

# Green House Gas Report for 2022/2023



December 2023

Scantago A/S  
Safe Sterilization ApS  
PharmProTech Holding ApS



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## Introduction

This report presents the annual Greenhouse Gas (GHG) report for Scantago A/S and Safe Sterilization ApS, covering the fiscal year from October 1<sup>st</sup>, 2022, to September 30<sup>th</sup>, 2023. Both entities operated previously from Skullebjerg 9, Gevninge, DK-4000 Roskilde, Denmark, but have since October 30<sup>th</sup>, 2023, operated from Godtfreds Høje 6-8, Gevninge, DK-4000 Roskilde

This report encompasses emissions data consolidation for the corporate group affiliated with PharmProTech Holding ApS. The included entities are as follows:

- Scantago A/S
- Safe Sterilization ApS
- A/S Electro-Service
- PPT Ejendom ApS

This report focuses on carbon dioxide (CO<sub>2</sub>) emissions, aiming to outline the companies' footprint within the specified period. It also includes energy consumption data for our new facility built between February 2023 and the fiscal year's end on September 30<sup>th</sup>, 2023.

For the fiscal year 2022/2023, Scantago A/S and Safe Sterilization ApS collectively emitted 69.5 tons of CO<sub>2</sub>, notably 12.1 tons down compared with the previous year.

Our commitment remains in improving CO<sub>2</sub> measurement systems for both direct and indirect sources.

## Organization

Scantago A/S is a recognized industrial leader, specializing in after-sales services, repairs, technical solutions, and the sale of equipment. Our service portfolio includes the sale of capital equipment and consumables, specifically tailored to meet the needs of the pharmaceutical and healthcare sectors. Our primary operations are centred in Denmark, with a reach that extends throughout the Nordic countries.

Safe Sterilization ApS has established itself as a trusted service provider within the primary healthcare sector across Scandinavia. Safe Sterilization's core expertise lies in providing meticulous testing services for sterilization processes. By employing biological indicators, we ensure a thorough evaluation of sterilization procedures in autoclaves and dry heat sterilizers.

In addition, our range includes a diverse selection of chemical indicators, simplifying routine testing procedures for our esteemed clients at their facilities. Our unwavering commitment to upholding the highest safety and efficacy standards underscores our dedication to supporting the well-being of the healthcare sector we serve.

## Methodology

In accordance with the Greenhouse Gas protocol [1], it mandates the inclusion of CO<sub>2</sub> emission sources falling within scope 1 and 2, while emission sources within scope 3 are optional. Our companies have diligently incorporated all the required emission sources, along with the acknowledged CO<sub>2</sub> emissions within scope 3.

Following the guidelines of the GHG protocol, we have categorized emission sources into the following three (3) scopes:

- Scope 1 encompasses direct CO<sub>2</sub> sources, as emissions originating from the company's vehicles.
- Scope 2 encompasses two of the indirect sources, namely electricity and heating.
- Scope 3 encompasses the remaining indirect sources.

Below, we provide more detailed descriptions of each scope, outlining the specific CO<sub>2</sub> emission sources covered within them. This categorization into scopes serves the purpose of distinguishing between direct and indirect emission sources and is established in accordance with GHG accounting and reporting standards.

## Data summary

During the fiscal year, the companies diligently documented all information pertaining to energy usage and sources of CO<sub>2</sub> emissions. Monthly registrations were maintained for energy consumption at our shared facility and vehicle mileage, while the remaining data was consolidated at the end of the fiscal year.

The calculations for CO<sub>2</sub> emission factors associated with public transport modes were based on standard references. For emissions related to upstream and downstream we relied on data provided by our transport carriers, while the data for the remaining sources came from the suppliers.

Table 1 compiles emissions data for the fiscal year 2022/2023, the preceding fiscal year 2021/2022, and the differences between the two fiscal years, reported in both kilograms and percentages.

<i>Category</i>	<i>2021/2022 (ton)</i>	<i>2022/2023 (ton)</i>	<i>Difference (ton)</i>	<i>Difference (%)</i>
<i>Electricity Consumption</i>	6.18	0.00	-6.18	-100
<i>Natural Gas for Heating</i>	5.44	4.37	-1.07	-20
<i>Travel Emissions</i>	5.39	2.14	-3.26	-60
<i>Vehicle Emissions</i>	51.78	32.63	-19.15	-37
<i>Ferry travels</i>	0.21	0.27	0,06	27
<i>Work-related Travel in Private Vehicle</i>	0.22	0.96	0.74	343
<i>Employee commuting</i>	-	10.25	-	-
<i>Waste Generation</i>	3.30	4.70	1.40	42
<i>Up/downstream</i>	9.03	14.17	5.14	57
<b><i>Total</i></b>	<b>81.54</b>	<b>69.47</b>	<b>-12.07</b>	<b>-14.8</b>

