

Claravine FY 2024

Greenhouse Gas Emissions Inventory Report



Prepared by:



Standards & Protocols:



GREENHOUSE
GAS PROTOCOL

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PURPOSE & OBJECTIVE

This voluntary Greenhouse Gas (GHG) Emissions Inventory Report describes the emissions and how the inventory of greenhouse gasses (GHGs) was developed for Claravine in accordance with the GreenHouse Gas Protocol and ISO 14064-1.

INTENDED USE & USERS OF GHG INVENTORY

The Claravine GHG Inventory Report is used to provide a thorough and accurate accounting of all GHG emissions so that Claravine can communicate its baseline emissions to relevant stakeholders. Users may include clients, partners, employees, other stakeholders who also value serious climate action that follows international standards and best practices. The report may also be used by 3rd parties for the purposes of public GHG data disclosure and science based target validation.

FREQUENCY OF REPORT

Claravine will update its GHG inventory on an a needed basis.

DATA & INFORMATION

Included in this report are all applicable emissions from Scope 1, 2, and 3, as well as calculation methodologies, activity data, and emission factor sources.

INVENTORY AVAILABILITY

The GHG Inventory will be publicly disclosed and freely available.

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COMPANY DESCRIPTION

REPORTING

ORGANIZATION DESCRIPTION

Claravine is a cloud based data management platform that focuses on helping businesses improve data quality, governance, and consistency across various marketing and digital channels. Claravine allows organizations to create, manage, and enforce naming conventions, taxonomies, and metadata to ensure that data is structured and standardized.

GHG INVENTORY

ROLES AND RESPONSIBILITIES



Justin Shepard, CFO:

GHG inventory boundary setting and data management.



Alpine Project is a GHG consulting firm and has been tasked with compiling the GHG inventory report on behalf of Claravine.

Sulagna Datta, Greenhouse Gas Inventory Consultant:

Requesting and reviewing data from Claravine, selecting calculation methodology and emission factors, compiling the emissions report.

ORGANIZATIONAL BOUNDARIES

Claravine defined the boundary of the GHG inventory by identifying locations where it is responsible for GHG emissions. Claravine has chosen to set its organizational boundary according to the operational control approach. It is believed that this approach best matches Claravine operations, as it only exerts operational control by its ability to influence decisions over its applicable operations.

REPORTING PERIOD

This GHG Emissions Inventory Report is based on Claravine's fiscal year ending January 31, 2024 (FY 2024).

EXCLUSIONS

All known and applicable emissions were included in this report.

BASE YEAR

FY 2024 is Claravine's base year and first year for reporting its GHG emissions inventory.

BASE YEAR

RECALCULATION

Base year emissions will be adjusted only under the following conditions:

- Significant change (greater than 5% difference in total base year emissions) in emission factors, constants, or methodologies.
- Errors are discovered in previously submitted data that significantly change (greater than 5% difference in total base year emissions) the base year emissions.
- Structural changes, such as mergers, acquisitions, and/or outsourcing or-insourcing of GHG emitting activities. Changes in the status of leased assets, such as office space, are considered structural changes as well.

REPORTING BOUNDARIES

MATERIALITY STANDARD

This report will account and report all the relevant and significant greenhouse gases covered by the Kyoto Protocol and in accordance with ISO 14064-1:2018. The materiality threshold is 5% of the total GHG emissions.

Table 1: Included Kyoto Gases

KYOTO GAS	SYMBOL	INCLUSION
Carbon Dioxide	CO2	Yes
Methane	CH4	Yes
Nitrous Oxide	N2O	Yes
Sulphur Hexafluoride	SF6	NA
Perfluorocarbons	PFCs	NA
Hydrofluorocarbons	HFCs	NA

Table 2: ISO Categories Included

ISO CATEGORY	INCLUSIONS
Category 1: Direct GHG emissions and removals	NA
Category 2: Indirect GHG emissions from imported energy	NA
Category 3: Indirect GHG emissions from transportation	Yes
Category 6: Indirect GHG emissions from other sources	Yes

GHG EMISSION QUANTIFICATION

Table 3: Direct GHG emissions quantification by Included Kyoto Gases

EMISSION SOURCE	FY 2024 CO2e (Tons)
Total Direct GHG emissions (Scope 1)	1.84
Carbon dioxide (CO2)	1.8468
Methane (CH4)	0.000035
Nitrous oxide (N2O)	0.0000035

Table 5: Total GHG Emissions Inventory and Offsets

EMISSION INVENTORY	CO2e (Tons)
Total GHG Emissions	433.5
Total Verified Emission Reductions/Offsets	0
Net Emissions	433.5

