

V I S T A



Greenhouse gas (GHG) accounting report VistaJet

01/01/2021–12/31/2021

Zurich, 27 December 2022



South Pole

South Pole Carbon Asset Management Ltd. · Technoparkstrasse 1 · 8005 Zurich · Switzerland
+41 43 501 35 50 · info@southpole.com · southpole.com

Details

Prepared for:

VistaJet International Ltd.

51–52 Charles Street, Mayfair · London, W1J 5EU · United Kingdom
vistajet.com

Prepared by:

South Pole Carbon Asset Management Ltd. (South Pole)

Technoparkstrasse 1 · 8005 Zurich · Switzerland
southpole.com

Project Manager:

Farzin Golzar, Consultant
f.golzar@southpole.com

Project Leader:

Fionna Millett, Managing Consultant
f.millett@southpole.com

Collaborator:

Arturo González, Analyst
ja.gonzalez@southpole.com

Collaborator:

Humberto Lopez, Analyst
h.lopez@southpole.com

Contact person:

Agnieszka Kwolek, Business Development Manager
+(44) 747 5827 007 · a.kwolek@southpole.com

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Acronyms and abbreviations

AED	United Arab Emirates dirham
AC	air conditioning
AR4	IPCC Fourth Assessment Report
BEIS	United Kingdom's Department for Business, Energy and Industrial Strategy
CEDA	Comprehensive Environmental Data Archive
CHF	Swiss franc
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
eGRID	Emissions and Generation Resource Integrated Database
EUR	euros
GBP	British pound sterling
GHG	greenhouse gas
GJ	gigajoule
GRI	Global Reporting Initiative
GWP	global warming potential
HFC	hydrofluorocarbon
HKD	Hong Kong dollar
IEA	International Energy Agency
IPCC	Intergovernmental Panel on Climate Change
IT	information technology
kg	kilogram
km	kilometer
KPI	key performance indicator
m	meter
m ²	square meter
m ³	cubic meter
MWh	megawatt-hour
pkm	passenger-kilometer
RMB	Renminbi
t	ton
tkm	ton-kilometer
UK	United Kingdom
US	United States
USD	United States dollar

1. Executive summary

This report presents the greenhouse gas (GHG) emissions footprint for VistaJet’s operations in 2021. The accounting followed an operational control approach and considered emissions from scopes 1 and 2, and material categories from scope 3. The offices considered in the accounting are located in Malta, London, New York, Dubai, Hong Kong, Beijing, Florida and Farnborough.

A summary of key performance indicators (KPIs) is presented in Table 1.

Table 1: Summary of key performance indicators (KPIs)

Number of employees	608	tCO ₂ e/employee	647
Premises area	Nine offices of 6,165 square meters (m ²) in total	tCO ₂ e/m ²	64

(Source: South Pole, 2022)

The total GHG emissions of VistaJet’s operations for the calendar year 2021 were 393,579 tons of carbon dioxide equivalent (tCO₂e). Table 2 provides an overview of the 2021 GHG emissions by scope. Please note that, due to rounding of numbers, the figures may not add up exactly to the total provided.

Table 2: GHG emissions by emission source

Scope	Emissions (tCO ₂ e)	Percentage (%) of total
Scope 1: direct GHG emissions	289,027	73%
Scope 2: indirect GHG emissions from purchased electricity, heating and cooling	294	0%
Scope 3: other indirect GHG emissions	104,257	26%
Total GHG emissions	393,579	100%

(Source: South Pole, 2022)

The distribution of the 2021 GHG emissions by category is presented in Figure 1. The largest emission sources in 2021 were mobile combustion and fuel- and energy-related activities, corresponding to 73% and 18% of total emissions, respectively.

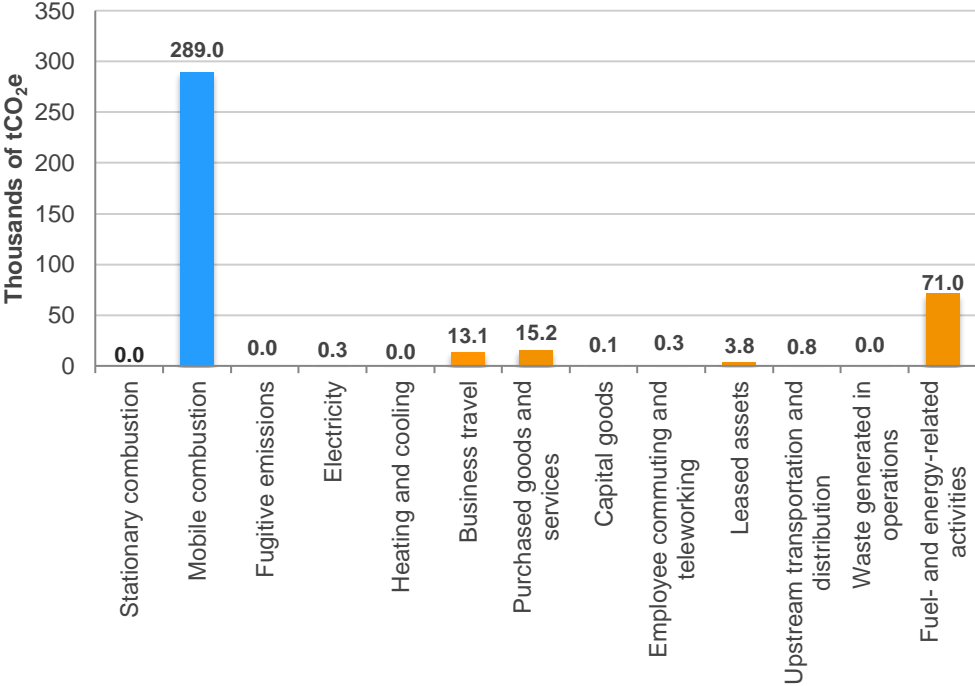


Figure 1: GHG emissions in 2021 by category

(Source: South Pole, 2022)

Figure 2 shows a summary of the total emissions by scope. Scope 1 has the highest contribution to GHG emissions, accounting for 73% of the total footprint.

