



Greenhouse gas accounting report

VistaJet

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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:

VistaJet International Ltd.

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

Prepared by:

South Pole Carbon Asset Management Ltd. (South Pole)

Technoparkstrasse 1 · 8005 Zurich · Switzerland
southpole.com

Project Manager:

Mathilde Treis, Sustainability Consultant
+(41) (0) 43 501 35 50 ·
m.treis@southpole.com

Project Leader:

Ajit Padbidri, Managing Consultant
+(61) (0) 410 356 593 ·
a.padbidri@southpole.com

Contact person:

Levon Ouzounian, IT Project Manager
+(44) (0) 203 90 52 322 · Levon.Ouzounian@vistajet.com

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Acronyms and abbreviations

AC	air conditioning
AR4	Fourth Assessment Report
BEIS	United Kingdom's Department for Business, Energy and Industrial Strategy
CO ₂	carbon dioxide
CO _{2e}	carbon dioxide equivalent
CORSIA	Carbon Offsetting and Reduction Scheme for International Aviation
DEFRA	UK Department for Environment, Food & Rural Affairs
EF	Emission factor
ETS	Emissions Trading Scheme
GHG	greenhouse gas
GJ	gigajoule
GRI	Global Reporting Initiative
GWP	Global Warming Potential
IPCC	Intergovernmental Panel on Climate Change
kg	kilogram
KPI	Key Performance Indicator
MWh	megawatt hour
pkm	Passenger-kilometre

t tonne

T&D Transmission and distribution

Executive summary

This report presents the greenhouse gas (GHG) emissions footprint for VistaJet’s operations in 2019. 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 and Hong Kong.

A summary of Key Performance Indicators (KPIs) is presented in Table 1.

Table 1: Summary of KPIs

Number of employees	523	tCO_{2e}/employee	664
Premises area	5 offices of 3,289 m ² in total	tCO_{2e}/m²	106

(Source: South Pole, 2020)

The total GHG emissions of VistaJet’s operations for the calendar year 2019 added up to 347,370.86 tonnes (t) of carbon dioxide equivalent (CO_{2e}). Table 2 shows an overview of the 2019 GHG emissions by Scope.

Table 2: GHG emissions by emission source

Scope	Emissions (tCO _{2e})	Percentage (%) of total
Scope 1: direct GHG emissions	255,832	73.6
Scope 2: indirect GHG emissions from purchased electricity, heating and cooling	350	0.1
Scope 3: other indirect GHG emissions	91,189	26.3
Total GHG emissions	347,371	100.00

(Source: South Pole, 2020)

The distribution of the 2019 GHG emissions by category is presented in Figure 1 below. The largest emission sources in 2019 were mobile combustion, followed by fuel- and energy-related activities, corresponding to 73.6% and 15.3% of total emissions, respectively.

