

# Ecojustice Canada

## Greenhouse Gas Emissions Report for the 2014 Fiscal Year

November 1<sup>st</sup> 2013 to October 31<sup>st</sup> 2014

Date August 4, 2015

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## Introduction

Ecojustice is a national charitable organization dedicated to defending Canadians' right to a healthy environment. Their groundbreaking lawsuits protect wilderness and wildlife, take aim at dirty energy projects and keep harmful chemicals out of the air, water and soil. Lawyers of Ecojustice represent community groups, non-profits, First Nations, and individual Canadians on the frontlines of the fight for environmental justice. Ecojustice measured their fourth greenhouse gas (GHG) emissions inventory with Climate Smart for the 2014 fiscal year and recorded the total emissions of 106.38 tonnes of carbon dioxide equivalent (tCO<sub>2</sub>e). Ecojustice is Climate Smart certified for 2015.

As a Climate Smart certified business, Ecojustice conducted its GHG emissions inventory according to the Greenhouse Gas Protocol Corporate Accounting and Reporting Standard, Revised Edition ("The GHG Protocol"). The GHG Protocol is an internationally recognized standard published by the World Resources Institute and the World Business Council on Sustainable Development. The GHG Protocol and related documents can be accessed at <http://www.ghgprotocol.org/>.

A letter from Climate Smart attesting to Ecojustice's completion of its GHG inventory and Climate Smart certification may be available upon request.

### Greenhouse Gas Protocol

- Developed by the World Resources Institute
- Most widely recognized standard for emissions reporting internationally
- <http://www.ghgprotocol.org/>.

## Organizational Boundaries

Ecojustice used the operational control approach to determine its organization boundary and included in its inventory all operations over which it has operational control.

## Inventory Boundaries

The Control approach was used to determine the organizational boundary for the inventory. In this approach, all of the business entities that the company had direct control over are to be included in the greenhouse gas inventory.

In the Greenhouse Gas Protocol, organizations have to select the operational boundaries around the activities they will include in their inventory. The Protocol requires the inclusion of Scope 1 and 2 emissions, and suggests including Scope 3 emissions from activities relevant to an organization's business and goals, and for which reliable data can be obtained. Emissions scopes are defined as follows:

**Scope 1:** includes direct GHG emissions from sources that are owned or controlled by the reporting company or organization

For scope 1, Ecojustice didn't have any scope 1 activities.

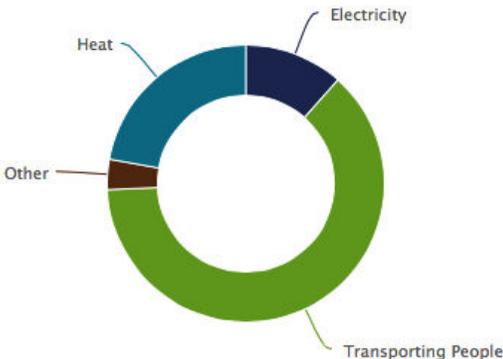
**Scope 2:** includes indirect GHG emissions from purchased electricity and purchased heat

For scope 2, purchased electricity was included.

**Scope 3:** includes indirect GHG emissions that are consequences of the reporting company's operations but occur at sources owned by another company

For scope 3, unmetered/unbilled heat from fuel and electricity, business travel by road, air, rail and water, staff commuting, garbage, and paper consumption were included.

