

Carbon Reduction Plan

Published in compliance with UK Government's Procurement Policy Note PPN006

Supplier Name: Cambridge University Press & Assessment

Publication date: 5th January 2026

Commitment to achieving net zero

Cambridge University Press & Assessment is committed to achieving net zero emissions in its UK operations by 2050.

Baseline emissions footprint

Baseline emissions are the greenhouse gas emissions generated by an organisation in a chosen baseline year, which is used as a reference point for measuring progress over time. Our future reductions are assessed by comparing emissions in later years against this baseline year.

Cambridge University Press & Assessment has been measuring UK Scope 1 & 2 emissions since 2018/19 and has made significant progress in reducing these. Reports outlining this progress are available on our website¹.

This Carbon Reduction Plan is the first time we are disclosing emissions relating to our Scope 3 categories. Included in this report, along with UK Scope 1 & 2 emissions, are the five categories of Scope 3 emissions required under the UK Government's PPN 006 Technical standard:

- Category 4 - Upstream transportation and distribution
- Category 5 - Waste generated in operations
- Category 6 - Business travel

¹ <https://www.cambridge.org/carbonemissionsreport>

- Category 7 - Employee commuting
- Category 9 - Downstream transportation and distribution

Due to the challenges of retrospectively collecting historic Scope 3 data, we have chosen 2024/25 as both our baseline year and current emissions reporting year. To ensure alignment between our Scope 1, 2 and 3 inventories and allow our future progress to be measured on a consistent and comparable basis, within this Carbon Reduction Plan we have moved our UK Scope 1 & 2 baseline year from 2018/19 to 2024/25.

We will continue to review our baseline and may recalculate it in future if there are significant changes, such as acquisitions or divestments, major methodology updates, or improvements in data quality and coverage, to ensure that our reported progress remains accurate and comparable over time.

Baseline year: 2024/25

Additional details relating to the baseline emissions calculations:

We have chosen 2024/25 (1 August to 31 July) as both our baseline year and current emissions reporting year for UK Operations GHG emissions for this Carbon Reduction Plan. We use the operational control approach for the reporting boundary. We have moved our UK Scope 1 & 2 emissions baseline from 2018/19 to 2024/25 to align with this reporting period.

Baseline year emissions:

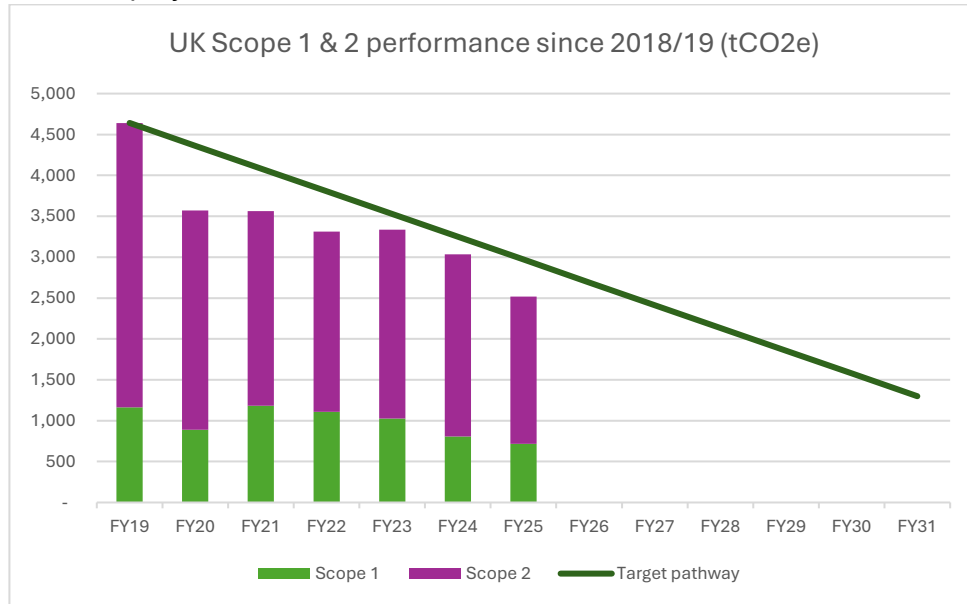
Emissions	Total (tCO ₂ e)
Scope 1	718
Scope 2	1,800
Scope 3 (included sources)	19,473
Category 4 - Upstream transportation and distribution	9,828
Category 5 - Waste generated in operations	2
Category 6 - Business travel	4,011
Category 7 - Employee commuting	3,189
Category 9 - Downstream transportation and distribution	2,444
Total emissions	21,991

Further detail on the methodology used to calculate these emissions is provided in [Appendix A](#).

