOTEL CATEGORY

MWI	0	24	0	4	0	0
DEU	0	2	13	1	0	0
BEL	0	3	0	0	0	0
UKR	0	0	0	2	0	0

CO₂ EMISSIONS¹ [TONS] PER COUNTRY AND HOTEL CATEGORY

MWI	0	0.64	0	0.17	0	0
DEU	0	0.05	0.40	0.03	0	0
UKR	0	0	0	0.09	0	0
BEL	0	0.02	0	0	0	0

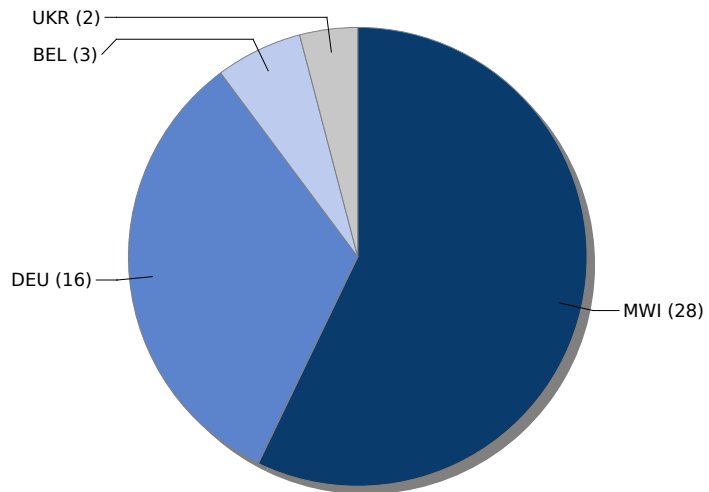
¹ CO₂ emissions calculated according to VDR methodology.



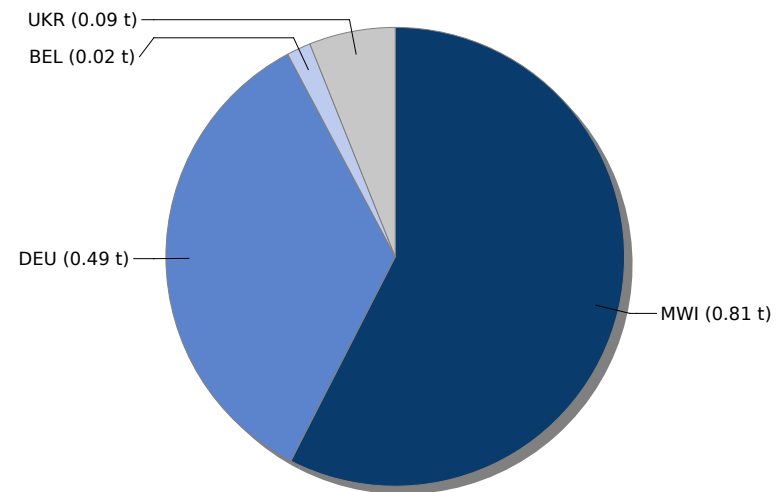
HOTEL

Countries compared by overnight stays and CO₂ emissions

OVERNIGHT STAYS PER COUNTRY:



CO₂ EMISSIONS¹ PER COUNTRY:



¹ CO₂ emissions calculated according to VDR methodology.

CARBON OFFSETTING WITH ATMOSFAIR

DEALING WITH CO₂ EMISSIONS THAT CAN'T BE AVOIDED OR REDUCED

Travel activity type	CO ₂ emissions ¹ [tons]	Offsetting costs in EUR
FLIGHT²	19.7	454
CAR	0.28	6
RAIL	0.18	4
HOTEL	1.41	32

ATMOSFAIR OFFSET PROJECT EXAMPLES



Biogas from cow dung (Kenya): The project supplies small biogas units to dairy farmers which produce regenerative biogas.



Efficient fuel wood stoves (Nigeria): The efficient stoves save about 80% of energy and help to reduce deforestation and indoor air pollution.

WHY OFFSETTING?

Offsetting is an essential part of a comprehensive carbon strategy that aims at reducing your company's climate impact. It is an effective way to deal with those emissions that can't be avoided or further reduced through other measures. As a flexible instrument that is always available, offsetting minimises uncertainties within your carbon strategy and supports your organisation in reaching your self-set emission reduction targets. Furthermore, offsetting is a highly visible climate protection measure that can easily be communicated not only to your employees, customers and rating agencies but to all your stakeholders.

ATMOSFAIR – AWARD WINNING OFFSET PROJECTS

Atmosfair is a non-profit organisation. We offer to offset the CO₂ emissions from your business travel activities through atmosfair projects, for example the installation of renewable energies in developing countries. atmosfair projects are UN-certified (CDM) and additionally comply with the Gold Standard. If you decide to offset with atmosfair you will receive a tax-deductible donation receipt (valid with the German tax of ce; other national regulation may apply).

atmosfair has been ranked No. 1 quality offset provider in international comparative studies since 2005. The assessed criteria were the quality of the offsetting projects and organisational as well as financial transparency.

¹ CO₂ emissions calculated according to VDR methodology.

² Category FLIGHT includes RFI 2.7 addition.

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VDR STANDARD

„CO₂-reporting business travel“

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WHO IS BEHIND VDR?

The German Business Travel Association VDR advocates efficient, economical and safe worldwide travel for companies. It represents the interest of German business regarding conditions for corporate travel and supports its members as a competence center for political activities.

WHAT ARE THE BENEFITS OF USING THE VDR STANDARD?

