

Carbon Footprint

Reporting Period 2024

April 2025

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Section 1: Executive summary

Purpose

The Carbon Footprint Report provides an overview of our Ports of Jersey's greenhouse gas (GHG) emissions for the 2024 reporting period. The assessment follows internationally recognised standards, including the Greenhouse Cas Protocol and ISO 14064, to ensure accuracy and transparency.

Our total carbon footprint for the period amounts to 1,213 metric tonnes of CO2e (Tonnes of Carbon Emissions and Equivalents - TCO2e), covering:

- Scope 1 (direct emissions),
- Scope 2 (indirect emissions from purchased energy), and
- Scope 3 (limited to Business Travel)

highlighting key areas for improvement.

To mitigate our environmental impact, we have set ambitious reduction targets, aligning to Jersey's Carbon Neutral Roadmap and the Paris Agreement, which we will meet through initiatives to increase renewable energy use, improve energy efficiency and infrastructure investment to support the conversion from fossil fuels to low-carbon alternatives). Additionally, we also balance our Scope 1 and 2 emissions, as well as business travel, with Durrell's Rewild Carbon scheme in the Atlantic Forest.

This report serves as a foundation for our sustainability strategy, ensuring accountability and driving continuous improvement in emission reductions. Moving forward, we will continue to enhance data collection, automation and analysis, to provide us with insights supporting us to reduce our carbon footprint further.

By taking decisive action today, we are committed to building a more sustainable future for our business stakeholders and the environment.

Key Findings:

Ports of Jersey Limited operational Scope 1 and Scope 2 emissions for 2024 were 1,117.5 TCO2e.

Collectively, Ports of Jersey Limited has shown a Carbon Emission reduction of 1.17% across operational estates within the boundary of Scope 1 and 2 emissions.

The largest sources of emissions within the current boundaries of Scope 1, Scope 2 and Business Travel, were identified as:

- 1. Stationary Combustion (heating of our terminals) at 50% of total carbon footprint.
- 2. Mobile Combustion, Sea and Land fleet at 28% of total carbon footprint.

Percentage of Emissions by Scope Apportionment

Scope	Percentage
Scope 1	78.3%
Scope 2	13.8%
Scope 3 (Business Travel Only)	7.87%

2024 Percentage of Emissions by Category Apportionment

Category	Percentage
Stationary Combustion	50.6%
Mobile Combustion	27.7%
Purchased Electricity	13.0%
Business Travel	7.87%



2024 Total emissions by Entity (location)

Entity	TCO2e		1200						
Jersey Airport (AP)	727								
Jersey Harbour (HA)	334		800						
Marine Leisure and Maritime (HM)	22	TCO2e	600						
Outlying Harbours (HC)	1.6		400		_			-	-
Corporate (XC) (Mobile Combustion shared services)	127		200						
			0	2020	203	21	2022	2023	2024

Year

Baseline Year

The year-on-year carbon data analysis for Scope 1 and 2 (operational) emissions at Ports of Jersey Limited (above) provides a comprehensive overview of the environmental impact across various entities from 2019 to 2024. This analysis focuses on the emissions data for five key entities: AP (Airport), HA (Harbour), HC (Headquarters), HM (Harbour Maintenance), and XC (Cross-Channel).

In 2024, Ports of Jersey retrospectively adjusted Purchased Electricity captured years (2019, 2020, 2021) data to support the transfer of electricity of electricity consumed by our tenants and business partners to Scope 3 category transfer to provide further insights in the consumption within the operational boundary of Jersey Airport and Jersey Harbours. By comparing the emissions against the baseline year of 2019, we can observe significant trends and fluctuations in the carbon footprint of each entity. This chart visually represents the changes in TCO2e (tonnes of CO2 equivalent) over the six-year period, highlighting areas of improvement and concern in the pursuit of sustainability goals.



AP and XC show overall increases in emissions in 2021 and 2024, compared to 2019.

HA shows significant increases in 2021 and 2022, followed by a decrease in 2024.

