



Nordic  
Sustainability

# Taking Credible Climate Action

Results of Copenhagen Pride's First GHG Inventory

January 2024



# Agenda

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*With this GHG inventory, we have started our path towards a more sustainable parade. Although accuracy and results can be improved, this is a first huge milestone in our climate action and sets a great example for other Pride organisations. This is what Pride is all about: promoting a more equal and just society. Achieving climate justice is an integral part of this ambitious goal.*



## Introduction

Pride has partnered with Nordic Sustainability to develop a full GHG inventory, thanks to the great support of Steve Taylor (Head of Secretariat) on data collection.

We are confident this will serve to deepen the understanding of Pride's climate impacts and build a path towards lower emissions.

Best,

Nordic Sustainability



# Main results and recommendations

## Background

Copenhagen Pride had the target to be climate neutral in 2024, Nordic Sustainability has advised Pride to alter this target to a twofold ambition:

1. Understand and lower greenhouse gas emissions
2. Set a sustainable example for other Pride parades & organizations

## Results

In 2023, Copenhagen Pride has emitted

# 167

tCO<sub>2</sub>e

The 3 biggest emission sources were found to be:

- Purchased Goods & Services
- Upstream Transportation
- Business Travel

Calculations have shown 8 relevant emission categories, across scope 2 and 3 of the GHG protocol. Emissions have then been split among Secretariat Operations and Production, to better identify their source.

## Recommendations and next steps



### Set climate targets aligned with science:

- Reduce CO<sub>2</sub> emissions by a minimum of **25% before 2030 and 90% before 2050**.
- Not recommended to set separate scope 1&2 and scope 3 emissions as Pride has little control over scope 1&2 emissions when renting office space.

### Recommendations to Pride CPH

- Share your sustainability vision with other Pride organisations
- Focus on switching to **renewable electricity** usage instead of a diesel generator
- **Reuse materials** where possible (such as t-shirts and cups)
- Switch to more **sustainable materials** where possible (e.g. paper flags instead of polyester)
- Encourage Pride participants to adopt sustainable behaviours by promoting or advocating for
  - Vegetarian food
  - Waste sorting
  - Sustainable transportation options

### Recommendations to Pride organisations

- Use electric trucks for the parade
- Reuse materials when possible
- Set targets (Pride could also set joint targets)
- Focus on procurement and donations



# Motivation & Objectives

# Copenhagen Pride wants to reduce climate impact and set a sustainable example for other Prides



## CARBON FOOTPRINT



Understand and lower greenhouse gas emissions

## CARBON HANDPRINT

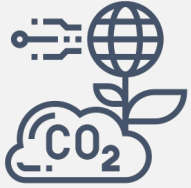


Set a sustainable example for other Pride parades & organizations



# Why does Pride need a Greenhouse Gas (GHG) inventory?

## CARBON FOOTPRINT



**Understand** and lower greenhouse gas emissions



Before systematically lowering GHG emissions, Copenhagen Pride needs to **quantify** and **understand** where those emissions come from.



A GHG inventory does just that: it quantifies emissions and splits them in different categories, depending on their source.



This inventory can be used as a baseline for setting climate targets and setting up initiatives to lower emissions. Ideally a GHG inventory is updated annually to follow the progress.





# Greenhouse Gas Inventory Process

## How are GHG emission categorized and reported?

Over 92% of companies which report emissions do so using the GHG protocol which divides corporate emissions into three “scopes” or categories.

### 1 Scope 1 Direct emissions

Direct emissions released from company owned or controlled sources.

e.g., emissions from company owned cars, fossil gas boilers.

### 2 Scope 2 Energy indirect emissions

indirect emissions from the generation of purchased energy

e.g., emissions from consumption of electricity, district heating.

### 3 Scope 3 Emissions from the value chain

emissions from the entire value chain of products or services used and sold.

e.g., emissions from raw materials used to produce a final product, business travel