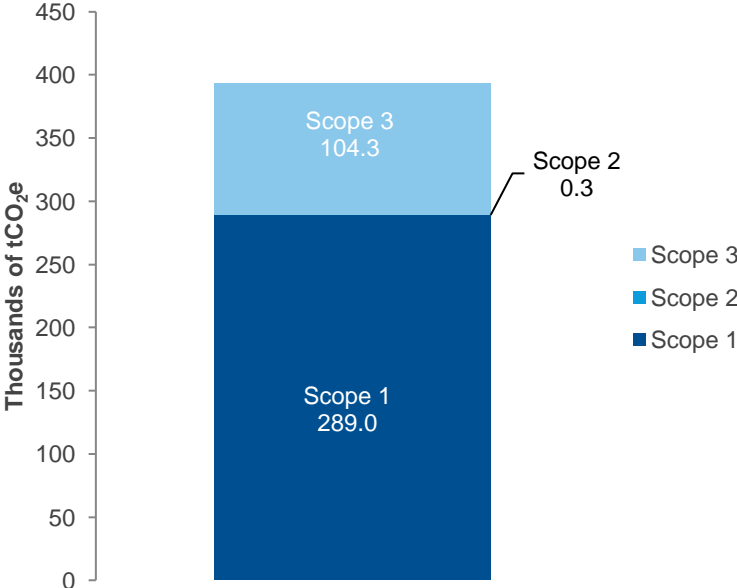


Figure 2: GHG emissions in 2021 by scope

(Source: South Pole, 2022)

1 Introduction

VistaJet is a global business aviation company founded in 2004. This report provides a summary of the GHG emissions from VistaJet’s corporate operations from January 1 to December 31, 2021. The company information and the reporting period are presented in Table 3.

Please note that VistaJet is part of Vista Global Holding (Vista), a group integrating private aviation services via an ecosystem of owned brands and participated companies, including VistaJet, XOJET Aviation, XO, Talon Air, Red Wing Aviation, GMJ Air Shuttle and Apollo Jets.

Table 3: Company information

Company information	
Website	www.vistajet.com
Business area	Private aviation company
Reporting period	January 1 to December 31, 2021

(Source: South Pole, 2022)

1.1 Methodology

The GHG accounting and reporting procedure is based on the ‘The Greenhouse Gas Protocol: GHG Protocol: A Corporate Accounting and Reporting Standard – Revised Edition’ (GHG Protocol) and the complementary ‘Corporate Value Chain (Scope 3) Accounting and Reporting Standard’ – the most widely used international accounting tools for government and business leaders to understand, quantify, and manage GHG emissions. The standards were developed in a partnership between the World Resources Institute and the World Business Council for Sustainable Development.

The accounting was based on the principles of the ‘GHG Protocol’:

- **Relevance:** establishing an appropriate inventory boundary that reflects the GHG emissions of the company and serves the decision-making needs of users;
- **Completeness:** including all emission sources within the chosen inventory boundary. Any specific exclusion is disclosed and specified;
- **Consistency:** ensuring meaningful comparison of information over time and transparently documenting changes to the data;
- **Transparency:** guaranteeing data inventory sufficiency and clarity, where relevant issues are addressed in a coherent manner; and
- **Accuracy:** minimizing uncertainty and avoided systematic over- or under-quantification of GHG emissions.

1.2 System boundaries

1.2.1 Organizational boundaries

System boundaries were defined using the control approach, i.e., covering all entities where VistaJet has operational control. With this approach, VistaJet is taking ownership of 100% of emissions from facilities and offices over which it has operational control and/or the authority to implement operational policies. The 2021 GHG accounting included offices in Malta, London, New York, Hong Kong, Dubai, Beijing, Florida and Farnborough. There are nine offices in total, two of which are in Malta.

Table 4 shows the countries and offices that were included in the 2021 GHG inventory.

Table 4: Offices included in the 2021 GHG accounting

Country	Location	Area (m ²)	Headcount
Malta	Malta	2,200	334
Malta	Malta (145)	110	6
United Kingdom (UK)	London	93	149
UK	Farnborough	130	12
United States (US)	New York	650	36
US	Florida	2,323	23
Hong Kong	Hong Kong	443	27
United Arab Emirates	Dubai	212	18
China	Beijing	3	3
Total		6,164	608

(Source: South Pole, 2022)

1.2.2 Operational boundaries

Under the 'GHG Protocol', emissions are divided into direct and indirect emissions. Direct emissions are those originating from sources owned or controlled by the reporting entity. Indirect emissions are generated as a consequence of the reporting entity's activities but occur at sources owned or controlled by another entity.

The direct and indirect emissions are divided into three scopes, as found below.

Scope 1

Scope 1 includes all carbon emissions that can be directly managed by the organization (direct GHG emissions). This includes the emissions from the combustion of fossil fuels in mobile and stationary sources (e.g., owned or controlled boilers, power generators and vehicles) and carbon emissions generated by chemical and physical processes, as well as fugitive emissions from the use of cooling and air-conditioning (AC) equipment. Table 5 gives an overview of the emission sources considered in scope 1, based on the information provided by VistaJet.

Table 5: Overview of scope 1 emission sources for 2021

Category	Emission sources	Boundary
Stationary combustion	Generation of electricity and heat	Included
Mobile combustion	Company-owned or leased vehicles	Included
Physical or chemical processing	Manufacture or processing of chemicals and materials	Not applicable
Fugitive emissions	Emissions from the use of cooling systems and AC equipment, leakage from CO ₂ tanks or methane tubes	Included

Scope 2

Scope 2 includes indirect GHG emissions from the generation of purchased electricity, steam, heat or cooling purchased by the organization from external energy providers. Table 6 gives an overview of the emission sources considered in scope 2.

