



CapeOmega GHG Report 2023



GHG Emissions Accounting Report 2023

CapeOmega AS

This report provides an overview of the organisation's greenhouse gas (GHG) emissions, which is an integrated part of the organisation's climate strategy. GHG emission accounting is a fundamental tool in identifying tangible measures to reduce GHG emissions. The annual GHG emission accounting report enables the organisation to benchmark performance indicators and evaluate progress over time.

This report comprises offices (Bergen and Stavanger), their investments in gas infrastructure and LNG carriers. The infrastructure reported are Gassled, Nyhamna, Polarled, Receiving Terminals abroad and the LNG Carriers (Alicante, Malaga, Ferrol, Extremadura, and Gordon Waters).

CapeOmega reports data from 1st January – 31st December 2023. CapeOmega has chosen the operational control approach as it is the most common reporting approach, and as it is the most suited methodology for the company structure. As CapeOmega has neither Financial Control nor Operational Control over its investments, the GHG accounting from Investments is defined as Scope 3.

The input data is based on consumption data from internal and external sources, which are converted into tonnes CO₂-equivalents (tCO₂e). The GHG emissions analysis is based on the international standard; *A Corporate Accounting and Reporting Standard*, developed by the Greenhouse Gas Protocol Initiative (GHG Protocol). The GHG Protocol is the most widely used and recognised international standard for measuring greenhouse gas emissions and is the basis for the ISO standard 14064-1.

About CapeOmega

CapeOmega is an energy infrastructure company supporting the energy transition and low-carbon maritime value chains. We have evolved from being the largest private infrastructure owner on the Norwegian Continental Shelf and are now developing the next generation of low-carbon maritime infrastructure.

Building on our experience in asset & portfolio management and partnering with industry-leading operators, CapeOmega shall further expand into energy transition infrastructure supporting new fuels, such as ammonia and hydrogen as well as carbon management and ocean power solutions.

This will be attained through:

- Making strategic infrastructure investments,
- Using fit-for-purpose green technologies,
- Ensuring safe and effective operations management,
- Partnering with industry-leading operators, ship owners, energy companies, and financial institutions.

CapeOmega takes its name from a cape on the coast of Queen Maud's Land, near the Omega Glacier. It is believed to be one of the cleanest places on earth and represents our commitment to maintaining a strong environmental focus.

The company is backed by Partners Group, a leading global private markets firm, acting on behalf of its clients. CapeOmega seeks to invest in key infrastructure that supports the energy transition including the transmission of gases to European markets, LNG to global markets, emission reduction technologies, and future Hydrogen and CO2 transportation value chains.



Our Business

CapeOmega has grown quickly to be the largest private gas infrastructure owner on the Norwegian Continental Shelf. This has provided the company with a formative position from which to expand while building on the existing investment mandates and the team's expertise and creativity.

We invest in the next generation of low carbon maritime infrastructure and focus on building long-term relationships with global industrial leaders, to support global decarbonization efforts and ensure energy supply to the global markets.

Maritime Business

The next generation low carbon maritime infrastructure owner.

CapeOmega's maritime investments have strong infrastructure characteristics and have created significant further growth opportunities in the company's low-emission LNG carrier portfolio. Additionally, CapeOmega has ambitions to grow into new maritime segments such as e-fuels, ammonia, and CO2 transport. CapeOmega's approach is to partner up with industry leaders to unlock potential in maritime infrastructure to accelerate the Energy Transition.

LNG Carriers

Since 2019, CapeOmega has partnered with Knutsen OAS Shipping, a global leader in LNG shipping, to construct 10 LNG vessels on the back of long-term charters to gas majors.

The vessels are two-stroke 174,000 cbm liquified natural gas (LNG) carrier vessels. The two-stroke gas propulsion engine and air-lubrication system make the vessels the most modern and fuel-efficient LNG carriers on the market today.

Five vessels have been commissioned over the past 2 year, and 5 more are still under construction.



