



Corporate Greenhouse Gas Inventory

On behalf of

Vado

September 2024

THG / ECO

Executive Summary

Climate change is affecting the entire world causing extreme weather events and rapidly changing climate conditions. It is our role as a global society to limit global warming to 1.5 degrees Celsius and achieve net zero emissions.

Conducting a carbon footprint is the key first step in saving the planet. It is necessary to determine the extent of the emissions produced, establish reduction goals and measure progress against them.

Vado has acknowledged their role in the need to act, to understand where their emissions come from and what measures can be taken to reduce them.

This report provides a comprehensive account of Vado carbon footprint arising from its operations covering the period April 2023-March 2024. This carbon footprint has been calculated in line with the Greenhouse Gas (GHG) Protocol covering Scope 1, 2, and Scope 3 (business travel) emissions.

The total carbon footprint for Vado for the period April 2023-March 2024 under the location- and market-based approaches were **370.54** and **312.43 tCO₂e**, respectively. The majority of these emissions were produced by Vado's Scope 3 business travel. The emissions listed by Scope are as follows:

- Scope 1: **142.01** tonnes CO₂e
- Scope 2 (location-based): **77.92** tonnes CO₂e
- Scope 2 (market-based): **19.80** tonnes CO₂e
- Scope 3 (business travel): **150.61** tonnes CO₂e

By undertaking this exercise, MyCarbon have described the key areas in which Vado can focus on to reduce emissions. Priority should be given to addressing Scope 3 business travel emissions, with a specific focus on flight emissions, which contribute over 30% to Vado's total emissions. Reducing the number of flights will significantly impact overall emissions. Additionally, Vado should prioritise addressing Scope 1 fuel consumption, beginning with natural gas and fuel for company vehicles.

MyCarbon commends Vado for procuring 100% renewable energy for its UK offices, and for its progress in transitioning to electric vehicles.

Quality Assurance

Client: Vado

Date: 30/09/24

Reporting Period: April 2023-March 2024

The accuracy of this GHG assessment is directly related to the quality of the data provided by the client.

Primary data representative of activities occurred during the reporting period is used where available. In certain circumstances, secondary data in the form of estimates, extrapolations and/or industry averages is used where primary data is not available.

Assessments based largely on secondary data should only be viewed as an estimate of GHG emissions impact, and actual emissions may vary significantly. It is expected that all clients should aim to improve the proportion of primary data over time.

A Greenhouse Gas inventory produced by The Hut Group and MyCarbon, an inventory service provided by Carbon Green Ltd.

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If Vado is satisfied with the above information and the data provided is representative of authentic client activities within the reporting period of the 2023 fiscal year, please sign below:

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1 Introduction

This is a greenhouse gas (GHG) inventory report for Vado for the 2023 fiscal year, produced by The Hut Group and MyCarbon.

Vado is a leading British bathroom brassware manufacturer providing high quality, taps, showers, accessories and fittings to customers across the globe. Vado has previously reported a GHG inventory through The Hut Group and MyCarbon for the 2021 and 2022 fiscal years.

This report follows the five main reporting principals as outlined by ISO 14064-1:

- Transparency: Address all relevant issues in a factual and coherent manner, based on a clear audit trail. Disclose any relevant assumptions and make appropriate references to the accounting and calculation methodologies and data sources used.
- Relevance: Ensure the GHG inventory appropriately reflects the GHG emissions of the company and serves the decision-making needs of users - both internal and external to the company
- Accuracy: Ensure that the quantification of GHG emissions is systematically neither over nor under actual emissions, as far as can be judged, and that uncertainties are reduced as far as practicable. Achieve sufficient accuracy to enable users to make decisions with reasonable assurance as to the integrity of the reported information.
- Consistency: Use consistent methodologies to allow for meaningful comparisons of emissions over time. Transparently document any changes to the data, inventory boundary, methods, or any other relevant factors in the time series
- Completeness: Account for and report on all GHG emission sources and activities within the chosen inventory boundary. Disclose and justify any specific exclusions

Vado has compiled a GHG inventory report for the 2023 fiscal year to better understand their emissions and carbon footprint.

