BAFTA ALBERT

NEXT GENERATION TOOLKIT

CARBON CALCULATOR METHODOLOGY

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Version Control

This log records the version history of this methodology document. It should be updated on each subsequent release to maintain a clear audit trail of amendments.

Version	Date	Summary of changes
1.0	October 2026	

PART 1 – THE ESSENTIALS

1. Introduction

1.1 Purpose of this Methodology

BAFTA Albert was founded in 2011 to help the film and television industry reduce its environmental impact and create content that supports a sustainable future. The BAFTA Albert Carbon Calculator allows productions to measure, understand and report the carbon footprint of making a film or TV show.

This document describes the methodology behind the calculator and sets out the standards applied, the boundary of a production's footprint, the sources of emission factors, and the calculation method for each activity. It is intended for calculator users and for those reviewing or auditing results.

1.2 What it is designed to do

The calculator is designed to address the complexity and variability of production activities, enabling users to accurately quantify greenhouse gas emissions across the lifecycle of a production. It supports industry-standard reporting while aligning with recognised methodologies and guidance, helping organisations meet sustainability targets, regulatory expectations, and stakeholder requirements. By providing a practical, user-friendly solution tailored to real-world production workflows, the calculator aims to improve the accuracy, transparency, and comparability of emissions data.

For guidance on navigating and using the calculator, please refer to the *BAFTA Albert Calculator User Guide*.

1.3 How a carbon footprint is calculated

Every emissions calculation in the calculator is based on applying an emissions factor to each activity:

activity data × emission factor = emissions

- ***Activity data*** – the amount used (e.g. using 8,400 kWh of electricity).
- ***Emission factor*** – the amount of greenhouse gas released per unit of that activity (e.g. CO_2e per kWh).
- ***Emissions*** – the results expressed in carbon dioxide equivalent (CO_2e).

> **EXAMPLE**
>
> If a studio used **8,400 kWh** of grid electricity and the factor for that country and year is **0.207 kgCO_2e per kWh**, the calculator returns **8,400 × 0.207 = 1,739 kgCO_2e** (or 1.74 tCO_2e). The factor here is illustrative and are based on the country, region and year.

2. Standards, Frameworks & Accounting Principles

2.1 Standards Followed

The BAFTA Albert calculator follows established international carbon accounting standards. Footprints are comparable with those produced elsewhere in the industry and defensible in corporate reporting.

The methodology is aligned with the following recognised standards and frameworks:

- **Greenhouse Gas Protocol Corporate Accounting** (Greenhouse Gas Protocol, n.d.)
- **Greenhouse Gas Protocol Corporate Value Chain Accounting and Reporting Standard** (Greenhouse Gas Protocol, 2011)
- **Sustainable Entertainment Alliance and BAFTA Albert Scope 1 & 2 Emissions in Film and Television Production whitepaper** (SEA & BAFTA Albert, 2025).
- **Sustainable Entertainment Alliance Scope 3 Emissions in Film and Television Production whitepaper** (SEA, 2024).

2.2 GHG Protocol Accounting Principles

The following five core principles from the GHG Protocol govern how emissions are calculated and reported in this tool:

Principle	Definition & Application
Relevance	The inventory adequately reflects the GHG emissions of the subject activity and enables users to make informed decisions.
Completeness	All GHG emission sources and activities within the defined boundary are accounted for. Exclusions are explicitly stated and justified.
Consistency	Consistent methodologies allow meaningful performance tracking over time. Any changes to data, boundaries, or methods are transparently documented in this paper.
Transparency	All methodologies, data sources, assumptions, and limitations are documented here and accessible to users. An audit trail is maintained.
Accuracy	Quantification is neither systematically over nor under actual emissions. Uncertainties are reduced as far as practicable and disclosed where relevant.

3. Scope & System Boundary

3.1 Reporting Scopes

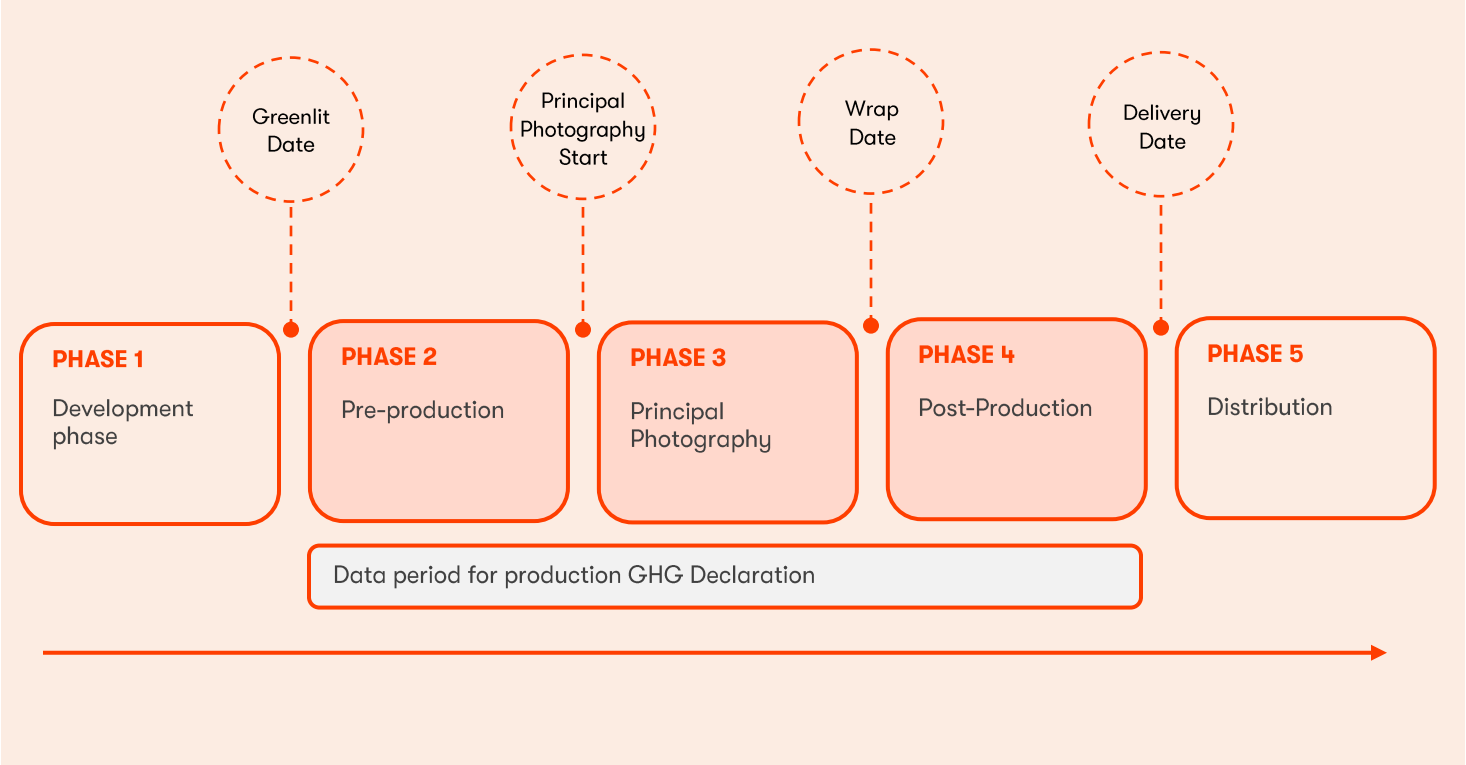
Emissions are categorised according to the Greenhouse Gas Protocol Corporate Accounting (Greenhouse Gas Protocol, n.d.), Sustainable Entertainment Alliance and BAFTA Albert Scope 1 & 2 Emissions in Film and Television Production whitepaper (SEA & BAFTA Albert, 2025), and Sustainable Entertainment Alliance Scope 3 Emissions in Film and Television Production whitepaper (SEA, 2024). The calculator accounts for the following scopes:

Scope	Category	Description
Scope 1	**Direct emissions**	Emissions from sources owned or controlled by the organisation (e.g. fuel combustion in owned vehicles, on-site generators, refrigerant leakage).
Scope 2	**Energy indirect**	Emissions associated with purchased electricity, heat, steam and cooling. Reported on a location-based basis unless otherwise specified.
Scope 3	**Other indirect**	Emissions from activities not owned or controlled by the organisation (e.g. business travel, freight, supply chain, waste disposal, accommodation).