Table 4: Indirect GHG emissions quantification by category

ISO CATEGORY	FY 2024 CO2e (Tons)
Indirect GHG emissions from imported energy (Scope 2)	11.47
Total other indirect emissions (Scope 3)	420.2
Category 3: Indirect GHG emissions from transportation	144.1
Business travel total	136.9
Employee commuting	7.1
Category 4: Indirect GHG emissions from products used by an organization	274.2
Purchased Goods and Services	274.2
Category 6: Indirect GHG emissions from other sources	1.9
Fuel and Energy Activities	1.9

QUANTIFICATION APPROACHES

CATEGORY 1:

DIRECT GHG EMISSIONS AND REMOVALS

DESCRIPTION & JUSTIFICATION:

Claravine had minimal sources of category 1 emissions in the reporting year. The only source is natural gas for heating of its office space. The company purchased 35 DTH/MMBTU of natural gas, as seen below. A natural gas emission factor was applied based on “EPA Emission Factors for Greenhouse Gas Inventories”.

Table 6: Natural Gas Consumption Emissions

GAS	EMISSION FACTOR KG/MMBTU	GWP	GAS FACTOR (KGS)
Carbon Dioxide	53.06	1	53.06
Methane	0.001	28	0.028
Nitrous Oxide	0.0001	265	0.0265
CO2e (Tons/MMBTU)			0.053311
MMBTU of Natural Gas			35
Total CO2e (Tons)			1.8

CATEGORY 2:

INDIRECT GHG EMISSIONS FROM IMPORTED ENERGY

DESCRIPTION & JUSTIFICATION:

The Claravine office space consumed 16,592 kWh of electricity in the reporting year, as seen in Exhibit 3. An emission factor from the EPA’s eGRID RMPA electric grid was applied.

Table 7: Electricity Emissions Data

EMISSIONS SOURCE	TOTAL EMISSIONS TONS CO2E	ACTIVITY DATA SOURCE	ACTIVITY DATA (MWH)	EMISSION FACTOR CO2E (LBS)	EMISSION FACTOR SOURCE
Purchased Electricity	11.5	Utility Statements	16.592	1,524.252 per MWh Reference Year: 2023	<u>eGRID Emission Rates</u>

QUANTIFICATION APPROACHES

HOTEL STAY

Claravine spent \$112,353.21 on hotels in FY 2024. Emissions were calculated using the EPA Supply Chain GHG Emission Factors for US Commodities and Industries v1.1.1, "Hotels and Motels" emission values.

Employee Commuting

DESCRIPTION & JUSTIFICATION:

The total miles was calculated based on this data and a per mile EPA emissions factor was applied.

Table 9: Commuter Emissions Data

TRANSIT MODE	TOTAL FY 2024 MILES	EMISSION FACTOR	TOTAL EMISSIONS CO2E (TONS)	EMISSION FACTOR SOURCE
Car	22,666	0.00032	7.15	Source: Emission Factors for Greenhouse Gas Inventories: Passenger Car
Total Commuter Emissions CO2e (Tons):			7.15	

QUANTIFICATION APPROACHES

CATEGORY 5: INDIRECT GHG EMISSIONS ASSOCIATED WITH THE USE OF PRODUCTS FROM THE ORGANIZATION

The company does not produce any physical products. The emissions from its services are captured in all other categories.

CATEGORY 6: INDIRECT GHG EMISSIONS FROM OTHER SOURCES

Fuel and Energy Activity

All sources of direct fuel consumption and purchased electricity owned or controlled by the company or are accounted for in this section. DEFRA emission factors are used for natural gas consumption, while US IEA emission factors for Upstream Electricity and T&D losses are applied.

Table 11: Fuel and Energy Activity Emissions

Upstream Gas	0.338
Upstream Electric	1.108
T&D Electric	0.423
Total (Tons)	1.869

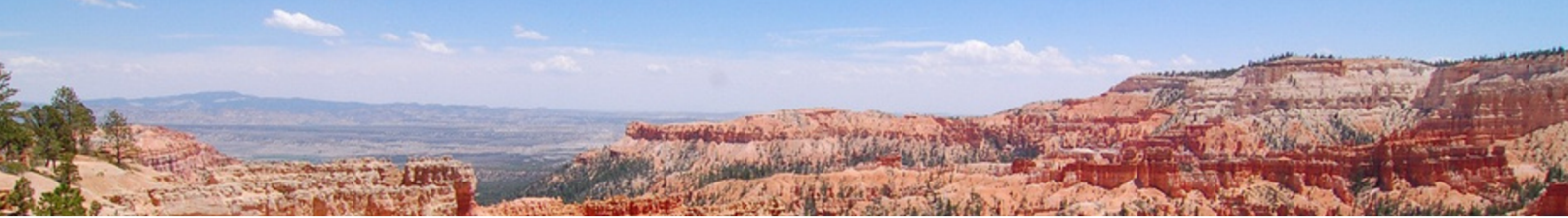
Waste Handling

Claravine did not have access to waste management data for its office space. Therefore, this has been excluded from the inventory. As Claravine had one office space with 996 square feet, with 13 people using the office, emissions from waste is not material in Claravine’s inventory (<5%).