This report presents the findings of this exercise. The report follows the ISO 14064-1 standard entitled Specification with Guidance at the Organisation Level for Quantification and Reporting of Greenhouse Gas Emissions and Removals.



Findings and Analysis

2 Findings

2.1 Summary of All Emissions

The Scope 1, 2 & 3 (business travel) GHG emissions for Vado under the location- and market-based approaches for the **2023 fiscal year were 370.54 and 312.43 tCO₂e**, respectively. Vado total emissions by Scope, under the location- and market-based approaches, are listed within Table 1.

Under both the location- and market-based approaches, business travel was the largest source of emissions, contributing 41% and 48% of overall emissions (150.61 tCO₂e) respectively. Of the total 150.61 tCO₂e from Scope 3 business travel, flights accounted for 84%, with long-haul flights specifically contributing 63% of the total.

The Scope 1 and 2 (location-based) emissions were 142.01 tCO₂e (38%) and 77.92 tCO₂e (21%) respectively. In contrast, Scope 1 and 2 (market-based) emissions were 142.01 tCO₂e (46%) and 19.80 tCO₂e (6%) respectively.

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Table 1. Total emissions by Scope using location- and market-based approaches respectively

Scope	Emissions (tCO ₂ e)	% of Total Emissions	Scope	Emissions (tCO ₂ e)	% of Total Emissions
Scope 1	142.01	38%	Scope 1	142.01	46%
Scope 2 (location-based)	77.92	21%	Scope 2 (market-based)	19.80	6%
Scope 3 (business travel)	150.61	41%	Scope 3 (business travel)	150.61	48%
Total	370.54	100%	Total	312.43	100%

2.2 Scope 1 Emissions

2.2.1 Scope 1 Emissions by Source

Vado Scope 1 emissions are listed in Table 2. The sources of emissions included for Vado Scope 1 were natural gas, LPG, petrol, diesel and electric company vehicles.

The two greatest sources of Vado's Scope 1 emissions were natural gas (380,287.40 kWh consumed) and diesel (16,992 litres consumed), which generated emissions of 69.57 tCO₂e (49%) and 42.68 tCO₂e (30%), respectively. This was followed by petrol, with 13,067 litres consumed, which generated emissions of 27.41 tCO₂e (19%). LPG accounted for a minimal source of Scope 1 emissions.

Of Vado's sites, Site 3 consumed the largest amount of natural gas (260,374 kWh), generating emissions of 47.63 tCO₂e, which accounted for 68% of Vado's total natural gas emissions.

Table 2. Scope 1 emissions by source

Emissions Source	Emissions (tCO ₂ e)	% Of Total Emissions
Natural Gas	69.57	49%
LPG	2.35	2%
Petrol	27.41	19%
Diesel	42.68	30%
Electric company vehicles	0.00	0%
Total	142.01	100%

2.3 Scope 2 Emissions

2.3.1 Scope 2 Emissions by Source

The market-based Scope 2 emissions for Vado are listed in Table 3. The sources of emissions included for Vado Scope 2 market-based emissions were electricity usage for sites and electricity usage for charging EVs. Vado's UK offices procure 100% renewable electricity, resulting in 0 tCO₂e emitted. Vado's total market electricity consumption resulted in emissions of 19.80 tCO₂e from its Chinese office and the charging of EVs, with the charging of EV's being the main contributor (76%).

Table 3. Scope 2 market-based emissions by source

Emissions Source	Emissions (tCO ₂ e)	% Of Total Emissions
Electricity usage (UK Site 1)	0.00	0%
Electricity usage (UK Site 2)	0.00	0%
Electricity usage (UK Site 3)	0.00	0%
Electricity usage (China Site 4)	4.78	24%
Electricity usage (UK Site 5)	0.00	0%
Electricity usage (EVs)	15.02	76%
Total	19.80	100%

The location-based Scope 2 emissions for Vado are listed in Table 4. The sources of emissions included for Vado Scope 2 location-based emissions were electricity usage for sites and electricity usage for charging EVs. Vado's total location electricity consumption resulted in emissions of 77.92 tCO₂e, with Sites 2 and 3 being the main contributors.

