

V I S T A



Greenhouse gas (GHG) accounting report

XO

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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:

XO

500 E Broward Blvd 19th Floor · Fort Lauderdale · United States
flyxo.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 |
| HKD | Hong Kong dollar |
| IEA | International Energy Agency |
| IPCC | Intergovernmental Panel on Climate Change |
| IT | information technology |
| kg | kilogram |
| km | kilometer |
| kWh | kilowatt-hour |
| KPI | key performance indicator |
| m | meter |
| m ² | square meter |
| m ³ | cubic meter |
| MWh | megawatt-hour |
| N/A | not applicable |
| pkm | passenger-kilometer |
| t | metric ton |
| UK | United Kingdom |
| US | United States |
| USD | United States dollar |

1. Executive summary

This report presents the greenhouse gas (GHG) emissions footprint for XO'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 Florida, London and Dubai.

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

Table 1: Summary of key performance indicators (KPIs)

| | | | |
|---------------------|-----|-----------------------------------|----|
| Number of employees | 111 | tCO ₂ e/employee | 83 |
| Premises area | - | tCO ₂ e/m ² | - |

(Source: South Pole, 2022)

The total GHG emissions of XO's operations for the calendar year 2021 were 9,269 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 | 99 | 1% |
| Scope 2: indirect GHG emissions from purchased electricity, heating and cooling | 3 | 0% |
| Scope 3: other indirect GHG emissions | 9,166 | 99% |
| Total GHG emissions | 9,269 | 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 use of sold products and business travel, corresponding to 96% and 2% of total emissions, respectively.

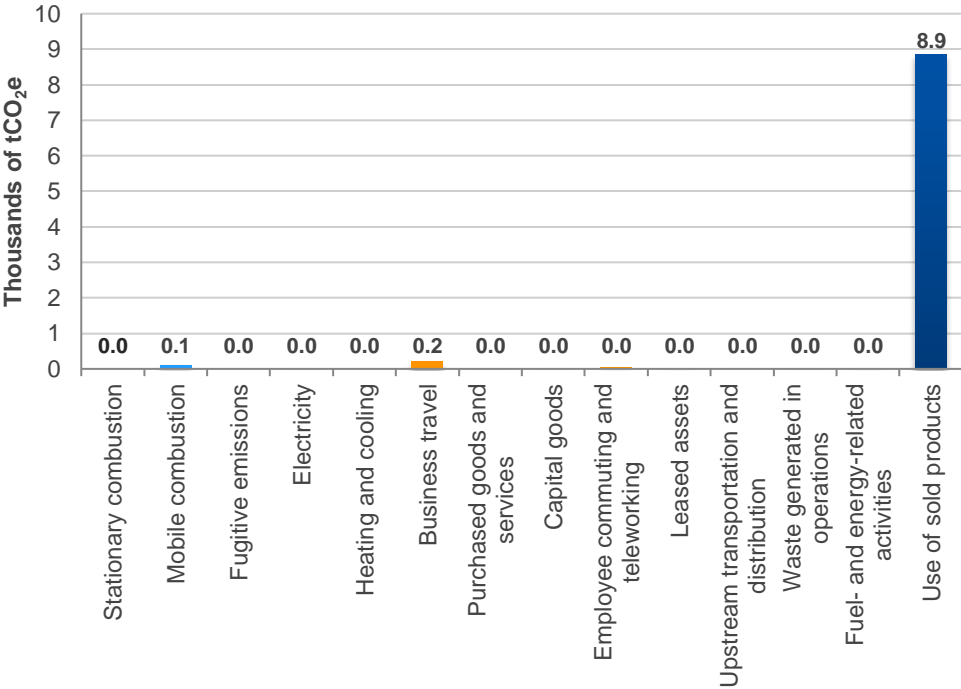


Figure 1: GHG emissions in 2021 by category

(Source: South Pole, 2022)

Figure 2 shows a summary of the total emissions by scope. Scope 3 has the highest contribution to GHG emissions, accounting for 99% of the total footprint.