Gas infrastructure Business

Largest private infrastructure owner at the Norwegian Continental Shelf

All of CapeOmega's fixed gas infrastructure is regulated by the Norwegian State and operated by the Norwegian state-owned company Gassco. The gas network, the largest of its kind in the world, supplies a significant amount of gas to Europe and the UK.

Gassled Infrastructure

CapeOmega has a 26.32 % working interest in the Norwegian gas transport system Gassled. This system consists of ca. 9000 km of pipelines, offshore riser platforms, onshore processing facilities, and receiving terminals in four European countries.

This investment includes ownership of Norse Gas GmbH (21%), Zeepipe JV Terminal (12.9%), and Dunkerque Terminal (17.1%).



Polarled Infrastructure

CapeOmega has a 28,27% working interest in the Norwegian gas transport system Polarled. It consists of 480 km of pipelines and will tie the Aasta Hansteen platform to the Nyhamna gas processing facility.

Nyhamna Process Facility

The processing facility at Nyhamna in Aukra municipality in Møre and Romsdal became operational in 2007. Nyhamna was originally built as a facility for processing and export of gas from the Ormen Lange-Field in the Norwegian Sea.

Aasta Hansteen is the second field linked to Nyhamna. After a considerable upgrade, the facility is capable of handling gas from other fields in the Norwegian Sea, connected to the Polarled pipeline. The export capacity from Nyhamna is now 84 mill scm gas daily.

Nyhamna is owned by the partnership Nyhamna Joint Venture and consists of the following companies: Equinor, Petoro, Shell, Ineo, OMV, North Sea Infrastructure, Total, ConocoPhillips and CapeOmega. CapeOmega share: 18,21%.

Shell is the Technical Service Provider and Gassco is the Operator for the facility.



Projects

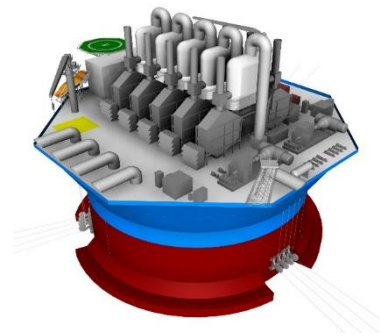
Developer of new Energy Transition value chains

Midstream CCS – CO₂ terminal and transport

CapeOmega is working in partnership with RWE and Neptune Energy, amongst others, to develop a Carbon Capture and Storage (CCS) value chain, for the evacuation of CO₂ from the Netherlands (Noordkaap) and other sites for permanent offshore sequestration in the North Sea. The CCS value-chain project is currently in the Pre-FEED stage and aims to permanently store up to 10 Mtpa of CO₂ by 2030. CapeOmega's focus is on the terminal and maritime transport solution within the value chain.

Ocean-Power

CapeOmega has a 20% working interest in Ocean-Power AS. Ocean-Power provides low-carbon intensity offshore electricity aiming to take on, build, own, and operate responsibilities. Ocean-Power has introduced an offshore power hub, with high-efficiency power generation using gas turbines combined with carbon capture, resulting in low CO₂ emissions.



Aukra Hydrogen Hub

CapeOmega, Shell, and Aker Horizons are developing a large-scale production facility for low-carbon (blue) hydrogen at Aukra near the Nyhamna gas processing facility. The Aukra project has the potential to be a key driving force in Norwegian hydrogen export to Europe, and an important contributor to industrial-scale decarbonization. Its initial capacity is 2,500 MW (1,200 tonnes of hydrogen per day by 2030) resulting in an abatement potential: 4 million tonnes of CO₂ per annum.



GHG Emissions Accounting 2023

CapeOmega reports according to the control approach for the consolidation of GHG emissions. In the carbon accounting for 2023, CapeOmega has a total emission of 379,269.4 tons of CO₂-equivalents (tCO₂e). This is a 44.9% increase in emissions compared to 2022. The main reason for the increase was the inclusion of CapeOmega's LNG shipping investment. International travel is back to pre-pandemic levels in most of the world. As a result, CapeOmega has travelled significantly more abroad compared to the two previous years.