Table 4. Scope 2 location-based emissions by source

Emissions Source	Emissions (tCO ₂ e)	% Of Total Emissions
Electricity usage (UK Site 1)	7.31	10%
Electricity usage (UK Site 2)	19.39	25%
Electricity usage (UK Site 3)	25.12	32%
Electricity usage (China Site 4)	4.78	6%
Electricity usage (UK Site 5)	6.30	8%
Electricity usage (EVs)	15.02	19%
Total	77.92	100%

2.4 Scope 3 Emissions

2.4.1 Scope 3 Emissions by Source

The Scope 3 (business travel) emissions for Vado are listed by source in Table 5. The sources of emissions included for Vado Scope 3 (business travel) emissions were hotel stays, flights, taxis, and rail. Among Vado's Scope 3 (business travel) emissions sources, flights were the primary contributor, responsible for 84% of total Scope 3 emissions, generating 126.20 tCO₂e. Hotel stays followed as the second largest contributor, producing 18.98 tCO₂e and accounting for 13% of total Scope 3 emissions. Taxis and rail were minimal contributors to Vado's Scope 3 emissions, accounting for 1% and 2% of total Scope 3 emissions, respectively.

Table 5. Scope 3 (business travel) emissions by source

Emissions Source	Emissions (tCO ₂ e)	% Of Total Emissions
Hotel stays	18.98	13%
Flights	126.20	84%
Taxis	1.78	1%
Rail	3.65	2%
Total	150.61	100%

2.4.2 Scope 3 Hotspot Analysis

Flights were the predominant source of Vado's Scope 3 (business travel) emissions, constituting 84% of Vado's total Scope 3 emissions. A detailed breakdown of flight categories and their respective emissions are listed in Table 6. Long-haul flights were the largest contributor, representing 75% of total flight emissions, followed by international flights, which accounted for 15%.

Table 6. Breakdown of Scope 3 (business travel) flight emissions

Emissions Source	Emissions (tCO ₂ e)	% Of Total Emissions
Domestic flights	5.96	5%
Short-haul flights	7.15	6%
Long-haul flights	94.31	75%
International flights	18.78	15%
Total	126.20	100%

3 Recommendations

Vado has begun their sustainability journey, through conducting a GHG inventory report for 2023 fiscal year. Following the completion of this report, we are suggesting the following recommendation(s), listed in Table 7.

In addition to the comprehensive GHG inventory report outlined and subsequent offsetting piece, THG Eco and MyCarbon remain committed to supporting Vado in their sustainability journey. Future suggestions include a variety of services that Vado can easily incorporate into their sustainability efforts. These include:

Table 7. Key recommendations and justifications

Recommendation	Description & Justification
Greenhouse Gas Report	A complete GHG report including all relevant Scope 3 categories.
Net Zero Strategy	Provides a comprehensive strategy to reduce emissions and achieve net-zero emission by 2050 at the latest, helping to future-proof Vado.
Science-based Targets Submission	Validation of reduction targets to ensure they are in line with the Paris Agreement goals.
PAS 2060	Offers recognised certification for carbon neutrality.
Carbon Offsetting	Supports achieving net-zero by offsetting residual emission, particularly those that are difficult to abate.

Greenhouse Gas Report

MyCarbon recommends that Vado undertake a comprehensive GHG inventory encompassing all relevant Scope 3 categories to achieve a thorough understanding of their emissions and ensure full transparency. The current GHG inventory includes only partial Scope 3 data, which may result in an incomplete and potentially inaccurate representation of Vado's overall carbon footprint. To implement effective and efficient emissions reduction strategies, it is essential for Vado to have a complete and accurate inventory.