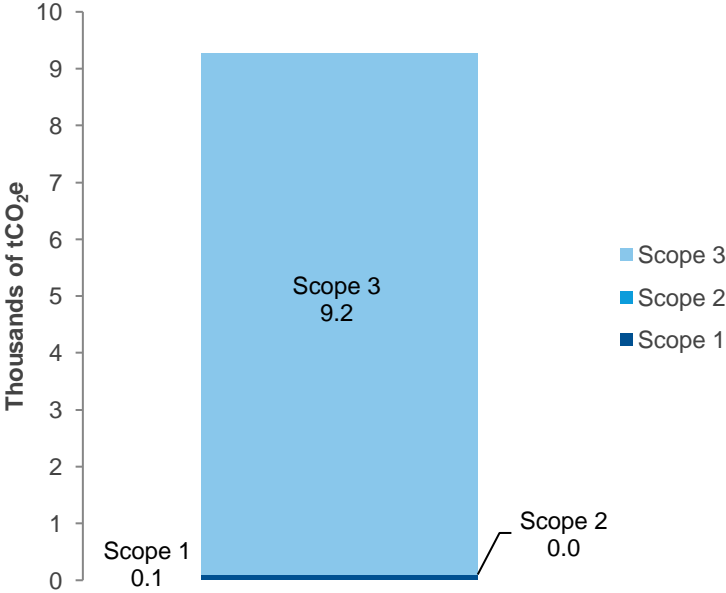


Figure 2: GHG emissions in 2021 by scope

(Source: South Pole, 2022)

1 Introduction

XO is a global business aviation company founded in 2019. This report provides a summary of the GHG emissions from XO'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 XO 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.flyxo.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 by the control approach, i.e., covering all entities where XO has operational control. With this approach, XO 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 London, Dubai and Florida. There were a total of four offices under the names of JetSmarter, Vista Tech, XO Holding and XO Global. XO Holding and XO Global have offices in two locations.

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 | Office name | Area (m ²) | Headcount |
|-----------------------------|--------------------|-------------|------------------------|------------|
| United States (US) | Florida | JetSmarter | - | 17 |
| US | Florida | Vista Tech | - | 19 |
| United Kingdom (UK) and US | London and Florida | XO Holding | - | 23 |
| US and United Arab Emirates | Florida and Dubai | XO Global | 64 | 52 |
| Total | | | - | 111 |

(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 XO.

Table 5: Overview of scope 1 emission sources for 2021

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

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 (including heating and cooling) |
| Steam | Purchased steam | N/A |
| District heating | Purchased district heating | N/A |
| District cooling | Purchased district cooling | N/A |

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 |

| Category | Emission sources | Boundary |
|--|--|-------------------------------|
| Upstream transportation and distribution | Transportation and distribution of goods and services to the company | Not material. Not included |
| 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 | Included (e.g., sold tickets) |
| End-of-life treatment of sold products | Waste disposal and treatment of sold products | Not material. Not included |
| 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 and Kyoto Protocol and combinations of these, as presented in Table 8. These are the GWP used by the UK's 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

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

XO's total emissions in 2021 are 9,269 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 | 2 | GJ |
| | | Petrol | 2 | GJ |
| G4-EN3 | 302-1 | Indirect energy consumption by primary source | 36 | GJ |
| | | Renewable electricity | 0 | GJ |
| | | Grid electricity | 36 | GJ |
| | | District cooling | 0 | GJ |
| G4-EN15 | 305-1 | Direct GHG emissions (scope 1) | 99 | tCO ₂ e |
| G4-EN16 | 305-2 | Energy indirect GHG emissions (scope 2) | 3 | tCO ₂ e |
| G4-EN17 | 305-3 | Other indirect GHG emissions (scope 3) | 9,166 | tCO ₂ e |
| G4-EN18 | 305-4 | GHG emission per employee | 84 | 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 | 99 | 1% |
| Stationary combustion | 0 | 0% |
| Mobile combustion | 99 | 1% |
| Refrigerants | 0 | 0% |
| Scope 2: indirect GHG emissions from purchased electricity, heating and cooling | 3 | 0% |
| Electricity | 3 | 0% |
| Scope 3: other indirect GHG emissions | 9,166 | 99% |
| Purchased goods and services | 0 | 0% |
| Capital goods | 5 | 0% |
| Fuel- and energy-related activities | 28 | 0% |
| Waste generated in operations | 0 | 0% |
| Business travel | 202 | 2% |
| Employee commuting and teleworking | 48 | 1% |
| Upstream leased assets | 27 | 0% |
| Use of sold products | 8,856 | 96% |
| Total GHG emissions | 9,269 | 100% |

(Source: South Pole, 2022)

Figure 3 shows a breakdown of emissions by category. Use of sold products and business travel represent the most important categories, corresponding to 96% and 2% of total emissions, respectively. Together, these emission categories cover 98% of XO's total emissions.

