



Kia UK Ltd Greenhouse Gas Report

GHG data in line with BS EN ISO 14064-
1:2019

Created with ClimatePartner
Version: 3.8



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Document Control

Version	Date	Details
Draft	01/03/2022	Document created. Organisational and reporting boundaries outlined. Inclusions and exclusions of sources/data available at time of wiring outlined.
V.1.0	01/02/2023	Document updated with latest figures and methodologies. First version completed for internal review.
V.1.1	06/07/2023	Methods updated.
V.1.2	30/08/2023	Methods updated. Minor formatting changes.
V.1.3	26/09/2023	Figures updated for 2023, including up to date fleet data. Carbon reduction forecasts updated based on latest figures. Further detail provided on inclusions/exclusions.
V.1.4	29/09/2023	Results updated for upstream transportation. Results recalculated for Immingham based on vehicles being driven individually, rather than in bulk via HGVs. Methods and reduction targets updated.
V.1.5	02/10/2023	Executive Summary added. Uncertainty judgments added.
V.2.0	09/10/2023	Results, methods, and targets updating following significant changes to upstream transportation data. Intended users updated. Site headcounts and floor space confirmed. Minor formatting changes.
V.2.1	13/10/2023	T&D reclassified as fuel and energy related activities.
V.2.2	01/11/2023	Grey fleet re-classified to Scope 3 from Scope 1. Fugitive emissions added. Additional Scope 1 diesel use from Immingham added, boundaries updated accordingly. Hotels added. Additional data for 2021 flights added. Tables and reduction targets updated accordingly.
V.2.3	08/11/2023	Additional Scope 1 diesel use for Immingham added.
V.2.4	09/11/2023	Correction to Scope 2 figures in results page. Incorrect figures pasted in from main spreadsheet. Additional Scope 3 flight emissions added to results. Methodology for Scope 3 grey fleet use updated to reflect estimates involved with converting milage to volumetric fuel consumption.

V.2.5	10/11/2023	Correction to Scope 3 commuting. Extrapolation performed on 142 survey responses rather than 147. Correction to WFH calculations where <i>heating</i> conversion factor was incorrectly applied. Minor change to water results.
V.2.6	17/11/2023	Exclusions updated for downstream transportation and manufacture/use/disposal of sold products.
V.2.7	20/22/2023	Further elaboration on exclusions for upstream and downstream transportation.
V.2.8	24/11/2023	GWR site description updated. Methodologies updated to remove reference to meter readings where supplier invoices are the primary source of activity data.
V.2.9	05/12/2023	Scope 2 market-based figure amended to zero. Kia UK do not have REGO backed energy tariffs to any sites.
V.3.0	14/12/2023	Minor formatting changes. Exclusions updated for downstream leased assets (not relevant), franchises (outside of operational control) and investments (not relevant). Draft findings from BSI added to Annex.
V.3.1	23/04/2024	Formal BSI verification report added and minor formatting changes.
V.3.2	25/04/2024	Location staff numbers updated and minor formatting changes.
V.3.3	17/05/2024	Finalised version for 2022 footprint.
V.3.4	23/09/2024	Report updated with 2023 footprint and methodology. First version completed for internal review.
V.3.5	27/09/2024	Report updated with new waste figures and minor formatting changes.
V.3.6	14/02/2025	Recalculation of 2021, 2022 and 2023 footprints to include additional logistics leg and upstream emissions for fuel, electricity and grey fleet.
V.3.7	17/02/2025	Updates made to Net Zero reduction chart on page 34 and the staff numbers for Derby Academy were updated to 0.
V.3.8	04/03/2025	Final edits and review completed – no major updates made.

Executive Summary

Kia UK is a wholly owned subsidiary of Kia Corporation, one of the world's largest automotive companies. At a global level we have committed to Net Zero by 2045. To support this goal, we have adopted ISO 14064-1 as a framework for quantifying and reporting on our UK emissions.

We have reported under PPN 06/21, SECR and ESOS for several years but 2021 and 2022 saw the first time we collected detailed activity data for additional Scope 3 sources. 2021 has now been established as the base year. Emissions quantified using DEFRA conversion factors.

Below is a summary of results by Scope for each reporting period. All reporting periods are calendar year format.