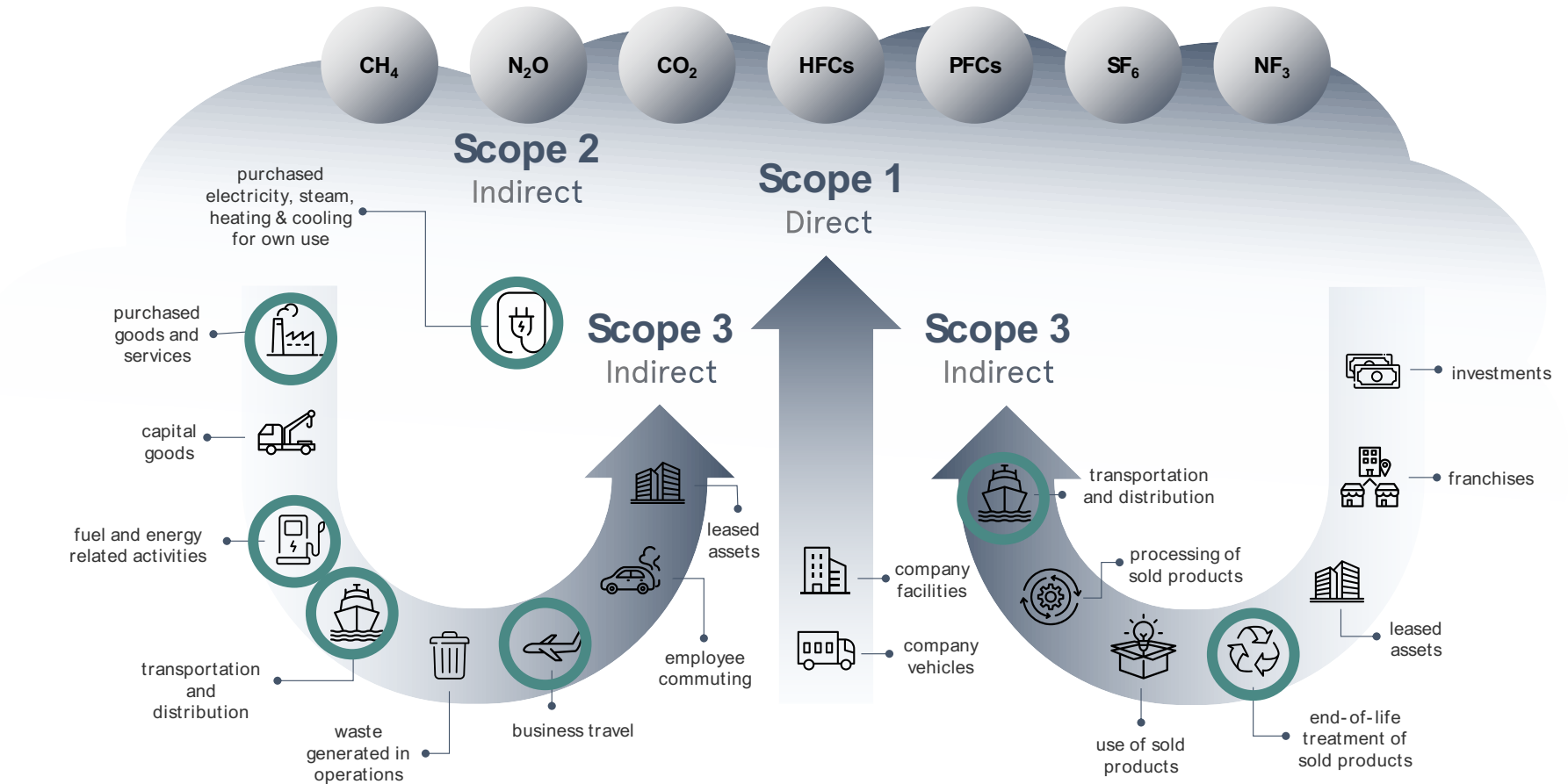


# Summary of process

Through collaboration between Pride’s Secretariat and Nordic Sustainability, information has been gathered and emissions have been calculated for Copenhagen Pride for the first time.

## Timeline

- November: Kick-off and understanding of data needs
- December: Data collection
- January: Calculations and analysis of the results





# Greenhouse Gas Inventory Results

# Copenhagen Pride's First Full GHG Inventory: A milestone on a climate journey

This is a milestone achievement and represents a positive step in the right direction on credible climate action.

- The results show that by no surprise the value chain emissions are the main source of emissions for Pride. Therefore, choosing the right suppliers and products will be crucial in Pride's climate action.
- Setting the boundary for the GHG inventory of CPH pride was not easy and choices on what to include and exclude, and assumptions impact the results.
- The results position CPH Pride to take bold action on one of the defining issues of our time and hasten the transition to a more sustainable event.

