



CONTENT

- 1.0 INTRODUCTION
- 2.0 DESCRIPTIVE INFORMATION
- 3.0 GREENHOUSE GAS EMISSIONS DATA
- 4.0 BIOGENIC CARBON EMISSIONS
- 5.0 DESCRIPTION OF SCOPE 3 METHODOLOGIES AND DATA USED

1.0 INTRODUCTION

The calculation of Ivars USA Scope 3 Emissions is based on the Greenhouse Gas Protocol Value Chain (Scope 3) Accounting and Reporting Standard and are calculated by category in accordance with the guidelines set forth therein.

2.0 DESCRIPTIVE INFORMATION

Descriptive information	Company Response
Company name	Ivars USA
Description of the company	Ivars USA is a SME located in Sheboygan, WI USA. We are suppliers of "off the shelf" and custom tooled parts for the furniture industry. Ivars works to help facilitate product realization from conception to warehousing of produced goods. Our network of global suppliers work side by side with us to ensure quality parts are supplied on-time. Further information can be found at: www.ivarsusa.com
Chosen Consolidation approach	Financial
Description of the operations included in the company's organizational boundry	Ivars USA reports Scope 1,2 & 3 emissions are calculated using data collected from our sole facility of operations in Wisconsin. We do not calculate the GHG emissions of our partner companies.
Reporting period covered	January 1, 2024- December 31, 2024

A list of Scope 3 activities included in the inventory.	<p>Category 1: Purchased Goods and Services</p> <p>Category 2: Capital Goods</p> <p>Category 4: Upstream Transportation & Distribution</p> <p>Category 5: Waste Generated in operations</p> <p>Category 6: Business Travel</p> <p>Category 7: Employee Commuting</p> <p>Category 8: Upstream Leased Assets</p> <p>Category 9: Downstream Transportation</p> <p>Category 12: End of life treatment of sold product</p>
---	---

A list of scope 3 activities excluded from the report with justification for their exclusion.	<p>Category 3. All Fuel and energy related activities are included in scope 1 and 2.</p> <p>Category 10. Ivars USA does not calculate and report GHG emissions from processing of sold products, as these emissions were identified as not being relevant to Ivars USA. This conclusion was reached by examining the criteria for scope 3 emissions sources and the accounting and reporting principles of the GHG Protocol standards. This application is vast and could not be tracked reasonably or reliably and would strongly compromise the reporting principles of completeness, consistency, and accuracy therefore not adding to the company's goal of GHG reduction.</p> <p>Category 11. Ivars USA does not calculate the use of sold products as the products themselves and the end products manufactured with our products do not produce GHG Emissions.</p> <p>Category 13. Ivars USA does not lease any downstream assets</p> <p>Category 14. Ivars USA does not own or operate any franchises.</p> <p>Category 15. Ivars USA does not provide financial services nor does it have any substantial outside investments.</p>
---	--

Established Base Year and reason for choice	2023 was first year reporting
---	-------------------------------

Once a base year has been established, scope 3 emissions in the base year.	6364.1 Metric tons
--	--------------------

3. Greenhouse Gas Emissions Data



Scopes and Categories	Metric tons CO2e	Percentage of Scope 3 emissions	Primary *	Secondary**
Scope 1: Direct emissions from owned/controlled operations	77.08	2.7	80%	20%
Scope 2, Market-based**: indirect emissions from the use of purchased electricity, heating, cooling	75.5	2.6	50%	50%
Certificates sold to third parties (VCUs)	NA	0	NA	NA
Upstream scope 3 emissions				
Purchased Goods and Services	2320	81	90%	10%
Capital goods	22.3	0.8	90%	10%
Upstream transportation and distribution	223.05	7.8	70%	30%
Waste generated in operations	2.17	0.07	40%	60%
Business Travel	63.02	2.2	65%	35%
Employee Commuting	42.03	1.5	95%	5%
Upstream Leased Assets	12.75	0.4		
Downstream scope 3 emissions				
Downstream Transportation and distribution	24.58	0.86	50%	50%
End-of-life treatment of sold products	3.58	0.13	10%	90%
Total Metric Tons CO2	2866.06			

*primary column includes emissions data calculated using company specific data. **Secondary column includes secondary data that was derived by using the primary data. Percentages are estimated.