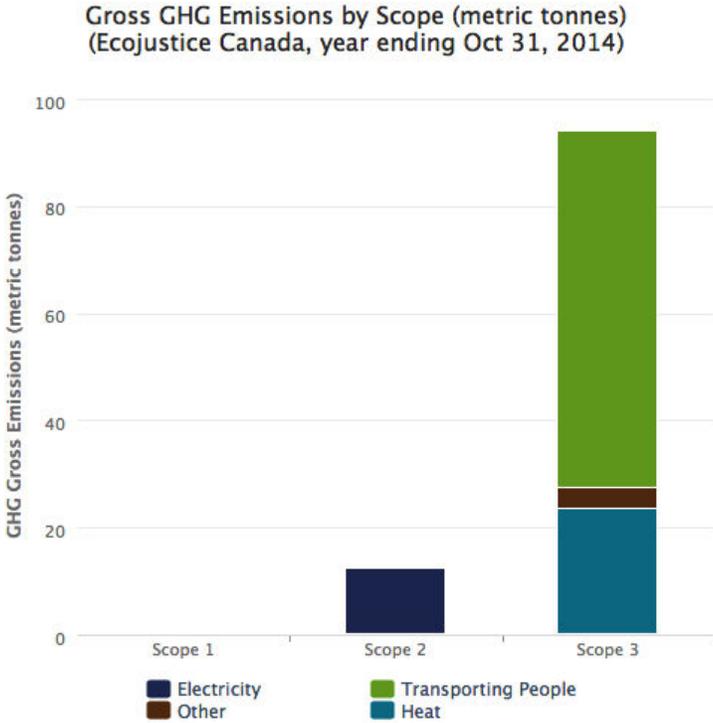
## Greenhouse Gas Emissions Summary

**Figure 1: Total Emissions for the 2014 Fiscal Year, by Type (tCO<sub>2</sub>e)**
**Breakdown by type (metric tonnes CO<sub>2</sub> equivalent)**
**Gross GHG Emissions by Activity Type (metric tonnes)**  
 (Ecojustice Canada, year ending Oct 31, 2014)


Gross Emissions	106.38	<div style="width: 100%;"></div>
Electricity	12.31	<div style="width: 12%;"></div>
Purchased	12.31	<div style="width: 12%;"></div>
Heat	23.59	<div style="width: 22%;"></div>
Unmetered/Unbilled from Fuel	15.23	<div style="width: 14%;"></div>
Unmetered/Unbilled from Electricity	8.37	<div style="width: 8%;"></div>
Transporting People	66.73	<div style="width: 63%;"></div>
Road	2.97	<div style="width: 3%;"></div>
Air	50.96	<div style="width: 48%;"></div>
Water	0.25	<div style="width: 0.2%;"></div>
Rail	1.41	<div style="width: 1.3%;"></div>
Staff Commuting	11.14	<div style="width: 10.5%;"></div>
Other	3.75	<div style="width: 3.5%;"></div>
Garbage	0.33	<div style="width: 0.3%;"></div>
Paper Consumption	3.42	<div style="width: 3.2%;"></div>

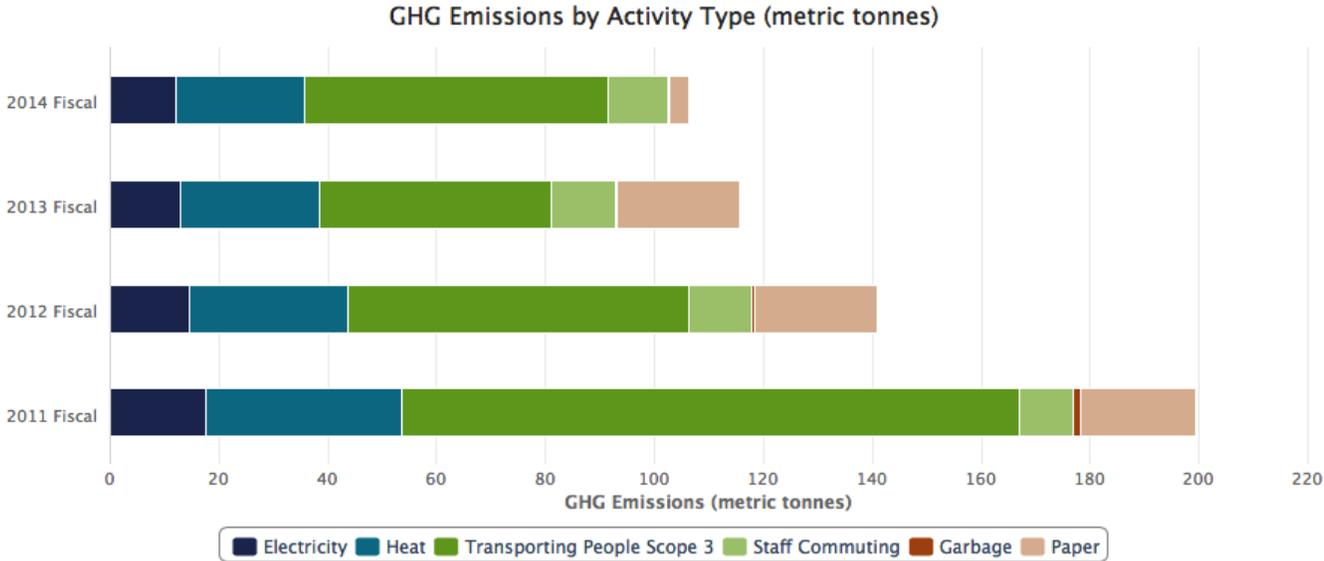
Purchased Reductions	0
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Net Emissions	106.38	<div style="width: 100%;"></div>
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**Figure 2: Total Emissions for the 2014 Fiscal Year, by Scope (tCO<sub>2</sub>e)**
**Breakdown by scope (metric tonnes CO<sub>2</sub> equivalent)**