SUMMARY OF QUANTIFICATION APPROACHES

Table 12: Activity data, emissions factors and methodology per emission type

EMISSION TYPE	ACTIVITY DATA	EMISSION FACTOR	METHODOLOGY	DETAILS
Category 1: Direct GHG emissions and removals (Scope 1)	Utility Bills	Emission Factors for Greenhouse Gas Inventories: Link	Primary fuel consumption data.	Utility statements were provided to calculate emissions.
Category 2: Indirect GHG emissions from imported energy	Utility Logs	eGRID Emission Rates: Link	Primary utility data.	Utility statements were provided to calculate emissions.
Scope 3: Other Indirect Emissions				
Category 3: Indirect GHG emissions from transportation (Business Travel: Air, car, accommodations)	Spend Data	EPA Emission Factors for Greenhouse Gas Inventories: Link EPA Supply Chain GHG Emission Factors for US Commodities and Industries v1.1.1: Link	Spend-based method in accordance with GHG Protocol	Emissions factors per dollar spent were obtained from the EPA Supply Chain GHG Emission Factors for US Commodities and Industries v1.1.1.
Category 3: Indirect GHG emissions from transportation (Employee Commuting)	Number of employees, days commuting, mode of transit, distance traveled	EPA Emission Factors for Greenhouse Gas Inventories: Link	Distance-based method in accordance with GHG Protocol	Emissions were calculated based on the total distance traveled by commuting employees by mode of transportation. The total distance per mode was multiplied by its respective EPA emission factor.
Category 4: Indirect GHG emissions from products used by an organization	Spend Data for purchased goods and services	Supplier Emissions Data EPA Supply Chain GHG Emission Factors for US Commodities and Industries v1.1.1: Link	Supplier Emissions Data Spend-based method in accordance with GHG Protocol	All purchased goods and service emissions were calculated based on spend data.
Category 5: Indirect GHG emissions associated with the use of products from the organization	None	None	None	The company accounts for its "Use of Sold Product" through all other categories.
Category 6: Indirect GHG emissions from other sources (Fuel and Energy Activity)	Scope 1 and 2 Data	Upstream Gas: 0.3434 kg/cubic meter: Link Upstream Electric: 0.0000668 Tons CO2/kWh: Link T&D: 0.0000255 Tons CO2/kWh: Link	Consumption	All sources of direct fuel consumption and purchased electricity owned or controlled by Claravine are accounted for in this section. DEFRA emission factors are used for natural gas consumption, while US IEA emission factors for Upstream Electricity and T&D losses are applied.



UNCERTAINTY IN GHG EMISSIONS INVENTORY

Uncertainty in the emissions inventory is a combination of the uncertainties in the emission factors and in the corresponding activity data. Claravine mainly works remotely and its emissions inventory is entirely in Scope 3, where best practices in accounting are continuing to be developed. **Claravine will continue to review the most recent and widely accepted methodologies to reduce uncertainty.**

EMISSION FACTORS

Some emission factors were obtained based on spend data. There is likely a large range of emissions that can occur based on spend. Going forward, Claravine will attempt to implement systems to obtain a higher quality of data than spend, such as embodied emissions on purchased goods and waste tracking.

ACTIVITY DATA

Scope 3 data largely comes from financial records, which are accurate. Uncertainties in the accounting of the Scope 3 emissions are related to generic assumptions made.

Table 13: Uncertainty and Reducing Uncertainty

EMISSION TYPE	UNCERTAINTY	REDUCING UNCERTAINTY
Purchased Goods and Services	Emissions may be over or underestimated as they are largely based on spend data. The total amount spent on a product or service can vary significantly between two similar goods or services. Further, spend based emission factors represent averages among categories of products and services that may also not be the best representation of a product or service.	To reduce these sources of uncertainty, Claravine will seek out suppliers who have emissions data available. This not only eliminates potential spend based accounting issues, but eliminates the need for potentially inaccurate spend based emissions factors.