3.2 System Boundary

This methodology quantifies the greenhouse gas emissions arising across the operational lifecycle of a film or television production. The system boundary defines the production stages and activities that are included, broadly aligned with the lifecycle boundary set out in the SEA & BAFTA Albert Scope 1 & 2 whitepaper (SEA & BAFTA Albert, 2025). The production stages in scope are pre-production, production (principal photography) and post-production.

3.2.1 Phases of Production Development



EXAMPLE
If pre-production starts in October 2023 and post-production ends in June 2024, emissions from that entire time period are included in the production's emissions reporting.

Emissions are attributed to the production's reporting period (its minimum boundary). Where a production spans more than one organisational reporting year, users incorporating a production footprint into an annual organisational GHG inventory should apportion emissions to the relevant reporting year(s) on a consistent basis to avoid omission or double counting.

3.2.2 Activities in scope

Within these stages, the calculator captures emissions from energy and utilities (electricity, gas, heat and steam, and water); fuel and temporary power (including generators and off-grid electricity); business travel and accommodation; freight; postproduction; materials; catering; waste and disposals; home working and commuting; cloud computing; other purchased goods and services; and intentional discharges of gases. These correspond to the calculation categories detailed in Section 6.

3.2.3 Activities out of scope

The following are excluded from the production's footprint: unintentional or fugitive emissions (such as accidental refrigerant leakage) that fall within the organisational boundary of a venue, studio or facility rather than within the production's operational control; and any activity occurring outside the defined production stages or not listed among the categories in Section 6. Where an exclusion could be material to a particular production, it should be documented and disclosed by the user.

3.3 Operational Control

Emissions are consolidated using the ***operational control*** approach. Under this approach, the production accounts for emissions arising from operations over which it has the full authority to introduce and implement operating policies. This includes activities and assets that are under the production's day-to-day management and control, regardless of ownership.

3.4 Scope Determination & Override Logic

Each activity is assigned a default reporting ***scope*** (***Scope 1, 2 or 3***) based on the relationship between the production and the emission source. For a number of categories, the correct scope depends on how the source is owned or operated on a particular production, for example, whether a vehicle is owned, rented, crew-owned or operated by a third party, and the default scope may not reflect every production's circumstances. In such cases, the user may override the default scope to account for the production's operational control of the given activity.

Where a user overrides the default scope, the decision should be documented and justified by the user to maintain transparency and to support any future audit or assurance requirements.

4. Emission Factors & Data Sources

4.1 What an emission factor is

An ***emission factor*** is the quantity of greenhouse gas released per unit of a given activity, such as Kilograms of CO_2e per litre of fuel burned. Factors are produced by governments and research bodies and may change due to updates in calculation methods or new research.

4.2 In the United Kingdom

UK emission factors come from the ***Department for Energy Security and Net Zero (DESNZ)*** (Previously called DEFRA**)**, which publishes annually updated greenhouse gas conversion factors for company reporting.

4.3 Outside the United Kingdom

The calculator applies country or region specific factors wherever they exist, so results reflect local energy systems, infrastructure and production contexts for record more accurate and complete footprints. That includes national grid electricity factors, country-specific fuel factors, and regional datasets from recognised providers such as DESNZ, CEDA and EXIOBASE. This means that the same activity may report different emissions in two different countries / regions.

Where no local data exists, DESNZ factors or another internationally recognised dataset are applied as the closest available proxy. Proxies are applied consistently, so productions remain comparable.

4.4 BAFTA Albert's own factors

Some screen industry activities are not represented in public emission factor databases at all, such as studio and stage facilities, VFX production, and post-production facilities. Where no suitable published factor exists, BAFTA Albert develops its own, and where relevant, follow the same published methods by DESNZ that underpin the official factors.

4.5 Gases and units

All emission outputs are expressed in ***tonnes of carbon dioxide equivalent (tCO₂e).*** Conversion to a tCO_2e basis uses the ***Global Warming Potential* (GWP)** values applied by the underlying emission factor source (e.g.

IPCC, AR5 or AR6). Each factor accounts for every greenhouse gas covered by its source, consistent with GHG Protocol best practice.

4.6 Major changes in emission factors

The calculator applies the latest available emission factors. As emission factors are periodically updated to reflect improvements in data quality, methodology, and underlying evidence, year-on-year changes may result in variations to calculated emissions that are unrelated to actual changes in activity data. Significant changes to UK emission factors are published annually by the UK Government through the DESNZ in their '*Major Changes to Conversion Factors*' report (DESNZ, 2026). Users should consider these updates when comparing emissions data across reporting years

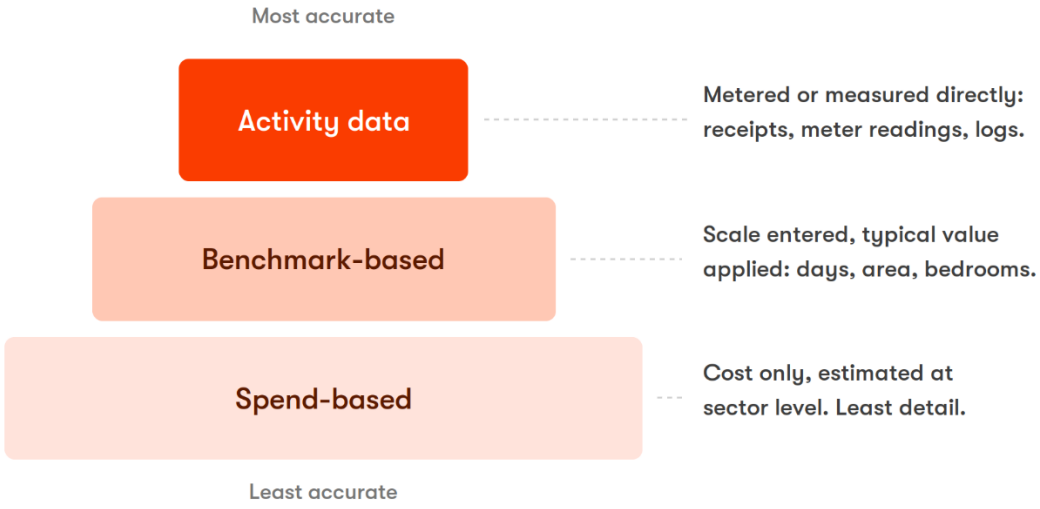
5. Data Quality

5.1 Data hierarchy

The calculator applies the data hierarchy set out in the *SEA & BAFTA Albert Scope 1 & 2 Whitepaper* (SEA & BAFTA Albert, 2025) to guide the activity data a user enters for a calculation. The principle is that users should enter the highest-quality data available to them.

Where possible, users should enter ***activity data***, which directly measures the activity that generated the emissions (for example, litres of fuel consumed or kWh of electricity used). Where direct activity data is unavailable, ***benchmark-based data*** may be used as a proxy (such as the number of people, floor area, or other relevant operational metrics). ***Spend-based data*** should only be used where neither activity nor benchmark data is available and financial expenditure is the only information available.

