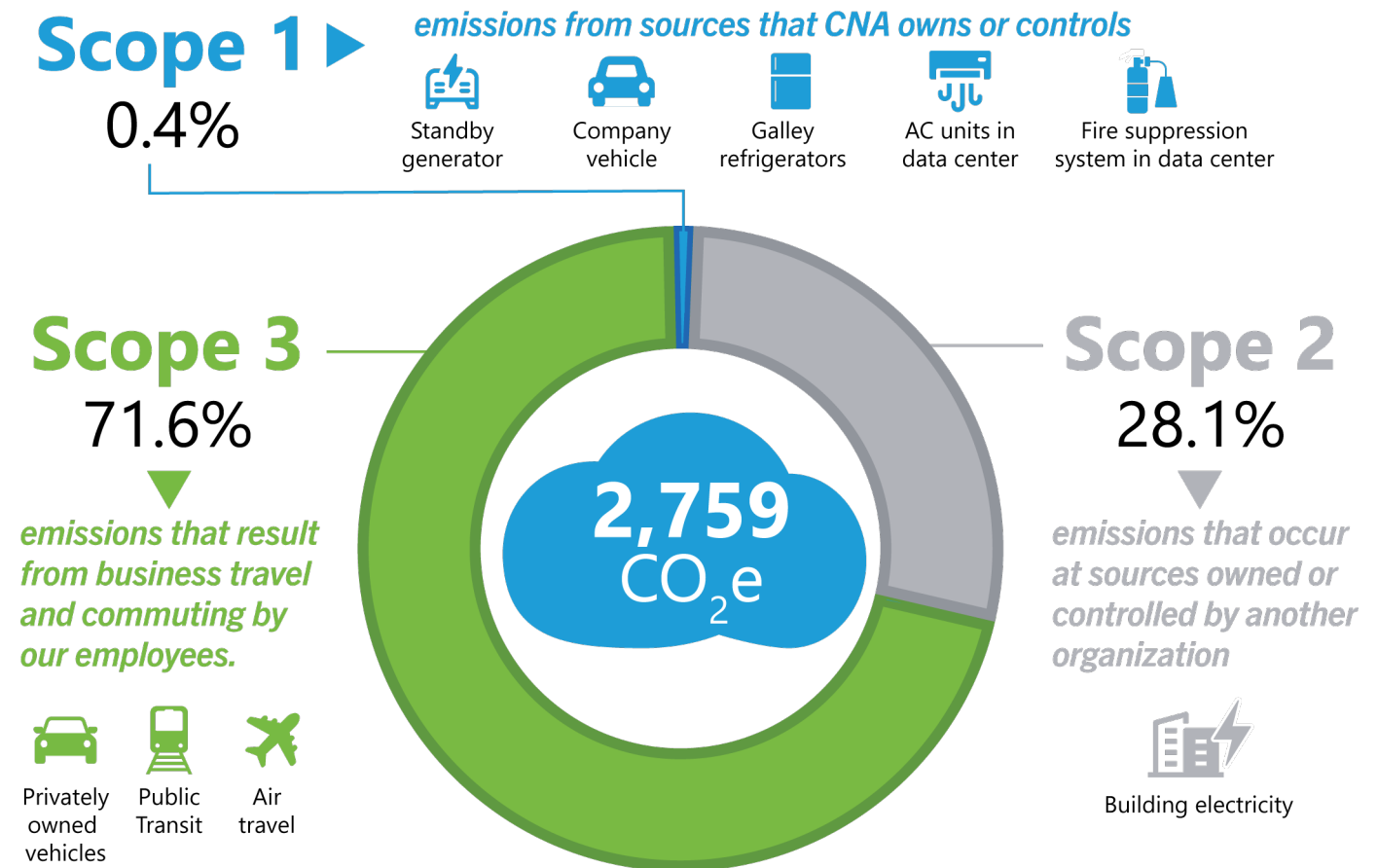# CNA | 2023 GREENHOUSE GAS EMISSION INVENTORY

Recognizing the critical importance of worldwide efforts to reduce greenhouse gas (GHG) emissions, CNA is reporting its inventory of GHG emissions for calendar year 2023. We prepared this inventory report in accordance with *The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard* developed by the World Resources Institute and World Business Council for Sustainable Development. CNA's 2023 inventory totaled 2,759 metric tons of CO_2 equivalents (CO_2e) (see Figure 1).