HC shows a significant reduction in emissions in 2020 and 2021, with no data for subsequent years.

HM shows a consistent reduction in emissions from 2019 to 2023, with a slight increase in 2024 but still below the baseline year 2019.

Statement of Commitment

In May 2024, Ports of Jersey published its Decarbonisation Roadmap, marking a significant milestone in the organisation's commitment to achieving net-zero operations by 2030. This strategic plan not only focuses on reducing direct emissions but also emphasises collaboration with the community, government, local businesses and industry partners to address indirect emissions, ensuring a holistic approach to decarbonisation.

Reducing Carbon Emissions

We are dedicated to achieving net zero carbon emissions in our operations by 2030. This ambitious goal will be pursued through a combination of energy efficiency measures, the adoption of renewable energy sources, and the implementation of innovative technologies. We will continuously monitor and report our carbon emissions, ensuring transparency and accountability in our progress towards this goal.

Sustainable Operations

We will integrate sustainability into every aspect of our operations, from the management of Jersey Airport and Jersey Harbours to the provision of air navigation and maritime safety services. Our Airport Fire and Rescue Service (ARFFS) will continue to uphold the highest standards of safety and efficiency while minimizing environmental impact.

Community and Stakeholder Engagement

We will actively engage with our community, stakeholder, and partners to promote sustainable practices and raise awareness about the importance of reducing carbon emissions. We will collaborate with local and international organisations to share best practices and support initiatives that contribute to a more sustainable future.

Innovation and Continuous Improvement

We will invest in research and development to explore new technologies and approaches that can further reduce our environmental impact. We will regularly review and update our sustainability strategies to ensure they remain effective and aligned with the latest scientific and industry developments.

Ethical and Transparent Reporting

We are committed to ethical and transparent reporting of our sustainability efforts. This includes clear communication of our goals, progress, and challenges. We will seek external assurance for our carbon emissions data to ensure accuracy and credibility.

Section 2: Organisational Overview

Company Name

Ports of Jersey Limited

Industry Sector

Commercial Airport Commercial Harbour Marine Leisure Outlying Harbours Landlord and Property Management Private Aviation General Aviation

Report Period 1 January 2024 to 31st December 2024

Geographical Scope

Ports of Jersey's key areas of operations are:

Jersey Airport

- Location: St. Peter, Jersey
- Scope: Manages aviation activities, including passenger and cargo flights. It also oversees the Air Navigation Services Provision in Channel Island Airspace.

Jersey Harbours

- Location: Various harbours around Jersey, including St. Helier Harbour
- Scope: Manages maritime activities and facilities within Jersey Harbours. This includes the operation of commercial and leisure ports, marinas, and outlying, historic harbours around the Island.

Jersey Coastguard

• Scope: Responsible for maritime safety and coordination of search and rescue operations within Jersey's territorial waters.

Operational Boundaries

The organisational boundary for Ports of Jersey's carbon footprint encompasses all operations and activities directly controlled by Ports of Jersey Limited. This includes the management and operation of Jersey Airport, Jersey Harbours and associated facilities and outlying harbours. The boundary is defined to capture all significant sources of greenhouse gas emissions within the scope of Ports of Jersey's operational control.

Jersey Airport

Jersey Airport, located in St. Peter, Jersey, manages all aviation activities within its premises. The operational boundaries include:

- Airside Operations: This encompasses all areas accessible to aircraft, including runways, taxiways, and aprons. It also includes the management of ground handling services, aircraft maintenance, and refuelling operations.
- Landside Operations: This includes passenger terminals, parking facilities, and access roads. It covers all activities related to passenger processing, security screening, baggage handling, and customer services.
- Air Navigation Services: Jersey Airport oversees the provision of air navigation services within the Channel Island Airspace, ensuring the safe and efficient movement of aircraft.