Emissions below 0.001% of the total CO₂e emissions will be represented with a "-" in the "% share" column. The greenhouse gas (GHG) emissions in 2023 were separated into Scope 1, 2, and 3 in the following way:

Scope 1: 0.0 tCO ₂ e	(0%)
Scope 2: 1.8 tCO ₂ e	(<0.0005%)
Scope 3: 379,267.6 tCO ₂ e	(<100%)

Scope 1

CapeOmega does not have any Scope 1 emissions to report.

Scope 2

CapeOmega calculates Scope 2 in accordance with the Location-based method (power-grid Norway) and the marked-based method as recommended in the GHG protocol.

Electricity: Measured use of electricity in company-owned or leased locations. The table shows GHG emissions from electricity are calculated with the location-based emission factor Electricity Norway (NVE). CapeOmega has chosen to move away from the Electricity Nordic Mix (based on IEA data for the Nordics) and has adopted the Electricity Norway (NVE) emission factor from the Norwegian Water Resources and Energy Directorate (NVE). The emission factor change has been implemented retroactively in previous years to correctly display yearly changes.

The overall emissions from electricity in 2023 is 1.8 tCO₂e, a 0.7 tCO₂e (65%) increase from 2022 despite a slight decrease in electricity consumption as illustrated in the figure on page 6. From 2022 to 2023, the emission factor Electricity Norway (NVE) has increased its carbon footprint from 0.011 kgCO₂e/kWh to 0.019 kgCO₂e/kWh, a 57.89% increase (NVE, 2022). The increase in imported energy, electricity from coal power plants in Germany and Denmark in particular, are the main contributors for the increase in emissions.

This report also presents electricity with a market-based emission factor at the top of page 3. CapeOmega did not purchase Guarantees of Origins for their electricity use in 2023. To calculate the marked-based emissions a European Residual mix is applied. In 2023 the emissions from electricity were 47.9 tCO₂e with the marked-based method, an 87.84% increase compared to 2022. The purpose of presenting the emissions from electricity consumption with two different emission factors is further explained under Scope 2 in Method.

Scope 3

Waste: Reported waste in kg divided into different waste fractions, as well as treatment methods (recycled, energy recovered, landfilled). There was a 22.2% increase in waste disposal from 2022 to 2023. This is most likely a result of the employees returning to the office after the pandemic and returning to business as usual.

Business travel: Measured in flight trips and kilometres. Air travel accounted for GHG emissions of 35.7 tCO₂e in 2023, up 41.6% from 2022. Emissions linked to travel activity have returned to normal after the pandemic.

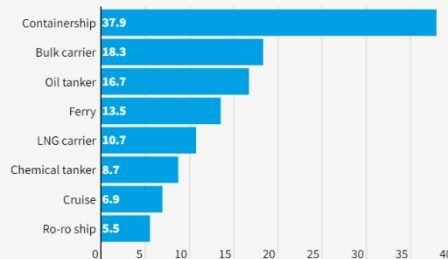
Employee Commuting: Measured in flight trips. CapeOmega has 4 employees who commute by plane. The calculated estimate is based on the assumption that they travel on average twice a week, 45 weeks a year. Employee commuting accounted for 45.4 tCO₂e in 2023.

Investments: The GHG emissions from CapeOmega's investments come from the operator of the gas fields, Gassco, and the LNG carriers. The total emission for 2023 is 379,185.0 tCO₂e, a 44.9% increase compared to the 261,644.4 tCO₂e of 2022. The emissions from CapeOmega's gas infrastructure investments have remained stable, but with the introduction of the new LNG carriers into the 2023 GHG emissions there was a significant increase compared to the previous year. This was the first year with available data for the LNG carriers as mentioned in the 2022 report. The LNG carrier emission data are yet to be verified by DNV and currently, the best estimate CapeOmega has available. Even though the LNG carriers have led to a leap in emissions for CapeOmega, the vessels are state-of-the-art new builds and emit 40% less than the market average for LNG carriers. An upgraded state-of-the-art LNG fleet is assumed to be a significant contribution to avoiding emissions.

