Greenhouse Gas (GHG) Inventory Report

Axkid AB

1.1.2024–31.12.2024

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Date: 20.03.2026
Revision: B

AXKID

Contents

Important information

This GHG inventory was prepared by Greenstep Oy using data provided by the client. Greenstep Oy has strived to follow the five principles of relevance, completeness, consistency, transparency, and accuracy. The goal is to ensure that the reported inventory represents a faithful, true, and fair account of the client's GHG emissions. However, Greenstep Oy cannot guarantee that the data used for emissions calculations is completely accurate or free from errors or omissions; the client is solely responsible for the accuracy and completeness of the data provided. The inventory is also based on secondary data sources and assumptions which imply uncertainty in the calculations. Any significant uncertainties or limitations that have been recognized related to the data quality have been disclosed in accordance with applicable standards.

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1. Introduction

This is a greenhouse gas (GHG) inventory report for Axkid AB which is based on the *GHG Protocol Corporate Standard (version 2004)* and *GHG Protocol Corporate Value Chain (Scope 3) Accounting and Reporting Standard (Version 2011)*. All GHG's covered by the Kyoto Protocol (CO_2, CH_4, N_2O, HFCs, PFCs, SF_6, and NF_3) have been considered in the calculations.

2. Descriptive information

2.1. Organizational boundaries

Company name	Axkid AB
Organizational ID	556791-1887
Company description	Axkid is a leading innovator in car seats, dedicated to promoting the safest solutions for travel. The company was founded in 2009, and with its Swedish heritage in safety, innovation, and design, Axkid is making roads safer today across the world. The products are sold through retailers and Axkids own e-commerce platform. By educating on traffic safety and providing the best protection and comfort for young adventurers, Axkid offers peace of mind to parents around the world.
Reporting period	1.1.2024–31.12.2024
Consolidation approach	Operational control
Organizational boundaries	According to the chosen consolidation approach, all activities where Axkid AB has Operational control are included in scope 1 & 2, including related value chain emissions in scope 3. The organizational boundaries include all the following legal entities: *Axkid AB, Axkid GmbH, Axkid SAS, Axkid UK Ltd, AXKID (JIANGSU) SAFETY SEAT CO.,LTD..*

2.2.Base year information

Base year for scope 1, 2 and 3	2024
Rationale for choice of base year	It was the first representative year for which a full GHG inventory was done.
Base year recalculation policy	The base year will be recalculated when significant changes in the company structure or inventory methodology occur. A significance threshold of 5% is applied.

2.3. Operational boundaries

The following table contains a list of all scopes and categories included in the inventory. Inclusions beyond the minimum boundaries set by the standards are mentioned under “additional activities”.

Included in the inventory	Additional activities
Scope 1	-
Scope 2	-
Scope 3 Upstream	
Category 1: Purchased goods and services	-
Category 2: Capital goods	-
Category 3: Fuel- and energy-related activities	-
Category 4: Transportation and distribution	Upstream well-to-tank emissions are included
Category 5: Waste generated in operations	-
Category 6: Business travel	Emissions from hotel stays are included
Category 7: Employee commuting	-
Scope 3 Downstream	
Category 9: Transportation and distribution	Upstream well-to-tank emissions are included
Category 12: End-of-life of sold products	-

2.4. Scope 1, 2, or 3 activities excluded from the inventory

Excluded from the inventory	Justification
Scope 3 Upstream	
Category 8: Upstream leased assets	N/A
Scope 3 Downstream	
Category 10: Processing of sold products	N/A
Category 11: Use of sold products	N/A
Category 13: Downstream leased assets	N/A
Category 14: Franchises	N/A
Category 15: Investments	N/A

N/A means not applicable, i.e., there are no emissions associated with this category.

3. Greenhouse gas emissions data

Scope	Metric tons CO_2e
Scope 1	**29,29**
Carbon dioxide (CO2)	10,05
Methane (CH4)	0,00
Nitrous oxide (N2O)	0,14
Sulphur Hexafluoride (SF6)	0,00
Perfluorocarbons (PFCs)	0,00
Hydrofluorocarbons (HFCs)	19,09
Nitrogen Trifluoride (NF_3)	0,00
Scope 2 (market-based)	**81,30**
Scope 2 (location-based)	**76,40**
Scope 3 upstream	**6627,96**
Category 1: Purchased goods and services	5836,70
Category 2: Capital goods	143,46
Category 3: Fuel- and energy-related activities	21,99
Category 4: Transportation and distribution	500,01
Category 5: Waste generated in operations	3,87
Category 6: Business travel	105,63
Category 7: Employee commuting	16,28
Category 8: Upstream leased assets	0,00
Scope 3 downstream	**1159,90**
Category 9: Transportation and distribution	247,54
Category 10: Processing of sold products	0,00
Category 11: Use of sold products	0,00
Category 12: End-of-life of sold products	912,36
Category 13: Downstream leased assets	0,00
Category 14: Franchises	0,00
Category 15: Investments	0,00
Total (Scope 1 + Scope 2 market-based + Scope 3)	**7898,49**
Total (Scope 1 + Scope 2 location-based + Scope 3)	**7893,52**

Note, emissions data for scope 2 and 3 is only available in CO2 equivalents; not by all seven GHGs separately.