	Emissions by Scope - tCO ₂ e			
	2021	2022	2023	Change from 22 to 23 (%)
Scope 1	282.02	290.44	258.05	-11.15%
Scope 2 (Location)	206.94	230.90	282.47	+22.34%
Scope 3	812.63	971.47	1,335.61	+37.48%
Total (Location)	1,301.58	1,492.81	1,876.12	+25.68%

The increase in tCO₂e in 2023 can be attributed to more business travel, particularly flights happening in 2023 compared to 2022. There was also an increase in fugitive emissions due to a refrigerant leak. Despite, an overall increase in emissions, we saw lower results for company vehicles, gas, diesel and commuting thanks to increased hybrid/EV use and a decrease in gas consumption due to efficiency improvements, despite higher office attendance.

Targets have been set to map out our pathway to Net Zero by 2045 and a series of initiatives have been implemented to meet this goal. As one of the world's leading EV manufacturers, our vehicles and their associated charging infrastructure will be instrumental to reducing our emissions. Our staff currently have a wide selection of EVs and hybrids that can be used for business travel. We are actively expanding the number of charging points available at our sites. We also support a hybrid working model to minimise business travel and commuting where possible. Staff are trained on how they can reduce their emission while at work as part of our Carbon Literacy project.

Emissions for 2023 have been independently verified by a third-party as part of a UKAS accredited auditing scheme. Audits were conducted remotely, with evidence provided to our Verification Body and detailed checks carried out to ensure the accuracy and completeness of calculations. Following the verification audits were awarded a Verification Opinion Statement of 'verified as satisfactory'.

Introduction

Description of Kia UK

Kia UK are the UK division of the international automotive manufacturer Kia Corporation, based in South Korea. We employ over 224 members of staff over 6 locations we own and operate across the UK. Our head office and leadership team are based at Walton-on-Thames.

Kia UK support with the logistics of vehicles coming into the UK from our international factories, and onwards to our distribution centre. We also operate a dealership and service centre in Bolton.

On a global scale we sell over 2 million cars per year to 172 countries, making us one of the largest automotive companies on the market and a trusted household name around the world. Due to the scale of our operations, sustainability is a key area of focus for us.

Kia UK recognise that it has a responsibility to combat climate change, and instead of simply paying lip service to the climate emergency has opted to quantify the direct and indirect impact of our UK operations using ISO 14064-1.

We are proud to be one of the first automotive companies in the UK to quantify its emissions to this rigorous international standard and are continually looking for ways to improve our overall environmental performance.

GHG Report Purpose & Objectives

This document details the greenhouse gas (GHG) collection, conversion and reporting process used to report our annual GHG emissions. Kia UK publishes this report to transparently disclose to our stakeholders GHG emissions in accordance with the commitments made in the Kia Corporation's global environmental policy and strategy.

Further, the report supports in measuring, monitoring and managing the environmental performance of Kia UK.

Reporting has been completed in alignment with:

- ISO 14064-1:2019 Specification with guidance at the organisational level for the quantification and reporting of GHG emissions and removals
- GHG Protocol
- Streamlined Energy and Carbon Reporting (SECR)
- Policy Procurement Notice 06/21 Carbon Reduction Plan (PPN 06/21 CRP)

Intended Users & Responsible Parties

The facilities team at Kia UK have overall responsibility for reporting GHG emissions resulting from our operations. This includes any legal mandatory reporting.

- **Sally Dunsby, Facilities Manager, Kia UK**

The company engages the support of ClimatePartner, to assist in the collation of GHG data, undertaking calculations and for reporting in accordance with the requirements of ISO 14064-1. This includes production of the Inventory and Report.

- **Lucia Mercieca, Senior Sustainability Consultant, ClimatePartner**
- **Ellie Stirk, Lead Sustainability Consultant, ClimatePartner**

Scope 1 and 2 data has been supplied by Cobham Engineering Consultants who support Kia UK with mandatory SECR and ESOS reporting, as well as advising on how Kia UK can best manage its energy use across its properties.

- **Douglas Ross, Chartered Engineer, Cobham Engineering Consultants**

Intended Use of GHG Inventory

GHG information will be used for the following purposes:

- Support Kia Corporation's global goal for Net Zero by 2045
- Support mandatory reporting requirements including ESOS, SECR and PPN 06/21
- Streamline the data collection process across reporting boundaries in order to support long term emissions tracking
- Inform decisions behind reduction initiatives
- Demonstrate to external stakeholders that Kia UK are committed to reducing GHG emissions relative to the base year
- Support Kia UK Carbon Literacy accredited status

Results of quantification will be used to inform Kia UK's long-term sustainability strategy through establishing specific targets for its most significant emission sources. This information will also be used by Sustainability Champions within the organisation to inform decisions on reduction initiatives. Information will also be used to gauge return on investment on reduction initiatives.