Gross Emissions	106.38	<div style="width: 100%;"></div>
<b>Scope 2</b>	<b>12.31</b>	<div style="width: 10%;"></div>
Electricity	12.31	<div style="width: 100%;"></div>
Purchased	12.31	<div style="width: 100%;"></div>
<b>Scope 3</b>	<b>94.07</b>	<div style="width: 88%;"></div>
Heat	23.59	<div style="width: 25%;"></div>
Unmetered/Unbilled from Fuel	15.23	<div style="width: 17%;"></div>
Unmetered/Unbilled from Electricity	8.37	<div style="width: 9%;"></div>
Transporting People	66.73	<div style="width: 71%;"></div>
Road	2.97	<div style="width: 3%;"></div>
Air	50.96	<div style="width: 54%;"></div>
Water	0.25	<div style="width: 0.3%;"></div>
Rail	1.41	<div style="width: 1.5%;"></div>
Staff Commuting	11.14	<div style="width: 12%;"></div>
Other	3.75	<div style="width: 4%;"></div>
Garbage	0.33	<div style="width: 0.3%;"></div>
Paper Consumption	3.42	<div style="width: 3.6%;"></div>

Purchased Reductions	0	<div style="width: 0%;"></div>
<b>Net Emissions</b>	<b>106.38</b>	<div style="width: 100%;"></div>

**Figure 3: Total Emissions from the 2011 Baseline Fiscal Year to the 2014 Fiscal Year, by Type (tCO<sub>2</sub>e)**
**Breakdown by type (metric tonnes CO<sub>2</sub> equivalent)**


Emissions by Type (metric tonnes CO <sub>2</sub> )	2011 Fiscal	2012 Fiscal	2013 Fiscal	2014 Fiscal
Electricity	17.58	14.67	13.07	12.31
Heat	36.05	28.99	25.59	23.59
Transporting People Scope 3	113.48	62.68	42.54	55.59
Staff Commuting	9.8	11.68	11.76	11.14
Garbage	1.49	0.36	0.35	0.33
Paper	21.06	22.67	22.45	3.42
<b>Total</b>	<b>199.46</b>	<b>141.05</b>	<b>115.76</b>	<b>106.38</b>

Figure 4: Total Emissions from the 2011 Baseline Fiscal Year to the 2014 Fiscal Year, by Location (tCO<sub>2</sub>e)

Breakdown by location (metric tonnes CO<sub>2</sub> equivalent)