Net-Zero Strategy and Science Based Target Initiative (SBTi) Submission

Once Vado has obtained a comprehensive GHG inventory, including all relevant Scope 3 categories, MyCarbon recommends developing a net-zero strategy. With this new inventory as a baseline, MyCarbon can model the required reductions for Vado to achieve net-zero emissions in the coming decades, ensuring the business remains future-proof. This strategy will involve mapping various emissions reduction methods and assessing their impact on Vado's future emissions.

Following the establishment of net-zero targets, Vado may choose to submit these targets to the SBTi. SBTi validation will confirm that the targets align with the latest climate science needed to meet the Paris Agreement goals, thereby enhancing their credibility and demonstrating a strong commitment to sustainability. MyCarbon will provide full support throughout the SBTi submission process to ensure that Vado's targets meet all necessary criteria.

Carbon Offsetting and PAS 2060

Vado annually offsets its total emissions by purchasing verified carbon offsets and is awarded PAS 2060 certification for carbon neutrality. MyCarbon recommends that Vado continue its offsetting efforts while placing a strong emphasis on reducing emissions. Priority should be given to addressing key emission sources such as flights, natural gas, diesel, and petrol, as highlighted in this report. The focus should be on significantly reducing emissions, using offsets primarily for residual emissions that are difficult to abate, rather than continuing with current practices.

4 Methodology

4.1 Identified Emissions and Exclusions

The emissions that were determined to be relevant within the organizational boundary are listed in Table 8.

Table 8. Emissions sources included in the organisational boundary

Scope	Category	Emission Source	Included
1		Stationary combustion	Yes
		Company vehicles	Yes
2		Electricity usage	Yes
3	6	Business travel	Yes

4.2 Organisational Boundaries

The GHG Protocol Corporate Standard outlines two approaches for consolidating GHG data—the equity share approach and the control approach—through organizational boundaries. These are boundaries that determine the operations owned or controlled by the reporting company, depending on the consolidation approach taken. In some cases, it may be possible to apply these approaches directly to emissions or removals associated with sequestered atmospheric carbon.

The GHG inventory report covers all Scope 1, 2, and 3 (business travel) emissions for Vado. Details of the sites included within the organisational boundary of this report are listed in Table 9 below:

Table 9. Sites included within the organisational boundary of this GHG assessment

Site	Address
1	VADO Unit 1, Wedmore Road, Cheddar, Somerset, England BS27 3EB
2	VADO Unit 2, Wedmore Road, Cheddar, Somerset, England BS27 3EB
3	VADO Unit 3, Wedmore Road, Cheddar, Somerset, England BS27 3EB
4	VADO, Room 1007, No. 48, North Caihong Road, Yinzhou District, China 315040
5	VADO Glastonbury Warehouse, 4, 5-9 Wells Road, Glastonbury, Somerset, England BA6 9AG

Vado has compiled a GHG inventory report for the 2023 fiscal year to better understand their emissions and carbon footprint. The corporate organisational boundaries for the inventory were defined according to the requirements of **clause 4.1 of the ISO 14064-1 standard**. The control approach was used for the consolidation of corporate GHG emissions.

4.3 Emission Factors

The methodologies used to collect and assess the emissions data varied throughout the inventory. The primary methodology used was multiplying GHG activity data by appropriate GHG emission factors. All methodologies were selected based on their ability to provide accurate and consistent results. The use of activity data and emission factors was feasible due to the availability of both accurate activity data and emission factors from reputable organisations.

MyCarbon uses the latest figures from DEFRA and peer reviewed literature for all common emission factors listed in Table 10 in the appendices.

4.4 Calculating Emissions from Electricity Consumption

Scope 2 emissions can be accounted for using two different approaches: the location-based and market-based methods. The location-based method represents the average emissions intensity of grids where energy consumption occurs, primarily relying on grid-average emission factor data. The market-based method reflects emissions from the electricity that companies intentionally choose or default to, using emission factors derived from contractual instruments such as energy attribute certificates, direct contracts, or supplier-specific emission rates.