FIGURE 1. 2023 GHG EMISSIONS

Scope 1 ▶ emissions from sources that CNA owns or controls
0.4%

| Standby generator | Company vehicle | Galley refrigerators | AC units in data center | Fire suppression system in data center |

Scope 3
71.6%
▼
emissions that result from business travel and commuting by our employees.

Privately owned vehicles | Public Transit | Air travel

2,759 CO_2e

Scope 2
28.1%
▼
emissions that occur at sources owned or controlled by another organization

Building electricity

SCOPE 1 EMISSIONS

Scope 1 emissions come from sources that CNA owns or controls, such as the standby generator, which provides emergency power to the data center; the company vehicle; refrigerator and air conditioning (AC) units; and the fire suppressant system in the data center. As shown in Figure 2, CNA's Scope 1 emissions declined from 9.9 to 9.7 metric tons of CO_2 equivalents from 2022 to 2023. This reduction occurred because CNA used the company vehicle less often in 2023.
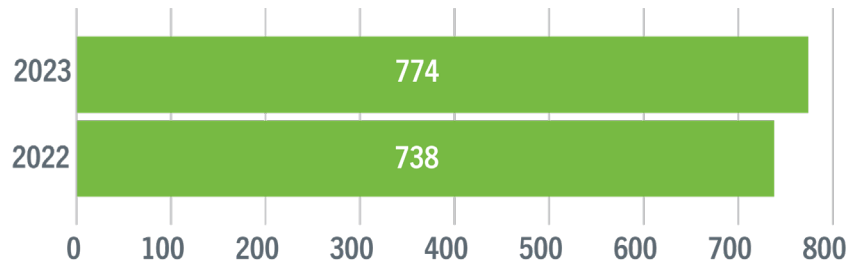
FIGURE 2. SCOPE 1 EMISSIONS (METRIC TONS CO_2 EQUIVALENTS)

- Stationary combustion (standby generator)
- Mobile sources (CNA vehicle)
- Refrigeration and AC
- Fire supression
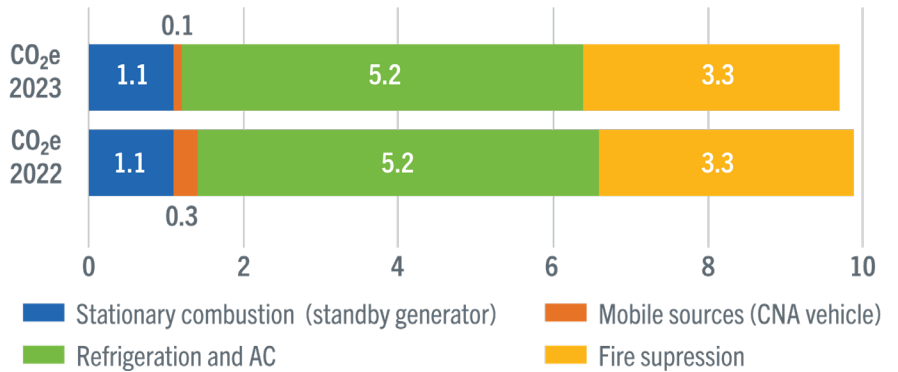
SCOPE 2 EMISSIONS

Scope 2 emissions occur at sources owned or controlled by another organization and are the result of the electricity that CNA consumes. CNA used more electricity in 2023 than in 2022, resulting in an increase in its Scope 2 GHG emissions of about 5 percent (774 metric tons of CO_2 equivalents in 2023 versus 738 in 2022) (see Figure 3).
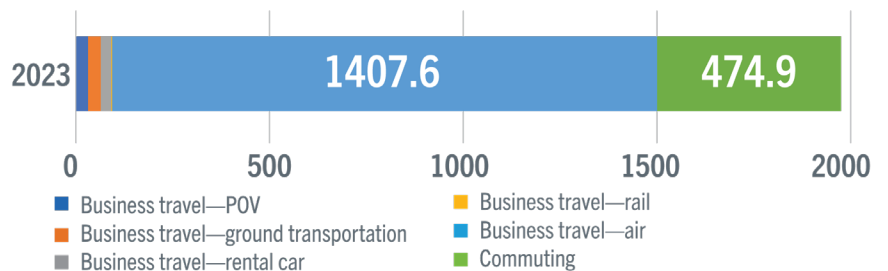
FIGURE 3. SCOPE 2 EMISSIONS (METRIC TONS CO_2 EQUIVALENTS)

SCOPE 3 EMISSIONS

Scope 3 emissions result from business travel and commuting by our employees. CNA estimated its Scope 3 emissions for the first time in 2023, as shown in Figure 4. The total emissions were 1,975 metric tons of CO_2 equivalents. The largest source was air travel, followed by employees commuting to the CNA office building.