Continual monitoring of emissions in line with ISO 14064-1 will be used to update this strategy accordingly and take preventative measures where necessary.

Kia UK are committed to a rigorous and transparent assessment of its organisation GHG emissions. This report is intended to transparently present GHG information to stakeholder.

GHG information will also be used to support tendering requires in both the private and public sector. Emissions have been quantified in line with the requirements of Policy Procurement Notice 06/21, following UK Environmental Reporting Guidelines.

Dissemination Policy

Kia UK are committed to disclosing GHG information to stakeholders. This includes:

- Summary of results for Scopes and individual sources
- A contemporary overview of organisational and reporting boundaries
- A high-level overview of methodologies, including estimates and assumptions

- Progress against reduction targets and a high-level overview of our reduction initiatives

Any publicly available documentation will be signed off by a member of the management team. Kia UK disclose relevant GHG information on Companies House as part of SECR. ESOS data are submitted to the Environment Agency. Kia UK's PPN 06/21 Carbon Reduction Plan is made publicly available on the company website and submitted to relevant tenders upon request.

Documentation Control

All GHG related records are stored electronically and are subject to document control and tracking. This document is intended for internal use only.

Report Period Covered & Reporting Frequency

Included reporting periods:

- 1st January 2021 – 31st December 2021 (base year)
- 1st January 2022 – 31st December 2022
- 1st January 2023 – 31st December 2023

Data collection is underway for 2024. All reporting periods will follow 12-month calendar year format.

Note that external 3rd party verification only applies to the 2022 and 2023 reporting period.

Base Year

- 1st January 2021 – 31st December 2021

For the purposes of the ISO 14064 verification, 1st January 2021 – 31st December 2021 is the first year that we have undertaken full data collection and is therefore the base year. The base year has been generated in accordance with ISO 14064-1.

The previous base year was 2015, but this has been updated to reflect a more up-to-date picture of operations and a greater availability of supporting data.

Base year selection also influenced by a gradual relaxation of COVID-19 restrictions relative to 2020.

Base Year Review

Where a significant structural change in organisational boundaries occurs, for example from an acquisition or merger, Kia UK will apply a base year review and recalculation procedure. This will be used to account for substantial changes to the base year, a change in calculation methods or the discovery of an error.

In alignment with this policy, Kia decided to expand the scope of the calculation to include additional upstream transport from their KDC site to the Bolton Dealership in 2023. Therefore, the base year and 2022 was recalculated to reflect this increase in emissions.

The footprints (2021, 2022 and 2023) were also updated to include additional upstream emissions resulting from fuel, electricity and the grey fleet which previously hadn't been included.

Results of any additional base year reviews will be reflected in future reporting periods.

Data Included in this Report

The report takes account of and reports on GHGs covered by the Kyoto Protocol and in accordance with ISO 14064-1.

Greenhouse Type	Gas	Chemical Symbol	Relevant
Carbon Dioxide		CO ₂	Yes
Methane		CH ₄	Yes
Nitrous Oxide		N ₂ O	Yes
Nitrogen Trifluoride		NF ₃	No
Sulphur Hexafluoride		SF ₆	No
Perfluorocarbons		PFCs	No
Hydrofluorocarbons		HFCs	Yes
Nitrogen Trifluoride		NF ₃	No

All emission reported as tCO₂e. HFC inclusion refers to leaks of R410a gas from HVAC systems. Kia UK are not responsible for any manufacturing activities and do not store any specialist F-gases within boundaries.

Verification Activities

The GHG emissions report has been performed in accordance with the requirements described in BS EN ISO 14064-1:2019 "Greenhouse gases - Part 1: Specification with guidance at the organization level for quantification and reporting of greenhouse gas emissions and removals".

It includes all required information, except those details that the standard does not consider mandatory and has not been considered relevant following the principle of relevance.

Kia UK have appointed a UKAS accredited Verification Body (BSI) to undertake independent verification of the contents of this report in accordance with ISO 14064-3 and the competency requirements laid out in ISO 14065. The overall aim of verification is to review impartially and objectively the reported GHG emissions and removals contained in this report.