The calculator does not generate, infer or estimate activity data on the user's behalf, it calculates emissions from the data entered, applying the appropriate emission factor. The choice of data type therefore rests with the user, and the hierarchy below is intended to inform that choice.



5.2 Spend-based factors

Spend-based factors work at the level of an economic sector, not a specific product or journey. Therefore, two productions with identical emissions can produce vastly different spend-based results simply because one paid more for its activities.

Spend-based data is also affected by currency movements and inflation, which makes tracking performance over time unreliable. The purpose of including spend-based data is to ensure that no activity goes unreported, as an estimate is still better than nothing.

> **BEST PRACTICE**
> Users are strongly encouraged to use activity data wherever possible. Relying on benchmarks and spend data reduces accuracy and limits the ability to track performance over time.

5.3 Currencies

The calculator converts local currency it into pounds sterling before applying a factor. Exchange rates come from the ***HMRC UK Integrated Online Tariff*** database and are updated twice a year, in March and December.

5.4 Certified Green Energy (CGE)

Several forms in the tool include a ***Certified Green Energy (CGE)*** tick box – mains electricity, studio and office energy benchmarks, accommodation and post-production. Ticking it applies to a factor that reflects renewable-backed supply rather than the average national grid mix.

PART 2 – HOW EACH CATEGORY IS CALCULATED

6. Calculation Categories

This section sets out how the calculator quantifies emissions for each activity within the production's reporting boundary.

Each entry below follows the same structure:

- **What users can enter** — the available methods, listed by *most accurate* to *least accurate*.
- **How it is calculated** — what the calculator does with the data entered.
- **Notes** — the source of each emission factor, any assumption or benchmark the calculator applied.

Fields common to every activity are not repeated in each entry. For every activity the following information will be requested: *Name*, *Description*, the *Country* and *Region*, and the *Date of Activity* (or the start and end dates, where the activity runs over a period).

6.1 Business Travel & Accommodation

6.1.1 | *Air Travel*

COMMERCIAL FLIGHTS

Ways to enter: Distance (best), Spend

Distance | MOST ACCURATE

WHAT YOU CAN ENTER

- Origin and Destination; or Manual Distance
- Number of passengers
- Class of travel: *Economy*, *Premium economy*, *Business*, *First-class*, *or Unknown*
- Return trip [tick box]

HOW IT IS CALCULATED

The calculator finds an emission factor for that specific route (or distance) and class of travel, then multiplies by the number of passengers, doubling it for a return trip. The result includes both the fuel burned in flight and the emissions of producing and supplying that fuel. ①

NOTES

① This is the most accurate air travel method, because the factor reflects the actual route rather than an average.

Spend | LEAST ACCURATE

WHAT YOU CAN ENTER

- Amount spent and currency
- Class of travel: *Economy*, *Premium Economy*, *Business*, *First class or Unknown*
- Distance band: *short haul (under 800 km)*, *medium haul (800–3,700 km) or long haul (over 3,700 km)*

HOW IT IS CALCULATED

Spend is converted into pounds sterling using HMRC rates, then multiplied by a spend-based air travel factor. ②

NOTES

② Class of travel and distance band do not affect the result. They are collected for your own reporting and segmentation only. Spend-based factors are derived from EXIOBASE, a global economic model that works at industry-sector level and cannot reliably distinguish cabin class or haul length.

EXCESS BAGGAGE

For baggage carried in the hold of a passenger aircraft.

WHAT YOU CAN ENTER

- Origin and Destination; or Manual Distance
- Cargo weight
- Return trip [tick box]

HOW IT IS CALCULATED

Excess baggage is treated as belly-hold freight on a passenger aircraft: weight × distance, multiplied by a freight emission factor. The result covers the aircraft's fuel use, the fuel supply chain, and the ground and hub equipment involved in handling it. ①

NOTES

① Only baggage carried in addition to the normal passenger allowance needs recording here. The crew's own suitcases are already accounted for within the flight itself.

CHARTERED FLIGHTS & HELICOPTERS

For private charters, camera ships and helicopters.

WHAT YOU CAN ENTER

- Aircraft type
- Flight duration (in hours)

HOW IT IS CALCULATED

Each aircraft in the list has a fuel burn rate in kilograms per hour. Flight hours are multiplied by that rate to give a fuel quantity, which is then multiplied by the relevant aviation fuel factor. ①

NOTES

① Fuel burn rates are derived from published fuel-consumption data: **US Forest Service** helicopter contract data for rotorcraft, the **European Environment Agency** air pollutant emission inventory guidebook for piston singles, and manufacturer and operator performance databases for business and commercial jets.

6.1.2 | Road Travel

This section covers cars, vans, motorcycles, minibuses and privately hired coaches. This includes vehicles rented by the production, owned by a crew member, or supplied by a third party during production. Scheduled public buses and coaches are in *Section 6.1.3*.

FUEL VEHICLES

Ways to enter: Fuel Consumption, Distance, Fuel Spend

Fuel Consumption | MOST ACCURATE

WHAT YOU CAN ENTER

- Quantity of fuel
- Fuel type: *Petrol*, *Diesel*, *100% mineral petrol or diesel*, *Biodiesel (B100)*, *Biodiesel HVO*, *Bioethanol*, *Bio petrol*, *Renewable petrol waste*, *CNG or LPG*
- Vehicle type: *Car (small, medium, large or unknown)*, *Coach (private hire)*, *Motorcycle*, *or Truck/Van under 3.5 tonnes*

HOW IT IS CALCULATED

Fuel quantity × the emission factor for that fuel, covering both combustion and the fuel's supply chain. ① ②

NOTES

① Vehicle type does not change the emission results of fuel consumption as emissions from fuels that are directly measured are the same regardless of vehicle type. Vehicle type is collected solely for reporting purposes.

② This method is the most accurate because it measures what was consumed rather than inferring.

Distance

WHAT YOU CAN ENTER

- Distance
- Fuel type: *Petrol*, *Diesel*, *Biodiesel*, *Biodiesel HVO*, *LPG or CNG*
- Vehicle type: *Car (small, medium, large or unknown)*, *Coach (private hire)*, *Motorcycle*, *or Truck/Van under 3.5 tonnes*

HOW IT IS CALCULATED

Distance × an emission factor for that combination of vehicle size and fuel. Here, unlike the fuel method, vehicle type **does** affect the result. ③ ④

NOTES

③ The fuel list goes beyond DESNZ's published emissions factors to reflect fuels often used on productions. Where DESNZ does not publish a factor for a vehicle and fuel combination, BAFTA Albert derives one using DESNZ's documented approach. See the table below for the combinations.

④ **Privately hired coaches and minibuses:** DESNZ publishes coach factors per passenger. Because a hired coach is chartered for your production whether it is full or not, the factor is scaled up to a whole-vehicle basis using DESNZ's average coach occupancy figure of **17.56 passengers**.

⑤ Emission factor sources are either directly sourced from DESNZ, or are calculated following DESNZ formula – see table below.

⑤ Vehicle type / Fuel type	Petrol	Diesel	CNG	LPG	Biodiesel	Biodiesel HVO
Small car	DESNZ	DESNZ	Calculated	Calculated	Calculated	Calculated
Medium car	DESNZ	DESNZ	DESNZ	DESNZ	Calculated	Calculated
Large car	DESNZ	DESNZ	DESNZ	DESNZ	Calculated	Calculated
Average car	DESNZ	DESNZ	DESNZ	DESNZ	Calculated	Calculated
Truck / van (<3.5t)	DESNZ	DESNZ	DESNZ	DESNZ	Calculated	Calculated
Coach / minibus (hire)	Calculated	Calculated	Calculated	Calculated	Calculated	Calculated
Motorcycle	DESNZ	Calculated	Calculated	Calculated	Calculated	Calculated

"Calculated" indicates a BAFTA Albert-calculated factors, derived following DESNZ's own published method.