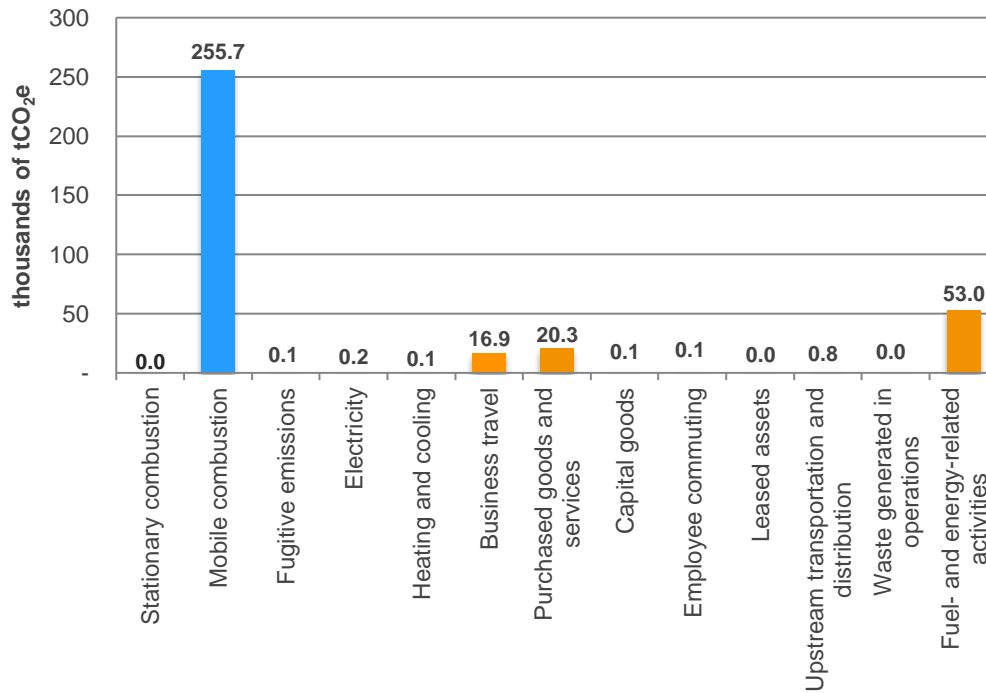


Figure 1: GHG emissions in 2019 by category

(Source: South Pole, 2020)

Figure 2 shows a summary of the total emissions by Scope. Scope 1 has the highest contribution to GHG emissions, accounting for 73.6% of the total footprint.

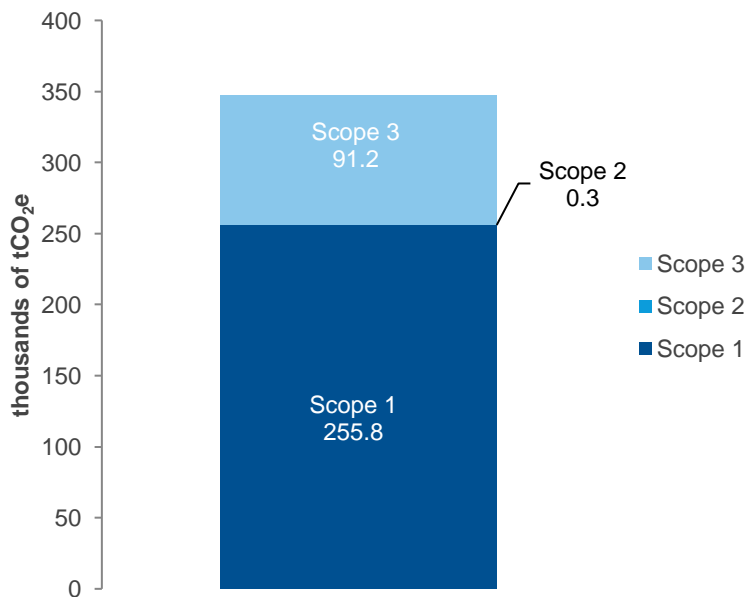


Figure 2: GHG emissions in 2019 by Scope

(Source: South Pole, 2020)

1 Introduction

VistaJet is a global business aviation company founded in 2004. This report provides a summary of the greenhouse gas (GHG) emissions from VistaJet's corporate operations from 1 January to 31 December 2019. The company information and the reporting period are presented in Table 3.

Table 3: Company information

Company information	
Website	www.vistajet.com
Business area	Private aviation company
Reporting period	1 January to 31 December 2019

(Source: South Pole, 2020)

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

1.2 System boundaries

1.2.1 Organisational boundaries

System boundaries were defined by the control approach, i.e. covering all entities over which VistaJet has operational control. In this approach, the company is taking ownership of 100% of emissions from facilities and offices over which the company has operational control and/or the authority to implement operational policies at the operations or offices. The 2019 accounting included offices Malta, London, New York, Hong Kong and Dubai.

Table 4, below, shows the countries and offices that were included in the present GHG inventory.