Air Fire and Rescue Service (ARFFS)

The Air Fire and Rescue Service (ARFFS) at Jersey Airport is responsible for providing rescue and firefighting services in the event of an aircraft accident or incident occurring at, or in the immediate surroundings of, the aerodrome. The operational boundaries include:

- Response Time: The ARFFS aims to achieve a response time not exceeding three minutes, with an operational objective of not exceeding two minutes from the time of the initial call to any point of each operational runway, in optimum visibility and surface conditions.
- Rescue and Firefighting: The principal objective is to save lives by creating and maintaining survivable conditions, providing egress routes for occupants, and initiating the rescue of those unable to make their escape without direct aid.
- Fire Alarm System: The ARFFS interacts with the airport fire alarm system and responds to any fire alarm activations within the airport boundary. The system is monitored 24/7, and the ARFFS duty crew responds during airport opening hours.
- Additional Responsibilities: The ARFFS also responds to aircraft incidents or accidents, fire alarms, and first aid incidents within the airport boundary. They preserve a safe environment for aviation movements through proactive bird control and aircraft marshalling, conduct regular runway inspections, and assist other emergency services at major island incidents.

Jersey Harbours

Jersey Harbours manages maritime activities and facilities within various harbours around Jersey, including St. Helier Harbour. The operational boundaries include:

- Commercial Ports: This includes the management of cargo handling, shipping operations, and logistics services. It covers all activities related to the import and export of goods, customs clearance, and port security.
- Leisure Ports and Marinas: This encompasses the management of facilities for recreational boating, including berthing, mooring, and marina services. It also includes the provision of amenities for leisure boaters, such as fuel stations, maintenance services, and customer support.
- Maritime Safety and Coordination: Jersey Harbours is responsible for maritime safety within Jersey's territorial waters. This includes the coordination of search and rescue operations, enforcement of maritime regulations, and the provision of navigational aids.

Jersey Coastguard

Jersey Coastguard plays a crucial role in ensuring maritime safety within Jersey's territorial waters. The operational boundaries include:

- Search and Rescue (SAR): Jersey Coastguard coordinates search and rescue operations in response to distress calls or emergencies within Jersey's 660nm² territorial waters.
- Communications and Coordination: Jersey Coastguard serves as a central communication hub for maritime emergencies, liaising with various agencies, vessels, and authorities to coordinate responses effectively.
- Maritime Safety: Jersey Coastguard works closely with the Maritime Standards Department, ensuring that all maritime operations adhere to the highest safety and regulatory standards. This includes monitoring vessel traffic, interrogating commercial vessels, and issuing safety advice to mariners to prevent accidents and ensure safe navigation.
- Additional Responsibilities: Jersey Coastguard also operates a 24-hour pilot boat service, conducts maintenance and inspection of aids to navigation, and manages counter pollution and salvage response for the Island.

Scope 1 Emissions

Scope 1 emissions are direct greenhouse gas emissions from sources that are owned or controlled by Ports of Jersey. These include:

- **Stationary Combustion**: Emissions from the combustion of fuels in stationary sources such as boilers, furnaces, and generators used for heating and power generation at various facilities, including Jersey Airport and Jersey Harbours.
- **Mobile Combustion**: Emissions from the combustion of fuels in company-owned vehicles and equipment, including the sea and land fleet.

Scope 2 Emissions

Scope 2 emissions are indirect greenhouse gas emissions from the consumption of purchased electricity, steam, heating, and cooling. For Ports of Jersey, this includes:

• **Purchased Electricity**: Emissions associated with the consumption of electricity purchased from external suppliers to power operations at Jersey Airport, Jersey Harbours, and other facilities.

Scope 3 Emissions

Scope 3 emissions are all other indirect emissions that occur in the value chain of Ports of Jersey. For the current reporting period, this includes:

• **Business Travel**: Emissions from employee business travel, including flights, car rentals, and other forms of transportation used for business purposes.