Fuel Spend | LEAST ACCURATE

WHAT YOU CAN ENTER

- Amount spent and currency
- Fuel type: *Petrol or Diesel*
- Vehicle type

HOW IT IS CALCULATED

Spend is converted to sterling, then divided by an average pump price for that fuel and country to estimate how many litres were bought. That quantity is then multiplied by the fuel emission factor. ⑥ ⑦

NOTES

⑥ Pump prices come from **Global Petrol Prices**, which publishes national fuel prices worldwide.

⑦ Vehicle type does not affect the emissions result. Vehicle type is collected solely for reporting purposes.

ELECTRIC VEHICLES

Ways to enter: Electricity Consumption, Distance, EV Charging Spend

Electricity Consumption | MOST ACCURATE

WHAT YOU CAN ENTER

- Consumption in kWh
- Vehicle type

HOW IT IS CALCULATED

kWh × the grid electricity factor of local country and region, covering both generation and transmission and distribution losses. ① ②

NOTES

① Vehicle type does not affect the result.

② An EV is only as clean as the grid charging it. The same vehicle will produce very different figures in different countries, which is why country and region matter.

Distance

WHAT YOU CAN ENTER

- Distance and unit
- Vehicle type: *Car (small, medium, large or unknown), Coach (private hire), or Truck/Van under 3.5 tonnes*
- Whether the vehicle is fully electric or hybrid

HOW IT IS CALCULATED

- **Cars** — distance × a factor for a battery-electric or hybrid car of that size.
- **Trucks and vans** — distance × a factor covering electricity generation and grid losses, plus fuel where the vehicle is a hybrid.
- **Privately hired coaches** — distance × an energy consumption benchmark, then either the grid electricity factor (electric) or the diesel factor (hybrid). ③ ④ ⑤ ⑥

NOTES

③ Coach and bus consumption figures follow vehicle specifications from fleets accredited by the **Zemo Partnership**.

④ **Electric coaches:** consumption per kilometre is taken from the Zemo Zero Emission Bus Guide.

⑤ **Electric local buses:** derived average consumption per kilometre of the UK bus fleet from the **Low Emission Bus Guide**, divided by capacity to give a per-passenger-kilometre figure.

⑥ **Hybrid coaches:** A benchmark is derived from the known relationship between electric and hybrid local buses, applied to electric coach energy use.

EV Charging Spend | LEAST ACCURATE

WHAT YOU CAN ENTER

- Amount spent and currency
- Vehicle type

HOW IT IS CALCULATED

Spend is converted to sterling and divided by an average electricity price to estimate kWh, which is then multiplied by the grid electricity factor. ⑦

NOTES

⑦ Electricity prices are derived from residential rates published by **Global Petrol Prices**.

TAXIS

Ways to enter: Distance, Spend

Distance | MOST ACCURATE

WHAT YOU CAN ENTER

- Distance and unit
- Fuel type: *Petrol*, *Diesel*, *Electric*, *Hybrid or Unknown*

HOW IT IS CALCULATED

Distance × a factor for an executive car on passenger travel, matched to the fuel type you selected.

Spend | LEAST ACCURATE

WHAT YOU CAN ENTER

- Amount spent and currency

HOW IT IS CALCULATED

Spend is converted to sterling and divided by a country-level taxi cost-per-kilometre benchmark to estimate distance, which is then multiplied by the same executive car factor. ① ②

NOTES

① Taxi fare benchmarks come from **Numbeo**, a global cost-of-living database.

② Calculation works by estimating distance from cost. Waiting time, surge pricing and airport surcharges all distort this.

6.1.3 | PUBLIC TRANSPORT (RAIL / BUS)

PUBLIC TRANSPORT

Ways to enter: Distance (best), Spend

Distance | MOST ACCURATE

WHAT YOU CAN ENTER

- Distance and unit
- Number of passengers
- Type: *National Rail*, *International Rail*, *Light Rail / Tram*, *Underground / Subway*, *Coach*, *Coach (electric)*, *Local Bus*, *or Local Bus (electric)*

HOW IT IS CALCULATED

- **Most types** — passengers × distance × a per-passenger-kilometre factor for that mode.
- **Electric coaches and electric local buses** — passengers × distance × an energy consumption benchmark, then the grid electricity factor of local country and region selected. ① ②

NOTES

① **Scheduled buses and coaches now sit here rather than under road travel**, which makes them a Scope 3 activity. Chartered and privately hired coaches remain in the main Road Travel section.

② Enter the number of people making the journey. Public transport factors are already per passenger, so the tool is counting seats, not vehicles.

Spend | LEAST ACCURATE

WHAT YOU CAN ENTER

- Amount spent and currency
- Type: *Rail*, *Local Bus*, *or Local Bus (electric)*

HOW IT IS CALCULATED

- **Rail** — spend converted to sterling, then a spend-based rail factor.
- **Local Bus** — spend converted, divided by a fare-per-kilometre benchmark to estimate passenger-kilometres, then the bus factor.
- **Local Bus (electric)** — the same fare benchmark to estimate passenger-kilometres, then an energy consumption benchmark and the grid electricity factor. ③

NOTES

③ Bus ticket prices per journey come from **Numbeo** and are converted to a price per kilometre using an average one-way journey length of 3.7 km, from **London Assembly** data.

6.1.4 | FERRIES & BOAT TRAVEL

FERRY TRAVEL

Ways to enter: Distance (best), Spend

Distance | MOST ACCURATE

WHAT YOU CAN ENTER

- Distance and unit
- Number of passengers
- Ferry type: *foot passenger*, *passenger with car*, *or unknown*

HOW IT IS CALCULATED

Passengers × distance × a per-passenger-kilometre ferry factor for the type selected, covering both fuel combustion and fuel supply. ①

NOTES

① Ferry type matters here: taking a vehicle aboard carries a considerably higher share of the vessel's emissions than travelling on foot.

Spend | LEAST ACCURATE

WHAT YOU CAN ENTER

- Amount spent and currency
- Ferry type

HOW IT IS CALCULATED

Spend converted to sterling, then a spend-based water transport factor. ② ③

NOTES

② Ferry type does not affect the result in this method.

③ Ferry ticket prices vary widely by region and over time.

SPEEDBOAT / SMALL BOAT

Ways to enter: Fuel Consumption (best), Fuel Spend

Fuel Consumption | MOST ACCURATE

WHAT YOU CAN ENTER

- Fuel quantity
- Number of passengers
- Fuel type: *Petrol*, *Diesel*, *100% mineral petrol or diesel*, *Biodiesel (B100)*, *Biodiesel HVO*, *Bioethanol*, *Bio petrol*, *Renewable petrol waste*, *CNG*, *LPG*, *Marine Gas Oil (MGO)*, *Marine Fuel Oil (MFO)*, *and Jet Fuel*

HOW IT IS CALCULATED

Fuel quantity × the factor for that fuel, covering both combustion and fuel supply.

Fuel Spend | LEAST ACCURATE

WHAT YOU CAN ENTER

- Amount spent and currency
- Fuel type: *Petrol or Diesel*

HOW IT IS CALCULATED

Spend converted to sterling, divided by an average fuel price to estimate litres, then multiplied by the fuel factor.