Table 4: Offices included in the 2019 GHG accounting

Country	Location	Area (m ²)	Headcount
Malta	Malta	1,326	266
United Kingdom	London	975	142
USA	New York	465	48
Hong Kong	Hong Kong	443	24
United Arab Emirates	Dubai	80	16
Other	Other	N/A	27
Total		3,289	523

(Source: South Pole, 2020)

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 organisation (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 (below) 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 2019

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 organisation from external energy providers. Table 6 below gives an overview of the emission sources considered in Scope 2.

Table 6: Overview of Scope 2 emission sources for 2019

Category	Emission sources	Boundary
Electricity	Purchased electricity	Included
Steam	Purchased steam	N/A
District heating	Purchased district heating	Included
District cooling	Purchased district cooling	Included

Scope 3

Scope 3 includes other indirect emissions which 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 emission sources from Scope 3 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 below gives an overview of the emission sources considered in Scope 3.

Table 7: Overview of Scope 3 emission sources for 2019

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, IT equipment)	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 (landfill, 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 organisation (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 organisation	Not material. Not included
Processing of sold products	Processing of intermediate products sold by the organisation	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
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 tonnes 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 summarised in Annex II.

1.4 Global Warming Potentials

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 to absorb 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 blends from these, presented in Table 8. These are the GWPs used by the United Kingdom'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 GWPs

GHG	GWP (100 years)
Carbon dioxide	1
Methane	25
Nitrous oxide	298
Hydrofluorocarbons	See IPCC AR4 – Table 2.14
Perfluorocarbons	See IPCC AR4 – Table 2.14
Sulphur hexafluoride	22,800

(Source: IPCC AR4, 2007)

2 Results

The results of the 2019 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; and
- 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

The total emissions in 2019 for VistaJet are 347,370.86 tCO_{2e}. The key figures according to GRI can be seen in Table 9.

Table 9: Key figures according to the GRI

GRI G4	GRI Standards	Topic	Quantity	Unit
G4-EN3	302-1	Direct energy consumption by primary source	3,530,094	GJ
		Aviation fuel	3,529,914	GJ
		Petrol	358	GJ
		Natural gas	179	GJ
G4-EN3	302-1	Indirect energy consumption by primary source	2,902	GJ
		Renewable electricity	564	GJ
		Grid electricity	1,079	GJ
		Heating oil	0	GJ
		District heating	316	GJ
		Natural gas	0	GJ
		District cooling	943	GJ
G4-EN15	305-1	Direct GHG emissions (Scope 1)	255,832	tCO _{2e}
G4-EN16	305-2	Energy indirect GHG emissions (Scope 2)	350	tCO _{2e}
G4-EN17	305-3	Other indirect GHG emissions (Scope 3)	91,189	tCO _{2e}
G4-EN18	305-4	GHG emission per employee	664	tCO _{2e} per employee

(Source: South Pole, 2020)

Table 10: GHG emissions by Scope and activity for 2019

Activity	Emissions (tCO _{2e})	Percentage of total (%)
Scope 1: direct GHG emissions	255,832	73.6%
Stationary combustion	10	<0.1%

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Activity	Emissions (tCO _{2e})	Percentage of total (%)
Mobile combustion	255,745	73.6%
Refrigerants	76	<0.1%
Scope 2: indirect GHG emissions from purchased electricity, heating and cooling	350	0.1%
Electricity	203	0.1%
Heating and cooling	146	<0.1%
Scope 3: other indirect GHG emissions	91,189	26.2%
Purchased goods and services	20,277	5.8%
Capital goods	120	<0.1%
Fuel- and energy-related activities	53,036	15.3%
Upstream transportation and distribution	763	0.2%
Waste generated in operations	17	<0.1%
Business travel	16,857	4.9%
Employee commuting	114	<0.1%
Upstream leased assets	6	<0.1%
Total GHG emissions	347,371	100%

(Source: South Pole, 2020)

Figure 3 shows a breakdown of emissions by category. Mobile combustion and fuel- and energy-related activities represent the most important categories with 73.6% and 15.3%, respectively. The previously mentioned emission categories cover 88.9% of the total emissions. Other relevant categories include purchased goods and services (5.8%) and business travel (4.9%).

