

Institute for Fiscal Studies: Carbon reduction plan

Supplier name: Institute for Fiscal Studies.....

Publication date: ...1 September 2023.....

1 Commitment to achieving Net Zero

Institute for Fiscal Studies is committed to achieving Net Zero emissions by 2050.

2 Baseline emissions footprint

Baseline emissions are a record of the greenhouse gases that have been produced in the past and were produced prior to the introduction of any strategies to reduce emissions.

Baseline emissions are the reference point against which emissions reduction can be measured.

3 Organisational boundary

We have used the financial control approach.

4 Operational scopes

We have estimated our scope 1, 2 and certain scope 3 emissions.

Baseline year: 2021	
Additional details relating to the baseline emissions calculations.	
Baseline year emissions:	
EMISSIONS	TOTAL (tCO ₂ e)
Scope 1	Zero. We do not own any company vehicles, nor control any direct sources of emissions. We are a desk-based research organisation, with offices in a rented building.
Scope 2	Unable to estimate accurately as emissions associated with the purchase of electricity, steam, heat, or cooling are not within our control. We estimate our share, based on bills from our landlord. We have used the government conversion factors for 2021 to estimate emissions from electricity UK (40.86); on site heat and steam (19.23) and water supply and water treatment (0.58) tCO₂e: 60.67
Scope 3	We base our calculations on IFS directly employed staff only. We use the estimates produced for insurance purposes, for the number of trips per year. We used online calculators (ICAO and Ecotree) to arrive at the quantity of emissions based on destinations and means of travel (flights and train journeys). tCO₂e: 21.0
Business travel	
Employee commuting	We used institutional timesheets to provide data on hours worked (excluding holidays, sickness and other absence) and calculated the resultant FTE. A working year is 220 days. On average 20 employees bike regularly, the rest use public transport. Average length of commute is 16.8m (ONS). According to the European Environment Agency, the CO ₂ per train mile is 14g. We multiply travel days x average length of commute x CO ₂ per mile to arrive at our estimate. Note, we have taken 2021 data, but assumed normal (not pandemic) patterns of working. We assume the equivalent of 59 FTE who travel by train, for 220 days in the year, at 14g per train mile tCO₂e: 3.07
Waste generated in operations	Not quantified. We have not yet attempted to measure emissions from waste. In future we will attempt to measure emissions from the following processes: <ul style="list-style-type: none"> • Paper and printing • Disposal of computers • General office equipment
Upstream transportation and distribution	Zero, we do not resell products, we are a desk-based research organisation.
Downstream transport	Zero, we do not resell products, we are a desk-based research organisation.
Total Emissions	tCO₂e: 84.74

5 Current emissions reporting

Reporting year: 2022	
EMISSIONS	TOTAL (tCO ₂ e)
Scope 1	Zero. We do not own any company vehicles, nor control any direct sources of emissions. We are a desk-based research organisation, with offices in a rented building
Scope 2	Unable to estimate accurately as emissions associated with the purchase of electricity, steam, heat, or cooling are not within our control. We estimate our share, based on bills from our landlord. We have used the government conversion factors for 2022 to estimate emissions from electricity UK (39.52); on site heat and steam (15.37) and water supply and water treatment (0.42) tCO₂e: 55.30
Scope 3	
Business travel	We base our calculations on IFS directly employed staff only. We use the estimates produced for insurance purposes, for the number of trips per year. We used online calculators (Planetair and Ecotree) to arrive at the quantity of emissions based on destinations and means of travel (flights and train journeys). We changed the calculator for air travel from ICAO to Planetair for ease of use: the numbers given by this calculator are slightly higher. tCO₂e: 28.09
Employee commuting	We used institutional timesheets to provide data on hours worked (excluding holidays, sickness and other absence) and calculated the resultant FTE. A working year is 220 days. On average 20 employees bike regularly, the rest use public transport. Average length of commute is 16.8m (ONS). According to the European Environment Agency, the CO ₂ per train mile is 14g. We multiply travel days x average length of commute x CO ₂ per mile to arrive at our estimate. Note, we assume the equivalent of 59 FTE who travel by train, for 220 days in the year, at 14g per train mile tCO₂e: 2.28
Waste generated in operations	Not quantified. We have not yet attempted to measure emissions from waste. In future we will attempt to measure emissions from the following processes: <ul style="list-style-type: none"> • Paper and printing • Disposal of computers • General office equipment
Upstream transportation and distribution	Zero, we do not resell products, we are a desk-based research organisation.
Downstream transport	Zero, we do not resell products, we are a desk-based research organisation.
Total Emissions	tCO₂e: 85.67

6 Emissions reduction targets

In order to continue our progress to achieving Net Zero, we have adopted the following carbon reduction targets.

We project that carbon emissions will decrease over the next five years to 76.26 tCO₂e by 2026. This is a reduction of 10%

This is our first year, but we intend to sign up later in 2022 to SmartCarbon platform to help us to measure our emissions more accurately, and to identify where we can most effectively reduce them.

7 Carbon reduction projects

7.1 Ongoing carbon reduction initiatives

- We have moved to on-demand printing, requiring staff to log into the printer using a key card (to minimize wasted paper and ink, and electricity). We are monitoring usage and will implement measures to decrease the amount of printing if there is not a significant fall in use of paper and ink over the coming year.

7.2 Future projects

In the future we hope to implement further measures such as:

- Work with staff representatives to agree a programme of sustainable carbon reduction measures
- Reduce company travel where we can, consistent with operational requirements for networking with academic peers. We are encouraging staff to consider carefully whether to attend events in person or by remote means. Our work is based on academic research, which requires staff to develop personal networks and spend time at national and international conferences and visiting universities to develop shared intellectual capital. This is important both for the organisation as a whole and for the careers of individual researchers. Our aim will be to encourage staff to combine a number of seminar and conference visits, where possible, so that longer journeys – in particular transatlantic flights - are mostly undertaken for longer-term visits. At least some one-off visits should then be managed remotely.
- We are presently renting our offices in a fairly old and energy inefficient building, but we will be moving to new premises within the next four years. The planning committee will look for a more modern building with more efficient energy use. Hybrid working will reduce minimum space requirements.
- We have not had success in lobbying our current landlord to use renewable energy tariffs: we have a new landlord in our current premises since the end of 2022, so are discussing this with them. As mentioned, we expect to move offices in 2025/26 and this will be one of the criteria used when selecting a new building.
- Home working: we are currently moving to more home working, whilst maintaining an office-based culture. We plan to maintain hybrid working patterns, which will reduce energy use from commuting. As mentioned above, this will also allow us, in the medium term, to reduce the footprint of our office premises.
- Over the next year, we will be carrying out a review of our computing systems and producing a long-term plan. Environmental factors will be a key consideration, for example when deciding whether data will be stored on our own servers or in the Cloud.

8 Declaration and sign-off

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standard for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard and uses the appropriate Government emission conversion factors for greenhouse gas company reporting.

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard.

This Carbon Reduction Plan has been reviewed and signed off by the board of directors (or equivalent management body).

Signed on behalf of the IFS



Paul Johnson, Director, Institute for Fiscal Studies

Date: ...1 July 2023.....

9 Policy review

9.1 Summary of reviews

Date	Reviewed by	Issues found	Action taken	Notes
18/10/2022	EH	N/A	N/A	Reviewed policy but no changes needed.
5/7/2023	EH	Figures need to be added for calendar year 2022	Updated figures	

9.2 Log of changes made

Date	Changes made	Changes made by	Major or minor change?	Approved by (major changes only)
5/7/2023	Changed current reporting year to 2022	EH	Minor	N/A