Key Emission Sources

The largest sources of emissions within the operational boundary are:

- **Stationary Combustion**: Heating of terminals and other facilities, accounting for approximately 50% of the total carbon footprint
- **Mobile Combustion**: Emissions from the sea and land fleet, representing about 28% of the total carbon footprint
- Purchased Electricity: Contributing to around 13% of the total carbon footprint

Section 3: Methodology

Standards Used: GHG Protocol

Emissions Scopes:

Scope 1: Direct emissions for owned/controlled sources
Scope 2: Indirect emissions from purchased energy
Scope 3: Other direct emissions across the value chain (business travel, landing and take-off cycles, downstream and upstream leased assets)

Data Sources

- Internal Data: Activity data collected from various departments within Ports of Jersey, including fuel consumption records, electricity usage, and operational logs.
- **External Data:** Emission factors sourced from DEFRA (Department for Environment, Food & Rural Affairs) and other relevant environmental agencies.

Data Collection

Reporting Period: Data is reported on a calendar-year basis, covering the period from January 1, 2024, to December 31, 2024.

Activity Data

Raw activity data is collected from operational records, financial invoices, and monitoring systems. This includes fuel consumption, electricity usage and other relevant operational metrics.

Data Processing

- Emission Factors: Emission factors are applied to the collected activity data to calculate carbon emissions. These factors are sourced from DEFRA and other relevant environmental agencies.
- **Data Validation:** Data is cross-checked with financial records and operational logs to ensure accuracy and consistency.

Data Analysis

- **Scope 1 Emissions:** Direct emissions from owned or controlled sources, including stationary combustion (e.g., heating oil) and mobile combustion (e.g., vehicle fuel).
- **Scope 2 Emissions:** Indirect emissions from the generation of purchased electricity consumed by Ports of Jersey.
- **Scope 3 Emissions**: Other indirect emissions that occur in the value chain, such as business travel and outsourced activities.

Data Validation

Data is reviewed internally by the sustainability team to ensure accuracy and consistency.

Assumptions

Operational Control Approach: Emissions are reported based on operational control, meaning that all emissions from operations where Ports of Jersey has control over energy and fuel use are included.

Exclusions

Certain Scope 3 emission categories, such as landing and take-off cycles, passenger surface access, and staff commuting, are excluded due to minimal control.

Limitations

- **Data Availability:** Some data may be estimated due to the unavailability of precise measurements.
- Scope 3 Emissions: Limited control over certain Scope 3 emissions may affect the accuracy of these estimates.

Ethical Considerations

- **Transparency:** All assumptions, exclusions, and methodologies are clearly stated to ensure transparency.
- **Sustainability Goals:** The methodology aligns with Ports of Jersey's commitment to reducing carbon emissions and achieving net zero by 2030.

This methodology statement provides a comprehensive overview of the processes and principles used to calculate and report carbon emissions for Ports of Jersey Limited in 2024. By adhering to these methodologies, we aim to ensure accurate, transparent, and reliable reporting to support our sustainability goals.

Section 4: Results Total Emissions: 1,213 (TCO2e) Scope 1: 950 Scope 2: 168 Scope 3: 95

2024 Carbon Emissions	Corporate	Airport	Harbours	TOTAL
Scope 1				
Stationary Combustion	0	555.35	58.32	613.67
Fugitive Emissions	0	0.09	0	0.09
Mobile Combustion	114.4	34.97	186.84	336.21
Scope 1 TOTAL	114.4	590.41	245.16	949.97
Scope 2				
Purchased Electricity	0	103.51	64.02	167.53
Scope 2 TOTAL	0	103.51	64.02	167.53
Scope 3				
Business Travel	13.09	33.48	48.85	95.42
S1, S2 and Business Travel TOTAL	127.49	727.4	358.03	1,212.92

Year – on – Year Comparison Total Emissions (5 years)



2024 emissions increased by 2.86% compared to 2023





Year – on – Year Comparison Stationary Combustion (5 years)

2024 emissions increased 6.16% compared to 2023.



2024 emissions reduced by 15.33% compared to 2023.

Fuel Use	2024	2023	2022	2021	2020
	-15%	-8%	6%	25%	4%

Year – on – Year Comparison Purchased Electricity (5 years)



2024 emissions increased by 7.81% compared to 2023.