Breakdown of ship types

The major cargo shipping trend in 2022 was the increased volume of liquified natural gas (LNG) shipments, which grew 60% last year. As Europe ramped up sanctions on Russian oil, Europe's import push for LNG drove a massive increase in seaborne emissions.

Most polluting ship types 2022 (MtCO₂)



Note: MRV 2022 v73. MRV data excludes CH₄, N₂O and emissions from ships below 5000GT. Emissions 2018-2020 adjusted for EU27.

Figure 1 - Transport and Environment (2022).

Internal climate goal

Close to 100% of Cape Omega's carbon footprint comes from our Scope 3, Investments. CapeOmega is an infrastructure provider to the oil and gas industry, and the most efficient contribution to carbon emissions reduction is to maximize uptime and prevent leaks. CapeOmega seeks to invest in critical infrastructure that supports the energy transition including the transmission of gases to European markets, emission reduction technologies, and CO₂ transportation to offshore permanent storage sites. As previously mentioned, the group aims to invest in ongoing projects in Hydrogen production & transport and Carbon Capture & Storage (CCS).

Reporting Year Energy and GHG Emissions

Emission source	Description	Consumption	Unit	Energy (MWh)	Emissions tCO ₂ e	% share
Electricity total				95.4	1.8	-
Electricity Norway (NVE)		95,415.6	kWh	95.4	1.8	-
Scope 2 total				95.4	1.8	-
Purchased goods and services total				-	-	-
Water supply, municipal		172.4	m ³	-	-	-
Waste total				-	1.1	-
Residual waste, incinerated		1,954.3	kg	-	1.1	-
Cardboard waste, recycled		363.6	kg	-	-	-
EE waste, recycled		62.8	kg	-	-	-
Glass waste, recycled		19.6	kg	-	-	-
Business travel total				-	36.1	-
Air travel, domestic, incl. RF		203.0	flight trip	-	25.6	-
Air travel, continental, incl. RF		49.0	flight trip	-	10.1	-
Mileage all. el car Nordic		16,163.8	km	-	0.1	-
Mileage all. car (NO)		4,103.7	km	-	0.3	-
Employee commuting total				-	45.4	-
Air travel, domestic, incl. RF		360.0	flight trip	-	45.4	-
Investments total				-	379,185.0	100.0 %
Carbon dioxide (CO ₂)	Alicante 50%	25,718.4	tCO ₂ e	-	25,718.4	6.8 %
Carbon dioxide (CO ₂)	Malaga 50%	26,300.0	tCO ₂ e	-	26,300.0	6.9 %
Carbon dioxide (CO ₂)	Ferrol 50%	24,684.0	tCO ₂ e	-	24,684.0	6.5 %
Carbon dioxide (CO ₂)	Extramadura 50%	23,368.0	tCO ₂ e	-	23,368.0	6.2 %
Carbon dioxide (CO ₂)	Gordon Waters 50%	15,685.2	tCO ₂ e	-	15,685.2	4.1 %
Natural gas	Nyhamna 18.21%	8,720.0	tCO ₂ e	-	8,720.0	2.3 %
Natural gas	Kårstø 26.32%	199,929.8	tCO ₂ e	-	199,929.8	52.7 %
Natural gas	Kollsnes 26.32%	27,329.1	tCO ₂ e	-	27,329.1	7.2 %
Natural gas	Draupner 26.32%	5,926.8	tCO ₂ e	-	5,926.8	1.6 %
Natural gas	LRF Easington 26.32%	5,286.3	tCO ₂ e	-	5,286.3	1.4 %
Natural gas	St.Fergus 26.32%	2,218.3	tCO ₂ e	-	2,218.3	0.6 %
Natural gas	Emden/Dornum 26.32%	13,334.1	tCO ₂ e	-	13,334.1	3.5 %
Natural gas	Dunkerque Terminal DA 17.09%	529.0	tCO ₂ e	-	529.0	0.1 %
Natural gas	Zeepipe Terminal 12.9%	156.0	tCO ₂ e	-	156.0	-
Natural gas	Polarled 28.27%	-	tCO ₂ e	-	-	-
Scope 3 total				-	379,267.6	100.0 %
Total				95.4	379,269.4	100.0 %
KJ				343,496,160.0		