4. Biogenic CO_2 emissions data

Scope	Metric tons biogenic CO_2e
Scope 1	**3,71**

Note, sufficient emissions data for biogenic CO_2 is not available for scope 2 and 3.

5. Description of methodologies and data used

In chapters 5.1 and 5.2, the methodologies and data used in the calculations are described. In chapter 5.3, metrics related to data quality are presented, including the percentages of emissions based on value chain data.

5.1. Scope 1 & 2

	Activity data	Methodologies, allocation methods, or assumptions	Significant uncertainties and limitations related to data quality	Sources
Scope 1	• Quantities and types of fuel consumed • Total kilometers of vehicles using fossil fuels • Amount of refilled refrigerants	• Average biofuel blends were assumed for petrol and diesel	• Actual biofuel blend is unknown but does not significantly impact results	10, 11
Scope 2	• Metered electricity and district heat and/or cooling consumption • Total kilometers of EV's or PHEV's	• Electricity consumption for EV's and PHEV's was calculated based on driven kilometers, using reference values for kWh/km **Market-based:** • Contract specific emission factors were used for all purchased heat and electricity • Residual mix was used where the electricity contract was unknown **Location-based:** • Country average emission factors were used for all purchased heat and electricity		**Market-based:** 1, 8, 10, 13 **Location-based:** 8, 10, 12

5.2. Scope 3

	Activity data	Methodologies, allocation methods, or assumptions	Significant uncertainties and limitations related to data quality	Sources
1. Purchased goods and services	• Mass of purchased goods • Number of units purchased • Amount spent on purchased goods or services	• Average-data method (for all direct materials) • Average spend-based method (for all indirect materials and services) • Products with LCA/EPD: Emission factors were taken from LCA/EPD's (GWP-fossil in A1) • Products without LCA/EPD: An average emission factor per kg was calculated from LCA/EPD data of similar products • Accessories: An average mix of metals, plastics, textiles and electronics were calculated based on sample data. The most representative emission factors available from IDEMAT were used • Packaging materials: Calculated separately for all products and accessories. The most representative emission factors available from IDEMAT were used	• The actual impact of car seats and carriers without LCA/EPD may be slightly different; however, only minor impact is expected since the upstream materials and processes used are the same • The exact material composition for accessories may be slightly different; however, accessories do not have a significant impact on the results	2, 3, 4, 5, 6, 7, 9, 17, 22, 27
2. Capital goods	• Amount spent on purchased capital goods	• Average spend-based method		9, 17
3. Fuel- and energy-related activities	• Quantities and types of fuel consumed • Total kilometers of vehicles using fossil fuels • Total quantities of electricity, steam, heating,	• Based on scope 1 and 2 (Market-based) • Supplier-specific method • Average-data method • In cases where upstream emissions were not readily available for the purchased	• The actual amount of fuel and/or electricity consumed by company cars may differ from the kilometer-based calculations • Actual efficiencies and losses from purchased heat and electricity may	1, 8, 10, 13, 21, 25, 26

	and cooling purchased and consumed	heat and electricity, these were calculated separately based on available data • T&D losses were calculated by multiplying country specific loss percentages with the electricity emission factors used • For all district heat, a 5 % distribution loss was assumed and multiplied with the district heat emission factor used	differ from assumptions used in calculations	
4. Upstream transportation and distribution	• Total tonne-kilometers delivered per supplier • Amount spent on transportation services	• Supplier-specific method • Distance-based method • Average spend-based method (warehousing services) • All upstream transportation from tier 1 suppliers to the main factory and further to the warehouses were calculated based on actual transportation distances and weights. The use of different modes of transport was also considered	• Possible downstream transport paid for by the reporting company is accounted for in category 9 and not in category 4 due to the chosen method and lack of better data	9, 10, 17
5. Waste generated in operations	• Total mass of waste per waste type and treatment • Number of employees	• Waste-type-specific method • Factory waste was calculated based on internally reported numbers • Office waste was estimated based on number of employees and statistical data • Waste treatment of samples and defective products were also included, assuming 50/50 split of recycling (mixed metals) and incineration (mixed plastic)	• Actual waste amounts from offices are unknown, but does not significantly impact the results	19, 20, 24
6. Business travel	• Total emissions provided by the travel agencies • Total distance travelled by each mode of transport and fuel types	• Supplier-specific method • Distance-based method • It is assumed that all business trips are included in the calculated emissions	• It is possible that some business trips are booked outside the travel agency system; however, this is considered to not have a significant impact	10, 18

