

First Aid Training Cooperative Emissions Report

Introduction

The First Aid Training Cooperative (FATC) is a values-led organisation delivering high-quality, accessible first aid training across the UK, with a strong emphasis on social impact and environmental responsibility. Alongside its core training activities, FATC has taken proactive steps to understand and reduce its environmental impact, recognising the role that its operations, particularly travel and procurement, play in contributing to greenhouse gas emissions.

FATC has previously measured its carbon footprint for the 2023 and 2024 reporting years, establishing an initial baseline and building an understanding of its key emissions sources. This work marked an important first step in embedding carbon awareness into decision-making and identifying opportunities for emissions reduction.

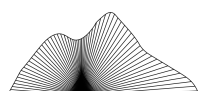
This report builds on that foundation, introducing an updated and more robust methodological approach. A refined boundary assessment process has been applied to better reflect FATC's operational activities, ensuring that all relevant emissions sources are appropriately captured. In addition, the methodology has been improved by shifting, where possible, from spend-based estimates to more accurate activity-based data, increasing the accuracy and reliability of the results.

Emissions for the 2023, 2024 and 2025 reporting years have been measured using this updated approach. This enables meaningful year-on-year comparison and provides a stronger basis for tracking progress over time. The carbon footprint has been developed in line with the Greenhouse Gas (GHG) Protocol Corporate Accounting and Reporting Standard, covering all relevant Scope 1, 2 and 3 emissions.

Alongside total (absolute) emissions, FATC is also tracking emissions intensity on a per-course-delivered basis, reflecting the most relevant measure of business growth. This ensures that changes in emissions can be understood in the context of fluctuating training delivery, providing a more balanced and meaningful view of environmental performance.

In addition to high-level emissions tracking, this work includes a more detailed assessment of specific emissions sources. This includes a targeted deep dive into the single-use consumables used by trainers for each course, providing greater visibility into the material impacts associated with training delivery and identifying opportunities to reduce associated emissions over time.

Looking ahead, this work provides a foundation for setting formal emissions reduction targets aligned with a net zero trajectory and recognised best practice. It also highlights opportunities to further improve data collection, including the potential to capture and analyse the travel of attendees to training sessions. While this is not currently included within FATC's reporting boundary, it represents a potentially significant source of indirect emissions and an important lever for future reduction initiatives.



Emissions by GHG Protocol Scope Category and Subcategory

Scope Category	Scope Subcategory	Emissions (tCO ₂ e)		
		2023	2024	2025
Scope 1	Company facilities	0.00	0.00	0.00
	Company vehicles	0.00	0.00	0.00
Scope 2	Market-based electricity	0.00	0.00	0.00
	Location-based electricity	0.00	0.00	0.00
Scope 3	Purchased goods & services	13.91	9.42	10.50
	Capital goods	1.61	1.19	3.35
	Fuel & energy related activities	0.00	0.00	0.00
	Upstream transportation & distribution	0.00	0.00	0.00
	Waste generated in operations	0.09	0.07	0.07
	Business travel	27.83	22.04	22.40
	Employee commuting	1.18	1.17	1.37
	Upstream leased assets	0.00	0.00	0.00
	Downstream transportation & distribution	0.00	0.00	0.00
	Processing of sold products	0.00	0.00	0.00
	Use of sold products	0.00	0.00	0.00
	End-of-life treatment of sold products	0.00	0.00	0.00
	Downstream leased assets	0.00	0.00	0.00
	Franchises	0.00	0.00	0.00
	Investments	0.00	0.00	0.00
TOTAL		44.61	33.89	37.69

Emissions by Category

Category emissions (tCO ₂ e)	2023	2024	2025
Homeworking	1.18	1.17	1.37
Business Travel	27.83	22.04	22.40
Procurement & Waste	15.60	10.69	13.92
TOTAL	44.61	33.89	37.69

Emissions Intensity by Category

Category emissions (kgCO ₂ e / training delivered)	2023	2024	2025
Homeworking	1.95	2.29	2.80
Business Travel	45.85	43.39	45.71
Procurement & Waste	25.70	21.03	28.40
TOTAL	73.49	66.72	76.91

Methodology

FATC does not own or operate any physical sites. As such, there are no Scope 1 or Scope 2 emissions associated with onsite fuel use, electricity consumption, water, waste, or other utilities. In addition, no employee commuting emissions have been included, as there is no central workplace or office location. The footprint is therefore driven by Scope 3 emissions.