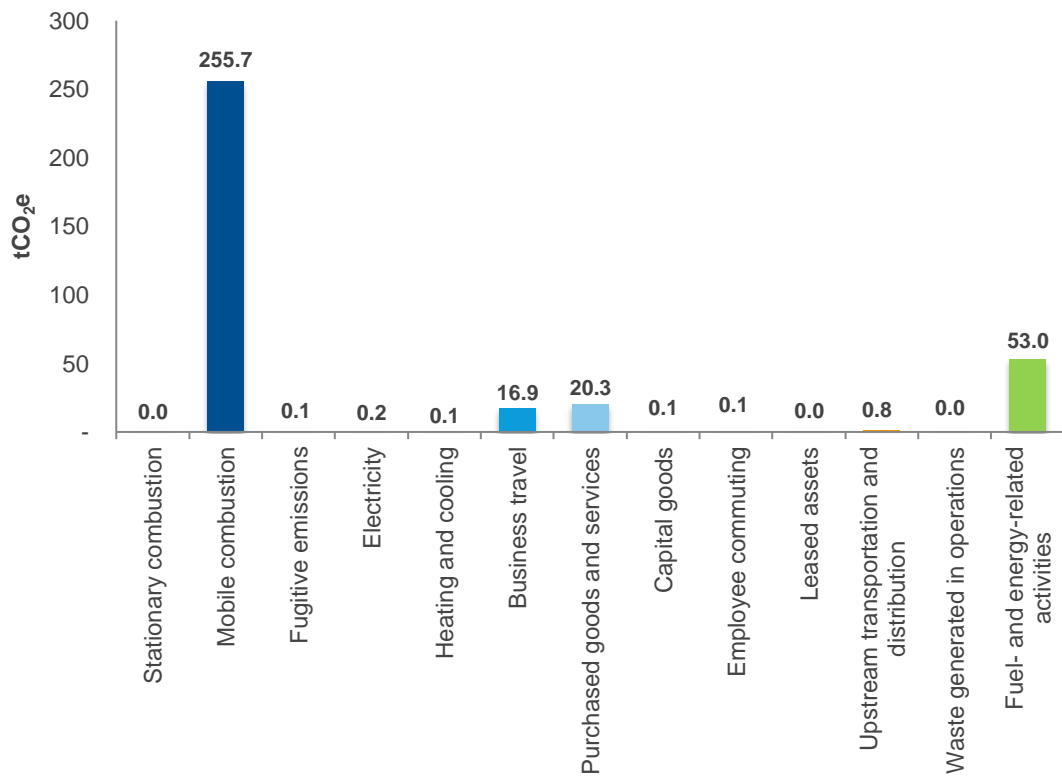


Figure 3: GHG emissions by category for 2019 in thousands of tCO₂e

(Source: South Pole, 2020)

Figure 4 (below) shows the contribution of each fuel used in VistaJet’s operations to the energy matrix and its GHG emissions. The main emission source of VistaJet in 2019 is the consumption of aviation fuel (80,372 t), which is reported at a corporate level.