Reporting Year Market-Based GHG Emissions

Category	Unit	2023
Electricity Total (Scope 2) with Market-based calculations	tCO ₂ e	47.9
Scope 2 Total with Market-based electricity calculations	tCO ₂ e	47.9
Scope 1+2+3 Total with Market-based electricity calculations	tCO ₂ e	379,315.5

Annual GHG Emissions

Category	Description	2021	2022	2023	% change from previous year
Electricity location-based total		0.8	1.1	1.8	63.6 %
Electricity Norway (NVE)		0.8	1.1	1.8	63.6 %
Scope 2 total		0.8	1.1	1.8	63.6 %
Purchased goods and services total		-	-	-	-
Water supply, municipal		-	-	-	-
Waste total		0.7	0.9	1.1	22.2 %
Residual waste, incinerated		0.7	0.8	1.1	37.5 %
Cardboard waste, recycled		-	-	-	-
EE waste, recycled		-	-	-	-
Glass waste, recycled		-	-	-	-
Organic waste, treated		-	-	-	-
Business travel total		12.6	25.5	36.1	41.6 %
Air travel, domestic, incl. RF		6.1	14.3	25.6	79.0 %
Air travel, continental, incl. RF		6.0	10.5	10.1	-3.8 %
Mileage all. el car Nordic		0.1	0.1	0.1	-
Mileage all. car (NO)		0.4	0.5	0.3	-40.0 %
Mileage all. el car EU27		-	-	-	-
Employee commuting total		51.2	51.2	45.4	-11.3 %
Air travel, domestic, incl. RF		51.2	51.2	45.4	-11.3 %
Investments total		287,309.6	261,655.2	379,185.0	44.9 %
Carbon dioxide (CO ₂)	Alicante 50%	-	-	25,718.4	100.0 %
Carbon dioxide (CO ₂)	Malaga 50%	-	-	26,300.0	100.0 %
Carbon dioxide (CO ₂)	Ferrol 50%	-	-	24,684.0	100.0 %
Carbon dioxide (CO ₂)	Extramadura 50%	-	-	23,368.0	100.0 %
Carbon dioxide (CO ₂)	Gordon Waters 50%	-	-	15,685.2	100.0 %
Natural gas	Nyhamna 18.21%	7,597.6	7,028.0	8,720.0	24.1 %
Natural gas	Kårstø 26.32%	224,599.2	201,057.2	199,929.8	-0.6 %
Natural gas	Kollsnes 26.32%	23,066.8	22,609.2	27,329.1	20.9 %
Natural gas	Draupner 26.32%	4,164.0	3,596.0	5,926.8	64.8 %
Natural gas	LRF Easington 26.32%	7,522.0	6,826.0	5,286.3	-22.6 %
Natural gas	St.Fergus 26.32%	2,293.6	1,373.6	2,218.3	61.5 %
Natural gas	Emden/Dornum 26.32%	17,285.2	18,644.4	13,334.1	-28.5 %
Natural gas	Dunkerque Terminal DA 17.09%	498.8	428.0	529.0	23.6 %
Natural gas	Zeepipe Terminal 12.9%	282.4	92.8	156.0	68.1 %
Natural gas	Polarled 28.27%	-	-	-	-
Scope 3 total		287,374.2	261,732.8	379,267.6	44.9 %
Total		287,374.9	261,733.8	379,269.4	44.9 %
Percentage change		100.0 %	-8.9 %	44.9 %	