Homeworking

Homeworking emissions have been calculated using employee-specific data on average hours worked per week and country of residence. Weekly working hours have been converted into annual homeworking days using standard assumptions of 8 working hours per day and 46 working weeks per year.

Emissions have been estimated using a combination of a 2021 Anthesis study on homeworking, and UK Government DEFRA emissions factors for each respective reporting year. For employees based outside of the UK, the Ember electricity dataset has been used to reflect country-specific grid emission factors. All employees are assumed to use gas heating.

Business Travel and Accommodation

Business travel emissions arise primarily from trainers travelling to deliver courses. Trainers use their own vehicles, and vehicle-specific data was collected for each reporting year, including engine size and fuel type. Vehicles were categorised by size (small, medium, large) and fuel type (e.g. petrol, diesel, hybrid), with corresponding DEFRA mileage-based emission factors applied.

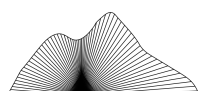
Total mileage has been estimated by combining two elements. Expense claims for journeys exceeding 25 miles each way have been converted into distance using a standard reimbursement rate of £0.32 per mile. In addition, a baseline assumption of 12.5 miles per journey each way has been applied across all training days to account for the non-expensed portion of travel. These components have been combined to generate an estimated total annual mileage value.

For smaller sources of business travel, such as rail, flights, and taxis associated with annual general meetings and director travel, a spend-based approach has been applied using year-specific emissions factors from the Small World Consulting (SWC) dataset. This ensures that emissions are appropriately aligned to both the reporting year and transport type.

Accommodation emissions have also been calculated using a spend-based approach, based on trainer expense claims. Year-specific SWC emission factors have been applied to convert accommodation spend into emissions.

Procurement & Waste

Procurement emissions have been calculated using spend data exported from FATC's Xero accounting system (including VAT). Spend categories outside the scope of emissions reporting, such as taxes and pensions, have been excluded. The remaining



spend has been mapped to SWC categories aligned with Standard Industrial Classification (SIC) codes, enabling the application of relevant spend-based emission factors.

Where more granular data has been available, such as for IT equipment, product-based life cycle assessment (LCA) data has been used to improve accuracy and better reflect the specific emissions associated with purchased goods.

In addition to general procurement, a targeted assessment has been undertaken for single-use consumables associated with training delivery. Although these items are purchased directly by trainers, they are indirectly reimbursed through training fees and are therefore included within FATC's Scope 3 footprint.

A standardised assumption has been applied per course delivered, consisting of 11 single-use manikin lungs, 11 single-use face shields, 50 antibacterial wipes, and four pages of flipchart paper. These quantities have been scaled based on the total number of courses delivered in each reporting year. Material-based emission factors have been applied to these items to provide a more accurate representation of their environmental impact. This approach also enables future tracking of emissions reductions where lower-emission materials or alternatives are introduced.

Finally, a small source of emissions that has been captured are the waste generated by trainers during a training session. The same analysis of single-use materials referenced earlier was applied to the relevant DEFRA waste emission factors to produce an estimate of waste emissions. The assumption made is that these materials are all sent to landfill, leaving the opportunity for future emissions reductions if they are composted or recycled. It is understood that there is some recycling that occurs by trainers, but until this is properly measured it is assumed that waste goes to 100% landfill.

Attendee Travel

Attendee travel has not been included within the scope of this assessment. While travel to and from events can represent a significant emissions source, travel by external attendees to public events where the journey would not otherwise have occurred is considered outside the current reporting boundary. In addition, reliable data on travel distances and transport modes is not currently available. However, FATC recognises the relevance of this emissions source and intends to improve data collection in future reporting periods to enable more comprehensive reporting and support the identification of targeted reduction opportunities.