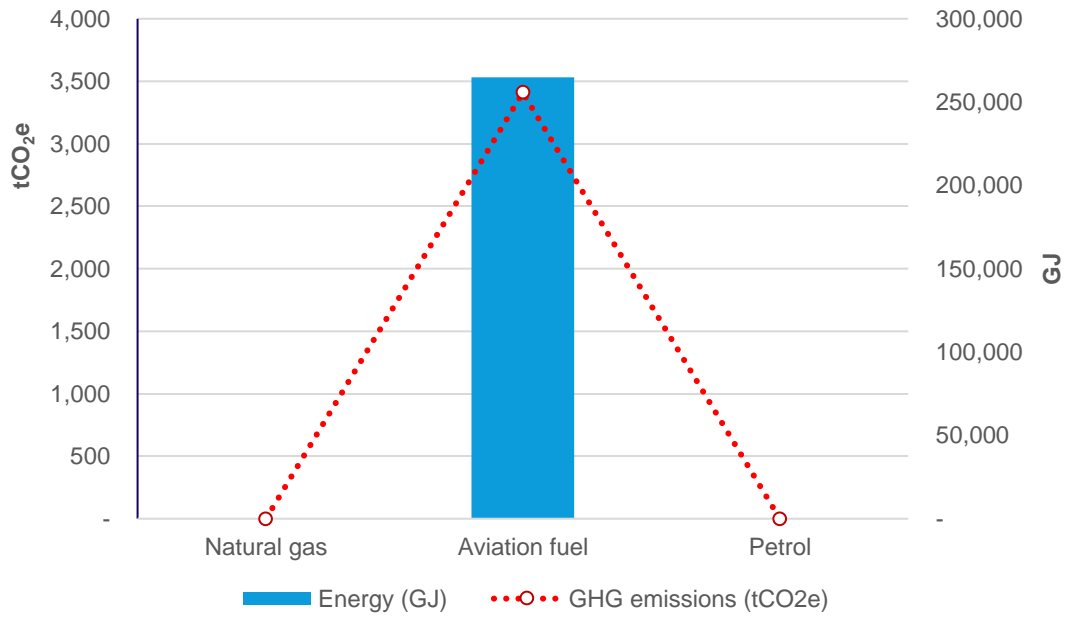


Figure 4: GHG emissions vs fuel consumption in thousands of tCO₂e

(Source : South Pole, 2020)

2.2 Office-level results

Table 11 (below) shows a breakdown of emissions by office, which excludes emissions of aviation fuel, jet maintenance, business travel, leased assets, upstream transportation and global marketing purchases, which are reported at a corporate level.

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Table 11: GHG emissions by office (excl. aviation fuel, jet maintenance, business travel, leased assets, freight, and global marketing)

Activity	Malta (tCO _{2e})	London (tCO _{2e})	New York (tCO _{2e})	Hong Kong (tCO _{2e})	Dubai (tCO _{2e})	Other (tCO _{2e})	Total (tCO _{2e})
Scope 1: direct GHG emissions	29	46	20	10	2	5	112
Stationary combustion	-	-	10	-	-	-	10
Mobile combustion		25				1	25
Refrigerant	29	22	10	10	2	4	76
Scope 2: indirect GHG emissions from purchased electricity, heating, and cooling	246	46	-	20	12	26	350
Electricity	161	-	-	20	6	17	203
Heating and cooling	86	46	-	-	6	9	146
Scope 3: other indirect GHG emissions	155	105	36	29	21	54	400
Business travel							
Purchased goods and services	9	37	6	6	1	3	62
Capital goods	33	23	11	5	9	37	120
Fuel- and energy-related activities	53	17	2	5	3	7	88
Waste generated in operations	9	5	2	1	1	1	17
Employee commuting	51	23	15	12	7	5	114
Total GHG emissions	431	197	57	59	34	85	862
Total emissions per employee	1.6	1.4	1.2	2.4	2.1	3.1	

Figure 5 shows a summary of the emissions by office. Malta is the biggest contributor at this level, accounting for 50% of the total emissions (862 tCO₂e).

Electricity consumption is the main emission source at an office level. Only the New York and London offices' consumption of electricity comes from renewable sources.