Reporting Period	Audit Dates	Status
1 st January 2021 – 31 st December 2021		Not verified
1 st January 2022 – 31 st December 2022	Stage 1 <ul style="list-style-type: none">13/10/2023 Stage 2 <ul style="list-style-type: none">09/11/202310/11/202320/11/2023	Complete Verification Opinion Statement issued Verified as Satisfactory to Limited Assurance
1 st January 2023 – 31 st December 2023	Stage 1 <ul style="list-style-type: none">04/10/2024 Stage 2 <ul style="list-style-type: none">14/10/202415/10/202416/10/2024	Complete Verification Opinion Statement issued Verified as Satisfactory to Limited Assurance

Key Findings of Verification

Key findings are included within GHG Report to help continually improve accuracy of quantification and overall quality of GHG management.

The following findings were identified during our verification audits with BSI. All non-conformities have been addressed. All OFIs will be embraced in subsequent reporting periods where practical.

Reporting Period: 2023

Emission Scope and Source	Findings and Recommendations	Actions
Scope 2 Electricity	Previously, market-based and location based were calculated to have the same emissions.	2021, 2022 and 2023 footprints have been updated to include emission factors for both market-based and location-based emissions to reflect the residual grid mix as per the GHG protocol.

Scope 3 – Purchased Goods & Services	Opportunity for improvement to include in subsequent reporting periods.	In subsequent reporting years, this category could be included. Initially, this calculation could be based on spend data and move to activity data as data availability and processes improve.
Scope 3 – Business Travel (flights)	During the audit, errors with the flight calculation were identified.	Flight calculation was reviewed and corrected. The corrected emissions have been included in the report.
Scope 3 – Downstream transportation	Opportunity for improvement to include in subsequent reporting periods. Explanation for exclusion from 2021 and 2022 to be expanded on within GHG Report.	Exclusions updated to provide further details on why downstream transportation excluded. This is primarily due to lack of available data and is something Kia UK are actively seeking to include in the 2024 reporting period.
Scope 3 – Sold products	Opportunity for improvement to expand on reason for exclusion for emission associated with the manufacture/use/disposal of sold products.	Exclusions updated. Kia UK are not responsible for any manufacturing. Quantifying the emissions from sold cars at Bolton is not technically feasible at this time.

GHG Disclosure Policy Statement

To guarantee that the GHG assertion held within the annual GHG disclosure is a true and fair account, the principles of relevance, completeness, consistency, transparency and accuracy shall be applied.

- **Relevance:** Ensure the GHG inventory appropriately reflects our GHG emissions and serves the decision-making needs of intended users. Relevant information is identified as potentially necessary for inclusion in the mainstream report, for the purposes of communicating the extent to which we contribute to and are affected (now or in the future) by environmental impacts. Where data are practically obtainable, all sources shall be treated as relevant.
- **Completeness:** Kia UK will include and report on all GHG emission sources and activities within boundaries, with disclosure and justification for any specific exclusions. Disclosures are complete if it includes all information that is necessary for an understanding of the matter that it purports to represent and does not leave out details that could cause information to be false or misleading to users.
- **Consistency:** Use consistent methodologies to allow for meaningful comparisons of emissions between reporting periods. Transparently document any changes to the data, inventory boundary, methods, or any other relevant factors. Consistency refers to the use of the same standards, policies and procedures over time. Comparability greatly enhances the value of information to users; consistency is the means to achieving that objective.
- **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 accounting and calculation methodologies. All estimates, assumptions and uncertainties will be transparently disclosed in this GHG Report.

- **Accuracy:** Ensure accurate and up-to-date records through the development and introduction of procedures to form a reporting framework aligned with ISO 14064-1. The quantification of GHG emissions shall systematically neither over nor under actual GHG emissions, as far as can be judged, and uncertainties shall be reduced as far as practicable. Information shall be verifiable where possible through supporting evidence that provides a clear and sufficient trail from monitored data to the presentation of environmental information. The information shall be sufficiently accurate to enable users to make decisions with reasonable assurance as to the integrity of the reported information.

Kia UK are therefore committed to:

- Subjecting the chosen inventory boundary to regular internal review
- Continual improvement and update of our policy and procedures to ensure we meet and comply with changes to the GHG Protocol and best practice GHG reporting
- Regular re-assessment of GHG emission sources or development of action plans to identify and address gaps in data
- Management of systematic processes to ensure that we meet all relevant provisions within the GHG Protocol standards
- Inclusion of all relevant GHG emissions and enable meaningful comparisons in GHG information
- Disclosure of sufficient and appropriate GHG information to allow intended users to make decisions with reasonable confidence
- Recording, management and reporting of reliable and timely GHG information
- The reduction of bias and uncertainties as far as is practical
- Appropriate levels of independent verification and/or assurance

Boundaries

Organisational Boundaries

Organisational boundaries defined using operational control approach. All sites that Kia UK are responsible for have been included within boundaries and have been selected to be a true and fair representation of our core activities as a business.