4. Biogenic carbon emissions

Not applicable to Ivars USA

5. Description of scope 3 methodologies and data used

Information on methodologies and data used	Description of the types and sources of data used to calculate emissions	Description of the methodologies, allocation methods, and assumptions used to calculate emissions.
UPSTREAM SCOPE 3 EMISSIONS		
Category 1 Purchased Goods and services	Ivars USA accounting provided financial data in the form of expense reports for the reporting year of 2024. The categories listed on the expense reports that were not accounted for in scope 1 or 2 reporting (utilities, propane, etc.) were then assigned a	Using the spend method we found the emissions factors for each USEEIO code assigned on the "USEEIO factors supply chain emissions for US industrial commodities form" However... these factors were developed in 2018, so we added the 2018-2024 inflation rate of 22% to each factor. Then we multiplied the factor by the amount

	(utilities, propane, etc) were then assigned a USEEIO code.	factor. Then we multiplied the factor by the amount spent in each category for the reporting year of 2024. This gave us kg of Co2 produced which then needed to be divided by 1000 in order to give us the Metric Tonnes of CO2 for each category. At the end, all categories were added and the sum presented here.
Category 2 Capital Goods	Ivars USA accounting department provided financial data in the form of expense reports for the reporting year of 2024. The categories listed on the expense reports that were not accounted for in scope 1 or 2 reporting (utilities, propane, etc) were then assigned a USEEIO code.	Using the spend method we found the emissions factors for each USEEIO code assigned on the "USEEIO factors supply chain emissions for US industrial commodities form" However... these factors were developed in 2018, so we added the 2018-2024 inflation rate of 22% to each factor. Then we multiplied the factor by the amount spent in each category for the reporting year of 2023. This gave us kg of Co2 produced which then needed to be divided by 1000 in order to give us the Metric Tonnes of CO2 for each category. At the end, all categories were added and the sum presented here.
Category 4 Upstream Transportation & Distribution	Origin, Destination, and weight of each TEU, LCL, and international small pack air shipment for the reporting year 2024 was collected using historical data provided by our freight forwarders and calculated in Metric Tonnes CO2e. 22.75 DHL 30.34 STEAM 114.67 TOLL 55.29 V.Alexander	Hybrid Method: We used a Well-to-Wheel calculator provided by www.geodis.com/logistics-carbon-calculator It provided us with CO2e as required by the GHG protocol and uses the following methodology: "GEODIS' emissions calculator has been developed with EcoTransIT World, the most widely used software to automate the calculation and analysis of energy consumption and freight emissions. It calculates distances, Greenhouses Gases (GHG's expressed in CO2e) and Air Pollutants (SOx , NOx, NMHC and PM10) for any transport chain. Greenhouse Gases emissions are calculated on estimated fuel consumptions of each transport mode and the methodology is conform to the GLEC Framework V2. Air Pollutant emissions depend on the vehicle and its technical characteristics as defined by the vehicle type and emission classes. Typical vehicles and emissions classes have been defined per transport mode and country. The calculation includes emissions from the upstream phase (energy provision, production & distribution) known as Well-to-Tank emissions (WtT) as well as emissions from the operating phase (energy consumption) known as Tank-to-Wheel (TtW) emissions. Well-to-Wheel (WtW) emissions include emissions from upstream and operating phases

		<p>upstream and operating phases.</p> <p>The sources used to calculate Greenhouse Gases and Air Pollutants are industry standards and program data's. The main data sources are the following but not limited to the following:</p> <p>Road Transport: Europe and outside of the US: Handbook Emission Factors for Road Transport (HBEFA, INFRAS); Motor Vehicle Emission Simulator-MOVES-US EPA</p> <p>Rail Transport: Industry Data's from European Rail Freight Transport; Diesel or Electric Traction (according to lines electrification); Country Electricity Mix (IFEU (IEA & EUROSTAT))</p> <p>Ocean transport: Clean Cargo Yearly Tradelane Emissions Factors & IMO Report; average weight per TEU : 10tons</p> <p>Air Transport: OAG (Aircrafts shares); Small Emitter Tool; ICAQ</p> <p>Barge Transport: Paneia, Tremod"</p>
--	--	--