Table 1: CO<sub>2</sub> Emission Data for Fiscal Years 2021/2022 and 2022/2023

## Scope 1

Scope 1 encompasses carbon dioxide (CO<sub>2</sub>) emissions stemming from direct sources, primarily associated with the company’s vehicle fleet. We meticulously recorded the mileage covered by these vehicles over the fiscal year, along with the corresponding CO<sub>2</sub> emission factors for each vehicle. Using this recorded data, the cumulative CO<sub>2</sub> emissions was calculated.

In the previous fiscal year (2021/2022), the company’s vehicles were responsible for 51.8 tons of CO<sub>2</sub> emissions. During the fiscal year 2022/2023, the company’s vehicles were responsible for 32.6 tons of CO<sub>2</sub> emissions. This reflects a significant reduction of 19.2 tons in CO<sub>2</sub> emissions from the company’s vehicles compared to the previous fiscal year (2021/2022), primarily attributed to decreased travel distances and the replacement of less energy efficient vehicles.

It is essential to emphasize that Scantago primarily specializes in offering on-site equipment services and repairs at our customers' locations. This distinctive facet of our business model is a key contributor to most of our CO<sub>2</sub> emissions originating from the company’s vehicle fleet.

Based on data obtained from Statistics Denmark, it has been determined that the average carbon dioxide (CO<sub>2</sub>) emission rate for diesel vehicles in the region is approximately 142 grams

per kilometre [2]. In contrast, the company's vehicle fleet exhibits a more environmentally friendly performance, with an average emission rate of 129 grams of CO<sub>2</sub> per kilometre.

### Scope 2

Within Scope 2, two of the company's indirect sources of carbon dioxide (CO<sub>2</sub>) emissions is included in the reporting, respectively the electricity and heating consumption in the shared facility, which encompasses office spaces, laboratory, and warehousing facilities.

The company monitors and tracks the electricity and natural gas consumption throughout the year. At the end of the fiscal year, the company collects CO<sub>2</sub> emissions factor from the suppliers to ensure the accuracy of the calculations.

For the fiscal year 2022/2023, the companies were responsible for emitting 4.4 tons of carbon dioxide (CO<sub>2</sub>) due to the usage of natural gas. In comparison to the previous fiscal year (2021/2022), the companies successfully reduced the CO<sub>2</sub> emissions associated with gas consumption by approximately 1.1 tons of CO<sub>2</sub>.

During the previous fiscal year (2021/2022), the companies made a notable change in the electricity source. The companies transitioned from conventional electricity sources to exclusively procuring electricity from renewable, eco-friendly sources. This transition has been in effect since July 2022, see appendix 1 and 2, and it has led to a decrease of 6.2 tons of CO<sub>2</sub>.

### Scope 3

Scope 3 encompasses the remaining indirect sources of carbon dioxide (CO<sub>2</sub>) emissions. In this GHG report, coverage include emissions from employee commuting, leading to an increase of 10.3 tons of CO<sub>2</sub>.

To comprehensively evaluate and depict the carbon footprint of our business operations, the company engaged with freight companies to collect pertinent data. The compiled data indicates a total emission of 14.2 tons of CO<sub>2</sub>, reflecting a 5.1-ton increase compared to the previous fiscal year. This rise is related to fact that freight companies proactively monitoring and recording CO<sub>2</sub> consumption per shipment.

The waste management company meticulously tracks the weight of waste produced. By leveraging data from the waste management company and referencing industry standards for

various waste categories, we calculated the emitted CO<sub>2</sub>. In contrast to the previous fiscal year, there has been an observed increase of 1.4 tons of CO<sub>2</sub>.

The airline companies have refined their CO<sub>2</sub> calculation methods, thus the calculated CO<sub>2</sub> emission for each flight is listed on the ticket. Compared to the previous year, where standard references were used for the CO<sub>2</sub> emission, this has resulted in a reduction of 3.3 tons of CO<sub>2</sub>.