Table 6: Overview of scope 2 emission sources for 2021

Category	Emission sources	Boundary
Electricity	Purchased electricity	Included
Steam	Purchased steam	Not applicable
District heating	Purchased district heating	Included
District cooling	Purchased district cooling	Included

Scope 3

Scope 3 includes other indirect emissions that arise along the value chain as a consequence of the reporting company's activities. These emission sources occur in another entity's operations. Examples of scope 3 emission sources include the extraction and production of purchased materials and services, vehicles not owned or controlled by the reporting entity, and outsourced activities and waste disposal.

According to the 'GHG Protocol', companies shall separately account for and report on emissions from scope 1 and 2. Scope 3 is an optional reporting category, but its reporting is often required for climate neutrality labels.

Table 7 gives an overview of the emission sources considered in scope 3.

Table 7: Overview of scope 3 emission sources for 2021

Category	Emission sources	Boundary
Purchased goods and services	Purchased goods (raw materials) and services	Included (e.g., water supply, paper, marketing material and consumables, aircraft maintenance)
Capital goods	Production of capital goods (e.g., machinery, information technology [IT] equipment, etc.)	Included (e.g., IT equipment)
Fuel- and energy-related activities	Upstream life cycle emissions from fuel and electricity generation, incl. transmission and distribution losses	Included
Upstream transportation and distribution	Transportation and distribution of goods and services to the company	Included (air and land)
Waste generated in operations	Waste management of operational waste (landfilling, recycling, etc.)	Included
Business travel	Travel and accommodation of employees/contractors	Included
Employee commuting	Employee travel between home and work	Included
Upstream leased assets	Operation of assets leased by the organization (lessee) in the reporting year and not included in scope 1 or 2	Included
Downstream transportation and distribution	Transportation and distribution of products sold by the organization	Not material. Not included
Processing of sold products	Processing of intermediate products sold by the organization	Not material. Not included
Use of sold products	Use of sold goods that require energy to operate	Not material. Not included
End-of-life treatment of sold products	Waste disposal and treatment of sold products	Not material. Not included

Category	Emission sources	Boundary
Downstream leased assets	Operation of assets owned by the company (lessor) and leased to other entities, not included in scope 1 or 2	Not material. Not included
Franchises	Operation of franchises not included in scope 1 or 2	Not material. Not included
Investments	Operation of investments not included in scope 1 or 2	Not material. Not included

1.3 Data inventory and assumptions

Overall, the data inventory, emission factors, and assumptions are based on the 'GHG Protocol'. The choice of assumptions and emission factors followed a conservative approach. Unless otherwise specified, all emission values in this report are given in metric tons of carbon dioxide equivalent (tCO₂e).

Where activity data of the inventory was lacking, extrapolations and estimations were made. The complete overview of activity data, extrapolations, and estimations is summarized in Annex II.

1.4 Global warming potential (GWP)

Global warming potential (GWP) is a measure of the climate impact of a GHG compared to carbon dioxide over a time horizon. GHG emissions have different GWP values depending on their efficiency in absorbing longwave radiation and the atmospheric lifetime of the gas. The GWP values used in GHG accounting include the six GHGs covered by the United Nations Framework Convention on Climate Change (UNFCCC) and Kyoto Protocol and combinations of these, as presented in Table 8. These are the GWP used by the UK Department for Business, Energy and Industrial Strategy (BEIS) and are based on the 'Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report (AR4)'. Although the 'AR5' is more recent, it has not been accepted internationally by all stakeholders.

Table 8: Applied global warming potentials (GWP)

GHG	GWP (100 years)
Carbon dioxide (CO ₂)	1
Methane (CH ₄)	25
Nitrous oxide (N ₂ O)	298
Hydrofluorocarbons (HFCs)	See IPCC AR4 – Table 2.14
Perfluorocarbons (PFCs)	See IPCC AR4 – Table 2.14
Sulphur hexafluoride (SF ₆)	22,800

(Source: IPCC AR4, 2007)

2 Results

The results of the 2021 GHG emissions accounting are presented as follows:

- 1) Key information according to the Global Reporting Initiative (GRI) in Table 9
- 2) Results of emissions at the corporate level in Table 10
- 3) Summary of the emissions per office in Section 2.2
- 4) Summary of VistaJet's emissions over time in Section 2.3

Total emissions in this report refers to the emissions sources covered, as described in Section 1.2. Please note that, due to rounding of numbers, the figures may not add up exactly to the total provided. Also, note that the following figures and tables consider the market-based numbers in scope 2 when calculating emission totals. The market-based numbers consider renewable energy purchase instruments and contracts, such as renewable energy certificates, renewable power contracts, and green tariffs. On the contrary, location-based numbers only consider average regional production emission factors when calculating emissions.

2.1 Corporate-level results

VistaJet's total emissions in 2021 are 393,579 tCO₂e. The key figures according to the GRI are presented in Table 9.