5 Appendices

5.1 References

1. Department for Environment, Food & Rural Affairs (DEFRA), 2023. Greenhouse Gas Reporting: Conversion Factors 2023. Available at: <https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2023>.
2. Institute for Global Environmental Strategies (IGES), 2019. IGES List of Grid Emission Factors. Available at: <https://www.iges.or.jp/en/pub/list-grid-emission-factor/en>.

5.2 Emissions Factors

Table 10: Emission factors used in this assessment

Category	Emissions Factor	Units	Reference
Natural gas	0.18	kgCO ₂ e/kWh (Gross CV)	(DEFRA, 2023)
LPG	1.56	kgCO ₂ e/litres	(DEFRA, 2023)
Petrol (average biofuel blend)	2.10	kgCO ₂ e/litres	(DEFRA, 2023)
Diesel (average biofuel blend)	2.51	kgCO ₂ e/litres	(DEFRA, 2023)
Battery electric vehicle	0.00	kgCO ₂ e/miles	(DEFRA, 2023)
Electricity (UK, location-based)	0.21	kgCO ₂ e/kWh	(DEFRA, 2023)
Electricity for EVs (UK)	0.08	kgCO ₂ e/miles	(DEFRA, 2023)
Electricity (UK, market-based)	0.00	kgCO ₂ e/kWh	Supplier specific
Electricity (China, location-based)	0.79	tCO ₂ /MWh	(IGES, 2019)
Hotel stay (UK, London)	11.50	kgCO ₂ e/passenger.km	(DEFRA, 2023)
Hotel stay (UK)	10.40	kgCO ₂ e/passenger.km	(DEFRA, 2023)
Hotel stay (Qatar)	86.20	kgCO ₂ e/passenger.km	(DEFRA, 2023)
Hotel stay (China)	53.50	kgCO ₂ e/passenger.km	(DEFRA, 2023)
Hotel stay (Egypt)	44.20	kgCO ₂ e/passenger.km	(DEFRA, 2023)
Hotel stay (Turkey)	32.10	kgCO ₂ e/passenger.km	(DEFRA, 2023)
Hotel stay (Hong Kong, China)	51.50	kgCO ₂ e/passenger.km	(DEFRA, 2023)
Hotel stay (India)	58.90	kgCO ₂ e/passenger.km	(DEFRA, 2023)
Hotel stay (Italy)	14.30	kgCO ₂ e/passenger.km	(DEFRA, 2023)
Hotel stay (Saudi Arabia)	106.40	kgCO ₂ e/passenger.km	(DEFRA, 2023)

Hotel stay (Maldives)	152.20	kgCO ₂ e/passenger.km	(DEFRA, 2023)
Hotel stay (Germany)	13.20	kgCO ₂ e/passenger.km	(DEFRA, 2023)
Hotel stay (United Arab Emirates)	63.80	kgCO ₂ e/passenger.km	(DEFRA, 2023)
Domestic flights, economy	0.27	kgCO ₂ e/passenger.km	(DEFRA, 2023)
Short-haul flights, economy	0.18	kgCO ₂ e/passenger.km	(DEFRA, 2023)
Long-haul flights, economy	0.20	kgCO ₂ e/passenger.km	(DEFRA, 2023)
International flights, economy	0.13	kgCO ₂ e/passenger.km	(DEFRA, 2023)
Regular taxi	0.15	kgCO ₂ e/passenger.km	(DEFRA, 2023)
London underground	0.03	kgCO ₂ e/passenger.km	(DEFRA, 2023)
National rail	0.04	kgCO ₂ e/passenger.km	(DEFRA, 2023)

5.3 Context

5.3.1 What is the importance of measuring greenhouse gases (GHGs)?

GHG emissions are contributing to global warming and climate change, which have been recognised as a key sustainable development issue. Many governments through local and international efforts are taking steps to reduce GHG emissions through national policies that include the introduction of emissions trading programs, voluntary programs, carbon or energy taxes, and regulations and standards on energy efficiency and emissions. As a result, companies must be able to understand and manage their GHG risks if they are to ensure long-term success in a competitive business environment, and to be prepared for future national or regional climate policies.