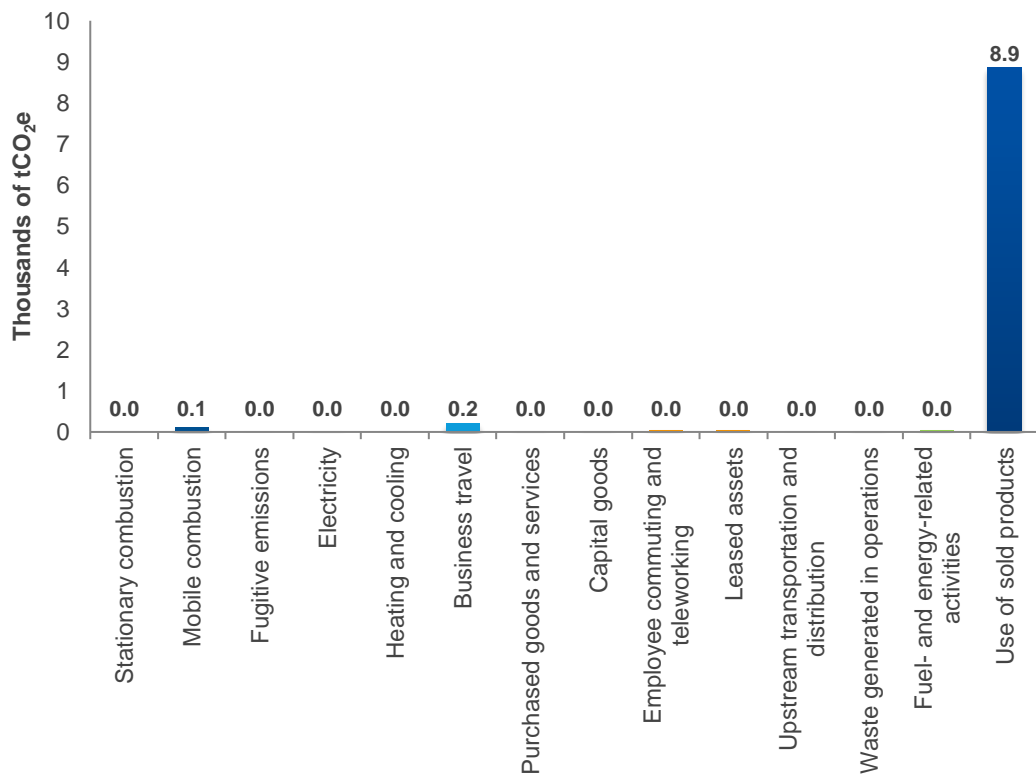


Figure 3: GHG emissions by category for 2021

(Source: South Pole, 2022)

2.2 Office-level results

Table 11 shows a breakdown of emissions by office.

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Table 11: GHG emissions by office in tCO₂e

| Activity | JetSmarter | Vista Tech | XO Holding | XO Global | Total |
|---|--------------|--------------|--------------|--------------|--------------|
| Scope 1: direct GHG emissions | 15 | 17 | 21 | 47 | 99 |
| Stationary combustion | - | - | - | - | - |
| Mobile combustion | 15 | 17 | 21 | 47 | 99 |
| Refrigerant | - | - | - | - | - |
| Scope 2: indirect GHG emissions from purchased electricity, heating, and cooling | 0 | 0 | 1 | 1 | 3 |
| Electricity | 0 | 0 | 1 | 1 | 3 |
| Scope 3: other indirect GHG emissions | 1,388 | 1,551 | 1,982 | 4,245 | 9,166 |
| Purchased goods and services | 0 | 0 | 0 | 0 | 0 |
| Capital goods | 1 | 1 | 2 | 1 | 5 |
| Fuel- and energy-related activities | 4 | 5 | 6 | 13 | 28 |
| Upstream transportation and distribution | 0 | 0 | 0 | 0 | 0 |
| Waste generated in operations | 0 | 0 | 0 | 0 | 0 |
| Business travel | 15 | 16 | 124 | 46 | 202 |
| Employee commuting | 7 | 8 | 10 | 23 | 48 |
| Upstream leased assets | 4 | 5 | 6 | 13 | 27 |