Emissions reduction targets

In order to continue our progress to achieving net zero, we have adopted the following carbon reduction targets.

- Cambridge University Press & Assessment is committed to achieving net zero emissions in its UK operations by 2050.
- We continue our commitment to reaching absolute carbon zero on all energy-related (Scope 1 & 2) emissions by 2048, in line with our University's institution-wide goal. We also set an interim target of a 72 percent reduction in energy-related (Scope 1 & 2) emissions in the UK by 2030, with progress against that goal, and projected emissions to 2030/31, displayed in the table below.



Further detail on our plans for emissions reduction are outlined under the 'future carbon reduction initiatives' below.

Carbon reduction projects

Completed carbon reduction initiatives

The following environmental management measures and projects have been completed or implemented to address UK Scope 1 & 2 emissions since 2018/19. The emission reductions achieved through these initiatives had contributed to a total annual reduction of 2,138 tCO₂e up to 2024/25, representing a 46% decrease compared with our 2018/19 UK Scope 1 & 2 emissions:

- Installations and expansions of solar photovoltaics on several sites including our Triangle Building, University Printing House, and DC20 warehouse.
- Replacements of gas- and LPG-fired boilers and heating equipment with electric and heat pump technology in our Triangle Building, University Printing House, Cass Centre, and DC10 and DC20 warehouses.
- Replacements of internal combustion engine fleet vehicles with electric vehicles.
- Replacements of lighting with energy efficient LEDs and improved lighting controls.
- Improved use of heating, cooling and lighting controls and building management systems to identify improvements in energy efficiency.
- Space efficiency measures including rationalising, consolidating and closing under-used spaces.

We have also taken action to address emissions in our supply chain. In the 2024/25 financial year, we delivered the following initiatives:

- Our Academic group has made significant strides in reducing indirect emissions through strategic initiatives, including achieving 84 percent print-on-demand capability for newly-published titles and 89 percent for backlist publications. This approach brings production physically closer to customers, reducing air freight volumes by 99 percent.
- In journals publishing, we are transitioning to more sustainable print models. We are on track to meet targets for print-on-demand and digital journals to achieve a 70 percent reduction in print components six years ahead of schedule, with 65 percent of journals now having no print component.
- By converting art marking to a digital format in 2024, 4.5 tonnes of waste were avoided while enhanced waste segregation enabled the recycling of nine tonnes of plastic film in warehouses.
- Paper usage was cut by 17 tonnes by reducing the amount of packaging used and through more efficient distribution of examination materials. We have made similar progress in our publishing operations by replacing 98 percent of our plastic print packaging with paper alternatives.

Future carbon reduction initiatives

As a global publishing and assessment organisation, our greatest indirect impacts occur in the use of paper, print, global freight logistics, digital and technology-related activities and business travel. To ensure we are taking the right action on these, we are strengthening our collection of data on 'Scope 3', or indirect carbon emissions. This will help us to set meaningful reduction targets which are effective in minimising our footprint. As we develop our data, we are taking action to reduce the footprint of producing and shipping our products, for instance by expanding print-on demand locations to help cut transportation-related emissions, and working with DHL on a sustainable aviation fuel trial for exam shipments.

In the future we also plan to implement further measures such as:

- Continuing to implement our property carbon reduction strategy, including reducing the use of fossil fuels, installing renewable technologies, seeking efficiencies in our use of energy, and optimising our space usage.
- Improving our understanding of emissions from both physical (e.g. paper) and digital products, so we can better understand how to reduce emissions by optimising design and delivery models.
- Improving accuracy and visibility of emissions associated with our freight movements and supply chain, so that teams involved in managing these issues can optimise freight movements and choose delivery modes that reduce emissions. This will include a focus on improving our understanding of carbon emissions associated with 'Print On Demand' (POD) operations, and of customer collect orders from our UK plants.
- Engaging with our supply chain to identify opportunities for reducing emissions, and to encourage and empower reductions in emissions.

To meet our net zero target, we will prioritise measures that reduce our absolute emissions as far as possible while we continue to deliver on our educational mission. If despite those measures, any residual net emissions remain at our target date, we will neutralise those by developing high-integrity approaches to offset or remove an equal amount of emissions from the atmosphere.