Year – on – Year Comparison Mobile Combustion (5 years)

Year – on – Year Comparison by Building/Terminal

Fuel types: Gas Oil, HVO. Elizabeth Terminal was converted to HVO mid-year

	2024	2023	2022	2021	2020
Jersey Airport Terminal	477.19	432.01	412.14	485.46	420.30
Fire Station	27.14	21.20	29.79	31.47	19.73
Elizabeth Terminal	47.17	84.45	76.67	68.63	75.44
Marine Leisure Centre	11.15	10.89	10.03	8.98	9.64
TOTAL TCO2e	562.65	548.55	528.63	594.54	525.11

Land Vehicles at Ports of Jersey Limited

In our ongoing efforts to monitor and reduce the carbon footprint of the Ports of Jersey's vehicle fleet, we have compiled the following data on the types of fuel used by our vehicles:

 Diesel & Heavy Oil: The majority of our fleet, comprising 53 vehicles, operates on diesel and heavy oil. These fuels are known for their higher carbon emissions compared to other fuel types, making them a significant contributor to our overall carbon footprint.



- **Petrol**: There are 10 vehicles in our fleet that use petrol. While petrol engines generally produce fewer emissions than diesel engines, they still contribute substantially to our carbon footprint.
- **Electric**: We have made strides towards sustainability with 5 electric vehicles in our fleet. Electric vehicles produce zero tailpipe emissions, significantly reducing our carbon footprint and aligning with our goal of achieving net carbon zero by 2030.
- **Hybrid**: Our fleet includes 1 hybrid vehicle, which combines a petrol engine with an electric motor. This combination helps to reduce emissions compared to traditional petrol or diesel vehicles.

This data highlights the current composition of our vehicle fleet and underscores the importance of transitioning to more sustainable fuel options. By increasing the number of electric and hybrid vehicles, we can significantly reduce our carbon emissions and reach our decarbonisation goals.

Section 5: Reduction Initiatives and Emission Reductions Achieved

1. Conversion to Sustainable Fuels

- Initiative: Converting the Elizabeth Terminal to run on Hydrogenated Vegetable Oil (HVO) instead of traditional heating oil.
- **Outcome:** This conversion led to a 93% reduction in heating emissions from the terminal.



2. Vehicle Fleet Transition

- Initiative: Transitioning to an all-electric or HVO powered vehicle fleet.
- **Outcome:** This initiative, to be undertaken in 2025, will significantly reduce emissions from mobile combustion sources, estimated to reduce around 80% of our mobile combustion emissions.

3. Carbon Balancing Initiatives

- Initiative: Partnering with organisations like Durrell Conservation Trust to balance emissions through tree planting projects in the Atlantic Forest.
- **Outcome**: In 2024, for 2023 carbon emissions, Ports of Jersey contributed to planting approximately 7040 trees, which helped balance Scope 1 and 2 emissions and employee travel.

4. Renewable Energy Generation

- Initiative: In 2024 we got planning permission to install solar panels in 2025 on the Cargo Centre's rooftops.
- **Outcome:** The initiative will allow for EV charging at the cargo centre and improve the Island's energy resilience for low-carbon electricity, generating enough electricity per year to power more than 300 homes. It also serves as a model for other facilities within the organisation to adopt similar renewable energy solutions.

5. Airfield Carbon Sequestration Management

• Initiative: In 2024, Ports of Jersey undertook a comprehensive Carbon Soil Audit at the Jersey Airport airfield to assess the carbon sequestration potential

of the soil, forming a baseline data capture. The findings underscore the importance of maintaining the grassland habitat, not only for its ecological benefits but also for its role in carbon sequestration. The audit provided detailed insights into the carbon content per kilogram of soil samples and highlighted the depth of thatch in various grass areas.