6.1.5 | ACCOMMODATION

ACCOMMODATION

WHAT YOU CAN ENTER

- Number of bedrooms
- Number of nights
- Accommodation type: *Economy*, *Midscale*, *Upscale or Luxury Hotel*; *Apartment / Condo / Flat*; *Average-size House*; *Large House*
- Whether the accommodation was on *Certified Green Energy (CGE)*

HOW IT IS CALCULATED

Bedrooms × nights × an energy use per room-night benchmark for that accommodation type, then the electricity factor of the local country and region selected. ① ② ③

NOTES

① Hotels (economy, midscale, upscale, luxury) use the **Cornell Hotel Sustainability Benchmarking (CHSB) Index, 2026 release**, published by Cornell University's Center for Hospitality Research with Greenview.

② **Residential accommodation** (apartment, average house, large house) uses the **National Energy Efficiency Data-Framework (NEED)** published by DESNZ, 2026 release using 2024 data.

③ The calculator combines a benchmark with a grid electricity factor rather than a single all-in hotel factor.

6.2 Energy & Utilities

This section covers electricity, gas, heat and steam, and water in every space the production occupies. Every energy form also asks for an optional *location type* (production office, home office, studio shooting space, on-location shooting space, other shooting space, gallery, warehouse space or other non-shooting space). This does not change the calculation. It determines how emissions are broken down in reporting, which is what makes it possible to see where energy consumption and emissions are going, ensuring footprint auditability and verification.

6.2.1 | ELECTRICITY

ELECTRICITY

Ways to enter: Meter Reading (best), Studio Benchmark, Office Benchmark, Volume LED Benchmark

Meter Reading | MOST ACCURATE

WHAT YOU CAN ENTER

- Consumption in kWh
- Location type (optional)
- Whether it was certified green energy

HOW IT IS CALCULATED

kWh × the grid electricity factor of the local country and region selected, covering generation and grid losses.

Studio Benchmark | LEAST ACCURATE

WHAT YOU CAN ENTER

- Studio floor area, in square feet or square metres
- Number of days occupied
- Location type
- Whether it was certified green energy

HOW IT IS CALCULATED

Floor area × days occupied × an energy use per square metre per day benchmark, then the grid electricity factor.

Office Benchmark | LEAST ACCURATE

WHAT YOU CAN ENTER

- Number of people working in the space
- Number of days occupied
- Office type: *individual offices without air conditioning*, *open plan without air conditioning*, *standard air conditioned*, *or prestige / HQ air conditioned*
- Location type (optional) and certified green energy

HOW IT IS CALCULATED

People × days occupied × an energy use per person per day benchmark for that office type, then the grid electricity factor. ①

NOTES

① Office type makes a real difference. Air conditioning, and particularly prestige or headquarters buildings, consume substantially more per person than a naturally ventilated open plan office.

Volume LED Benchmark | LEAST ACCURATE

WHAT YOU CAN ENTER

- Number of LED panels
- Area of one panel, in cm^2, m^2, in^2 or ft^2
- Number of days occupied
- Location type (optional) and certified green energy

HOW IT IS CALCULATED

Number of panels × panel area × days occupied × an energy use per square metre of LED wall per day benchmark, then the grid electricity factor.

6.2.2 | GAS

Gas offers the same four methods as electricity (meter reading, studio benchmark, office benchmark and volume LED benchmark) and they work identically, except that the result is multiplied by the natural gas factor rather than a grid electricity factor. Gas can be entered in kWh or cubic metres.

CGE does not apply to gas, so no tick box appears on these forms.

6.2.3 | HEAT & STEAM

HEAT & STEAM

WHAT YOU CAN ENTER

- **Meter reading** MOST ACCURATE — consumption in kWh, with an optional location type; or
- **Studio benchmark** LEAST ACCURATE — floor area and days occupied

HOW IT IS CALCULATED

Consumption, or area × days × benchmark, multiplied by the relevant district heat and steam factor.

6.2.4 | WATER

WATER

WHAT YOU CAN ENTER

- **Meter reading** MOST ACCURATE — consumption in cubic metres or litres, plus location type; or
- **Studio or office benchmark** LEAST ACCURATE — number of people and number of days occupied

HOW IT IS CALCULATED

Volume × water factor, or people × days × water use per person per day benchmark then the same factor. The factor covers the treatment and supply of water.

6.3 Freight

Freight covers moving equipment, sets, costume, props and product – anything shipped rather than carried by a passenger.

6.3.1 | COURIERS & ROAD FREIGHT

MOTORCYCLE COURIER

WHAT YOU CAN ENTER

- Distance and unit

HOW IT IS CALCULATED

Distance × a motorcycle courier factor covering fuel combustion and fuel supply.

TRUCK / VAN COURIER (UNDER 3.5 TONNES)

WHAT YOU CAN ENTER

- Distance and unit
- Cargo weight and unit
- Fuel type: *Diesel*, *Petrol*, *LPG*, *CNG*, *Biodiesel HVO*, *Electric or Unknown*

HOW IT IS CALCULATED

Weight × distance × a factor for that vehicle and fuel. For electric vans the calculation covers electricity generation, grid losses and the fuel supply chain instead of combustion.

HEAVY GOODS VEHICLE (HGV)

WHAT YOU CAN ENTER

- Distance and unit
- Cargo weight and unit

HOW IT IS CALCULATED

Weight × distance × an HGV factor covering fuel combustion and fuel supply.

6.3.2 | SEA & RAIL FREIGHT

SEA / RAIL FREIGHT

WHAT YOU CAN ENTER

- Distance and unit
- Cargo weight and unit
- Freight type: *cargo ship or train consignment*

HOW IT IS CALCULATED

Weight × distance × geographically relevant freight factor, selected using the country and region of the activity. You can either set the location manually or let the calculator default to the production's primary country and region. ① ②

NOTES

① Where a country has no reliably mapped ports or rail terminals, the routing defaults to United Kingdom reference points.

② Freight factors are published as a new version each year, and the calculator always uses the most recent available. Activity from an earlier year will therefore be calculated using the latest factor.

6.3.3 | AIR FREIGHT

AIR FREIGHT

WHAT YOU CAN ENTER

- Origin and Destination; or Manual distance
- Cargo weight and unit
- Return Trip [Tick box]

HOW IT IS CALCULATED

Weight × distance × a dedicated freighter aircraft factor, doubled for a return trip. ①

NOTES

① Freight factors are published as a new version each year, and the calculator always uses the most recent available. Activity from an earlier year will therefore be calculated using the latest factor.

6.4 Post Production

POST PRODUCTION SERVICES

WHAT YOU CAN ENTER

- Number of days
- Number of post-production hours per day
- Whether the facility was on certified green energy

HOW IT IS CALCULATED

Hours × days × an energy use per hour benchmark for a post-production suite, then the grid electricity factor of the local country and region selected. ① ②

NOTES

① If post work was done at home rather than in a facility, record those days under ***home working*** (Section 6.9) instead.

② Cloud storage and archive are separate — see Section 6.11.

6.5 Fuel & Temporary Power

This section covers fuel burned by anything that is not a vehicle: generators, non-road mobile equipment such as forklifts and golf carts, catering equipment, and other non-stationary sources. It also includes fuel-free technologies such as renewables, batteries, and grid electricity for temporary power reporting purposes.

