



Illinois International Port District

Greenhouse Gas Inventory Management Plan

February 2026
Version 1

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Organizational Information

Company name: Illinois International Port District (IIPD)
Corporate Address: Illinois International Port District
3600 East 95th Street
Chicago, IL 60617

Program Contacts

Inventory Role	Name	Title	Email
GHG Inventory Coordinator	Maria Limonciello	Port Manager	marial@iipd.com

1 Introduction

The Illinois International Port District (IIPD) is a municipal corporation that promotes cargo movement through two South Chicago properties: Iroquois Landing Terminal and Senator Dan Dougherty Harbor (Lake Calumet Terminal). The IIPD’s vision is to better utilize existing facilities and position the port to realize its full economic potential, while also providing workforce, community, recreational and environmental benefits.

The primary objective of this Inventory Management Plan (IMP) is to ensure the credibility of IIPD’s GHG emission inventory information. This IMP was prepared using *The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard* (WRI and WBCSD 2004) developed by the World Resources Institute (WRI) and the World Business Council for Sustainable Development (WBCSD).

2 Boundary Conditions

2.1 Organizational Boundary Approach

Operational control was selected as IIPD’s organizational boundary in setting up the GHG inventory. This means the inventory considers parts of IIPD emissions from operations over which IIPD has control. All assets and corporate sites currently in IIPD’s portfolio were included in the inventory.

2.1.1 Facilities List

Table 1. IIPD Owned Facilities List

Asset
Shed 4
Mission
Guard Shack – 121
Guard Shack – 127
Guard Shack – 130
CDL Building
Maintenance
IIPD 95th St Office (Corporate)

2.1.2 Greenhouse Gas List

The relevant greenhouse gases (GHG) for estimating IIPD emissions are summarized in Table 2 below. The Global Warming Potential (GWP) represents the ability of each GHG to trap heat in the atmosphere relative to

carbon dioxide (CO₂), which serves as the reference gas. The GWP measure is used to convert calculated emissions of different greenhouse gases to a common unit of CO₂ equivalents. The inventory estimates emissions of CO₂e using GWPs in accordance with the Intergovernmental Panel on Climate Change Assessment Report 5 (IPCC AR5¹).

For IIPD operations, the list of GHG emissions includes carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). There are no known sources of hydrofluorocarbons (HFC), perfluorocarbon (PFC), sulfur hexafluoride (SF₆), or nitrogen trifluoride (NF₃) emissions related to IIPD's operations.

Table 2. Greenhouse Gas List

Greenhouse Gas	Molecular Formula	Global Warming Potential
Carbon Dioxide	CO ₂	1
Methane	CH ₄	28
Nitrous Oxide	N ₂ O	265

2.2 Emission Source Identification Procedure and Data Management

IIPD business operations were reviewed in collaboration with subject matter experts and emission sources and their relevance to the greenhouse gas inventory were determined.

The sources of scope 1 emissions (direct emissions from operations) identified for IIPD include:

- Natural gas for heating
- Diesel Fuel for on-road vehicles and off-road vehicles
- Motor gasoline for on-road vehicles and off-road vehicles

Scope 2 emissions (indirect emissions from the consumption of purchased electricity, heat, and steam) consist solely of purchased electricity. IIPD currently does not have any sources of district heating, district cooling/chilled water or steam usage. Emission sources would need to be evaluated on an annual basis.

Emissions linked to leased tenant spaces are classified as Scope 3 emissions. Calculating a full Scope 3 emissions inventory was beyond the scope of this project. However, Category 13: Downstream Leased Assets held particular importance relative to the current scope and available data. Focusing on this category enables IIPD to evaluate emissions from assets leased by the Port from other entities, providing a targeted and practical approach to understanding and managing its indirect emissions profile at this stage of sustainability maturity.

2.3 Scope 1 (Direct), Scope 2 (Indirect), Scope 3 (Value-chain) Emission Sources

The IIPD inventory is organized by scopes 1, 2, and 3 emission sources:

2.3.1 Scope 1: Direct Emission Sources

Heating: IIPD purchases natural gas for heating from local utilities for owned and operated buildings. Natural gas usage is only used at the maintenance building, the guard shacks, and the 95th St Corporate Office. Usage data are gathered from utility bills and aggregated for annual consumption accounting. Natural gas is typically reported in the unit of therms in the utility bills which is converted to MMBtu (metric million British thermal units) for inventory calculations. Where there are no utility bills, square footage is used to estimate usage by using average US natural gas intensities for the appropriate building use type from the 2018 Commercial Buildings Energy Consumption Survey (CBECS).