Table 9: Key figures according to the Global Reporting Initiative (GRI)

GRI G4	GRI Standards	Topic	Quantity	Unit
G4-EN3	302-1	Direct energy consumption by primary source	4,201	GJ
		Aviation fuel	4,201	GJ
		Diesel	0	GJ
		Natural gas	0	GJ
G4-EN3	302-1	Indirect energy consumption by primary source	3,056	GJ
		Renewable electricity	0	GJ
		Grid electricity	3,056	GJ
		District cooling	0	GJ
G4-EN15	305-1	Direct GHG emissions (scope 1)	289,027	tCO ₂ e
G4-EN16	305-2	Energy indirect GHG emissions (scope 2)	294	tCO ₂ e
G4-EN17	305-3	Other indirect GHG emissions (scope 3)	104,257	tCO ₂ e
G4-EN18	305-4	GHG emission per employee	608	tCO ₂ e per employee

(Source: South Pole, 2022)

Table 10: GHG emissions by scope and activity for 2021

Activity	Emissions (tCO ₂ e)	Percentage of total (%)
Scope 1: direct GHG emissions	289,027	73%
Stationary combustion	0	0%
Mobile combustion	289,015	73%
Refrigerants	12	0%
Scope 2: indirect GHG emissions from purchased electricity, heating and cooling	294	0%
Electricity	273	0%
Heating and cooling	22	0%
Scope 3: other indirect GHG emissions	104,257	26%
Purchased goods and services	15,198	4%
Capital goods	86	0%
Fuel- and energy-related activities	71,023	18%
Upstream transportation and distribution	795	0%
Waste generated in operations	44	0%
Business travel	13,084	3%
Employee commuting and teleworking	251	0%
Upstream leased assets	3,777	1%
Total GHG emissions	393,579	100%*

(Source: South Pole, 2022)

Figure 3 shows a breakdown of emissions by category. Mobile combustion and fuel- and energy-related activities represent the most important categories, corresponding to 73% and 18% of total emissions, respectively. Together these emission categories cover 91% of VistaJet's total emissions. Other relevant categories include purchased goods and services (4%) and business travel (3%).

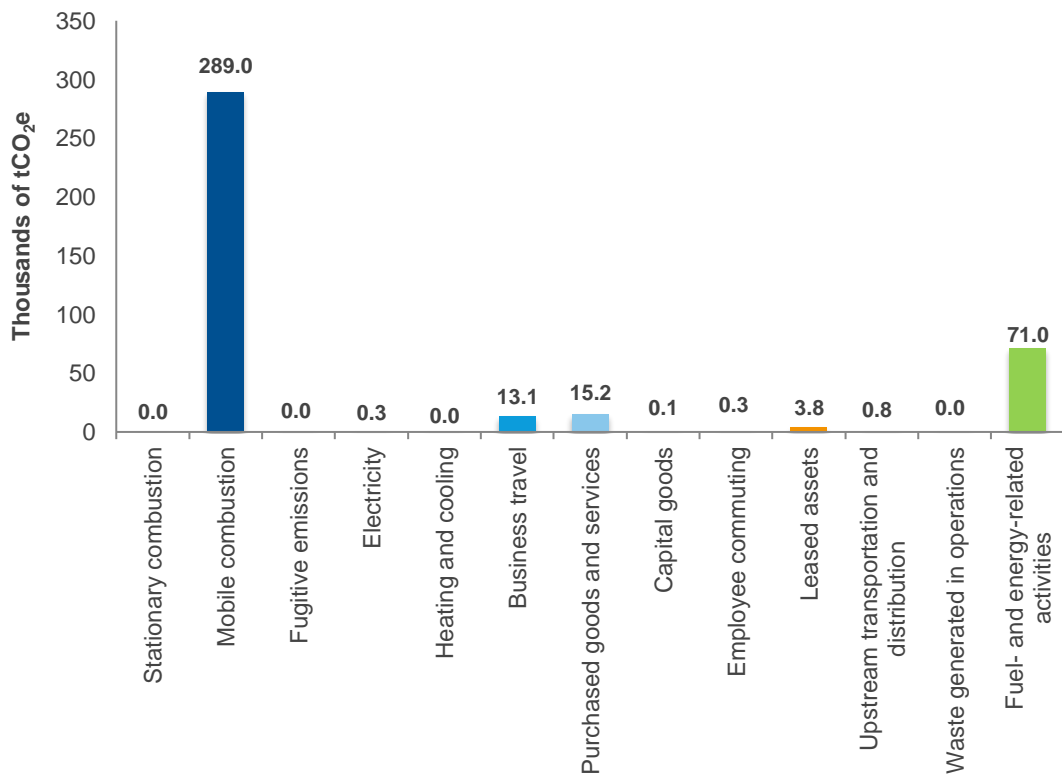


Figure 3: GHG emissions by category for 2021

(Source: South Pole, 2022)

Figure 4 shows the contribution of each fuel used in VistaJet’s operations to the energy matrix and its GHG emissions. VistaJet’s main emission source in 2021 is the consumption of aviation fuel (289,004 t), which is reported at a corporate level.