6.5.1 | GENERATORS & NON-VEHICLE FUEL USAGE

FUEL CONSUMPTION

MOST ACCURATE

WHAT YOU CAN ENTER

- Fuel quantity
- Fuel type: *Petrol*, *Diesel*, *100% mineral petrol or diesel*, *Biodiesel (B100)*, *Biodiesel HVO*, *Bioethanol*, *Bio petrol*, *Burning oil (kerosene)*, *Butane*, *Propane*, *CNG*, *LPG*, *Hydrogen (green)* or *Hydrogen (other)*
- Usage type: *non-road mobile equipment*, *temporary power*, *catering*, or *other non-stationary source*

NOTES

① Hydrogen (green) and Hydrogen (other) is derived from the CO_2 emissions factor dataset. That dataset publishes hydrogen by weight only; therefore it is converted using a single standard density taken from **the BOC Compressed Hydrogen Gas Data Sheet.**

HOW IT IS CALCULATED

Fuel quantity × the factor for that fuel, covering both combustion and the fuel's supply chain. ①

FUEL SPEND

LEAST ACCURATE

WHAT YOU CAN ENTER

- Amount spent and currency
- Fuel type: *Petrol or Diesel*
- Usage type

HOW IT IS CALCULATED

Spend converted to sterling, divided by an average fuel price benchmark to estimate litres, then multiplied by the fuel factor.

6.5.2 | BATTERIES & OFF-GRID ELECTRICITY

OFF-GRID ELECTRICITY

WHAT YOU CAN ENTER

- Energy consumption in kWh
- Usage type: *non-road mobile equipment, temporary power, catering, or other non-stationary source*
- Charging method (optional): *renewables, grid electricity, or fuel (hybrid generator)*

HOW IT IS CALCULATED

This form returns zero emissions, and deliberately so. A battery does not generate emissions when it is discharged; the emissions occurred when it was charged. Recording them here as well would count them twice.

WHERE TO RECORD IT INSTEAD

IF THE BATTERY WAS CHARGED FROM…	THEN…
Renewables	The result is zero. Nothing further to record.
Grid electricity	Record the kWh under mains electricity (*Section 6.2.1*), so the grid factor applies.
Fuel - hybrid generator	Record the fuel under fuel consumption (Section 6.5.1).

6.6 Materials

Materials covers what the production bought and consumed: paper, cardboard, plastic, metal, paint, glass, textiles, timber and batteries. These are the emissions from making the material up to the point it reaches and is used by the production. What happens to it afterwards needs to be recorded separately under *Disposals (Section 6.8)*.

THE RECYCLED SOURCE TICK BOX

Most material forms include a **'from recycled source'** tick box. Ticking it applies a closed-loop emission factor: the emissions of producing that material from recycled feedstock rather than from virgin raw material. The difference is usually substantial, so it is worth checking your supplier's specification rather than leaving it unticked by default.

Only tick it where the material you bought was itself made from recycled content. Whether you subsequently recycle it belongs under disposals.

6.6.1 | PAPER

PAPER

WHAT YOU CAN ENTER

- Number of reams
- Paper size: *A0, A1, A2, A3, A4, A5, Legal A4 or Letter*
- Whether it was from a recycled source

HOW IT IS CALCULATED

Reams × the weight of a ream of that size, then the paper emission factor. ①

NOTES

① A ream is assumed to be 500 sheets at every size. Weights used:

Paper Size (gsm)	Weight of a Ream (kg)
A0 (100 gsm)	50
A1 (80 gsm)	20
A2 (80 gsm)	10
A3 (80 gsm)	5
A4 (80 gsm)	2.5
A5 (80 gsm)	1.25
Legal A4 (120 gsm)	3.75
Letter (100 gsm)	1.875

6.6.2 | CARDBOARD

CARDBOARD

WHAT YOU CAN ENTER

- **By weight** MOST ACCURATE — weight and unit, plus the recycled tick box
- **By dimensions** LEAST ACCURATE — number of boxes, length and width with units, plus the recycled tick box

HOW IT IS CALCULATED

By weight: weight × the cardboard factor. By dimensions: length × width × number of boxes × cardboard grammage to give a weight, then the same factor.

6.6.3 | PLASTIC

PLASTIC

WHAT YOU CAN ENTER

- **By weight** MOST ACCURATE — weight and unit, plus the recycled tick box; or
- **By quantity** LEAST ACCURATE — number of items and item type: bottles, plates, cups or cutlery

HOW IT IS CALCULATED

By weight: weight × the plastic factor. By quantity: number of items × the assumed weight of one item, then the same factor.

Plastic Item	Assumed Weight (g)
Bottle (1 litre)	53
Plate	12.9
Cup (200 ml)	6
Cutlery	7.6

6.6.4 | METAL

METAL

WHAT YOU CAN ENTER

- **By weight** MOST ACCURATE — weight and unit, plus the recycled tick box; or
- **By quantity** LEAST ACCURATE — number of items and item type: drinks can or tin can

HOW IT IS CALCULATED

By weight: weight × the metals factor. By quantity: items × assumed item weight, then the same factor.

Metal Item	Assumed Weight (g)
Drinks can	12.1
Tin can	15

6.6.5 | PAINT

PAINT

WHAT YOU CAN ENTER

- Volume

HOW IT IS CALCULATED

Volume × BAFTA Albert calculated paint factor ① ②

NOTES

① The paint factor comes from a peer-reviewed life cycle assessment published in *Surface Coatings International* by the **University of Manchester and the Institute of Agricultural Technology and Biosystems Engineering**, conducted to ISO 14040/44 with a declared functional unit of 10 litres.

② Volume is the only method of entry for paint.

6.6.6 | GLASS

GLASS

WHAT YOU CAN ENTER

- **By weight** MOST ACCURATE — weight and unit, plus the recycled tick box; or
- **By quantity** LEAST ACCURATE — number of items and item type: wine bottle or soda bottle

HOW IT IS CALCULATED

By weight: weight × the glass factor. By quantity: items × assumed item weight, then the same factor.

Glass Item	Assumed Weight (g)
Bottle (wine)	550
Bottle (soda)	210

Sources: Sustainable Wine Roundtable (2023) and glass packaging manufacturer specifications.

6.6.7 | TEXTILES

TEXTILES

WHAT YOU CAN ENTER

- **By weight** MOST ACCURATE — weight and unit;
- **By dimensions** — length and width with units, plus fabric density in gsm; or
- **By garment** LEAST ACCURATE — number of items and garment type: *t-shirt, trousers, dress, skirt or jacket*

All three methods also ask for the **textile type** — *silk, cotton, leather, nylon, polyester or unknown* — and whether the item was **second hand [tick box]**.

HOW IT IS CALCULATED

- **Where a specific textile type is selected**, the quantity is converted to a weight where necessary and multiplied by a BAFTA Albert calculated factor for that fibre.

NOTES

① Type-specific factors are drawn from published life cycle literature:

② DESNZ defines its re-used clothing factor as covering materials that are re-used instead of being recycled or sent to landfill. That is why second-hand costume is far lower than new.

③ Length and width can use different units, and fabric density is measured in gsm.

- **Where the type is unknown, or the item was second hand**, a DESNZ clothing factor is used instead: *clothing (primary material production)* for unknown, and a *re-used* factor for second hand. ① ② ③

Textile	Source
Silk	Fonseca et al. (2023)
Cotton	Fonseca et al. (2023)
Polyester	Fonseca et al. (2023)
Leather	Brugnoli et al. (2025)
Nylon	ADEME (2025)

6.6.8 | TIMBER

TIMBER

WHAT YOU CAN ENTER

- **By weight** MOST ACCURATE — weight and unit, plus the recycled tick box;
- **By dimensions** — length, width and depth with units, quantity, plus the recycled tick box; or
- **By spend** LEAST ACCURATE — amount and currency, plus the recycled tick box

HOW IT IS CALCULATED

- **Weight** MOST ACCURATE — weight × the timber factor.
- **Dimensions** — length × width × depth × timber density × quantity to give a weight, then the same factor. Density comes from US EPA volume-to-weight conversion data.
- **Spend** LEAST ACCURATE — spend converted to sterling, then a spend-based timber factor selected for the country or region of the activity. For recycled timber the result is multiplied by **0.143**, the ratio between the re-used and virgin wood emission factors. ①

NOTES

① Spend-based timber factors are available across 54 regions, selected automatically from the country and region of the activity

6.6.9 | BATTERIES

BATTERIES

WHAT YOU CAN ENTER

- Number of batteries
- Battery size: *AAAA, AAA, AA, 9V, C, D, 4.5V, 6V or 18V*
- Battery type: *Alkaline, Lithium-ion or NiMH*
- Whether the batteries are rechargeable

HOW IT IS CALCULATED — Number of batteries × the assumed weight for that size, then a factor for that battery type. ①

NOTES

① The rechargeable tick box does not change the results. Ticking the box tells them the omission is intentional.