FIGURE 4. SCOPE 3 EMISSIONS (METRIC TONS CO_2 EQUIVALENTS)

- Business travel—POV
- Business travel—ground transportation
- Business travel—rental car
- Business travel—rail
- Business travel—air
- Commuting

APPENDIX: METHODOLOGY

CNA defined its organizational boundary as encompassing the office space that it leases at 3003 Washington Boulevard in Arlington, Virginia, and its company-owned vehicle. CNA occupies six floors (approximately 60 percent) of the building. Scope 1 sources consist of those that CNA owns or controls within our organizational boundary. We also included Scope 2 emissions from our share of the building's electricity consumption and Scope 3 emissions from commuting and business travel.

SCOPE 1 DATA INPUTS

CNA used the US Environmental Protection Agency's (EPA's) simplified GHG emissions calculator to calculate emissions from Scope 1 sources. Table 1 summarizes the data inputs and assumptions.

TABLE 1. SCOPE 1 DATA INPUTS

Description	Fuel/Gas Source	Data Input	Assumptions
Stationary combustion	Distillate fuel oil no. 2	107 gal	No fuel purchased in 2023; used average annual amount of fuel consumed based on previous purchases
Mobile sources (2011 Ford Flex)	Gasoline	7 gal	The vehicle was driven 133 miles (fuel efficient rating of 19 miles per gallon)
Refrigeration and AC equipment use	HFC-134a R-404A R-407C	4.3 kg 0.3 kg 23.1 kg	Used the screening method; data input is the total capacity of all units
Fire suppression	HFC-227ea	29.5 kg	Used the screening method; data input is the total capacity of all units

SCOPE 2 DATA INPUTS

CNA obtained a 2023 billing summary from Dominion Energy for 3003 Washington Boulevard. The total energy usage for 2023 was 4,422,106 kilowatt-hours. CNA's portion of this usage, based on its pro rata share, was 60 percent, or 2,653,264 kilowatt-hours.

SCOPE 3 DATA INPUTS

CNA used a combination of reports provided by its travel agent and the EPA's simplified GHG emission calculator to develop its Scope 3 inventory. For business travel, the travel agent provided CNA with the total emissions from rental cars, rail travel, and air travel. We estimated all other types of travel using the GHG emissions calculator. Table 2 summarizes the data inputs.

TABLE 2. SCOPE 3 DATA INPUTS

Type	Mode	Data Source	Data Input (Miles)
Business	POV—passenger car	Travel vouchers (miles)	73,252
Business	POV—light duty truck	Travel vouchers (miles)	18,313
Business	Taxi and ride shares—passenger car	Travel vouchers (cost)	70,061
Business	Taxi and ride shares—light duty truck	Travel vouchers (cost)	17,515
Commuting	POV—passenger car	Commuter survey	1,007,589
Commuting	POV—light duty truck	Commuter survey	255,103
Commuting	POV—motorcycle	Commuter survey	12,755
Commuting	Public transportation	Commuter survey	387,073

The data inputs for business travel reflect the following assumptions:
- The percentage of privately owned vehicles (POVs) that are passenger cars and light duty trucks is 80 percent and 20 percent, respectively (consistent with the commuter survey (see Table 4)).
- We estimated taxi and ride share miles from costs claimed on travel vouchers using an average cost of $2.5 per mile.
- The percentage of taxi and ride share vehicles that are cars and trucks is the same as that for POVs.

The data inputs for commuting reflect assumptions generated from the commuter survey sample (summarized in Tables 3 and 4).

TABLE 3. EMPLOYEE COMMUTING ASSUMPTIONS

Employee Category	Average Frequency (Days/Year)	Average One-Way Commute (Miles)	Fraction Who Drive	Fraction Who Take Public Transportation	Fraction Who Walk or Bike
Full-time worker, office at HQ	195	14	64%	24%	12%
Full-time teleworker	44	23	76%	15%	9%
Full-time remote employee	1	238	18%	18%	—
Part-time worker, office at HQ	177	11	100%	—	—
Part-time teleworker	55	17	90%	—	10%
Part-time remote employee	0	—	—	—	—

TABLE 4. COMMUTING MODE ASSUMPTIONS

Commuting Mode	Type
Drive POV	79% travel by passenger car 20% travel by light duty truck 1% travel by motorcycle
Use public transportation	83% take the metro system 14% take a bus 3% use Amtrak

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