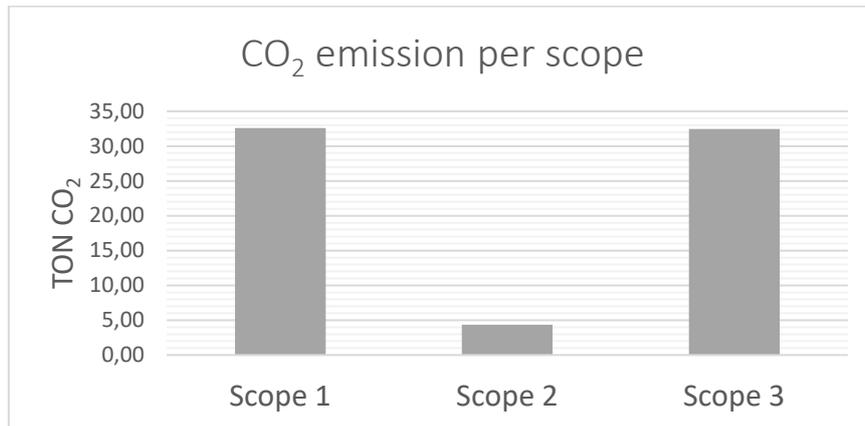


Figure 1: Distribution of CO<sub>2</sub> emissions in different scopes.

As previously described, the three scopes encompass various aspects of CO<sub>2</sub> emissions. Figure 1 visually illustrates the distribution of total emission. In this GHG report, it is observed that scope 1 and 3 are responsible for 32.6 and 32.5 tons of CO<sub>2</sub>, respectively, while scope 2 accounts for 4.4 tons of CO<sub>2</sub>. This summary provides a quick overview of the allocation of CO<sub>2</sub> emissions across these scopes, serving as the foundational framework for our sustainability initiatives. In the future, it is anticipated that emissions within scope 2 will be reduced to 0 due to the change in the heating source, and usage of renewable and CO<sub>2</sub>-neutral electricity.

## Discussion

Comparing the current fiscal year with the preceding one, several changes has been implemented leading to decreased emissions in certain sectors, while others have witnessed an increase. The most significant decrease in our emission is related to the company's vehicles, primarily attributed to the transition from medium-emission vehicles. Conversely, the smallest decrease in emissions is noted in the usage of natural gas.

Looking ahead to the next fiscal year, as previously mentioned, it is expected to reach zero emissions due to shifting to geothermal heating powered by CO<sub>2</sub> neutral electricity.

This aligns with the company's electricity source, which, as per information from the electricity supplier, is derived from wind energy, and considered carbon-neutral, see appendix 3.

Conversely, the most notable increase in emissions has occurred in the upstream and downstream sectors when comparing sources between the current and previous fiscal years. However, the highest overall increase is observed in employee commuting. Since this was not factored into the previous greenhouse gas (GHG) report, it appears as a 100 % increase in the current report.

## Conclusion

In conclusion, this report underscores the company's continuous commitment to monitor, reduce, and transparently report the carbon emissions across all three scopes, demonstrating the company's dedication to environmental responsibility and ongoing improvement.

When comparing the current fiscal year to the previous one, it is noteworthy that our companies have successfully reduced the CO<sub>2</sub> emissions by 12.1 tons.

These achievements reflect our steadfast dedication to sustainability and the effective implementation of various strategic initiatives. These include the adoption of green energy, measures for gas conservation, and responsible transportation choices. The data unmistakably illustrates the positive impact of these efforts on the company's environmental performance.

## References

[ World Resources Institute, "A Corporate Accounting and Reporting Standard," [Online]. Available:  
1 <https://ghgprotocol.org/sites/default/files/standards/ghg-protocol-revised.pdf>. [Accessed 02 01  
] 2023].

[ "Danmarks statistik," 23 sep 2021. [Online]. Available:  
2 <https://www.dst.dk/Site/Dst/Udgivelser/nyt/GetPdf.aspx?cid=34728#:~:text=De%20benzindrevn>  
] e%20biler%20i%202021,i%20b%C3%A5de%202020%20og%202021. . [Accessed 28 nov 2022].

## Appendix

### Appendix 1 Green electricity Certificate 2022 (DK)



**Certifikat**

VE-certificeret strøm til:

**Scantago A/S**  
CVR-nr. 29174881

I perioden 1. juli 2022 til 31. december 2022

**Her bruger vi grøn strøm fra OK**

Grøn strøm fra OK betyder, at OK køber certifikater fra bl.a. danske vindmøller.  
På den måde støtter du den grønne omstilling i Danmark.