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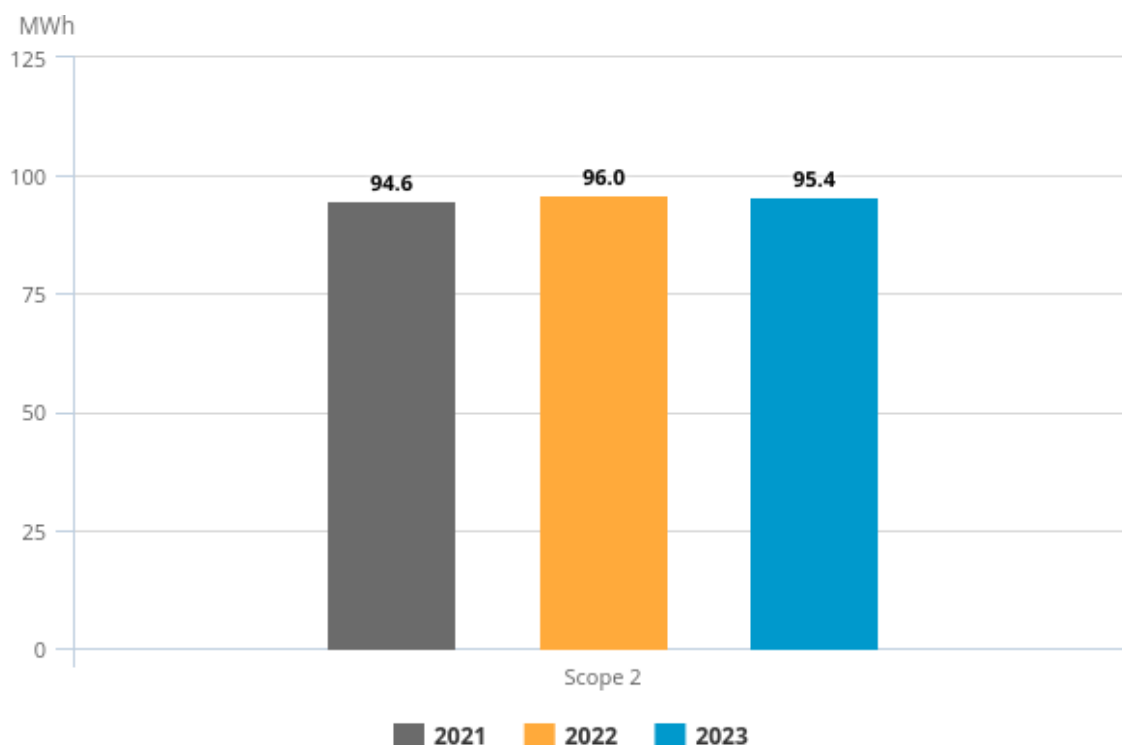
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Signed RNL, MH, EG

Annual energy consumption (MWh) Scope 1 & 2



Annual Market-Based GHG Emissions

Category	Unit	2021	2022	2023
Electricity Total (Scope 2) with Market-based calculations	tCO ₂ e	38.0	38.9	47.9
Scope 2 Total with Market-based electricity calculations	tCO ₂ e	38.0	38.9	47.9
Scope 1+2+3 Total with Market-based electricity calculations	tCO ₂ e	287,412.2	261,771.7	379,315.5
Percentage change		100.0 %	-8.9 %	44.9 %

Annual Key Energy and Climate Performance Indicators

Name	Unit	2021	2022	2023	% change from previous year
Scope 1 + 2 emissions (tCO ₂ e)		0.8	1.1	1.8	71.6 %
Total emissions (s1+s2+s3) (tCO ₂ e)		287,374.9	261,733.8	379,269.4	44.9 %
Total energy scope 1 +2 (MWh)		94.6	96.0	95.4	-0.6 %
Sum energy per location (MWh)		94.6	96.0	95.4	-0.6 %
Sum square meters (m ²)		1,042.8	1,042.8	1,042.8	-
Sum locations kWh/m ²		90.7	92.1	91.5	-0.6 %

Methodology

The Greenhouse Gas Protocol Initiative (GHG Protocol) was developed by the World Resources Institute (WRI) and the World Business Council for Sustainable Development (WBCSD). This analysis is done according to *A Corporate Accounting and Reporting Standard Revised edition*, currently one of four GHG Protocol accounting standards for calculating and reporting GHG emissions. The report considers the following greenhouse gases, all converted into CO₂-equivalents: CO₂, CH₄ (methane), N₂O (laughing gas), SF₆, HFCs, PFCs, and NF₃.