Location	Facility Size	No. Of Staff	Activities	Included in scope of GHG Report
Kia UK Head Office, Halfway Green, Walton Green, Walton-on-Thames KT12 1FJ	3,070m ²	179	Head administration office. Headquarters for senior leadership team with overall responsibility for the management of UK operations.	Yes
Kia UK Bolton Showroom, 79 The Linkway, Horwich, Bolton BL6 6JA	930m ²	25	Owned retail space for sale of vehicles.	Yes
Kia UK Bolton Service Centre, 79 The Linkway, Horwich, Bolton BL6 6JA	1,960m ²	20	Owned service centre for maintenance of customer vehicles. Services, MOTs, preparation of used vehicles for re-sale and ad-hoc vehicle maintenance. Maintenance of owned fleet vehicles.	Yes
Kia UK GWR Showroom, 963 Great West Road, Brentford, Middlesex, TW8 9FX	540m ²	0	Leased showroom space for display of vehicles. Flagship Dealership in the UK. 2 nd floor only.	Yes
Kia UK Immingham Port Distribution Centre	20m ² (internal building) / 6,503m ² (external area)	0	National distribution and storage centre of vehicles intended for sale within the UK.	Yes
Derby Academy	4,280m ²	0	Facility was in construction during 2023 and only commissioned and occupied in January 2024.	Yes

Kia UK are not responsible for the manufacturing of vehicles. This occurs outside of boundaries in Slovakia and South Korea. The only retail space that Kia UK are responsible for is the Bolton Showroom. The GWR showroom is located within the same building as a retail space, but Kia UK are only responsible for operations on the 3rd floor of the building.

Reporting Boundaries

Kia UK will seek to report on all direct (Scope 1) and indirect upstream and downstream (Scopes 2 and 3) GHG emissions and removals as defined within ISO 14064-1.

For the purposes of this reporting period the following table provides an overview of the subject areas included.

Direct and indirect GHG emissions categorisation Summary (From ISO 14064-1 Annex B)	Emissions Scope	Included / Excluded
Category 1: Direct GHG emissions and removals	1	Included <ul style="list-style-type: none"> ■ Stationary combustion of gas (heating) ■ Stationary combustion of diesel (generator) ■ Company vehicles
Category 2: Indirect GHG emissions from imported energy	2	Included <ul style="list-style-type: none"> ■ Purchased electricity
Category 3: Indirect GHG emissions from transportation	3	Included <ul style="list-style-type: none"> ■ Business travel – grey fleet ■ Business travel – air ■ Business travel – rail ■ Business travel – taxi ■ Business travel – ferry ■ Business travel – hotels ■ Upstream transportation ■ Commuting
Category 4: Indirect GHG emissions from services used by organization	3	Included <ul style="list-style-type: none"> ■ Upstream emissions arising from fuel generation and fuel transportation ■ Waste ■ Water supply ■ Water treatment
Category 6: Indirect GHG emissions from other sources	3	Included <ul style="list-style-type: none"> ■ Homeworking

Kia UK have quantified direct GHG emissions separately for CO₂, CH₄, N₂O, NF₃, SF₆ and other appropriate GHG groups (HFC's, PFC's, etc.) in tonnes of CO₂e where it has been possible to do so.

Exclusions, where it has not been possible to calculate emissions are identified and justified in the latter part of this document.

Kia UK considers its significant emissions to be:

- Those identified as the largest quantity in tonnes CO₂e
- Those with most opportunity to achieve the greatest emissions reduction
- Those with the highest degree of uncertainty or accuracy
- Those required under mandatory reporting requirements, both legal and commercial

Significant emissions are identified in the body of the GHG emissions summary.

GHG Inventory Summary of Emissions

Summary of GHG Results

The following section gives an overview of GHG Results for 2021, 2022 and 2023. Overall emissions have increased by 25.68% compared to 2022. This is primarily due to increased business travel, upstream transportation and electricity generation.

For business travel via air there was significant increases in international and domestic flights from 2022 to 2023.

For upstream transport, the number of vehicles which were imported increased from 2022 to 2023, therefore the emissions increased. As more vehicles transition to EV or hybrids, we would expect this to counteract the increase in vehicles imported over time.