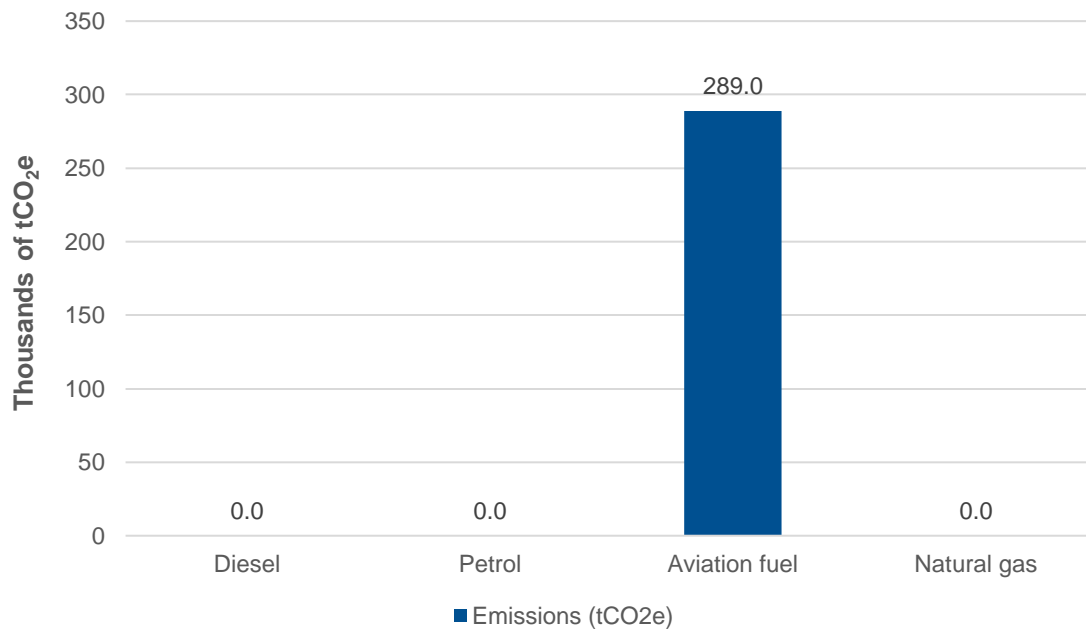


Figure 4: GHG emissions of fuel consumption in thousands of tCO₂e

(Source: South Pole, 2022)

2.2 Office-level results

Table 11 shows a breakdown of emissions by office, excluding emissions of aviation fuel, jet maintenance, labor costs, on board cabin consumables and purchased uniforms, which are reported at a corporate level and reflected in the “Shared” column.

Table 11: GHG emissions by office in tCO₂e

Activity	Malta	London	New York	Dubai	Hong Kong	Florida	Farnborough	Malta (145)	Beijing	Shared*	Total
Scope 1: direct GHG emissions	1	2	2	2	2	2	10	3	0	289,004	289,027
Stationary combustion	-	-	-	-	-	-	-	-	-	-	-
Mobile combustion	1	-	-	-	-	-	10	1	-	289,004	289,015
Refrigerant	-	2	2	2	2	2	-	2	-	-	12
Scope 2: indirect GHG emissions from purchased electricity, heating, and cooling	177	34	35	17	26	0	3	0	2	0	294
Electricity	177	34	14	17	26	0	3	0	2	0	273
Heating and cooling	0	0	22	0	0	0	0	0	0	0	22
Scope 3: other indirect GHG emissions	3,839	9,475	928	1,009	2,200	1,188	74	303	19	85,222	104,257
Purchased goods and services	99	3	1	1	4	2	1	0	0	15,089	15,198
Capital goods	37	22	4	1	18	2	2	0	0	0	86
Fuel- and energy-related activities	45	7,423	9	899	1,347	1,158	11	298	2	59,831	71,023

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Activity	Malta	London	New York	Dubai	Hong Kong	Florida	Farnborough	Malta (145)	Beijing	Shared*	Total
Upstream transportation and distribution	387	18	2	0	4	15	9	0	0	360	795
Waste generated in operations	13	3	27	0	0	0	0	0	0	0	44
Business travel	2,112	864	165	1	0	0	0	0	0	9,942	13,084
Employee commuting	138	49	16	6	15	12	8	4	3	0	251
Upstream leased assets	1,009	1,093	704	101	812	0	44	0	14	0	3,777
Total GHG emissions	4,016	9,510	966	1,028	2,228	1,190	88	305	21	374,226	393,579

*This data is related to all offices.

(Source: South Pole, 2022)

Figure 5 shows a summary of the GHG emissions by office. The London office is the biggest contributor at this level, accounting for 2% of the total emissions (9,510 tCO₂e). Moreover, the emissions associated with aviation fuel, aircraft maintenance, labor and transportation for aviation purposes, which are relevant to all offices, accounts for 95% of the total emissions (374,226 tCO₂e).

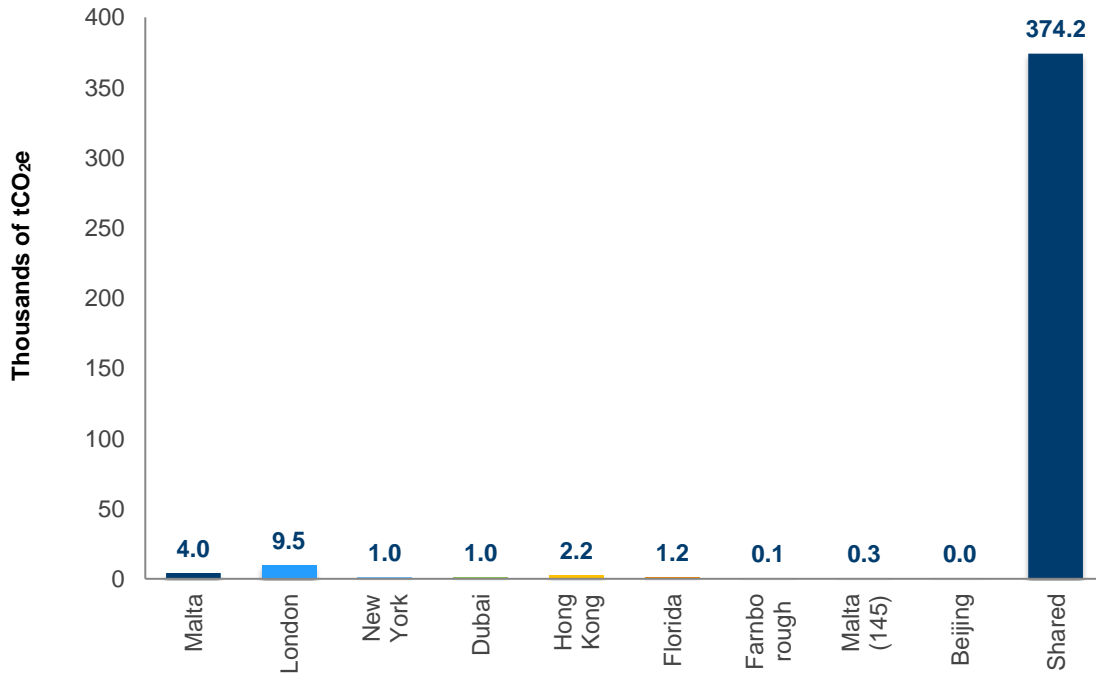


Figure 5: GHG emissions by office in 2021

(Source: South Pole, 2022)

2.3 GHG emissions over time

Figure 6 shows GHG emissions from 2019 to 2021 by scope. Overall emissions in 2021 increased by 13% compared to 2019. A detailed comparison of GHG emissions by source over time is shown in Figure 7 and Figure 8. Please note that the reduction in total emissions between 2019 and 2021 is not a representative trend, considering the restrictions and regulations that were put in place during the COVID-19 pandemic in the reporting years 2020 and 2021.