For corporate reporting, two distinct approaches can be used to consolidate GHG emissions: the equity share approach and the control approach. The most common consolidation approach is the control approach, which can be defined in either financial or operational terms.

The carbon inventory is divided into three main scopes of direct and indirect emissions.

Scope 1 includes all direct emission sources. This includes all use of fossil fuels for stationary combustion or transportation, is owned and, depending on the consolidation approach selected, leased, or rented assets. It also includes any process emissions, e.g. chemical processes, industrial gases, direct methane emissions, etc.

Scope 2 includes indirect emissions related to purchased energy; electricity and heating/cooling where the organisation has operational control. The electricity emission factors used in CEMAsys are based on national gross electricity production mixes from the International Energy Agency's statistics (IEA Stat). Emission factors per fuel type are based on assumptions in the IEA methodological framework. Factors for district heating/cooling are either based on actual (local) production mixes, or average IEA statistics.

In January 2015, the GHG Protocol published new guidelines for calculating emissions from electricity consumption. Primarily two methods are used to "allocate" the GHG emissions created by electricity generation to the end consumers of a given grid. These are the location-based and the market-based methods. The location-based method reflects the average emission intensity of the grids on which energy consumption occurs, while the market-based method reflects emissions from electricity that companies have purposefully chosen (or not chosen).

Organisations who report on their GHG emissions will now have to disclose both location-based emissions from the production of electricity, and market-based emissions related to the potential purchase of Guarantees of Origin (GoOs) and Renewable Energy Certificates (RECs).

The purpose of this amendment in the reporting methodology is twofold. On one hand, it shows the impact of energy efficiency measures, and on the other hand, this amendment displays how the acquisition of GoOs or RECs affects GHG emissions. Using both methods in emission reporting highlights the effect of all measures regarding electricity consumption.

The location-based method: The location-based method is based on statistical emissions information and electricity output aggregated and averaged within a defined geographic boundary and during a defined time period. Within this boundary, the different energy producers utilize a mix of energy resources, where the use of fossil fuels (coal, oil, and gas) result in direct GHG-emissions. These emissions are reflected in the location-based emission factor.

The market-based method: The choice of emission factors when using this method is determined by whether the business acquires GoOs/RECs or not. When selling GoOs or RECs, the supplier certifies that the electricity is produced exclusively by renewable sources, which has an emission factor of 0 grams CO₂e per kWh. However, for electricity without the GoO or REC, the emission factor is based on the remaining electricity production after all GoOs and RECs for renewable energy are sold. This is called a residual mix, which is normally substantially higher than the location-based factor. As an example, the market-based Norwegian residual mix factor is approximately 7 times higher than the location-based Nordic mix factor. The reason for this high factor is due to Norway's large export of GoOs/RECs to foreign consumers. In a

market perspective, this implies that Norwegian hydropower is largely substituted with an electricity mix including fossil fuels.

Scope 3 includes indirect emissions resulting from value chain activities. The scope 3 emissions are a result of the company's upstream and downstream activities, which are not controlled by the company, i.e. they are indirect. Examples are business travel, goods transportation, waste handling, consumption of products etc.

In general, GHG emissions accounting should include information that users, both internal and external to the company, need for their decision-making. A relevant consideration is the selection of an appropriate inventory boundary which reflects the substance and economic reality of the company's business relationships.

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The reference list above is incomplete but contains the essential references used in CEMAsys. In addition, several local/national sources may be relevant, depending on which emission factors are used.

Verification

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