<p>Category 5 Waste Generated in Operations</p>	<p>We took data from our waste removal company invoices for the reporting year 2024.</p>	<p>Hybrid Method: This data was entered into the "Center for Corporate Climate leadership" Scope 3 Emissions from waste calculator provided by the U.S. Environmental Protection Agency.</p>
--	--	--

<p>Category 6 Business Travel</p>	<p>Miles per means of transportation travelled by Ivars USA employees, along with hotel room stays. Emissions Factors CO2 produced by flights and driving in taxis, ubers, and personal vehicles (CO2Myclimate.org) CO2 footprint from hotel nights stayed in each area (hotelfootprints.org)</p>	<p>Hybrid Method: Employee travel for Ivars USA was recorded internally by individual trips made by each employee along with the destinations and modes of transport. Flights and driven miles (as they pertain to trips other than daily commuting) were entered into a CO2 emissions calculator. Nights stayed in hotels was recorded by the same method. Each trip was logged and the totals recorded.</p>
--	---	---

Category 7 Employee Commuting	<p>Days of work for full time employees were figured on average vacation, absences, and holidays.</p> <p>Days of work for part time employees was averaged out to 35 days per year.</p> <p>Miles from home reported from each employee rounded to the nearest whole number.</p> <p>Emissions factors</p> <p>Because of varying automobiles driven we used the EPA estimated CO2 produced per mile driven in average passenger vehicle (2024)</p>	<p>Average Data Method:</p> <p>230 working days per year (full time)= 99498 miles</p> <p>60 working days per year (part time)= 3540 miles</p> <p>Total miles driven 103,038 @ 411 grams / mile= 42,348,618 grams of CO2 OR 42.3 Metric Tons of CO2</p>
Category 8 Upstream Leased Assets	<p>Using invoices from the company fuel card used only for the single Fleet truck that Ivars USA leases from Ryder, we determined that 4724 Liters of Diesel fuel was consumed in 2024.</p>	<p>Hybrid Data Method: using 2.7kg of CO2 produced per Liter of burned diesel fuel. Natural-resources.canada.ca</p> <p>4724 liters x 2.7kg = 12755kg CO2</p> <p>12755kg CO2 converted to metric tons= 12.75 Metric Tons of CO2</p>
Category 9 Downstream transportation and distribution	<p>Activity data. Shipments leaving Ivars USA to ship Ivars product to customers where our company is paying freight costs. Origin, destination, and weight data was collected and calculated for all 12 months. Please note that this does not include Domestic small pack shipments. Future years will have more thorough and accurate data collection regarding domestic small pack shipments.</p>	<p>Please see steps and methods used in Category 4.</p>
Category 12 End-of-Life treatments of sold products	<p>Activity Data</p> <p>Ivars USA 2024 sales data</p> <p>Emissions factors</p> <p>US contract furniture sales data (Grandviewresearch.com)</p> <p>Furniture disposal rates (2018 U.S. EPA study)</p> <p>Landfill CO2 per ton (ACS Publications)</p> <p>Incinerated CO2 per ton</p>	<p>Hybrid Method: To estimate the end of life CO2 footprint of Ivars USA we started with the total annual U.S. sales of contract furniture of 14.49 Billion USD. Ivars USA sales in 2024 were 8.6 Million USD. That estimates our portion of the industry's total sales to be .059%. Then we looked at the furniture disposal rate data of 2360 tons incinerated and 9680 tons landfilled. Figuring out .059% of those numbers and converting the US tons to Metric tons we</p>

	<p>(zerowasteeurope.eu) Landfill CO2 per Ton (ACS publications)</p> <p>Factors that contribute to accuracy of the final data are the years of reporting. US sales were from 2023 and Ivars Sales from 2024. EPA furniture disposal report is from 2018.</p>	<p>estimated Ivars USA portion to the landfill would be 5.18 Metric tons and an incinerated contribution of 1.26 Metric tons annually.</p> <p>Each landfilled ton is equivalent to 400kg of CO2 so 5.18 x 400= 2072kg or 2.07 metric tons of CO2.</p> <p>Each incinerated ton is equivalent to .7-1.7 tons of CO2, using the median of 1.2 tons x 1.26 metric tons the estimated contribution by Ivars USA would = 1.512 Metric Tons.</p> <p>Total end-of-life CO2 emissions estimate for 2024: 3.58 Metric Tons</p>
--	---	---