On-Road Vehicles: In 2024, IIPD operated a fleet of on-road vehicles for their physical operations. All vehicles are assumed to be light duty trucks, using motor gasoline or diesel. Off-road vehicles are assumed to be construction vehicles also using motor gasoline or diesel as noted in the provided data. All fuel consumption for the year is assumed to equate to the amount purchased. Fuel consumption is converted into miles travelled using standard conversion factors from the U.S Energy Information Agency (EIA). A standard fuel economy of 17.9 miles per gallon (MPG) for motor gasoline and a standard fuel economy of 20.1 MPG for diesel is used to convert the fuel consumption to mileage.

Off-Road Equipment: In 2024, IIPD operated a small fleet of off-road construction equipment for their physical operations. Data was provided with an equipment list with specific vehicle descriptions and an estimated hourly usage per year. Each vehicle’s horsepower was researched from the manufacturer’s cut sheet. Annual estimated operational hours are used to calculate to gallons consumed using a standard conversion factor from the U.S. Environmental Protection Agency (EPA) and the construction equipment’s engine horsepower. A standard fuel burn rate of 0.056 gallon/HP-hr for gasoline and 0.05 gallon/HR-hr for diesel is used to convert the hourly usage to gallons.

Table 3. Scope 1 Emission Sources

Emission Source	Source Details
Heating/Furnace	Natural gas used as fuel for the heating system
On-Road Vehicles	Mobile motor gasoline and diesel for fuel
Off-Road Equipment	Mobile motor gasoline and diesel for fuel

2.3.2 Scope 2: Indirect Emission Sources

Scope 2 emissions are indirect sources resulting from IIPD’s purchased electricity for its various assets and other facilities.

Scope 2 emissions can be quantified using two distinct approaches: the location-based method and the market-based method. The location-based method uses average emission factors for the electricity grids supplying the energy, while the market-based method reflects emission based on specific contractual arrangements or energy certificates, such as those for renewable electricity. Currently, IIPD does not have any renewable electricity contracts in place. As a result, both the location-based and market-based Scope 2 emissions for 2024 were calculated to be the same, since no differentiated market-based factors were available.

Table 4. Scope 2 Emission Source

Emission Source	Source Details
Non-Renewable Electricity	Electricity consumed

2.3.3 Scope 3: Value-chain Emission Sources

In line with the GHG Protocol, Scope 3 emissions are divided into fifteen categories, though not all are relevant to the company, or a focus of analysis at this point. Calculating a full Scope 3 emissions inventory was beyond the scope of this project. Emissions linked to electricity and fuel for leased tenant buildings were estimated for Category 13: Downstream Leased Assets based on square footage estimates. Some information on square footage was provided through tenant surveys or through tenant leases. For those tenants who did not provide square footage data, Google Earth was used to estimate the facility footprint. Where no facility was visible on Google Earth, it was assumed that it was a land parcel with no facility, and therefore no emissions were allocated.

Table 5. Scope 3 Emission Categories and Sources Included in the Company's GHG Inventory

Emission Category	Relevancy	Included Emission Source(s)
Category 13: Downstream Leased Assets	Relevant, calculated	Emissions from operation of assets leased to others (in which the company is the lessor), including purchased utilities and stationary combustion. Mobile combustion, process gases, and refrigerants were not included in the calculations.

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Table 6. IIPD Leased Facility List of Tenants

Asset / Facility Name
All Star Fence
Areatha Construction Co., Inc
Baniaz Inc.
Chicago Port Logistics
Chicago South Shore
Dockside Steel Processing, LLC
Kemper Sports Harborside International Golf Center
Kinder Morgan
Koleckner Metals Corporation - CHC
Maloney Lumber & Plywood Co., Inc
Metron Warehouse Corporation
Mt. Carmel Stabilization Group, Inc
Norfolk Southern Corporation
North America Stevedoring Company
Northern Marine
Port City Marine Services
Rausch Infrastructure LLC
RC Motors Transport, Inc
St. Mary's Cement
Sweet Life (Sucro)
The First Tee of Greater Chicago
The Sweets Mix Company

3 Emissions Calculation Methodology and Assumptions

All emissions are reported as composite values in terms of CO₂ equivalents (CO₂e). To ensure accuracy, methane (CH₄) and nitrous oxide (N₂O) emissions are calculated separately from CO₂ using appropriate emissions factors (EF). These values are then multiplied by their respective AR5 global warming potential (GWP) to convert them to CO₂e.