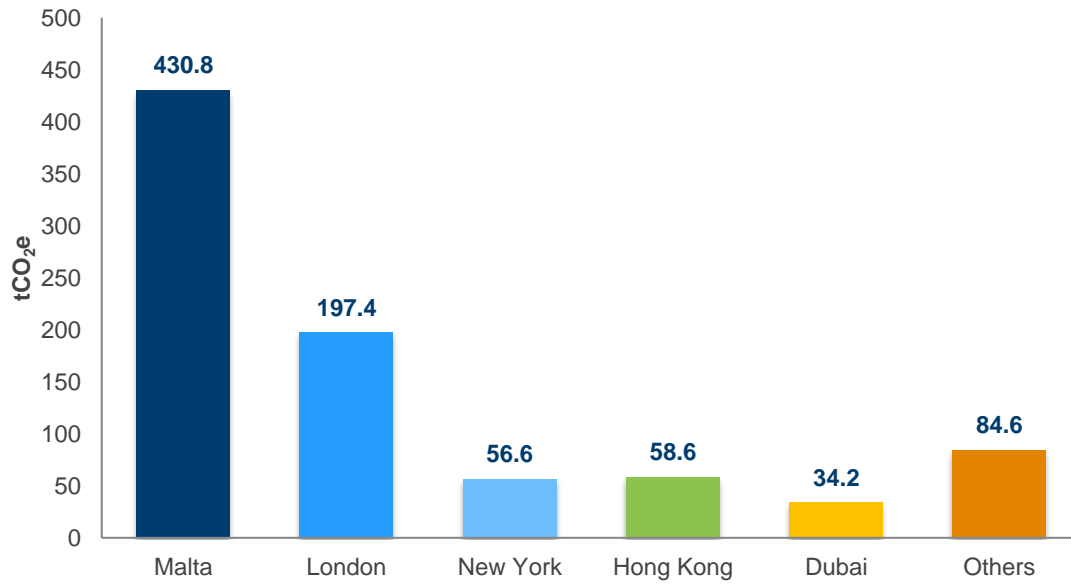


Figure 5: GHG emissions by office

(Source: South Pole, 2020)

3 Conclusions and recommendations

3.1 Conclusions

The 2019 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, for example, 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 category is purchased goods & services and business travel. Purchased goods & services is 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 2020 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 GHG accounting of the company's operations.

Scope 1 and 2 accounting improvements

Better data for the electricity and energy consumption of international offices would enable more accurate calculations of Scope 1 and 2 emissions. As energy consumption varies by location (e.g. offices in regions that have a warmer climate tend to consume more energy due to factors such as AC). Attaining energy consumption data for offices such as Malta and Dubai is thus important to ensure accuracy.

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 London office reported the refrigerant usage. Due to the magnitude of their Global Warming Potential it is necessary to keep a good global registry of the refrigerants purchased and consumed by the company's facilities.

For aviation fuel, VistaJet provided a table that included the emission factors (EFs) used for the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA) and Emissions Trading Scheme (ETS) verification. However, South Pole realised that the EF provided by VistaJet GHG audit did not include emissions from methane and nitrous oxide emissions and Scope 3 emissions. The BEIS EF used in the final accounting also includes these emissions.

Scope 3 accounting improvements

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

Regarding purchased goods and services, a few assumptions had to be made. Firstly, it would be very beneficial to have the costs or the weights of all purchased goods as these weights can then be multiplied by the emission factors. Using weights is generally much more accurate, as the emission factors based on costs include more assumptions.

Aircraft maintenance makes up the vast majority of the purchased goods and services category. South Pole had to rely on cost-based emission factors from BEIS for the different categories of items VistaJet provided. The more granular the categories are, the better. Ideally, primary data on the materials of the parts should be collected to improve the accuracy of the GHG footprint.

Furthermore, it would be advisable to increase the granularity and consistency of the information associated with other purchased goods and services such as consumables on board and marketing items purchased. Ideally, the marketing items list provided by VistaJet should be categorised (e.g. food and beverage, textile products, paper products). In this case, South Pole had to categorise the products manually, which is time-consuming and increases the risk of human error and thus of over- or underestimations of the emissions. Additionally, the purchased products should include either the cost or the weight of the items.

The data for business travel could also be improved by providing the data for the entire reporting period and by including the class that was being flown in. Whether the flight is in economy or business class makes a very big difference in emissions.