**167** tCO<sub>2</sub>e  
**Total Emissions**

**Scope 3, 98.8%**

Scope 2, 1.2%

Scope 1, 0%



# Scope 3 Emissions represent the majority of emissions


Scope 2 Accounts for 2 tCO<sub>2</sub>e (1.2% of total emissions)

Scope 3 Accounts for 165 tCO<sub>2</sub>e (98.8% of total emissions)

## Scope 3 Upstream




**52.5%**  
Purchased Goods and Services



**27.1%**  
Upstream Transportation and Distribution




**16.5%**  
Business Travel




**0.1%**  
Fuel and Energy Related Activities

## Scope 1 & 2 Operations




**0.8%**  
Purchased Electricity



**0.4%**  
District Heating

## Scope 3 Downstream



**0.1%**  
Downstream Transportation and Distribution



**2.5%**  
End of Life Treatment of Sold Products



The majority of Pride's emissions comes from **scope 3**, and specifically from **Purchased Goods & Services**. This is where Pride can have a big impact in taking climate action.



This GHG inventory is not perfect. There is a significant **uncertainty** around:

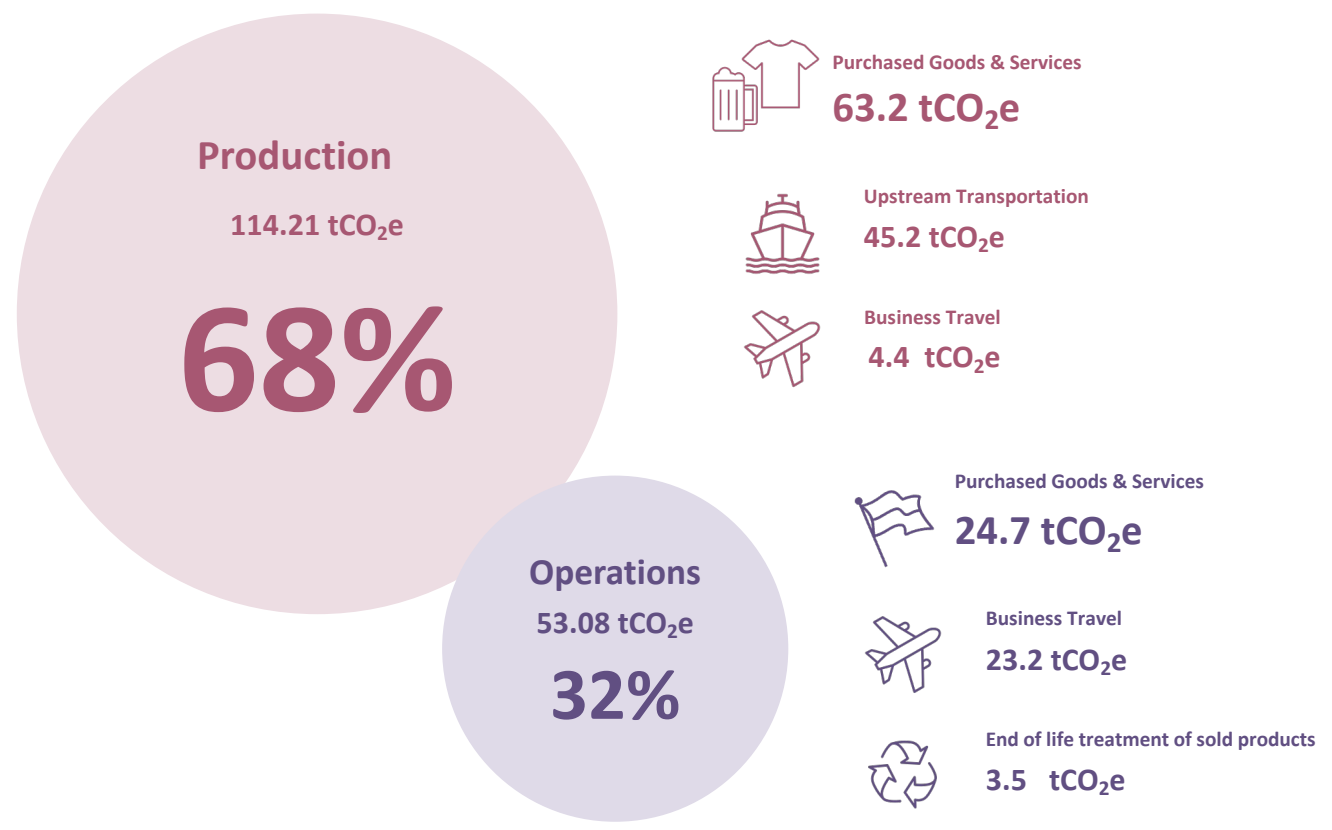
- Upstream transportation
- End of life treatments



# Production of goods and materials are the largest source of emissions

To get a better overview of Pride’s emissions, we have split them in two categories:

- **Production**: includes emissions associated with pride square and the parade
- **Secretariat Operations**: not directly associated with the production, e.g. merchandise or office heating & electricity



This year’s GHG inventory shows that both Production and Secretariat Operations are mostly impacted by:

- Purchased Goods & Services
- Business Travel

Some activities have been excluded from this inventory, notably the equipment that is rented for the parade (e.g., stages, toilets etc.). The total climate impact of the rented equipment is expected to be minimal due to the short timeframe of rental (less than a week) and has therefore been excluded.