*Michael Løve*  
Adm. direktør

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OK a.m.b.a., Åhave Parkvej 11, 8260 Viby J

Læs mere om mærkningsordningen for grøn strøm på [ok.dk/el/maerkning](https://ok.dk/el/maerkning)

**OK**

2024

**Certifikat**

VE-certificeret strøm til:

**Scantago A/S**  
**CVR-nr. 29174881**

I perioden 1. januar 2023 til 31. december 2023

**Her bruger vi grøn strøm fra OK**

Grøn strøm fra OK betyder, at OK køber certifikater fra bl.a. danske vindmøller.  
På den måde støtter du den grønne omstilling i Danmark.

*Michael Love*  
Michael Love  
Adm. direktør

OK a.m.b.a., Åhave Parkvej 11, 8260 Viby J

Læs mere om mærkningsordningen for grøn strøm på [ok.dk/el/maerkning](http://ok.dk/el/maerkning)

**OK**

22504

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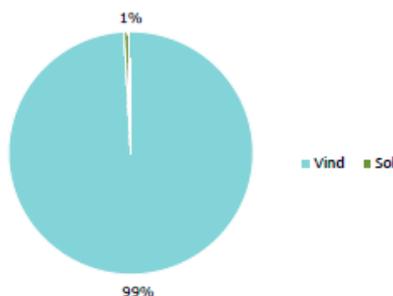
## Individuel deklaration 2022

Deklarationen viser hvilke energikilder, der er medregnet til dit elkøb samt de tilknyttede miljøpåvirkninger. Til sammenligning er angivet den generelle deklaration, der viser den beregnede gennemsnitlige brændselsfordeling og miljøpåvirkning ved elforbrug for de danske elforbrugere, der ikke har købt individuelt deklareret elektricitet.

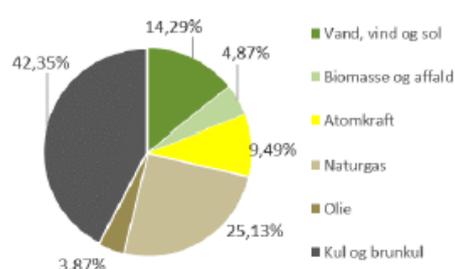
Deklarationen er dokumenteret med oprindelsesgarantier, der viser produktionen af den angivne mængde el svarende til dit elforbrug. Der er hermed sikkerhed for, at oprindelsesgarantierne ikke også bliver anvendt til at dokumentere el-salg til andre kunder. Eventuelle spørgsmål om deklARATIONEN kan rettes til Energinet.dk.

### Energikilder anvendt til elfremstilling

Individuel deklaration 2022



Generel deklaration 2022



#### Miljøforhold ved forbrug af 1 kWh

Elproduktion fra vedvarende energikilder, der omfatter el produceret fra vind, vand, sol, biogas, biomasse og den bionedbrydelige andel af affald, er kendetegnet ved ikke at medføre CO<sub>2</sub>-emission.

Elproduktion fra vind, vand og sol er helt emissionsfri, mens der ved brug af biogas, biomasse, affald og fossile brændsler (kul, olie og naturgas) dannes en række emissioner til luften og restprodukter.

Emissioner til luften sker bl.a. som drivhusgasser (kuldioxid, metan og lattergas) og som forurende gasser (svovldioxid og kvælstofilter).

Restprodukter kan ofte anvendes, fx afsvovlingsproduktet gips til byggematerialer og kulasker til cementindustrien. Bioaske bruges ofte til gødskning.

Ved forbrug af 1 kWh fremkommer	Individuel deklaration	Generel 2022
<b>Emissioner til luften</b>		
<b>g/kWh</b>		
CO <sub>2</sub> (Kuldioxid - drivhusgas)	0	433
CH <sub>4</sub> (Metan - drivhusgas)	0	0,31
N <sub>2</sub> O (Lattergas - drivhusgas)	0	0,005
Drivhusgasser (CO <sub>2</sub> ækv.)	0	443
SO <sub>2</sub> (Svovldioxid)	0	0,06
NO <sub>x</sub> (Kvælstofilter)	0	0,34
CO (Kulilte)	0	0,12
NMVOG (Uforbrændt kulbrinter)	0	0,06
Partikler	0	0,01
<b>Restprodukter</b>		
<b>g/kWh</b>		
Kulflyveaske	0	15,0
Kulslagge	0	2,6
Afsvovlingsprodukter (Gips)	0	5,5
Slagge (affaldsforbrænding)	0	3,7
RGA (røggasaffald)	0	0,6
Bioaske	0	0,04
Radioaktivt affald (mg)	0	0,3

Beregning af miljøforhold og brændselsfordeling er baseret på retningslinjer fra Energinet.dk.

Besøg [www.energinet.dk](http://www.energinet.dk) og læs mere om forudsætningerne.