Declaration and sign off


This Carbon Reduction Plan has been completed in accordance with PPN 006 and associated guidance and reporting standard for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard² and uses the appropriate government emission conversion factors for greenhouse gas company reporting³.

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements (where required), and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard⁴.

This Carbon Reduction Plan has been reviewed and signed off by the Executive Board of Cambridge University Press & Assessment.

Signed by Peter Phillips, Chief Executive:



.....

Date: 8th January 2026

² <https://ghgprotocol.org/corporate-standard>

³ www.gov.uk/government/collections/government-conversion-factors-for-company-reporting

⁴ <https://ghgprotocol.org/standards/scope-3-standard>

Appendix A - Methodology Summary

The summary table below reflects the reporting framework methodology applied to produce the figures disclosed in this report.

Category	Inclusions	Boundaries and exclusions
Scope 1 & 2	UK energy and fuel use from premises and fleet vehicles we have operational control over (as per existing SECR / Scope 1 & 2 reporting).	<ul style="list-style-type: none"> Non-UK energy use is not required in the scope of this reporting but may be voluntarily included in future. Fugitive releases of refrigerant gases are not collected due to data limitations.
Scope 3 Category 4 - Upstream transportation and distribution	Reports on freight-related emissions from contracted logistics service providers (LSPs) paid for by CUP&A's UK entity, provided to an expected level of quality.	<ul style="list-style-type: none"> Freight associated with LSPs managed by entities outside the UK are not required in the scope of this reporting but may be voluntarily included in future. Bundled supplier delivery (i.e. where freight is included in purchased goods/services, not separately purchased transportation) falls under Scope 3 Category 1 (purchased goods & services) and is therefore outside of the scope of this reporting. Third-party warehousing and storage-related emissions associated with CUP&A products are not currently captured nor estimated and are expected to be incorporated in future reporting as data becomes available. Small, ad hoc logistics suppliers providing infrequent or specialist freight services is not yet captured in current datasets and are expected to be incorporated in future reporting periods as data becomes available.
Scope 3 Category 5 - Waste generated in operations	Disposal and treatment of waste via main operational UK waste disposal contracts. Waste for UK sites not covered by these contracts are estimated using an average 'per FTE' figure.	<ul style="list-style-type: none"> Waste generated in non-UK offices is not required in the scope of this reporting but may be voluntarily included in future. Some small, specialist and ad hoc waste collections (e.g. construction project waste and confidential paper) are not collected due to data limitations. Waste generated by a UK-based third-party warehousing provider under CUP&A's instruction (e.g., inventory disposal and end-of-life management) is currently not included due to data limitations.
Scope 3 Category 6 - Business travel	Business travel by air to, within and from the UK, captured by central booking systems, by employees and contractors. Expense claims for UK business mileage, car rental mileage and a centrally managed taxi contracts are also included.	<ul style="list-style-type: none"> Some UK travel claimed through expenses where mileage is not provided (e.g. public transport), as well as emissions associated with hotel stays, are not currently quantified due to data limitations, and are expected to be incorporated in future reporting as data becomes available. Travel for non-UK operations is not required in the scope of this reporting. We have defined this as travel booked to, from and within countries outside the UK. We have the capability to add the majority of this data in future on a voluntary basis.
Scope 3 Category 7 - Employee commuting	Travel by employees to Cambridge offices was captured from a 2025 staff commuting survey. Travel for non-Cambridge offices has been estimated using an average 'per FTE' figure.	<ul style="list-style-type: none"> Commutes to and from offices outside the UK are not required in the scope of this reporting, but may be voluntarily added in future. Homeworking emissions are a voluntary element in the scope of this reporting, and have not been included.
Scope 3 Category 9 - Downstream transportation and distribution	Estimated emissions from examination scripts returned to CUP&A operations from customers.	<ul style="list-style-type: none"> Scope 3 Category 9 mainly comprises transportation of products outside of CUP&A's control or payment, typically after the point of sale, where customers arrange onward distribution or retail placement beyond CUP&A's managed logistics. Due to limited visibility and large assumptions required to estimate emissions from this category, the majority of this category has not been reported. Further investigations will be undertaken to improve this for future reporting. Supplier-direct delivery to customers (where transportation is arranged by the supplier) falls under Scope 3 Category 1 (purchased goods & services) and is therefore outside of the scope of this reporting. Some exam script returns are arranged by CUP&A contracted LSPs. As these are included in this category, there is some limited boundary overlap between Category 4 and Category 9 that we aim to resolve in future reporting.