Battery size	Assumed Weight (g)
AAAA	6.5
AAA	11.5
AA	23
9V	45
C	66
4.5V	110
D	139
6V	600
18V	630

Weights taken from manufacturer product datasheets.

6.7 Catering

CATERING & FOOD

What you can enter

- Number of meals
- Food type: *Vegetarian*, *Vegan*, *Fish*, *Chicken*, *Pork*, *Lamb*, *Beef or Unknown*

How it is calculated

Number of meals × BAFTA Albert calculated emission factor per meal for that food type. ① ②

NOTES

① Average portion sizes are taken from the **National Diet and Nutrition Survey for adults aged 16 to 64.**

② The benchmarks assume a 2,500-calorie day of representative food groups at a calorie intake sufficient to maintain weight. Calories are converted to portions using the **McCance and Widdowson** composition of foods dataset, so each benchmark is per gram per food group based on average UK consumption.

6.8 Disposals

Disposals covers what happened to the waste of the materials. Six routes are available: *incineration*, *landfill or unknown*, *recycling*, *anaerobic digestion*, *composting*, and *donation*. Each can be recorded by weight or by container volume.

DISPOSALS (ALL ROUTES)

What you can enter

- **By weight** MOST ACCURATE — weight and unit, plus the material type
- **By volume** LEAST ACCURATE — number of containers, container size, and material type

Material types available vary by disposal route, and cover *general or mixed waste*, *food and compostable*, *paper and cardboard*, *textiles*, *electronic waste*, *plastics*, *metal*, *glass*, *construction* and *timber*. *Batteries* are recorded separately, by weight or by container volume, with the disposal method given as landfill or recycling. *Donation* returns zero as it is treated as a non-emissive activity.

NOTES

① Container volumes are based on published dimensions from skip and bin hire providers.

② Material densities for volume come from the **US EPA volume-to-weight conversion factors**.

How it is calculated

- **By weight** — weight × the emission factor for that material and disposal route.
- **By volume** — number of containers × container size × the density of that material to give a weight, then the same factor. ① ②

6.9 Home Working

HOME WORKING

What you can enter

- Number of people
- Number of days

How it is calculated

People × days × 7.2 hours × a home working emission factor. ① ② ③ ④

NOTES

① 7.2 hours is assumed as the length of a working day. It is the average actual weekly hours for full-time workers in the UK, published by the **Office for National Statistics**.

② The DESNZ home working factor covers the additional energy a homeworker uses, including office equipment and home heating that would not have been consumed had they been in an office. It is not the household's total energy use.

③ Certified green energy is not offered for home working.

④ Post-production and edit work done at home belongs here rather than under post-production.

6.10 Commuting

COMMUTING

What you can enter

- Number of people
- Number of days

NOTES

① 29 minutes is the average one-way commute time, sourced from the **Department for Transport's Transport Statistics Great Britain.**

How it is calculated

People × days × 29 minutes each way, doubled for the return journey, then multiplied by a commuting emission factor. ① ② ③

② The factor covers an average mix of commuting modes rather than any one form of transport.

③ England is used as the default regardless of the country or region of activity.

6.11 Cloud Computing

CLOUD COMPUTING: DATA STORAGE

What you can enter

- Data size, in MB, GB or TB
- Time period stored, in days, weeks, months or years

How it is calculated

Data volume × time stored × an average cloud data storage factor. ①

NOTES

① AI workloads are not covered. Cloud computing remains an emerging area of emissions accounting and the methodology continues to evolve; future versions may break the category down further and treat AI use separately.

6.12 Other Purchased Goods & Services

OTHER PURCHASED GOODS & SERVICES

What you can enter

- Amount spent and currency
- Goods or services type

How it is calculated

Spend converted to sterling, then multiplied by a spend-based factor for that category and of the local country or region selected. ① ②

NOTES

① Factors are drawn from **CEDA** and **DESNZ**. These use purchaser prices rather than basic prices, which better reflects the real cost of sourcing goods and services on a production.

② Only cradle-to-gate factors are used, covering emissions up to the point the item leaves its manufacturer.

6.13 Intentional Discharges

INTENTIONAL DISCHARGES OF GASES

WHAT YOU CAN ENTER

- Weight and unit
- Gas type: *carbon dioxide*, *nitrous oxide*, *sulfur hexafluoride*, *refrigerants (R-134a, R-404A, R-410A, R-227ea)*, *hydrocarbons used as propellants and refrigerants (R-600 butane, R-290 propane, R-600a isobutane)*, *non-fossil methane*, or *methylene chloride*

HOW IT IS CALCULATED

Weight × an emission factor for that gas. ①

NOTES

① This category is for gases released deliberately – special effects, atmospheric effects, propellants, discharge testing.

7. Glossary

Term	What it means
Activity data	What you actually did, in physical units — litres, kilowatt-hours, miles, kilograms, meals, nights.
Benchmark	A typical value the calculator applies where you cannot supply the raw figure, such as the weight of a ream of paper or the energy a hotel room uses per night.
CEDA	A spend-based emission factor database, used for purchased goods and services.
Certified green energy	Electricity supplied under a certified renewable tariff or backed by renewable energy certificates.
Closed-loop factor	The emission factor for producing a material from recycled feedstock rather than from virgin raw material. Applied when you tick '*from recycled source*'.
CO_2e	Carbon dioxide equivalent. A single unit expressing the warming effect of all greenhouse gases, converted into the amount of CO_2 that would cause the same warming.
Cradle-to-gate	A boundary covering emissions from raw material extraction up to the point a product leaves its manufacturer, excluding distribution, use and disposal.
DESNZ	The UK Department for Energy Security and Net Zero, which publishes the annual government greenhouse gas conversion factors. Previously known as DEFRA.
Emission factor	The quantity of greenhouse gas released per unit of an activity; per litre, per kWh, per mile, per meal.
EXIOBASE	A multi-regional environmentally-extended input-output model. The basis for several spend-based factors.
GHG Protocol	The Greenhouse Gas Protocol: the global standard governing how organisations measure and report emissions.
Grammage per square metre (gsm)	Mass per unit area of paper, board or fabric, in grams per square metre. Used to convert dimensions into weight.
GWP	Global Warming Potential. How much warming a gas causes relative to the same mass of carbon dioxide, used to convert every gas into CO_2e.
Location-based	An approach to reporting purchased electricity that uses the average emissions of the local grid, rather than a specific supplier's contracted mix.
Operational control	The consolidation approach used by the calculator: you account for the emissions of activities you run and direct.

Term	What it means
Activity data	Directly metered or measured activity data; meter readings, fuel receipts, mileage logs, waste transfer notes. The most accurate input.
Scope 1 / 2 / 3	The three groups emissions are reported in: direct (Scope 1), purchased energy (Scope 2), and everything else in the entities value chain (Scope 3).
Spend-based	A method that estimates emissions from what something cost. The least accurate approach, used where nothing better exists.
Well-to-tank	The emissions of producing and delivering a fuel before it is burned. Included automatically alongside combustion emissions.