• **Outcome:** To improve the carbon sequestration potential, we are replanting Tall Fescue grass across the airfield, aimed at supporting both carbon reduction and bird management. Tall Fescue grass is known for its deep root system, which can grow up to 2-3 feet into the ground, making it highly efficient at capturing and sequestering carbon from the atmosphere. This grass species also serves as a natural deterrent for most bird species, thereby reducing the risk of bird strikes and enhancing aviation safety. Additionally, Tall Fescue provides a suitable habitat for skylarks, a small bird species that does not pose a danger to aviation and is currently in decline. By integrating Tall Fescue grass into the airfield's landscape, Ports of Jersey is not only contributing to its sustainability goals but also promoting biodiversity and ecological balance. Moving forward, the audit recommended periodic soil assessments every 1-2 years to monitor and enhance carbon sequestration through targeted airfield grass maintenance programmes.

6. Waste Reduction Programs

- **Initiative:** Implementing improved recycling systems and ensuring 75% of Ports of Jersey recyclable waste is recycled by 2030.
- **Emission Reductions:** These programs will help to reduce emissions associated with waste management.

7. Enhanced Data Collection and Reporting

- Initiative: In 2024 we tendered for a new sustainability data and reporting system. The tender was successful, and we have signed a two-year contract for a new system called Sustaira.
- Outcome: We have automated a lot of our carbon footprint data collection and reporting, and the system is cloud based so that we are not reliant on spreadsheets. It also makes data more accessible to enable data-led decision making across the organisation. We will continue to improve on this throughout 2025 onwards.

8. Carbon Literacy Training

- Initiative: Roll out carbon literacy training across our senior leadership teams and management teams.
- Outcome: Nearly all of Ports Executive Team have received carbon literacy training. We will roll out wider in 2025 and create a condensed version for operational teams and the board.

Section 6: Targets and KPIs

As part of our Planet and People Plan refresh in 2025, we will be updating all our sustainability targets and KPIs.

However, these are our targets as of the end of 2024:

Decarbonising our operations

- We will reduce our emissions by 42% to be net zero in scope 1 and 2 by 2030, against 2019 baseline
- Airport heating switched to heat pumps and electric by the end of 2026
- All gas boilers switched to heat pumps and electric by 2030
- 90% of diesel vehicles converted to HVO by the end of 2025
- 100% of vehicles will have trackers by the end of 2025
- 20% of employees will have completed Carbon Literacy Training by the end of 2025

Supporting our business partners to reduce their emissions

- We will support our business partners to reduce their POJ related emissions by 30% by 2035, against
- baseline
- We will have written and published a sustainable aviation partnership strategy/policy by the end of 2025,
- looking at the future of sustainable aviation fuel and future technologies in Jersey
- We will implement a private jet decarbonisation charge by the beginning of 2026
- We will support the implementation of the cargo centre solar panels, by the end of 2026
- We will implement a Supplier Code of Conduct, with the top 10% of suppliers signed up by the end of 2025
- Agree ToR for Green Corridor working group with Port of St Malo and integrate ferry operator into working group and
- ensure sufficient infrastructure for future electric ferries by the end of 2025

Supporting our customers to reduce their emissions

- By 2030, 60% of our customers will travel to and from our terminals by sustainable means
- We will install a cycle hub on our airport estate by the end of 2025
- We will have at least one EV charger available at both terminals by the end of 2026
- We will have at least one EVie vehicle at our marinas and outlying harbours by the end of 2025

Reducing our energy consumption

- Airport ground lighting will have switched to LED by the end of 2030
- 100% Outlying harbour and marinas LED lighting by end of 2026
- 100% of electricity metering will be converted to SMART meters by the end of 2025 across our estate

Section 7: Carbon Balancing and Neutrality

Cabon Balancing

- Quantity: 1,213 TCO2e
- Type: 'ReWild Carbon: <u>https://www.durrell.org/get-involved/rewild-carbon/</u>

Our latest investment of **£36,600** enabled the planting and nurturing of nearly **7,000** trees in Brazil, from a wide variety of native species. This initiative has helped provide sustainable livelihoods for the local community, as well as restoring habitat for the many threatened species of mammals and birds who live in the Atlantic Forest.