3.1 Scope 1: Direct Emissions

Table 7. Scope 1 Emissions Calculation Formulas

Emission Source	Formula
Natural Gas	$\begin{aligned} \text{Emissions (metric tons CO}_2\text{e)} = & \\ & (\text{Natural gas (MMBtu)} \times \text{CO}_2 \text{ EF (kg/MMBtu)} \times \text{AR5 CO}_2 \text{ GWP} \times \text{metric tons per kg conversion factor}) + \\ & (\text{Natural gas (MMBtu)} \times \text{CH}_4 \text{ EF (g/MMBtu)} \times \text{AR5 CH}_4 \text{ GWP} \times \text{metric tons per g conversion factor}) + \\ & (\text{Natural gas (MMBtu)} \times \text{N}_2\text{O EF (g/MMBtu)} \times \text{AR5 N}_2\text{O GWP} \times \text{metric tons per g conversion factor}) \end{aligned}$
Diesel Fuel (mobile)	$\begin{aligned} \text{Emissions (metric tons CO}_2\text{e)} = & \\ & (\text{Distillate Fuel No. 2 (MMBtu)} \times \text{CO}_2 \text{ EF (kg/gallon)}) \times \text{AR5 CO}_2 \text{ GWP} \times \text{metric tons per kg conversion factor}) + \\ & (\text{Distillate Fuel No. 1 (MMBtu)} \times \text{CH}_4 \text{ EF (kg/gallon)}) \times \text{AR5 CH}_4 \text{ GWP} \times \text{metric tons per g conversion factor}) + \\ & (\text{Distillate Fuel No. 1 (MMBtu)} \times \text{N}_2\text{O EF (kg/gallon)}) \times \text{AR5 N}_2\text{O GWP} \times \text{metric tons per g conversion factor}) \end{aligned}$
Motor Gasoline (mobile)	$\begin{aligned} \text{Emissions (metric tons CO}_2\text{e)} = & \\ & (\text{Gasoline (gallons)} \times \text{CO}_2 \text{ EF (kg/gallon)} \times \text{AR5 CO}_2 \text{ GWP} \times \text{metric tons per kg conversion factor}) + \\ & ((\text{Gasoline (gallons)} \times \text{Assumed Vehicle MPG}) \times \text{CH}_4 \text{ EF (g/mile)} \times \text{AR5 CH}_4 \text{ GWP} \times \text{metric tons per g conversion factor}) + \\ & ((\text{Gasoline (gallons)} \times \text{Assumed Vehicle MPG}) \times \text{N}_2\text{O EF (g/mile)} \times \text{AR5 N}_2\text{O GWP} \times \text{metric tons per g conversion factor}) \end{aligned}$

3.2 Scope 2: Indirect Emissions

Table 8. Scope 2 Purchased Electricity Emissions Calculation Formula

Emission Source	Formula
Purchased Electricity (location-based)	Emissions (metric tons CO₂e) = (Electricity purchased (MWh) x US eGRID subregion CO₂ EF (lb/MWh) x AR5 CO₂ GWP x metric tons per lb conversion factor) + (Electricity purchased (MWh) x US eGRID subregion CH₄ EF (lb/MWh) x AR5 CH₄ GWP x metric tons per lb conversion factor) + (Electricity purchased (MWh) x US eGRID subregion N₂O EF (lb/MWh) x AR5 N₂O GWP x metric tons per lb conversion factor)

Table 9. Asset eGrid Subregion

Asset/Facility Name	eGrid Subregion
All Facilities	RFCW

3.3 Scope 3, Category 13: Downstream Leased Assets

Emissions from Leased Assets were calculated using an approach similar to Scope 1 and 2 emissions. For all leased facilities that were not already included in scope 1 or 2, the total square footage was collected for sites lacking reported electricity and fuel usage data. This square footage was then multiplied by published energy intensity factors for electricity and fuel use to estimate energy consumption. These estimated activity data were subsequently multiplied by the appropriate emission factors for CO₂, CH₄, and N₂O to calculate total GHG emissions.

