

Port of Aberdeen Carbon Footprint 2020 – 2023

Scope	Emission Source (t CO _{2e})	2020	2021	2022	2023
Scope 1	Company vehicles fuel use	14	3.5	16.7	19.8
	Equipment/ machinery diesel use including company vessels	303.8	241.8	802.1	211.9
	Gas	281.3	241.25	200.77	256
	F Gas	11	8.1	0	10.4
Scope 2	Electricity	955	336.8	234	449.9
Scope 3	Business Travel	5.643	0.44	23.48	11.6
	Employee Commute	24.9	24.9	111.4	136.6
	WFH				7.5
	Water	5.5	2	2.6	1.3
	Waste	1.6	6	9.3	8.6
	Leased Assets	1182	1182	1182	1215.7
	Vessel Emissions	77011.1	64312.1	62804	68590.1

All Port of Aberdeen emissions are independently reviewed and verified by an independent consultant.

2023

Port of Aberdeen has reported on all emission scopes under which it has operational control. In addition, the client owns, but does not directly operate, all facilities onsite as some are leased out to tenants. Please note that 2023 carbon footprint figures include the newly opened South Harbour.

Scope 1

Total scope 1 emissions are 498.2 t CO_{2e}

In 2023, within scope one, gas was the largest contributor to emissions and company vessels came in at the second largest. Trials of HVO were conducted in July 2023, with two deliveries per month. Full implementation of HVO took place in October 2023 and implementation in maintenance was achieved by August 2023. This meant that ~30% of vessel fuel was accounted for by HVO. It is evident that the implementation of HVO have assisted the port to achieve significant emission reduction within the Scope 1, and for the first time in 2023, the equipment / machinery diesel use, including company vessels, carbon footprint has been lower than gas.

Scope 2

Total scope 2 emissions are 449.9 t CO_{2e}

Port of Aberdeen's Scope 2 sources consisted of purchased electricity. The highest usage of electricity was at South Harbour, which accounted for 19% of Scope 2 emissions. In 2023, a deep investigation was conducted to assess the number and condition of assets, including

those that are fully leased, partially leased, and those owned and operated by the port. This resulted in a more accurate reporting procedure.

Scope 3

Scope 3 emissions are those for which our business is indirectly responsible.

Total scope 3 emissions are 69971.3 t CO_{2e}

Emissions from Scope 3 made up 98.6% of total emissions within the reporting period, visiting vessel emissions and leased assets make up the majority of the Scope 3 emissions.

There has been an 8% increase in visiting vessel emissions in 2023, when compared to the 2022. The reason for the emissions increase is due to South Harbour being added to the carbon footprint calculations scope.

As with most businesses, our Scope 1 and 2 emissions are dwarfed by our Scope 3 emissions. By taking into account the visiting vessels emissions in Scope 3, Port of Aberdeen is not only seen as accountable but also encourages stakeholders to adopt their own net zero strategies.

Data analysis below (figure 1.) shows that Port of Aberdeen's overall carbon footprint is highly influenced by the visiting vessel emissions. Therefore reduction in the overall carbon footprint will only be achieved when reduction in Scope 3 emissions takes place.

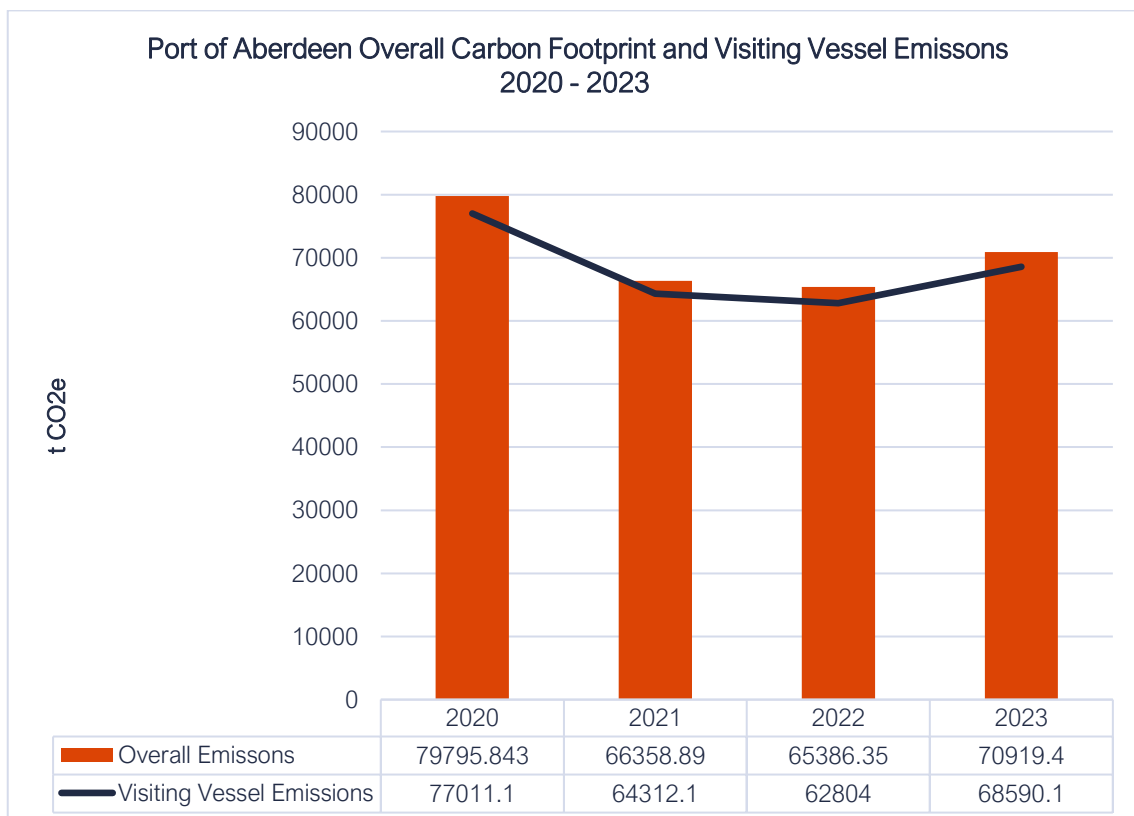


Figure 1. Port of Aberdeen Overall Carbon Footprint and Visiting Vessel Emissions 2020 - 2023



Figure 2. Port of Aberdeen Carbon Footprint Scope 1 and 2 Only

Port of Aberdeen has achieved 28% emissions reduction in 2023, when compared to 2022.

The independently verified figures for 2023 demonstrate a 49% reduction in Scope 1 and 2 emissions, compared to our 2020 baseline. Furthermore, 28% emissions reduction was achieved in 2023, when compared to 2022.