Quantification of GHGs emitted by a business or organisation's activities in the form of a carbon footprint is an important tool used by stakeholders to recognise their impact and take action, often through offsetting activities.

Offsetting is a particular method employed to reduce, remove, or prevent the release of GHG emissions into the atmosphere, which can be done through the purchase and retirement of carbon credits. Due to the tight control on carbon credits, retirement of a credit is the only method one can do to offset their carbon footprint. For example, if a business produced 100 tonnes of CO₂, they would need to purchase and retire 100 carbon credits to become carbon neutral.

5.3.2 Reporting standards

When performing a GHG inventory, these assessments should align with one of two recognised standards for accounting and reporting corporate GHG emissions. The most well-known is the “Greenhouse Gas Protocol – Corporate Accounting and Reporting Standard” (GHG Protocol, 2011) developed in a partnership of the World Business Council for Sustainable Development (WBCSD) and the World Resource Institute (WRI). The International Organization for Standardization (ISO) also produced the ISO14064 specification series, detailing specification and guidance for the organisation and project levels, as well as for the validation and verification of emissions.

Data supplied by clients is used in GHG assessments, which is quantified into GHG emission estimates by applying relevant and up-to-date emission factor(s) from reputable sources, like DEFRA. An emission factor is a representative value that attempts to relate the quantity of a pollutant released to the atmosphere with an activity associated with the release of that pollutant. Quality and accuracy of emission factors can vary between government publications and scientific research journals, therefore it is best practice to apply emission factors only from reputable sources, such as DEFRA.

GHG assessments quantify all six Kyoto Protocol GHGs, where applicable, and are measured in terms of tonnes carbon dioxide (CO₂) equivalence, or tCO₂e, where equivalence means having the same warming effect as CO₂ over a period of 100 years. The six Kyoto Protocol gases are CO₂, methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), sulphur hexafluoride (SF₆) and perfluorocarbons (PFCs). The global warming potential (GWP) of each GHG is presented in Table 11.

Table 11: GHGs listed in the Kyoto Protocol and their Global Warming Potential (GWP)

Greenhouse Gas	Chemical Formula	GWP (CO ₂ e)
Carbon dioxide	CO ₂	1
Methane	CH ₄	25
Nitrous oxide	N ₂ O	298
Hydro fluorocarbons	HFCs	Depends on gas
Sulphur hexafluoride	SF ₆	22,800
Perfluorinated compounds	PFCs	Depends on gas

5.4 Emissions Scopes

Emission sources can be broken down into three distinct categories called Scopes.

5.4.1 Scope 1

Scope 1 accounts for the direct GHG emissions occurring from sources that are owned or controlled by the company, for example, emissions from combustion in owned or controlled boilers, furnaces, vehicles, etc.: emissions from chemical production in owned or controlled process equipment.

5.4.2 Scope 2

Scope 2 accounts for GHG emissions from the generation of purchased electricity, heat or steam consumed by the company. Purchased electricity, heat or steam is defined as electricity, heat or steam that is purchased or otherwise brought into the organizational boundary of the company. Scope 2 emissions physically occur at the facility where electricity, heat or steam is generated.

5.4.3 Scope 3

Scope 3 is an optional reporting category that allows for the treatment of all other indirect emissions. Scope 3 emissions are a consequence of the activities of the company but occur from sources not owned or controlled by the company. Some examples of scope 3 activities are extraction and production of purchased materials, transportation of purchased fuels and use of sold products and services.

The GHG Protocol describes the quantification of Scope 1 and 2 as mandatory, whereas Scope 3 emissions are considered optional. Depending on the nature/remit of an organisation, Scope 3 activities can contribute a significant proportion of overall emissions, and therefore to gain a proper understanding of an organisation's GHG emissions it is advisable to include all relevant sources.

5.4.4 Excluded Emissions

All other categories of Scope 3 emissions, excluding category 6 business travel, have been excluded from this analysis.

5.5 Client Contact Details

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