Table 10. Emission Factors Source

Emission Source	Formula
Purchased Electricity (location-based)	Emissions (metric tons CO₂e) = (Electricity purchased (MWh) x US eGRID subregion CO₂ EF (lb/MWh) x AR5 CO₂ GWP x metric tons per lb conversion factor) + (Electricity purchased (MWh) x US eGRID subregion CH₄ EF (lb/MWh) x AR5 CH₄ GWP x metric tons per lb conversion factor) + (Electricity purchased (MWh) x US eGRID subregion N₂O EF (lb/MWh) x AR5 N₂O GWP x metric tons per lb conversion factor)

Emission Source	Formula
	Building Electricity (MWh) = ((Building Square Footage (ft ²) x Electricity Energy Intensity (kWh/ft ²))/1000)
Natural Gas	Emissions (metric tons CO₂e) = (Natural gas (MMBtu) x CO₂ EF (kg/MMBtu) * AR5 CO₂ GWP x metric tons per kg conversion factor) + (Natural gas (MMBtu) x CH₄ EF (g/MMBtu) x AR5 CH₄ GWP x metric tons per g conversion factor) + (Natural gas (MMBtu) x N₂O EF (g/MMBtu) x AR5 N₂O GWP x metric tons per g conversion factor) Building Natural Gas (MMBtu) = (((Building Square Footage (ft²) x Natural Gas Energy Intensity (CF/ft²))/100) x MMBtu/CCF)

Emission Factors

Table 11. Emission Factors Sources

Source	Emission Factor Source
Stationary Fuels (natural gas)	Emission Factors for Greenhouse Gas Inventories (epa.gov) (Table 1)
Mobile Combustion Fuels (motor gasoline, diesel fuel)	Emission Factors for Greenhouse Gas Inventories (epa.gov) (Tables 2 and 4)
Location-based Electricity (US)	eGrid data for 2023 . 2023 Data.
Downstream Leased Assets	eGrid data for 2023 . 2023 Data. Emission Factors for Greenhouse Gas Inventories (epa.gov) (Table 1)

4 Document Retention and Control Policy

Current and historical versions of IIPD's emission calculations are controlled and maintained by the GHG Inventory Coordinator.

5 External Validation and/or Verification

The 2024 inventory was not externally validated or verified. IIPD may consider pursuing limited third-party assurance in the future.

6 Roles and Responsibilities

Table 12. GHG Inventory Coordinator

Inventory Role	Name	Title	Email
GHG Inventory Coordinator	Maria Limonciello	Port Manager	marial@iipd.com

- Responsible for gathering all data input documents for the inventory.
- Maintains the inventory and is responsible for updating the methodology and factors as new information is made available, unless otherwise conducted by a third-party.
- Responsible for tracking and trending the results and will report and update results supplied to external bodies.

Attachment A. Future Improvement Opportunities

Arcadis identified improvement opportunities for GHG inventory activity data collection and emissions calculation methodology. It is recommended that these are reviewed, assessed, and implemented where feasible each year to ensure the IIPD GHG inventory's completeness and accuracy.

Scope 1: Direct Emissions

Natural Gas

IIPD can improve the accuracy of its emissions from stationary natural gas combustion calculations by collecting, aggregating, and managing natural gas consumption data for the entire reporting period. The current system relies on efforts to track monthly invoices. Standardizing and consolidating the process organization-wide will reduce errors, enhance accuracy, and reduce the need for estimations when a monthly invoice is missing or non-existent. There was one missing month with no utility bill, and the consumption was gap-filled using monthly averages. Given that IIPD facilities that use natural gas are in a cold climate, the consumption of natural gas varies differently depending on the season. Having utility bills that cover the entire reporting period would improve the accuracy of natural gas emissions.