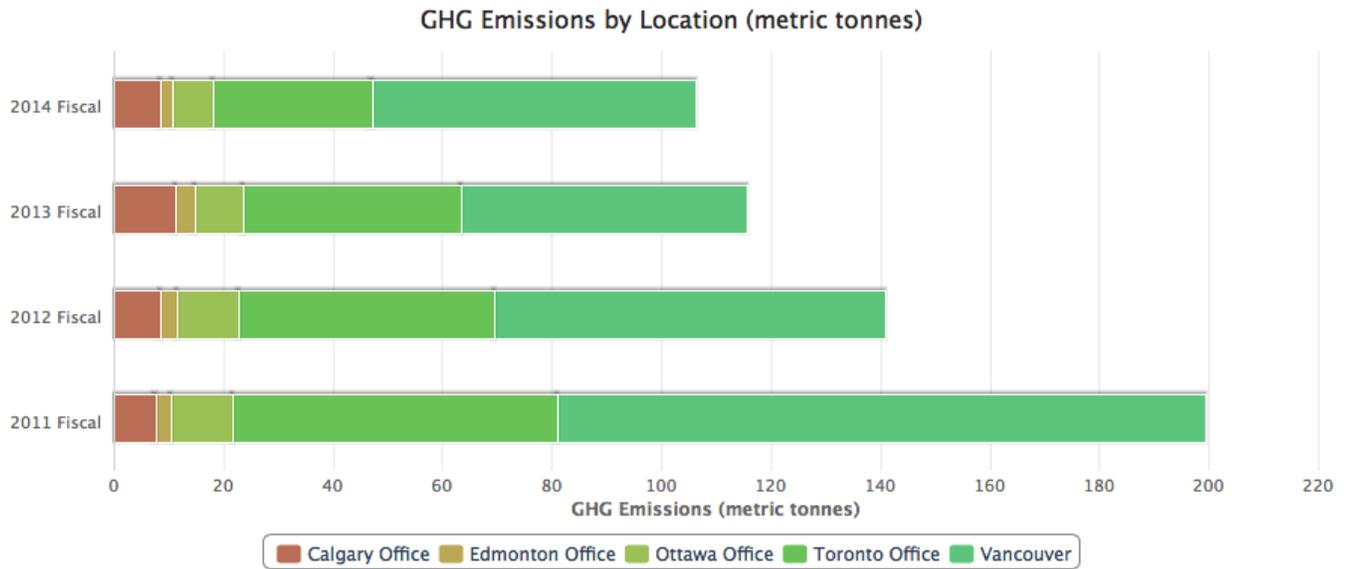
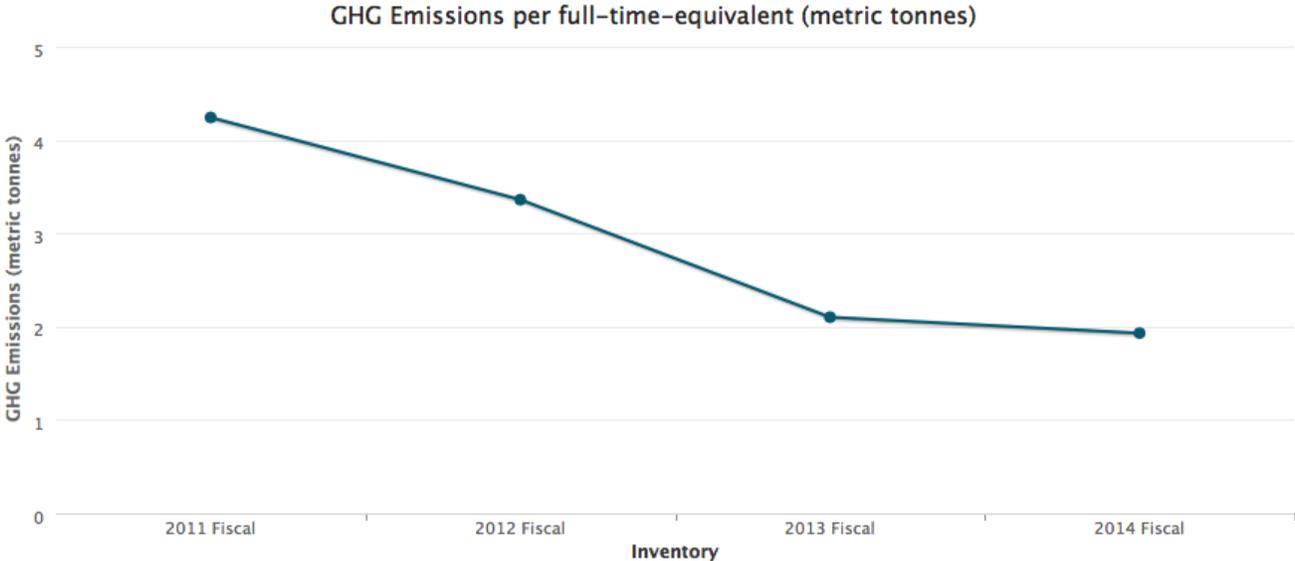


Figure 5: Emissions per FTE from the 2011 Baseline Fiscal Year to the 2014 Fiscal Year (tCO<sub>2</sub>e/FTE)

### Emissions per full-time employee (metric tonnes CO<sub>2</sub> equivalent)



## Methodology

This inventory was conducted using the emissions factors from the Climate Smart web-based greenhouse gas management tool. The Climate Smart GHG management tool was designed for adherence to the GHG Protocol.