The VDR standard for the CO₂ calculation of corporate travel is a standardised method to determine CO₂ emissions created by business travel worldwide. Although previous approaches made it possible to estimate CO₂ emissions from business travel, none of them took the specific characteristics of business trips into account. The VDR standard covers all relevant business travel activities (flights, hotel, rental cars, rail) and meets the requirements for worldwide application, accuracy, comparability and independence. The standard is exact enough to highlight the potential for CO₂ reductions. Companies that generate their CO₂ reports using this standard are entitled to label them with the VDR logo and seal reading „produced according to the VDR standard.“

For full methodology details, please visit:

www.atmosfair.de/en/co2-bilanz_fuer_unternehmen

Disclaimer: For maximum accuracy in calculating CO₂-emissions, we update our VDR database every year. For the travel activity flight for example these updates includes elements such as the most current flight plans, new airport locations, new aircraft types and most importantly new scientific findings if available.

Due to inaccurate or incomplete customer travel data it can happen that the most precise calculation method suggested by the VDR standard can not be applied. In these cases fallback calculation methods are used which achieve the maximum precision that can be achieved with the provided data. In any case the calculations which this report is based on are compliant with the VDR standard.



Verband Deutsches
Reisemanagement e.V.

„ ... in atmosfair, the VDR has gained an experienced partner for creating their standard. The quality of atmosfair’s calculation methods has often been proven, including by the Federal Environmental Agency.“

Dr. Norbert Röttgen,

Former federal minister for the Environment,
Nature Conservation and Nuclear Safety



OTHER CALCULATION METHODS

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GHG: The Greenhouse Gas (GHG) Protocol, developed by World Resources Institute (WRI) and World Business Council on Sustainable Development (WBCSD), sets the global standard for how to measure, manage, and report greenhouse gas emissions. The GHG Protocol simplifies the calculation of specific CO₂ per passenger in comparison to the VDR standard. Only the following factors are considered:

- Flight distance (great circle distance between the airports, multiplied by a blanket uplift factor for detours).
- Flight class: domestic, short-haul international, long-haul international.
- Booking class: A distinction is made between economy, premium economy, business and first class.

GRI: The Global Reporting Initiative (GRI) is an international independent organisation that helps businesses, governments and other organisations understand and communicate the impact of business operations on critical sustainability issues. GRI's approach for calculating emissions is based on the method of the GHG Protocol.

DEFRA: The UK Department for Environment, Food and Rural Affairs (DEFRA) has developed a tool for calculating the CO₂ emissions of travel activities such as flight, train journeys and car rides, among others. DEFRA's approach is based on the calculation method of the GHG Protocol but uses slightly different emission factors.

ICAO: The International Civil Aviation Organization (ICAO) has developed an online calculator for its website which calculates CO₂ emissions from air travel. The associated method uses flight profiles with ascend and descend phases, distinguishes between different types of aircrafts and also considers factors such as passenger load and co-loaded freight. Nonetheless, the ICAO calculator also has disadvantages:

- If the city pair for which the CO₂ is to be calculated is not in the ICAO data base, the ICAO calculator yields no result.
- The ICAO calculator considers CO₂ emissions only. It does not take other climate effects such as condensation trails into account.
- There are only two seat classes: economy and premium.
- The ICAO calculator assumes a full-economy seat configuration of all aircrafts.

VFU: The German Verein für Umweltmanagement und Nachhaltigkeit in Finanzinstituten e.V. (VFU) has developed a system of performance indicators to evaluate 'environmental performance'. Transportation is a sub-item and includes train journeys, air travel as well as road traffic. Just like the GHG Protocol and DEFRA methods the VFU tool simplifies the CO₂ calculation with their own emission factors.

Disclaimer: For maximum accuracy in calculating CO₂ emissions we update the databases of each reporting standard every year.



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GENERAL TERMS

MILES	American miles; 1 american mile = 1.609 kilometres
PKM	Passenger kilometre; product of number of passengers and kilometres travelled
SEGMENT	one person, one way, from origin to destination

FLIGHT TERMS

AVERAGE SEGMENT DISTANCE	Total distance of all flights divided by number of flights
CO ₂ VDR	CO ₂ emissions according to VDR methodology
CO ₂ GRI / GHG	CO ₂ emissions according to GRI / GHG methodology
CO ₂ DEFRA	CO ₂ emissions according to DEFRA methodology
CO ₂ ICAO	CO ₂ emissions according to ICAO methodology
CO ₂ VFU	CO ₂ emissions according to VFU methodology
CO ₂ EMISSIONS IN ALTITUDES > 9 KM	CO ₂ emissions from fuel burned above 9 kilometres altitude (RFI applied, see RFI)
CO ₂ + RFI	Sum of CO ₂ and NON CO ₂ emissions converted into CO ₂ emissions following the RFI logic (see RFI)
CRUISE ALTITUDE	Cruise altitude of an airplane. Above 9,000 metres the atmosphere is far more sensitive for exhaust emissions (see RFI)
RFI	Radiative forcing index, metrics established by the Intergovernmental Panel on Climate Change (IPCC) to measure the impact of effects such as condensation trails or ozone formation. The RFI was established by the IPCC in 1999. It measures the total climate impact, including contrails, ozone formation, etc. compared to the pure CO ₂ emissions. An RFI of 2 means that the warming impact of the part of a flight that is conducted above 9 km altitude is twice as big as its CO ₂ effect alone. The range of the RFI is between 2-4 with 2.7 being the best estimate of the IPCC.

CAR TERMS

CO ₂	CO ₂ emissions according to VDR methodology
DAYS OF USE	Total number of car rental days
DISTANCE CLASS	Average kilometre per rental day

RAIL TERMS

CO ₂	CO ₂ emissions according to VDR methodology
AVERAGE SEGMENT DISTANCE	Total distance of all train rides divided by number of train rides

HOTEL TERMS

CO ₂	CO ₂ emissions according to VDR methodology
OVERNIGHT STAYS	Total number of overnight stays