Diesel Fuel and Motor Gasoline

IIPD can improve the accuracy of its calculations for emissions from the mobile combustion of diesel fuel oil and motor gasoline by collecting, aggregating, and managing the actual consumption data at an organization-wide level. Standardizing and consolidating the process organization-wide will reduce errors, enhance accuracy, and reduce the need for estimations when a monthly invoice is missing or non-existent. Mileage data was given with estimated annual mileage for two individual vehicles that used diesel fuel and two individual vehicles that used gasoline. The rest of the fleet mileage data was calculated by using the standard fuel economy of 17.9 MPG for motor gasoline and a standard fuel economy of 20.1 MPG for diesel, and mileage was calculated by multiplying the MPG with reported gallons for each fuel type. Additionally, the fuel consumption data had some gaps for some months that needed to be gap-filled using the average cost per gallon from other months that were provided. Given the ever-changing price of fuel, a more accurate emissions calculation would be using actual fuel consumption data rather than using averages.

Scope 2: Indirect Emissions

Purchased Electricity

IIPD can improve the accuracy of its calculations for emissions from purchased electricity by working with electrical utilities to source supplier-specific emissions factors and enhance IIPD's scope 2 market-based calculations. This can be done by reaching out to the electricity provider to get their specific carbon emission intensity based on the grid mix. The current process relies on generic regional-based emissions factors.

Scope 3: Value-chain Emissions

Category 13: Downstream Leased Assets

IIPD can improve the accuracy of its calculations for emissions from downstream leased assets by working with landlords and property managers to obtain metered monthly consumption data for electricity and fuel use in the form of utility bills from utility providers. This would allow IIPD to replace current square-footage based estimates with actual activity data, aligning the methodology more closely with Scope 1 and 2 approaches. The current process relies on regional average intensity factors applied to square footage, which introduces additional uncertainty and limits the precision of reported emissions. Additionally, by using estimates based on square footage, any energy saving improvements made on site would not be captured accurately in the inventory.

Other Scope 3 Categories

While IIPD has taken first steps on certain Scope 3 categories, a comprehensive GHG inventory should address all relevant categories defined by the GHG Protocol. Currently, several categories lack sufficient activity data for robust calculation and reporting.

Full List of Scope 3 Categories:

1. Purchased Goods and Services
2. Capital Goods
3. Fuel- and Energy-Related Activities (Not Included in Scope 1 or 2)
4. Upstream Transportation and Distribution
5. Waste Generated in Operations
6. Business Travel
7. Employee Commuting
8. Upstream Leased Assets
9. Downstream Transportation and Distribution
10. Processing of Sold Products
11. Use of Sold Products
12. End-of-Life Treatment of Sold Products
13. Downstream Leased Assets
14. Franchises
15. Investments

To strengthen its Scope 3 GHG inventory, IIPD could begin by systematically collecting activity data across all fifteen Scope 3 categories as defined by the GHG Protocol, including areas such as purchased goods and services, capital goods, fuel- and energy-related activities, upstream and downstream transportation and distribution, waste generated in operations, business travel, employee commuting, leased assets, processing and use of sold products, end-of-life treatment, franchises, and investments. This process should involve close collaboration with internal stakeholders as well as external partners including suppliers, distributors, and tenants, to access and gather the necessary information. IIPD could also consider performing a materiality assessment to determine which categories are most significant to its value chain and prioritize data collection accordingly. As

more data becomes available, IIPD could develop or enhance systems for managing and tracking this information to ensure accuracy and transparency. Over time, these improvements could allow IIPD to refine its emissions estimates, better reflect the impact of sustainability initiatives, and strengthen the credibility of its environmental reporting in response to stakeholder interests and evolving regulatory requirements.