Climate Smart's emission factors come from a variety of sources, such as the Natural Resources Institute, the US Environmental Protection Agency, the US Department of Energy, the Intergovernmental Panel on Climate Change and Natural Resources Canada. Climate Smart reviews its emission factors annually to update them based on refined industry methodology and changing electricity grids. Further details on Climate Smart's emission factors, their sources, and methodology for updating them are available upon request to [info@climatesmartbusiness.com](mailto:info@climatesmartbusiness.com).

### Electricity Use > Purchased

The total kilowatt-hours consumed by the Vancouver office were entered. The office areas of Toronto, Ottawa, Edmonton, and Calgary offices were entered to estimate emissions based on provincial average.

### Heat Use > Unmetered/Unbilled from Fuel

The square footage of the Vancouver, Calgary, and Edmonton office locations were entered to estimate emissions based on respective regional averages.

### Heat Use > Unmetered/Unbilled from Electricity

The office areas of Toronto and Ottawa offices were entered to estimate emissions based on respective regional averages.

### Transporting people > Vehicles owned by others > Road

The total kilometers travelled and the modes of transportation were entered.

### Transporting people > Vehicles owned by others > Air

The annual kilometers travelled and the flight types (short-, medium-, or long-haul) were entered.

### Transporting people > Vehicles owned by others > Water

The total number of one-way trips per passenger was entered for each BC Ferry route taken.

### Transporting people > Vehicles owned by others > Rail

The annual kilometers travelled by rail were entered.

### Transporting people > Vehicles owned by others > Staff Commuting

The total kilometers travelled by each commute type were entered based on an employee survey.

### Other > Garbage

The total weight of landfilled waste was entered for the Vancouver, Toronto and Ottawa locations. For the Calgary and Edmonton office locations, the weights of waste were carried over from previous year's inventory.

### Other > Paper Consumption

For the Vancouver, Toronto and Ottawa offices, the paper type, paper bond weight, number of reams used and post consumer recycled content were entered for business cards, copy paper, notebooks, notepads, and tax receipts. For

envelopes the paper weight and paper type were entered into the paper calculator (<http://www.edf.org/papercalculator>) to calculate emissions. Paper consumption for Calgary and Edmonton offices was carried over from previous year's inventory.

## Emissions Reduction Strategies

<b>ELECTRICITY</b>		
<b>STRATEGY</b>	<b>STATUS</b>	<b>TIMEFRAME</b>
Move Toronto office into a LEED building.	Planned	October 2015
Put reminders around the office to turn off lights, equipment, etc. when not in use.	Planned	
Investigate the option of setting up an online account with BC Hydro to track power use in real time and using this tracking to organize an office Energy Challenge.	Considering	
Turn off computers when not in use.	Planned	
<b>HEAT (NATURAL GAS)</b>		
Set the thermostat to a low setting at night and all weekends where possible.	Planned	October 2015
<b>BUSINESS TRAVEL</b>		
Set up videoconferencing in all offices.	Implemented	
Take train / bus instead of airplane when possible (create new travel policy?).	Considering	
Combine trips to avoid unnecessary travel (i.e. 2 meetings / one flight).	Considering	
<b>STAFF COMMUTING</b>		
Subsidize bus passes in all offices (85% subsidy, 50% for Vancouver zones 2 and 3), only employees that commute to work by transit receive the subsidy).	Implemented	
Install bike racks in Vancouver office.	Considering	
Consider participating in bike to work events: Vancouver: <a href="https://bikehub.ca/bike-to-work-week">https://bikehub.ca/bike-to-work-week</a> (Oct. 26- Nov 1) Toronto: <a href="http://bikemonth.ca/events?location=toronto">http://bikemonth.ca/events?location=toronto</a> Calgary: <a href="http://www.bikecalgary.ca/">http://www.bikecalgary.ca/</a> (May 6, 2016) Ottawa: <a href="http://www.biketoworkottawa.ca/en/pledge/workplaces">http://www.biketoworkottawa.ca/en/pledge/workplaces</a>	Considering	