# Data accuracy and completeness overview

| Scope                   | Category                                    | Emissions (tCO2e) | % Over total emissions | Completeness | Accuracy |
|-------------------------|---|-------------------|------------------------|--------------|----------|
| Scope 1                 | All Categories (none)                       | N/A               | 0%                     | ●            | ●        |
| Scope 2                 | Purchased electricity                       | 1.32              | 0.8%                   | ●            | ●        |
|                         | District heating                            | 0.70              | 0.4%                   | ◐            | ◐        |
| Scope 3                 | Purchased Goods and Services                | 87.88             | 52.5%                  | ◑            | ◑        |
|                         | Fuel and energy related emissions           | 0.13              | 0.1%                   | ◑            | ◑        |
|                         | Transportation and Distribution: Upstream   | 45.29             | 27.1%                  | ○            | ○        |
|                         | Transportation and Distribution: Downstream | 0.09              | 0.1%                   | ●            | ●        |
|                         | End of life treatment of sold products      | 4.25              | 2.5%                   | ◐            | ◐        |
|                         | Business Travel                             | 27.63             | 16.5%                  | ●            | ●        |
| Total emissions (tCO2e) |   | 167               | 100%                   |              |          |







# Top three largest emission categories for Pride


# Zoom-in on top 3 categories – Purchased goods and services

**Food & drinks**




- They make up for a good percentage of emissions, especially coming from alcoholic drinks (86% of Food&Drinks)

**Heartcore magazine**




- Supplier is focused on sustainability
- Consider switching to online formats where possible

**Merchandise**




- Not a lot of different merch has been sold
- Consider purchasing items with more sustainable materials

**Volunteers**




- CPH Pride uses a system that keeps the volunteers’ T-shirts in use for 3 years before discarding them, which lowers emissions