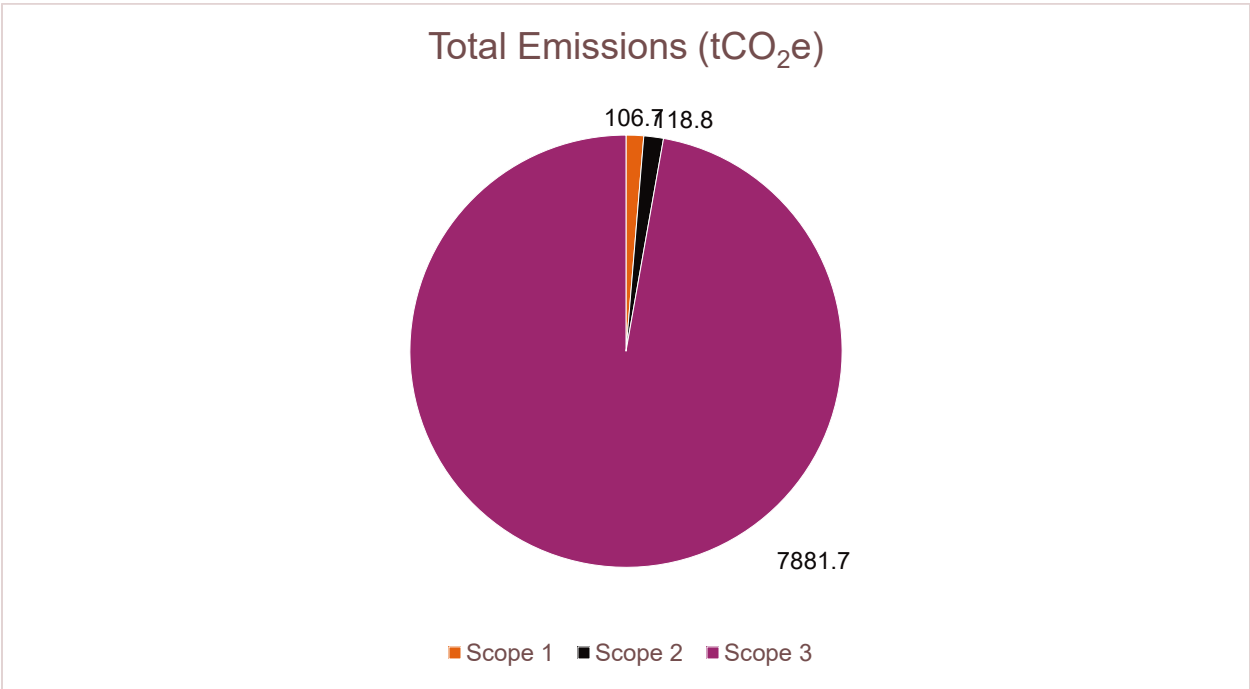
Attachment B. GHG Inventory Results

Table B-1. Total GHG Emissions

Scope	Total Emissions (tCO ₂ e)	% of TOTAL
Scope 1	106.7	1%
Scope 2	118.8	1%
Scope 3	7,881.7	97%
Total	8,107.2	100%

Note: Scope 2 location-based and market-based results are the same, since IIPD does not procure renewable electricity.