<b>PAPER</b>		
<b>STRATEGY</b>	<b>STATUS</b>	<b>TIMEFRAME</b>
Use 100% recycled paper when possible.	Implemented	
Investigate the option of using Step Forward wheat straw paper.	Considering	
Switch donor reports from paper to online versions.	Planned	2014
Establish composting in Vancouver and Toronto offices.	Implemented	
Confirm all offices are using fax to email feature.	Planned	
Stop junk mail / unwanted magazines from lawpro etc.	Planned	As they come
<b>WASTE</b>		
Establish composting in Vancouver and Toronto offices	Implemented	

## Analysis

Ecojustice measured their baseline inventory in 2011 fiscal year. Since then, they have measured three additional inventories with Climate Smart (2012, 2013, and 2014 fiscal years).

Ecojustice experienced reductions in emissions from transporting people scope 3 – air, road, and water, heat, electricity, paper consumption, and garbage. However, the organization experienced increases in emissions from transporting people scope 3 - rail and staff commuting. More specifically, the following changes were observed (from the greatest to the least absolute change):

### Changes in Emissions Compared with the 2011 Baseline Fiscal Year

<i>Emissions Source</i>	<i>Absolute Change (tCO<sub>2</sub>e)</i>	<i>% Change</i>	<i>Justifications &amp; Additional Notes</i>
Transporting People Scope 3 - Air	56.85 ↓	53% ↓	Likely due to increased awareness among the staff and transition to videoconferencing.
Paper Consumption	17.64 ↓	84% ↓	Due to change in methodology and implementing paperless donor reporting policy.
Heat	12.46 ↓	35% ↓	Due to changing area-based provincial heating intensities.
Electricity	5.27 ↓	30% ↓	Due to changing emission factors.
Transporting People Scope 3 - Road	1.44 ↓	33% ↓	Likely due to increased awareness among the staff and transition to videoconferencing.
Staff Commuting	1.35 ↑	14% ↑	Due to increase in the number of staff.
Garbage	1.16 ↓	78% ↓	Likely due to waste diverting efforts.
Transporting People Scope 3 - Rail	0.56 ↑	65% ↑	Likely due to switching some trips from air to rail.
Transporting People Scope 3 - Water	0.15 ↓	38% ↓	Likely due to increased awareness among the staff and transition to videoconferencing.
<b>Overall Emissions</b>	<b>93.07 ↓</b>	<b>47% ↓</b>	

In fiscal year 2014, compared with fiscal year 2013, Ecojustice experienced reductions in emissions from paper consumption, heat, electricity, transporting people scope 3 - road and water, garbage, and staff commuting. However, they experienced increases in emissions from transporting people scope 3 - air and rail. More specifically, the following changes were observed (from greatest to least absolute change):

### Changes in Emissions Compared with the 2013 Fiscal Year

<i>Emissions Source</i>	<i>Absolute Change (tCO<sub>2</sub>e)</i>	<i>% Change</i>	<i>Justifications &amp; Additional Notes</i>
Transporting People Scope 3 - Air	12.76 ↑	33% ↑	Likely due to year-to-year variation.
Paper Consumption	19.03 ↓	85% ↓	Likely due to implementing paperless donor reporting policy.
Heat	1.99 ↓	8% ↓	Due to changing area-based provincial heating intensities.
Electricity	0.76 ↓	6% ↓	Due to changing emission factors.
Transporting People Scope 3 - Road	0.23 ↓	7% ↓	Likely due to increased awareness among the staff and transition to videoconferencing.
Staff Commuting	0.62 ↓	5% ↓	Likely due to staff changes.
Garbage	0.02 ↓	5% ↓	Due to changing emission factors.
Transporting People Scope 3 - Rail	0.60 ↑	73% ↑	Likely due to switching some trips from air to rail.
Transporting People Scope 3 - Water	0.09 ↓	25% ↓	Likely due to increased awareness among the staff and transition to videoconferencing.
<b>Overall Emissions</b>	<b>9.38 ↓</b>	<b>8% ↓</b>	

Ecojustice has grown since 2011 baseline year, reflected in a 17% increase in the number of full-time equivalent employees. Despite their growth, their **emission intensity has dropped by 54%** (by 2.31 tCO<sub>2</sub>e per full-time-employee), compared with the 2011 baseline year.