**Cups**




- Using reusable cups is a great choice that lowers GHG emissions

**Diesel**

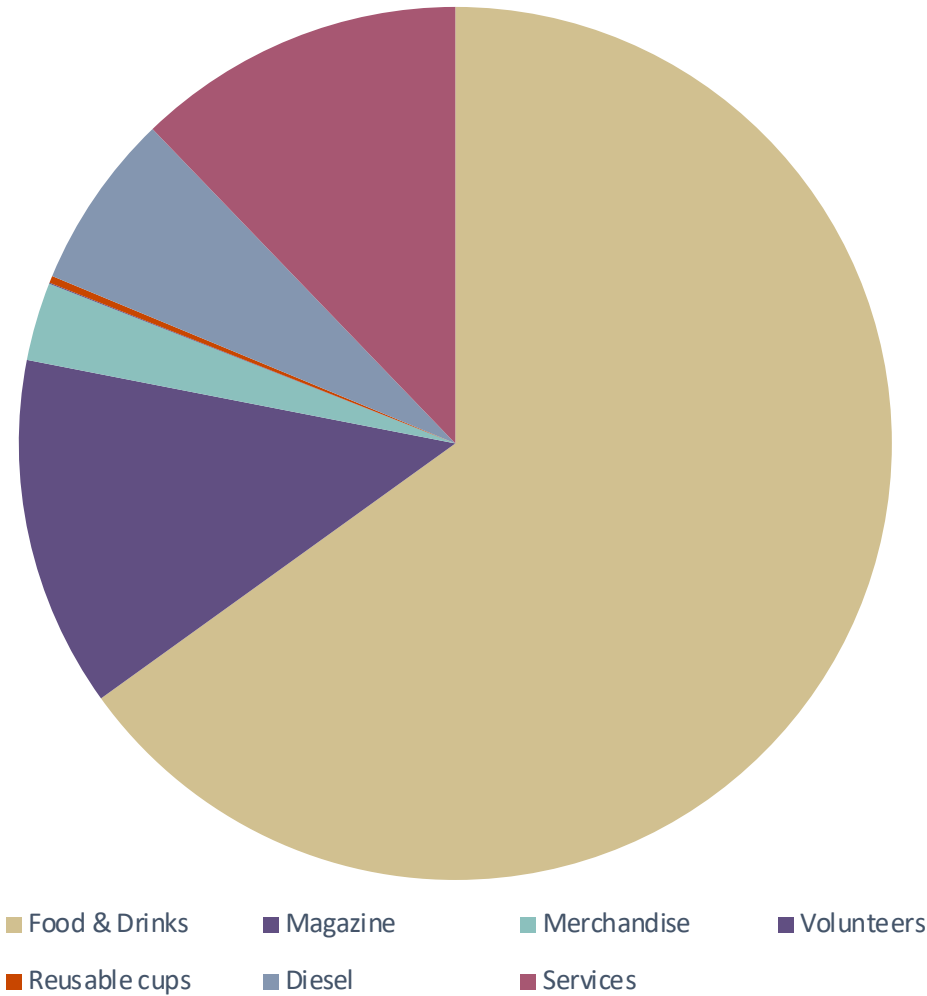


- Diesel backup generators should be switched alternatives where possible

**Services**



- Accounting, consultancy partnerships, insurance etc.
- These emissions are highly uncertain



## Zoom-in on top 3 categories – Upstream transportation & Business travel

### Upstream transportation

S3

Pride has a significant portion of its emissions coming from Upstream Transportation from transporting all the materials and equipment needed for the production and parade. It is estimated that this transportation requires a fleet of 50 trucks to drive back and forth and the trucks are assumed to be driving on diesel.

The electric trucks driving through the parade (running on certified renewable electricity\*) allowed pride to save approx.

**5.3** tCO<sub>2</sub> eq.\*\*



\*Certificates provided by DFDS

\*\*assuming an emission factor of 0,18597kgCO<sub>2</sub>eq./tonne.km in HGV >17 t running on diesel (DEFRA, freighting goods) for 25km (assumed distance driven through the parade).

### Business Travel

S3

Pride has good data on the business travels done with different means of transportation.

Flying represents 99% of the emissions from business travels. Where possible, Pride should opt for other types of travel.

When possible, switch to online meetings/conferences to minimize emissions coming from business travel

| Transportation mode | tCO <sub>2</sub> eq. | %   |
|---------------------|----------------------|-----|
| Flights             | 27,3                 | 99% |
| Train               | 0,23                 | 1%  |
| Car                 | 0,03                 | 0%  |
| Ferry               | 0,09                 | 0%  |





# Conclusions & Recommendations

# Pride's first GHG inventory has exposed key areas for improvement

Copenhagen Pride has completed their first GHG inventory, and it will serve as a basis to improve their future climate initiatives. We propose some recommendations for Copenhagen Pride, and some recommendations for pride organisations in general, where CPH could already be leading by example.



## Recommendations for Copenhagen Pride



Pride's emissions primarily come from purchased goods and services, put focus accordingly when considering decarbonisation.



Gadgets and merchandise: choose more sustainable materials for flags and wristbands – e.g. paper



Beware of donations, those could drive further emissions



Food & Drinks sold during the parade are an important driver of emissions – choose wisely!



Set credible near-term targets for emissions reduction



## Recommendations for Pride organisations widely



Switch to electric trucks – and renewable electricity



Focus on procurement & donations (this is incl. transportation and materials)



Minimise the waste by increasing recycling practices



Share the ambition with others and set joint sustainability initiatives




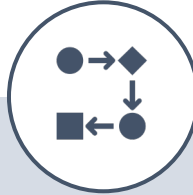


*Areas where Copenhagen Pride has already taken action and can set a good example for other Pride events*



# Next Steps



# Climate action journey is just starting

| ACTION | <br><b>Socialise Results of Inventory</b>   | <br><b>Increase knowledge of sustainability</b>                              | <br><b>Emissions Reductions Initiatives</b>  | <br><b>Think Big</b>  |
|--------|--|--|---|--|
| IMPACT | <ul style="list-style-type: none"><li>• Sustainability cannot live in a silo.</li><li>• The results, insights, and implications of the 2023 inventory should be shared with the whole Pride organization – and potentially with a wider Pride network.</li></ul> | <ul style="list-style-type: none"><li>• Pride could increase their understanding of sustainability through workshops or courses in the wider network</li></ul> | <ul style="list-style-type: none"><li>• The 2023 inventory has identified emission hotspots.</li><li>• Pride should take actions to reduce emissions in line with identified hot-spots &amp; targets – focusing on Scope 3 purchased goods and services emissions</li></ul> | <ul style="list-style-type: none"><li>• Copenhagen Pride has significant reach, with several participants each year and through wider Pride networks.</li><li>• This is a huge opportunity to address climate change beyond Copenhagen</li></ul> |





# Thank you!



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