There were new emissions sources across scope 1, 2 and 3 in 2021. Under scope 1, the Farnborough office recorded the use of petrol fuel for company-owned vehicles.

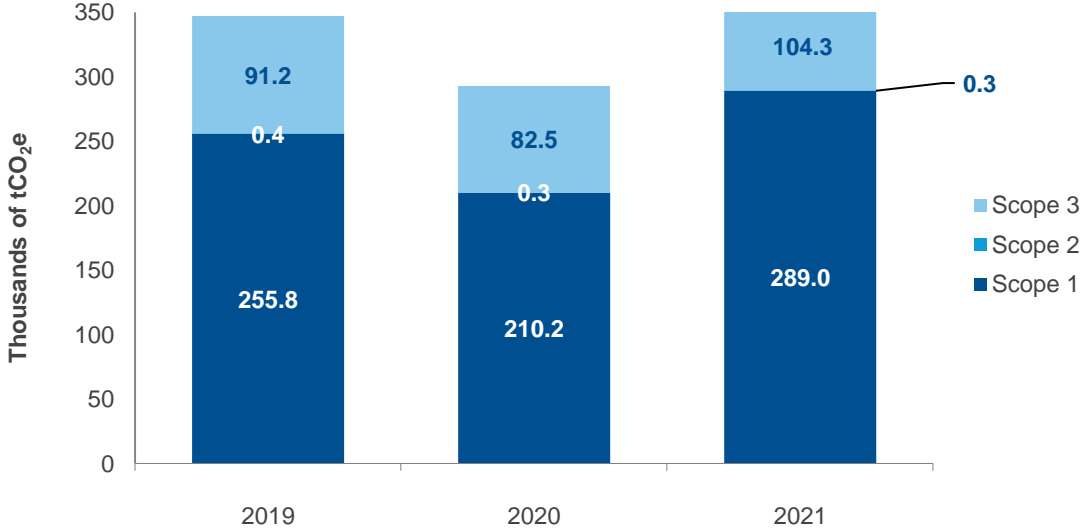


Figure 6: GHG emissions by scope from 2019 to 2021

(Source: South Pole, 2022)

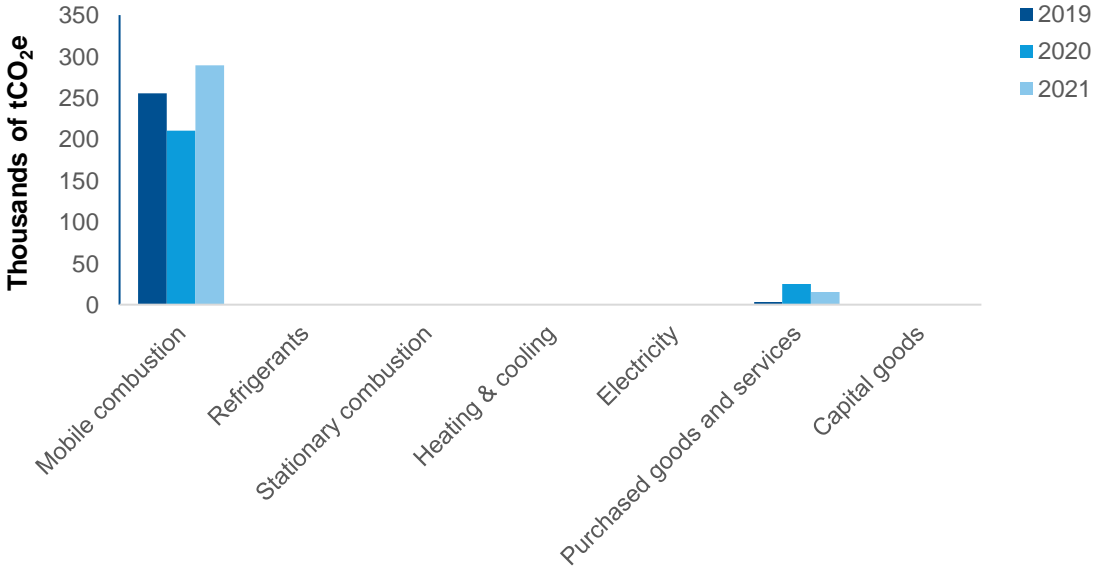


Figure 7: GHG emissions by emission source from 2019 to 2021

(Source: South Pole, 2022)