### Conclusion

The emissions inventory for Ecojustice is consistent with the internationally recognized “GHG protocol” followed by Climate Smart. Ecojustice measured their emissions for the 2014 fiscal year and recorded a finalized inventory of 106.38 tCO<sub>2</sub>e. Their reduction strategies address a wide range of activities. This greenhouse gas inventory and accompanying reduction plan were compiled using best practices in carbon accounting, and demonstrate the continued commitment that Ecojustice has towards environmental stewardship and corporate social responsibility.

## About Climate Smart

Climate Smart is a Vancouver-based social enterprise that offers a comprehensive, small-group-based training program, certification and tools for small/medium enterprises (SMEs) to measure and **profitably reduce their energy, transport, and waste-related costs** and greenhouse gas (GHG) emissions.

In 2010, Climate Smart launched the first municipally supported climate change program designed specifically for the local SME business community. Other key partners are **Port Metro Vancouver, Vancouver Airport Authority, Vancouver Economic Commission** and **Richmond's Economic Development Department**.

Climate Smart builds capacity within businesses by training key staff to develop strategies for ongoing reductions in emissions and associated costs from energy, fuel and waste that create economic as well as environmental benefits. Climate Smart emphasizes the business case for GHG reduction: **operational efficiencies, cost savings, and competitive advantage**.

Climate Smart's training and **innovative data services** are designed to link business-sector actions to carbon emission reduction targets, while simultaneously addressing economic development and green economy goals. Climate Smart has built out extensive datasets, **case studies** and **analysis for community-emission modeling** – utilized by both partners and businesses to benchmark their progress amongst emission and cost-saving goals.

Case studies from a sampling of 40 Climate Smart businesses show a total **annual cost savings of \$1 million**. Case studies with GHG and cost reductions: <https://climatesmartbusiness.com/case-studies/>

## Key Sectors & Climate Smart Certified Businesses

Climate Smart works across a range of industry sectors, including:

- Construction & Real Estate
- Manufacturing
- Food & Beverage Processing
- IT and Tech
- Transportation related (terminals, marinas, distributors)
- Retail
- Professional Services (legal, accounting, engineering)

Example Climate Smart businesses include: **Aggressive Tube Bending, Van Houtte Coffee Services, Albion Fisheries, Frogbox, Concert Properties, Electronic Arts, Pacific Blue Cross, Purdys Chocolatier. River Market, Securiguard, Tinhorn Creek Vineyards, Continental Roofing, the PNE, 505-Junk, APEGBC, Treen Safety, Easy Park, Cypress Mountain and many more!**

### Climate Smart At A Glance

Climate Smart is a Vancouver-based social enterprise, providing expertise in small- and medium-sized enterprise (SME) training, software, tools, and certification to profitably reduce GHG emissions generated by business operations. Climate Smart builds capacity within businesses by training key staff to develop strategies for ongoing reductions in emissions and associated costs from energy, fuel and waste that create economic as well as environmental benefits.

Climate Smart emphasizes the business case for GHG reduction: operational efficiencies, cost savings, and competitive advantage.

Climate Smart's training and innovative data services are designed to link business-sector actions to carbon emission reduction targets, while simultaneously addressing economic development and green economy goals. Climate Smart has built out extensive datasets (gathered from client businesses since 2008), case studies and analysis for community-emission modeling – utilized by both partners and businesses to benchmark their progress against emission and cost-saving goals.

In 2010, Climate Smart launched the first municipally supported climate change program designed specifically for the local SME business community. Other key partners include: Vancity, Vancouver Airport Authority, Vancouver Economic Commission, Port Metro Vancouver, and CGA-BC.

# 775+

Climate Smart certified businesses to date (trained or in training)

# 1,258,132+

Total emissions measured by Climate Smart to date, in tonnes (t) CO<sub>2</sub>e

# 14%

Average reduction achieved after 3 years of Climate Smart certification

# \$397

Projected cost savings to a business, per tonne CO<sub>2</sub>e reduced

90 - 425 Carrall St, Vancouver, BC V6B 6E3