Figure B-1. Total GHG Emissions

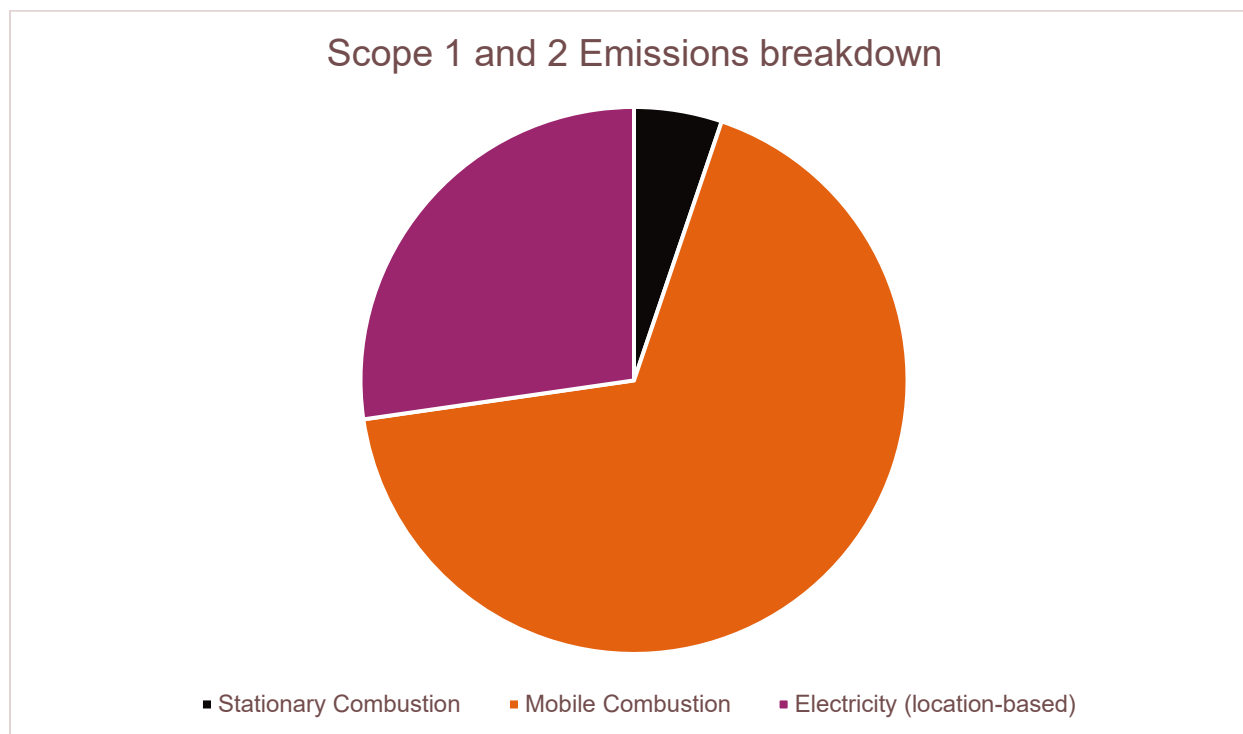


Note: Scope 3 emissions are only calculated for utility electricity and fuel use of tenant leased properties, not the full 15 categories of Scope 3 emissions.

Table B-2. Total GHG Emissions by Category

Scope	Emissions Category	Total Emissions (tCO ₂ e)	% of TOTAL
Scope 1	Stationary Combustion	22.6	0%
	Mobile Combustion	84.0	1%
	Process & Fugitive	0.0	0%
Scope 2	Electricity (location-based)	118.8	1%
	Heating (location-based)	0.0	0%
Scope 3	Cat 13: Downstream Leased Assets	7,881.7	97%
Total		8,107.2	100%

Figure B-2. Total Scope 1 and 2 GHG Emissions



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Table B-3. Scope 1 GHG Emissions Summary

Scope	Emissions Category	Total Emissions (tCO ₂ e)	% of TOTAL Scope 1
Scope 1	Stationary Combustion	22.6	21%
	Mobile Combustion	84.0	79%
	Process and Fugitive	0.0	0%
Total		106.7	100%

Table B-4. Scope 1 GHG Emissions by Category

Scope	Emissions Category	Emissions Source	Total Emissions (tCO ₂ e)	% of TOTAL Scope 1
Scope 1	Stationary Combustion	Boiler	0.0	0%
		Furnace	22.6	21%
		Canteen	0.0	0%
		Generator	0.0	0%
		Stationary Vehicle	0.0	0%
		Incinerator	0.0	0%
		Process Heater	0.0	0%
		Engine	0.0	0%
		Other	0.0	0%
	Mobile Combustion	On-Road Vehicles	49.0	46%
		Off-Road Vehicles	35.0	33%
		Rail	0.0	0%
		Waterborne	0.0	0%
		Air	0.0	0%
	Process and Fugitive	Refrigeration	0.0	0%
		Air Conditioning	0.0	0%

Scope	Emissions Category	Emissions Source	Total Emissions (tCO ₂ e)	% of TOTAL Scope 1
		Fire Suppression	0.0	0%
		Industrial Gases	0.0	0%
		Wastewater	0.0	0%
		Oil / Water Separators	0.0	0%
		Owned Landfills	0.0	0%
Total			106.7	100%

Table B-5. Scope 2 GHG Emissions Summary

Scope	Emissions Category	Total Emissions (tCO ₂ e)	% of TOTAL
Scope 2	Electricity (location-based)	118.8	100%
	Heating (location-based)	0.0	0%
Total		118.8	100%

Table B-6. Scope 2 GHG Emissions by Category

Scope	Emissions Category	Emissions Source	Total Emissions (tCO ₂ e)	% of TOTAL Scope 2
Scope 2	Electricity (location-based)	Electricity	118.8	100%
		District Cooling	0.0	0%
	Heating (location-based)	District Heating	0.0	0%
		Steam	0.0	0%
		Hot Water	0.0	0%
Total			118.8	100%

Table B-7. Scope 3 GHG Emissions by Category

Scope	Emissions Category	Emissions Source	Total Emissions (tCO ₂ e)	% of TOTAL Scope 3
Scope 3	Cat 13: Downstream Leased Assets	Fuel use	4,904.56	62%
		Electricity	2,977.11	38%
Total			7,881.67	100%