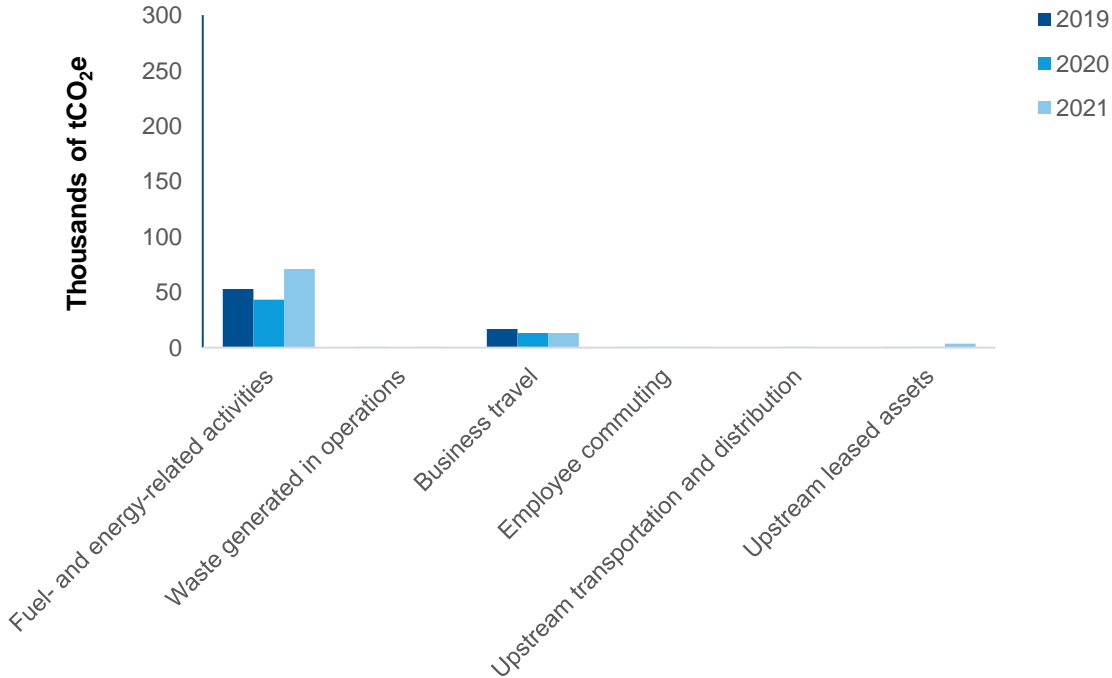


Figure 8: GHG emissions by emission source from 2019 to 2021 (continued)

(Source: South Pole, 2022)

3 Conclusions and recommendations

3.1 Conclusions

The 2021 GHG footprint was estimated in accordance with the 'GHG Protocol'. Where activity data for the inventory was lacking, extrapolations and estimations were made, and the choice of assumptions and emission factors followed a conservative approach. It is best practice to improve the quality of the accounting from each reporting period to the next.

The main emission category is mobile combustion, due to the amount of aviation fuel used in the operations of the fleet. The second most relevant emission category is fuel- and energy-related activities, which is a result of the use of fuels and electricity consumption. The category of fuel- and energy-related activities is directly correlated with the category of mobile combustion. This means that if a reduction in aviation fuel use is achieved, or a switch to a fuel with a lower carbon intensity is achieved, the reduced emissions in mobile combustion will be directly reflected in the fuel- and energy-related activities category.

In scope 3, the main emission categories are purchased goods and services and business travel. The emissions of purchased goods and services are particularly high due to the emissions resulting from the maintenance of the aircraft. Regarding the maintenance data, significant improvements can be made in the data collection and accuracy of the emission estimations.

3.2 Recommendations

For the 2022 GHG accounting estimation, VistaJet should evaluate whether the following points are relevant for its sustainability strategy. Its implementation could make the data assessment process more efficient and would improve the accuracy of the GHG accounting of the company's operations.

Scope 1 and 2 accounting improvements

Primary activity data on fugitive emissions, such as accounting for refrigerant leakage of AC systems, would improve the accuracy of scope 1 emissions. Only the Farnborough office reported refrigerant usage in 2021. Due to the magnitude of refrigerant GWP, it is necessary to keep a good global registry of the refrigerants purchased and consumed by the company's facilities.

The origins of electricity and heating were not specified for all offices. Since the emission factor could be different for renewable and grid connected resources, it is highly recommended to specify the origins of energy.

Scope 3 accounting improvements

Purchased goods and services and business travel are the most relevant scope 3 categories and should therefore be prioritized for the data collection in the next reporting period.

Aircraft maintenance, labor costs, on board cabin consumables and uniforms manufacturing make up most of the purchased goods and services category. South Pole had to rely on cost-based emission factors from the Comprehensive Environmental Data Archive (CEDA) for the different categories of items provided by VistaJet. Ideally, primary data on the materials of the purchased goods and services should be collected to improve the accuracy of the GHG footprint. Using weights is generally more accurate, as the emission factors based on costs include more assumptions.

2. Annex I

1. Emission factors

Table 12: Emission factors

Activity	Emission factor reference ¹
Stationary combustion, mobile combustion, and fuel-related activities	BEIS, 2021
Electricity and electricity-related activities	International Energy Agency (IEA), 2021; Emissions and Generation Resource Integrated Database (eGRID), 2019; AIB, 2021; Ecoinvent 3.8; IPCC, 2014; CEDA, 2021
Refrigerants	IPCC, 2005
Business travel	BEIS, 2021; CEDA, 2021
Business accommodation	Cornell Hotel Sustainability Benchmarking, 2021; CEDA, 2021
Commuter travel	BEIS, 2021
Teleworking	BEIS, 2021; IEA, 2021; eGRID, 2019; Anthesis, 2020
Global marketing and consumables	CEDA, 2021
Meal, food and drink products	CEDA, 2021; South Pole Food Database, 2021
Maintenance labor and materials	CEDA, 2021
Other purchased goods and services	CEDA, 2021; BEIS, 2021; Ecoinvent 3.8; South Pole calculated
IT equipment	Apple, 2021; Dell 2021; South Pole calculated; Samsung, 2021; IBM, 2016; Konica Minolta 2018
IT services	South Pole Cloud Services Database, 2021; CEDA, 2021
Waste	BEIS, 2021
Leased assets	CEDA, 2021

¹ South Pole derives its emission factors from reliable and credible sources. South Pole is not responsible for inaccuracies in emission factors provided by third parties.

3. Annex II

1. Data assumptions and extrapolations

Refrigerants

VistaJet did not provide refrigerant usage data except Farnborough office. As no enough data was provided, South Pole estimated the consumption using the GHG Protocol HFC tool and the following assumptions: 2 AC units of 6 kilograms (kg) of refrigerant per charge and an annual leakage of 10%.