We have been balancing our emissions with Durrell's Rewild Carbon programme for a few years now and it is amazing to see the progress that the project has made in the Atlantic Forest. Although we are working hard to reduce our emissions, which is the most impactful thing we can do, we have now supported Durrell to plant over **25,000** trees in Brazil, restoring forest corridors to create lifelines for endangered wildlife.

CarbonPass

In the 2024 period, we received a total of **£1,402.73** from passengers donating to balance their travel emissions with Rewild Carbon.

This donation from passengers will enable Durrell to plant and nurture approximately **248** trees in the Atlantic Forest area of Brazil from a wide range of native species.

Section 8: Conclusion and Recommendations

Summary of Findings:

In 2024, Ports of Jersey Limited continued to make significant strides towards reducing its carbon footprint. The total carbon emissions for the year were meticulously tracked and reported, reflecting our commitment to transparency and sustainability.

Our efforts have resulted in a 2% decrease in Scope 1 and 2 emissions compared to 2023, primarily due to the switch to sustainable heating oil (HVO) at Elizabeth Terminal and a reduction in vehicle fuel consumption.

However, heating remains the highest emitter across our estate, and electricity consumption has increased compared to the previous year. These findings underscore the importance of our ongoing initiatives and the need for continued focus on our highest emitting areas to achieve our net-zero targets by 2030.

Next Steps:

To further reduce emissions and improve data accuracy, Ports of Jersey Limited will implement the following actions in 2025:

- **Carbon Literacy Training**: We will roll out wider in 2025 and create a condensed version for operational teams and the board.
- Energy monitoring and reduction: implement automated metering across our estate to enable easier data access and analysis.
- **HVO and biogas transition**: Transition as many remaining boilers and vehicles as possible to HVO and biogas, as well as planning for the transition to heat pumps and future sustainable fuels.
- **Digital transformation**: Take further steps to automate sustainability data collection and reporting and ensure that all data related to carbon emissions is accurately collected and reported to maintain transparency and drive informed decision-making.
- Cargo Centre Solar Panel project: complete the cargo centre solar panel project by the end of 2025

Planet and People Plan Refresh

In 2025, Ports of Jersey will be undertaking a refresh of our sustainability strategy, Ports Planet and People Plan (PPP), which was launched in 2022, to ensure it remains aligned with our evolving sustainability goals and the dynamic environmental, social, and economic landscapes we operate within.

This refresh process will involve assessing progress, ensuring that we are focusing on our most material areas, setting new Key Performance Indicators (KPIs) and developing detailed delivery plans. Although we published our decarbonisation roadmap last year, and therefore will have more updates for our biodiversity and waste pillars, we will still review key targets, KPIs and initiatives, to ensure that our actions are measurable and impactful.

Section 9: Appendix

Emission Factors Used

- **DEFRA (Department for Environment, Food & Rural Affairs):** The 2024 DEFRA advanced data set for greenhouse gas reporting conversion factors
- Jersey Electricity Company: Emission intensity for 2024: 23.38g CO2e/kWh

Glossary of Terms

Term	Definition
Scope 1 Emissions	Direct greenhouse gas emissions from sources that are owned or controlled by the organisation. Examples include emissions from combustion in owned or controlled boilers, furnaces, vehicles, etc.
Scope 2 Emissions	Indirect greenhouse gas emissions from the generation of purchased electricity, steam, heating, and cooling consumed by the reporting organisation.
Scope 3 Emissions	All other indirect emissions that occur in the value chain of the reporting company, including both upstream and downstream emissions. Examples include business travel, waste disposal, and purchased goods and services.
HVO (Hydrotreated Vegetable Oil)	A renewable diesel alternative produced from vegetable oils or animal fats. It is used to reduce greenhouse gas emissions compared to traditional fossil fuels.
TCO2e (Tonnes of Carbon Dioxide Equivalent)	A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential (GWP), expressed in terms of the amount of CO2 that would have the same GWP.