Annex I

Emission factors

Table 12: Emissions factors

Activity	Emission factor reference ¹
Stationary combustion, mobile combustion, and fuel-related activities	BEIS, 2019
Electricity and electricity-related activities	International Energy Agency, 2019
Refrigerants	BEIS, 2019
Heating	BEIS, 2019; IEA heat fuel mix, 2017
Cooling	Ecoheatcool and Euroheat & Power, 2006
Business travel	BEIS, 2019
Business accommodation	Cornell Hotel Sustainability Benchmarking, 2018, 2019
Commuter travel	BEIS, 2019
Global marketing and consumables	UK Department for Environment, Food & Rural Affairs (DEFRA), UK Footprint Results (1990-2017), 2020
Meal, food and drink products	Barilla Center for Food & Nutrition, 2016; Berners-Lee et al., 2012; South Pole Food Database, 2019
Maintenance labour and materials	DEFRA, UK Footprint Results (1990-2017), 2020
Other purchased goods and services	DEFRA, UK Footprint Results (1990-2017), 2020
IT equipment	Apple, 2012, 2013, 2016; Dell, 2010, 2011, 2013, 2014, 2016, 2017; LCA, 2017; IBM, 2016
Leased assets	DEFRA, UK Footprint Results (1990-2017), 2020

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.

Annex II

Data assumptions and extrapolations

Mobile combustion

VistaJet provided a list of company-owned vehicles in London in 2019. The cars' mileage record was unavailable; therefore, the average distance travelled by purpose and main mode in England from 2002-2018 published by the UK Department for Transport Statistics was used to fill the data gaps. The average distance travelled by cars for business purposes in 2018 in the database was used as the basis for VistaJet's company-owned vehicles.

Electricity

Electricity consumption data in Dubai was unavailable. Therefore, a proxy of electricity consumption by office area in London, Malta, New York, and Hong Kong offices was calculated (115 kWh/m²) and used for extrapolation based on Dubai office's office area.

Heating & cooling

The heating and cooling consumption for Malta and Dubai offices were extrapolated based on the London office's consumption and the area of each office. The extrapolation assumed that the Malta office required 11 months of cooling and 1 month of heating, whereas the Dubai office only required cooling throughout the year.

Refrigerants

VistaJet provided the actual refrigerant refill amount for the London office. Refills in New York, Malta, Hong Kong, and Dubai offices were extrapolated based on the refill amount in London and each office's floor area.

Water

VistaJet provided the actual water consumption amount for the London, Malta, and Hong Kong offices. Water consumption volume in New York and Dubai offices were extrapolated based on the consumption in London, Malta, and Hongkong and each office's floor area.

Business travel – air

VistaJet provided a list of all flights taken by VistaJet staff from May 2019 to December 2019. Therefore, the flights from January to May had to be extrapolated. The class was defined through the VistaJet flight ticket purchase guidelines from VistaJet's travel policy for 2019. The class depends on the flight length and the seniority level of the person who is flying. The number of flights taken by the different job levels were estimated by the split in the employees and adjusted slightly to reflect the fact that the management flies more than corporate staff.

Business travel – ground

VistaJet provided actual expense records for almost all its ground business travel in 2019. A portion of the expenses could not be classified based on the mode of transportations; therefore, this was classified as 'Other' and assumed to consist of tram, train, ferry, and bus travel.

Business travel – meals

The number of business travel meals was based on the number of hotel accommodation nights and the assumption of three meals per day.

Other purchased goods and service

Consumable items classified as 'Other' (22,355 EUR) relates to VistaJet's spending on cleaning products, office supplies, paper products, and printing/publishing in the London office.