Water

VistaJet provided the actual water consumption amount for the Malta, London, Dubai, Malta (145) Beijing offices. Water-related emissions in the rest of the offices were extrapolated based on the emissions in these offices and each office's headcount.

Business travel – air

VistaJet provided a list of flights taken by VistaJet and Red Wing Aviation staff in 2021. The activity data was split based on the offices' headcount.

Business travel – ground

VistaJet provided actual bulk expense records regarding ground business travel for the Red Wing Aviation, London, Malta, New York and XO offices. The corresponding emissions were separated based on the headcount of each of the offices.

Business travel – accommodation

VistaJet provided actual bulk expense records regarding business travel accommodation for the Red Wing Aviation, London, Malta, New York and XO offices. The corresponding emissions were separated based on the headcount of each of the offices.

Waste

All offices reported waste generated in operations except for the Dubai office. The emissions regarding this category were extrapolated considering all the reporting offices and the headcount of the Dubai office.

4. Annex III

1. Breakdown of emissions by scope and category

Table 13: Breakdown of VistaJet's GHG emissions by scope and category in 2021

Activity	Consumption	Unit	Emissions (tCO ₂ e)	Percentage of total (%)
Scope 1: direct energy use per primary source			289,027	73%
Stationary combustion			0	0%
Diesel	0	m ³	0	0%
Natural gas	0	MWh	0	0%
Mobile combustion			289,015	73%
Diesel	426	liter	1	0%
Diesel	Extrapolation	-	0	0%
Petrol	Extrapolation	-	10	0%
Aviation fuel	113,553,226	liter	289,004	73%
Refrigerant leakage			12	0%
R410A	Extrapolation	-	12	0%
Scope 2: indirect GHG emissions from purchased electricity, heating and cooling			294	0%
Electricity			273	0%
Renewable	63	kWh	0	0%
Grid	569,042	kWh	234	0%
Grid	658	RMB	2	0%
Supplier specific	279,746	kWh	37	0%
Heating and cooling	108,674	kWh	22	0%
District heating	108,674	kWh	22	0%
Scope 3: other indirect GHG emissions			104,257	26%
Purchased goods and services			15,198	4%
Labor cost	19,930,045	USD	5,341	1%
Parts removal	35,825,480	USD	7,917	2%

Greenhouse gas (GHG) accounting report

Activity	Consumption	Unit	Emissions (tCO ₂ e)	Percentage of total (%)
Onboard cabin consumables	3,514,343	EUR	1,761	0%
Other consumables (face mask, tape, battery, water, food and beverage, etc.)	-	Different units	179	0%
Capital goods			86	0%
Furniture	176	unit	12	0%
Furniture	28,263	EUR	13	0%
Furniture	Extrapolation	-	2	0%
Monitor – Dell	28	unit	12	0%
Laptop – Dell	16	unit	4	0%
Laptop – Apple	1	unit	0	0%
Office telephone – Cisco	10	unit	1	0%
Mobile phone – Apple	1	unit	0	0%
Mobile phone – Blackberry	2	unit	0	0%
Mobile phone – Samsung	8	unit	0	0%
IT equipment	Extrapolation	-	41	0%
Fuel- and energy-related activities			71,023	18%
Diesel	426	liter	0	0%
Petrol	4,565	liter	3	0%
Fuel	Extrapolation	-	11,080	3%
Aviation fuel	113,553,226	liter	59,831	15%
Electricity	832,124	kWh	80	0%
Electricity	Extrapolation	-	25	0%
Heating	108,674	kWh	4	0%

Greenhouse gas (GHG) accounting report

Activity	Consumption	Unit	Emissions (tCO ₂ e)	Percentage of total (%)
Upstream transportation and distribution			795	0%
Air shipment	97,125	tkm	99	0%
Air shipment	Extrapolation	-	15	0%
Road shipment	38,463	tkm	10	0%
Road shipment	Extrapolation	-	0	0%
Courier	88,077	GBP	19	0%
Courier	81,286	HKD	3	0%
Courier	915,602	EUR	344	0%
Courier	1,393,057	USD	305	0%
Waste generated in operations			44	0%
General waste	104	ton	44	0%
Cardboard	1	ton	0	0%
Business travel			13,084	3%
Air travel – Short haul	965,907	pkm	263	0%
Air travel – Medium haul	18,139,777	pkm	3,197	1%
Air travel – Long haul	23,378,479	pkm	5,153	1%
Staff car reimbursement	19,781	AED	4	0%
Staff car reimbursement	447	CHF	0	0%
Staff car reimbursement	2,946,993	EUR	2,556	1%
Staff car reimbursement	32,567	GBP	29	0%
Staff car reimbursement	12,906	HKD	1	0%
Staff car reimbursement	684,509	USD	466	0%

Greenhouse gas (GHG) accounting report

Activity	Consumption	Unit	Emissions (tCO ₂ e)	Percentage of total (%)
Staff car reimbursement	1,176	km	0	0%
Accommodation	27,313	occupied room	1,414	0%
Employee commuting and teleworking			251	0%
Car	753,018	pkm	168	0%
Public transport	355,342	pkm	59	0%
Other	26,255	pkm	5	0%
Walking/cycling	252,420	pkm	0	0%
Working from home	18,870	person-days	18	0%
Upstream leased assets			3,777	0%
Upstream leased assets	441,742	EUR	998	0%
Upstream leased assets	900,685	GBP	1,137	0%
Upstream leased assets	3,963,529	HKD	812	0%
Upstream leased assets	55,800	RMB	14	0%
Upstream leased assets	956,889	USD	816	0%
Total GHG emissions			393,579	100%

(Source: South Pole, 2022)