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| Activity | JetSmarter | Vista Tech | XO Holding | XO Global | Total |
|----------------------------|--------------|--------------|--------------|--------------|--------------|
| Use of sold products | 1,356 | 1,516 | 1,835 | 4,149 | 8,856 |
| Total GHG emissions | 1,403 | 1,569 | 2,004 | 4,293 | 9,269 |

(Source: South Pole, 2022)

Figure 4 shows a summary of the GHG emissions by office. XO Global is the biggest contributor at this level, accounting for 46% of the total emissions.

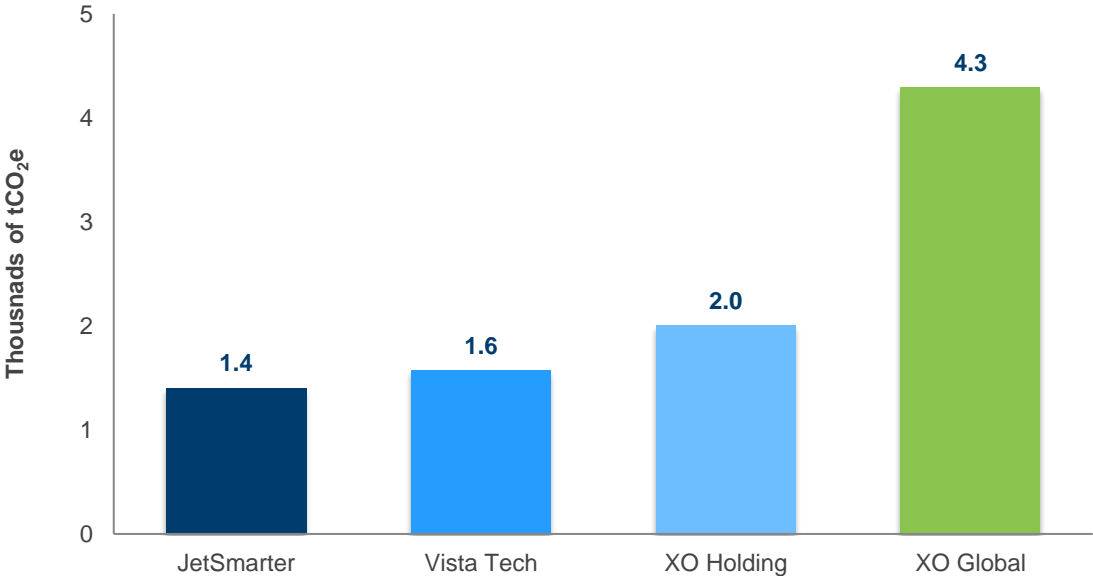


Figure 4: GHG emissions by office in 2021

(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.

Scope 3 has the most significant contribution to GHG emissions. The main emission category is use of sold products, due to the amount of aviation fuel used in the operation of the flights sold. The second most relevant emission category is business travel, followed by mobile combustion.

Most of XO's activity data was provided on a bulk basis for all offices. Therefore, significant improvements can be made in the data collection for each office to improve the accuracy of the calculations.

3.2 Recommendations

For the 2022 GHG accounting estimation, XO 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

Most of the activity data was provided on a bulk basis for all offices, which meant it had to be divided based on head count. Ideally, data should be collected separately for each office to improve the accuracy of the GHG footprint.

Scope 3 accounting improvements

Most of the activity data was provided on a bulk basis for all offices so it had to be divided based on head count. Ideally, data should be collected separately for each office to improve the accuracy of the GHG footprint.

Use of sold products and business travel are the most relevant scope 3 categories and should therefore be prioritised for the data collection in the next reporting period.