Annex III

Breakdown of emissions by Scope and category

Table 13: Breakdown of VistaJet's GHG emissions by Scope and category in 2019

Activity	Consumption	Unit	Emissions (tCO ₂ e)	Percentage of total (%)
Scope 1: direct GHG emissions			255,832	73.6%
Stationary combustion			10	<0.1%
Natural gas	50	MWh	10	<0.1%
Mobile combustion			255,745	73.6%
Aviation fuel	80,372	t	255,720	73.6%
Petrol	8	t	25	<0.1%
Refrigerant leakage			76	<0.1%
R-410A	37	kg	76	<0.1%
Scope 2: indirect GHG emissions from purchased electricity, heating and cooling			350	0.1%
Electricity			203	0.1%
Renewable	157	MWh	0	0.0%
Grid	300	MWh	203	0.1%
Heating and cooling			146	<0.1%
District heating	88	MWh	13	<0.1%
District cooling	262	MWh	134	<0.1%
Scope 3: other indirect GHG emissions			91,189	26.3%
Purchased goods and services			20,277	5.8%
Water	18,264	m ³	19	<0.1%
Supply and treatment	18,264	m ³	19	<0.1%
Paper	6	t	5	<0.1%
Unspecified	6	t	5	<0.1%
Other consumables			37	<0.1%
Furniture	42,869	EUR	16	<0.1%
Catering services	34,711	EUR	7	<0.1%
Food and drink products	8,212	EUR	6	<0.1%
Other	22,355	EUR	7	<0.1%

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Activity	Consumption	Unit	Emissions (tCO ₂ e)	Percentage of total (%)
Global marketing and consumables on board of aircrafts	2,117,328	USD	629	0.2%
Marketing, CEM and items purchased	32,598	USD	14	<0.1%
Consumables on board	2,084,730	USD	616	0.2%
Aircraft maintenance	57,909,293	USD	19,586	5.6%
Labour	18,604,524	USD	3,655	1.1%
Material	39,304,769	USD	15,931	4.6%
Capital goods			120	0.0%
IT equipment	297	No. of devices	120	<0.1%
Laptop	36	No. of devices	19	<0.1%
Desktop computer	70	No. of devices	3	<0.1%
Monitor or computer screen	765	No. of devices	49	<0.1%
Printer	23	No. of devices	1	<0.1%
Office telephone	395	No. of devices	0	<0.1%
Television	42	No. of devices	18	<0.1%
Projector	5	No. of devices	0	<0.1%
Mobile devices e.g. e-Reader or iPad	400	No. of devices	11	<0.1%
Mobile phones	900	No. of devices	16	<0.1%
Servers	2	No. of devices	<1	<0.1%
Fuel and energy-related activities			53,036	15.3%
Well-to-tank			53,021	15.3%
Natural gas	50	kWh	1	<0.1%
Aviation fuel	80,372	t	52,948	15.2%
Petrol	8	t	7	<0.1%

Greenhouse gas (GHG) accounting report

Activity	Consumption	Unit	Emissions (tCO ₂ e)	Percentage of total (%)
Electricity renewable	157	MWh	3	<0.1%
Electricity grid	300	MWh	33	<0.1%
District heating	88	MWh	2	<0.1%
Cooling services	262	MWh	26	<0.1%
Transmission and distribution	457	MWh	15	<0.1%
Electricity		MWh		
Electricity grid	300	MWh	15	<0.1%
Upstream transportation and distribution			763	0.2%
Shipments	615,743	tkm	763	0.2%
Waste generated in operations			17	<0.1%
All type of waste	104	t	17	<0.1%
Business travel			16,857	4.9%
Flights	69,385,977	pkm	16,344	4.7%
<463 km	3,776,878	pkm	1,068	0.3%
463-3,700 km	36,724,827	pkm	6,346	1.8%
>3,700 km	28,884,272	pkm	8,930	2.6%
Staff car	8,386	pkm	2	<0.1%
Rental car	373,431	pkm	86	<0.1%
Taxi/uber	285,993	pkm	74	<0.1%
Limos	21,821	pkm	9	<0.1%
Metro/subway	89,958	pkm	4	<0.1%
Other	2,873,610	pkm	154	<0.1%
Accommodation	2,291	No. of guest nights	156	<0.1%
Meals	6,872	No. of meals	28	<0.1%
Employee commuting			114	<0.1%
All modes of transportation	1,994,435	pkm	114	<0.1%
Upstream leased assets			6	<0.1%
Apartments	129,090	USD	6	<0.1%
Total GHG emissions			347,371	100%

(Source: South Pole, 2020)