	• Compensated travel by personal car (km)	provided by the travel agency, since it is company policy to use the travel agency • A large company event was also included. This was calculated with Myclimate's online tool		
7. Employee commuting	• Commuting survey considering typical mode of transport, distances, and frequencies • Number of employees	• Distance-based method • The number of workdays and vacation days were assumed according to the typical numbers for the same year	• Not all employees answered the survey; therefore, survey results were extrapolated to cover the total number of employees during the reporting period • Possible differences in emission factors between countries were not considered, but does not significantly impact the results	10
9. Downstream transportation and distribution	• Total tonne-kilometers delivered per customer	• Distance-based method • All downstream transportation from Axkid's warehouses to retailers and end-consumers was calculated based on actual transportation distances and weights from sales data. The use of different modes of transport was also considered	• Category 9 may include some downstream transport paid for by the reporting company which would belong to category 4; however, this is unknown due to lack of data • Distances are mainly on country-to-country level which imply some uncertainty in the calculations	10
12. End-of-life of sold products	• Total mass of sold products and packaging from point of sale to end of life after consumer use • Proportion of the waste being treated by different methods	• Waste-type-specific method • Same amounts are used as in scope 3 category 1, assuming approximately same materials were purchased and sold during the same reporting year • Same approach per product group as in scope 3 category 1 (LCA/EPD data when available, otherwise kg-based calculations)		2, 3, 4, 5, 6, 7, 14, 15, 16, 23, 24

	• Same type of end-of-life scenario was used for accessories and packaging materials as used in the LCA/EPD's, which is largely representative of current waste treatment practices in the EU

5.3. Data quality table

Scope and category	% of emissions based on estimated activity data[1]	% of emissions based on proxy datasets[2]	% of emissions based on spend-based datasets[3]	% of emissions based on value chain data[4]
Scope 1	0 %	0 %	N/A	N/A
Scope 2 (market-based)	0 %	0 %	N/A	N/A
Scope 2 (location-based)	0 %	0 %	N/A	N/A
Scope 3 category 1	1 %	0 %	5 %	0 %
Scope 3 category 2	0 %	0 %	100 %	0 %
Scope 3 category 3	0 %	0 %	0 %	0 %
Scope 3 category 4	1 %	0 %	12 %	0 %
Scope 3 category 5	37 %	0 %	0 %	0 %
Scope 3 category 6	0 %	0 %	0 %	44 %
Scope 3 category 7	0 %	0 %	0 %	0 %
Scope 3 category 8	0 %	0 %	0 %	0 %
Scope 3 category 9	0 %	0 %	0 %	0 %
Scope 3 category 10	0 %	0 %	0 %	0 %
Scope 3 category 11	0 %	0 %	0 %	0 %
Scope 3 category 12	2 %	0 %	0 %	0 %
Scope 3 category 13	0 %	0 %	0 %	0 %
Scope 3 category 14	0 %	0 %	0 %	0 %
Scope 3 category 15	0 %	0 %	0 %	0 %

[1]In cases where measured activity data is not available, it is instead estimated using the most appropriate method available.

[2]In cases where no emission factor dataset is available that accurately represents an activity, the most similar dataset available is used as a proxy.

[3]Spend-based emission factors typically have higher uncertainty. Note, all spend-based emission factors used were inflation-adjusted for the reporting year.

[4]This represents total emissions or emission factors calculated and reported by value chain partners.

6. Optional information

GHG intensity metrics

KPI's under "All scopes" covers the full GHG inventory. However, customers of the reporting company that wish to use this data in their own scope 3 calculations should use KPI's under "Upstream only".

KPI	2024	Base year 2024	Change %
All scopes (scope 1 + 2 market-based + 3)			
tCO2e/MSEK	34,6	-	-
kgCO2e/sold products (excl. accessories)	89,5	-	-
Upstream only (scope 1 + 2 market-based + 3 upstream)			
tCO2e/MSEK	29,6	-	-
kgCO2e/sold products (excl. accessories)	76,3	-	-

Self-produced renewable energy

Type	Amount produced [MWh]	Amount consumed [MWh]
Solar energy	104,60	104,60

Energy consumption by source

Energy consumption in Scope 1 is based on the net calorific values of fuels, and it includes self-generated renewable energy. Energy consumption in Scope 2 is based on the market-based method.

	Fossil [MWh]	Nuclear [MWh]	Renewable [MWh]	Biomass [MWh]	Total [MWh]
Scope 1	37,3	0,0	104,6	13,8	155,7
Scope 2 (market-based)	84,1	5,2	71,1	10,3	170,6
Total	**121,4**	**5,2**	**175,7**	**24,1**	**326,3**
% of total	**37,2 %**	**1,6 %**	**53,8 %**	**7,4 %**	**100,0 %**

7.Sources

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