It is highly recommended to provide primary data regarding tickets sold. Use of sold products is the most significant category and XO did not provide data on it.

South Pole relied on cost-based emission factors from the Comprehensive Environmental Data Archive (CEDA) for ground business travel calculations. Ideally, primary data on the distance travelled (in kilometers) on business trips should be collected to improve the accuracy of the GHG footprint. Using distance travelled is generally much 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. |
| Business travel | CEDA, 2021. |
| Commuter travel | BEIS, 2021. |
| Teleworking | BEIS, 2021; IEA, 2021; eGRID, 2019; Anthesis, 2020. |
| Purchased good and services | BEIS, 2021 |
| IT equipment | Apple, 2021; Dell, 2021; South Pole calculated; Samsung, 2021; IBM, 2016; Konica Minolta, 2018. |
| 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

General

XO provided data on a bulk basis for all its offices. Emissions were divided based on each office head count.

Use of sold products – Sold tickets

XO did not provide data regarding tickets sold. Emissions were extrapolated from Apollo Jets' GHG accounting based on head count.

IT equipment

XO did not provide data regarding IT equipment. Emissions were extrapolated from VistaJet's GHG accounting based on head count.

Business travel – ground

XO provided gasoline consumption on a spent basis. An average cost per liter of gasoline was assumed to estimate gasoline consumption.

4. Annex III

1. Breakdown of emissions by scope and category

Table 13: Breakdown of XO'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 | | | 99 | 1% |
| Stationary combustion | | | - | 0% |
| Diesel | - | m ³ | - | - |
| Mobile combustion | | | 99 | 1% |
| Petrol | 45,375 | liter | 99 | 1% |
| Refrigerant leakage | | | - | 0% |
| R410A | - | kg | - | - |
| Scope 2: indirect GHG emissions from purchased electricity, heating and cooling | | | 3 | 0% |
| Electricity | 10,057 | MWh | 3 | 0% |
| Renewable | - | MWh | - | 0% |
| Grid | 9,604 | kWh | 3 | 0% |
| Heating and cooling | | | 0 | 0% |
| District cooling | - | MWh | - | 0% |
| Scope 3: other indirect GHG emissions | | | 9,166 | 99% |
| Purchased goods and services | | | 0 | 0% |
| Water | 211 | m ³ | 0 | 0% |
| Capital goods | | | 5 | 0% |
| IT equipment | Extrapolation | - | 5 | 0% |
| Fuel- and energy-related activities | | | 28 | 0% |
| Electricity grid | 10,057 | kWh | 0 | 0% |
| Petrol | 45,375 | liter | 28 | 0% |
| Upstream transportation and distribution | | | 0 | 0% |
| Waste generated in operations | | | 0 | 0% |

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| Activity | Consumption | Unit | Emissions (tCO ₂ e) | Percentage of total (%) |
|---|---------------|-------------|--------------------------------|-------------------------|
| General | 0 | ton | 0 | 0% |
| Business travel | | | 202 | 2% |
| Rental cars | 38,398 | USD | 79 | 1% |
| Taxi rides | 30,586 | USD | 18 | 0% |
| Staff car reimbursement | 686 | AED | 0 | 0% |
| Staff car reimbursement | 16 | CHF | 0 | 0% |
| Staff car reimbursement | 102,208 | EUR | 90 | 1% |
| Staff car reimbursement | 1,090 | GBP | 1 | 0% |
| Transit and ground passenger transportation | 426 | HKD | 0 | 0% |
| Staff car reimbursement | 23,740 | USD | 13 | 0% |
| Employee commuting and teleworking | | | 48 | 1% |
| Car | 29,325 | pkm | 7 | 0% |
| Public transport | 114,857 | pkm | 19 | 0% |
| Walking/cycling | 135,397 | pkm | 0 | 0% |
| Working from home | 10,545 | person-days | 22 | 0% |
| Upstream leased assets | | | 27 | 0% |
| Upstream leased assets | 32,300 | USD | 27 | 0% |
| Use of sold products | | | 8,856 | 96% |
| Sold tickets | Extrapolation | - | 8,856 | 96% |
| Total GHG emissions | | | 9,269 | 100% |

(Source: South Pole, 2022)