8. Data Sources

Area	Main sources
Standards and frameworks	GHG Protocol Corporate Standard and Corporate Value Chain (Scope 3) Standard; SEA and BAFTA Calculated Scope 1 & 2 whitepaper (2025); SEA Scope 3 whitepaper (2024)
Emission factor delivery	Climatiq
UK factors	DESNZ government greenhouse gas conversion factors and accompanying methodology paper
International factors	Country and regional datasets via Climatiq; CEDA; EXIOBASE; CO_2 Emissiefactoren (Netherlands and Belgium) for hydrogen; ADEME (France) for nylon
Accommodation	Cornell Hotel Sustainability Benchmarking Index 2026; DESNZ National Energy Efficiency Data-Framework (NEED) 2026
Aviation	US Forest Service helicopter fuel consumption data; European Environment Agency air pollutant emission inventory guidebook; manufacturer and operator performance databases
Buses and coaches	Zemo Partnership Zero Emission Bus Guide; Low Emission Bus Guide
Prices and fares	HMRC UK Integrated Online Tariff (currency); Global Petrol Prices (fuel and electricity); Numbeo (taxi and bus fares); London Assembly (average bus journey length)
Food and catering	Published food life cycle assessments; National Diet and Nutrition Survey; McCance and Widdowson composition of foods dataset; Office for National Statistics

Area	Main sources
Materials	Peer-reviewed life cycle assessments for paint and textiles; Metal Packaging Europe; Sustainable Wine Roundtable; manufacturer datasheets for batteries; US EPA volume-to-weight conversion factors
Waste	DESNZ waste factors; US EPA volume-to-weight conversion factors; published skip and bin dimensions
Working patterns	Office for National Statistics (working hours); Department for Transport (commuting time)
Cloud computing	Climatiq; published cloud provider market share and data centre distribution data

9. List of Supported Currencies

Currency Code & Sign	Currency Name
AED (د.إ)	Dirham
ALL (L)	Lek
AMD (֏)	Dram
AOA (Kz)	Readj Kwanza
ARS ($)	Peso
AUD ($)	Dollar
AWG (ƒ)	Florin
AZN (₼)	New Manat
BAM (KM)	Marka
BBD ($)	Dollar
BDT (৳)	Taka
BHD (د.ب)	Dinar
BIF (Fr)	Franc
BMD ($)	Dollar (US)
BND ($)	Dollar
BOB (Bs.)	Boliviano
BRL (R$)	Real
BSD ($)	Dollar
BTN (Nu)	Ngultrum
BWP (P)	Pula
BYN (Br)	Rouble
BZD ($)	Dollar
CAD ($)	Dollar
CDF (Fr)	Congo Fr
CHF (Fr)	Franc

Currency Code & Sign	Currency Name
GYD ($)	Dollar
HKD ($)	Dollar
HNL (L)	Lempira
HTG (G)	Gourde
HUF (Ft)	Forint
IDR (Rp)	Rupiah
ILS (₪)	Shekel
INR (₹)	Rupee
IQD (د.ع)	Dinar
ISK (kr)	Krona
JMD ($)	Dollar
JOD (د.ا)	Dinar
JPY (¥)	Yen
KES (KSh)	Schilling
KGS (c)	Som
KHR (៛)	Riel
KMF (Fr)	Franc
KRW (₩)	Won
KWD (د.ك)	Dinar
KYD ($)	Dollar
KZT (₸)	Tenge
LAK (₭)	Kip
LBP (ل.ل)	Pound
LKR (₨)	Rupee
LRD ($)	Dollar

Currency Code & Sign	Currency Name
PAB (B/.)	Balboa
PEN (S/)	New Sol
PGK (K)	Kina
PHP (₱)	Peso
PKR (₨)	Rupee
PLN (zł)	Zloty
PYG (₲)	Guarani
QAR (ر.ق)	Riyal
RON (lei)	New Leu
RSD (din)	Dinar
RUB (₽)	Rouble
RWF (Fr)	Franc
SAR (ر.س)	Riyal
SBD ($)	Dollar
SCR (₨)	Rupee
SDG (£)	Pound
SEK (kr)	Krona
SGD ($)	Dollar
SLE (Le)	Leone
SOS (Sh)	Schilling
SRD ($)	Dollar
SVC (₡)	Colon
SZL (L)	Lilangeni
THB (฿)	Baht
TMT (T)	New Manat

Currency Code & Sign	Currency Name
CLP ($)	Peso
CNY (¥)	Yuan
COP ($)	Peso
CRC (₡)	Colon
CUP ($)	Peso
CVE ($)	Escudo
CZK (Kč)	Koruna
DJF (Fr)	Franc
DKK (kr)	Krone
DOP ($)	Peso
DZD (د.ج)	Dinar
EGP (£)	Pound
ERN (Nfk)	Nakfa
ETB (Br)	Birr
EUR (€)	Euro
FJD ($)	Dollar
GBP (£)	British Pound
GEL (₾)	Lari
GHS (₵)	Cedi
GMD (D)	Dalasi
GNF (Fr)	Franc
GTQ (Q)	Quetzal

Currency Code & Sign	Currency Name
LSL (L)	Loti
LYD (د.ل)	Dinar
MAD (د.م.)	Dirham
MDL (L)	Leu
MGA (Ar)	Malagasy Ariary
MKD (ден)	Denar
MMK (K)	Kyat
MNT (₮)	Tugrik
MOP (P)	Pataca
MRU (UM)	Ouguiya
MUR (₨)	Rupee
MVR (ރ.)	Rufiyaa
MWK (MK)	Kwacha
MXN ($)	Mexican Peso
MYR (RM)	Ringgit
MZN (MT)	Metical
NGN (₦)	Naira
NIO (C$)	Gold Cordoba
NOK (kr)	Norwegian Krone
NPR (₨)	Rupee
NZD ($)	Dollar
OMR (ر.ع.)	Rial

Currency Code & Sign	Currency Name
TND (د.ت)	Dinar
TOP (T$)	Pa'anga (AUS)
TRY (₺)	Turkish Lira
TTD ($)	Dollar
TWD ($)	Dollar
TZS (Sh)	Schilling
UAH (₴)	Hryvnia
UGX (Sh)	Schilling
USD ($)	Dollar
UYU ($)	Peso
UZS (сўм)	Sum
VES (Bs.S)	Venezuelan Bolivar
VND (₫)	Dong
VUV (Vt)	Vatu
WST (T)	Tala
XAF (FCFA)	CFA Franc
XCD ($)	E Caribbean Dollar
XOF (FCFA)	CFA Franc
XPF (F)	CFP Franc
YER (﷼)	Rial
ZAR (R)	Rand
ZMW (ZK)	Kwacha
ZWG (ZiG)	Zimbabwe Gold

10. List of Supported Units

Volume conversion units

	L	m3	US Gallon
Litres, L		0.001	0.264172
Cubic metres, m3	1,000		264.1721
US gallon	3.785412	0.003785	

Mass conversion units

	kg	Tonne	Ton (US)	lb
Kilogram, kg		0.001	0.001102	2.204624
Tonne, t (metric tonne)	1,000		1.102311	2,204.624
Ton (S, short ton)	907.185	0.907185		2,000.002
Pound, lb	0.453592	0.000454	0.0005	

Large distance conversion units

	m	ft	mi	km
Metre, m		3.28084	0.000621	0.001
Feet, ft	0.3048		0.000189	0.000305
Miles, mi	1,609.344	5280		1.609344
Kilometres, km	1,000	3280.84	0.621371	

Short distance conversion units

	m	ft	in	cm
Metre, m		3.280804	39.37008	100
Feet, ft	0.3048		12	30.48
Inch, in	0.0254	0.083333		2.54
Centimetre, cm	0.01	0.032808	0.393701	

11. References

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