Electricity generation emissions increased by 22.34% from 2022 to 2023 due to increased electricity consumption. Both location-based and market-based reporting has been used for Scope 2, which enables reductions to be achieved via renewable electricity procurement (market-based). This inclusion can be seen in the full breakdown table of Scope 1, 2 & 3. However, at this time, Kia UK do not have a renewables contract.

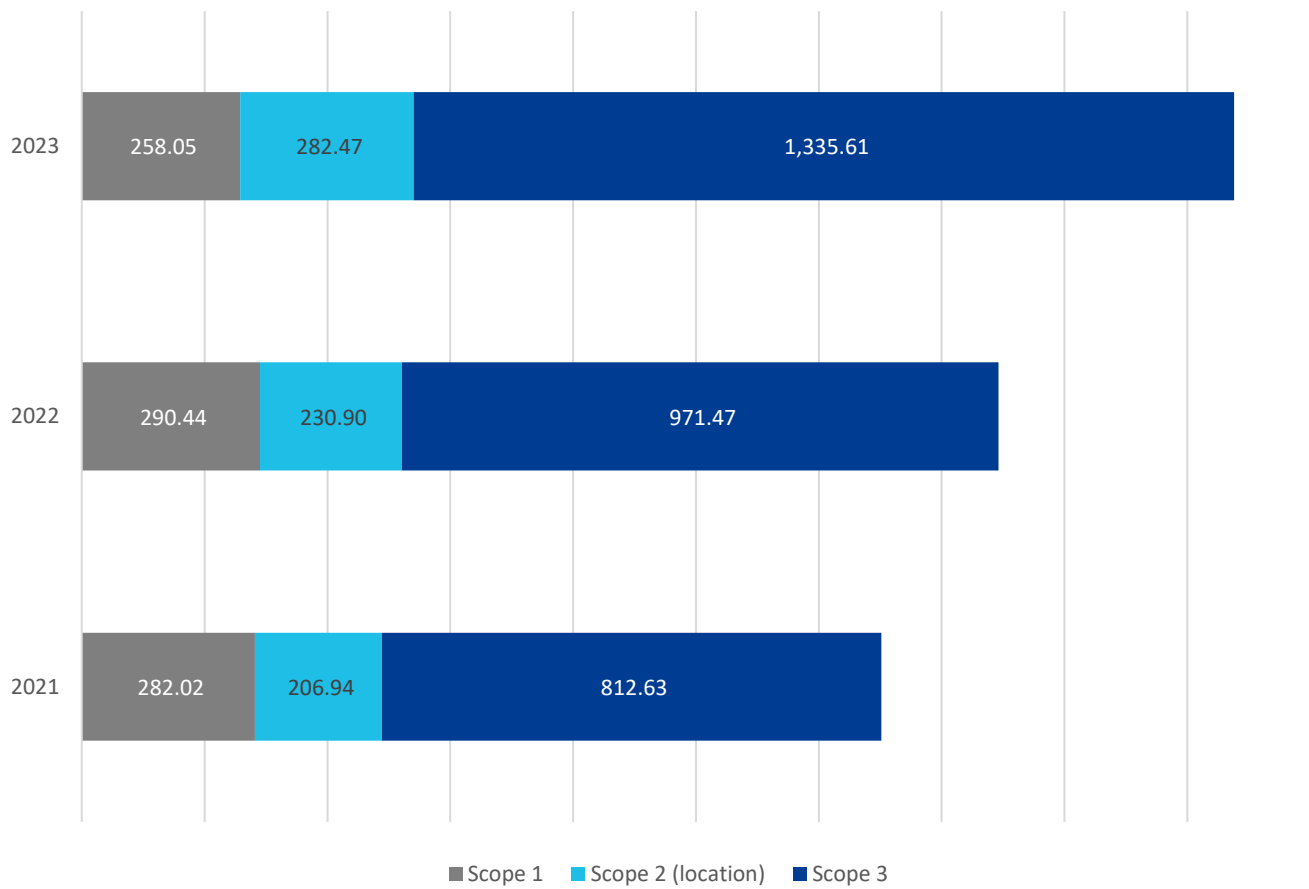
Emissions from fugitive emissions went up significantly in 2023 from 2022. This is due to a large leak in the refrigerant systems. We would expect this to go down again in 2024.

GHG Reporting

Below is a summary of emissions by scope. It should be noted that Kia UK have been monitoring emissions across Scopes 1 and 2 since 2015. 2021, 2022 and 2023 included as these are the first years that an in-depth analysis of Scope 3 emissions has been completed.

	Emissions by Scope - tCO ₂ e			
	2021	2022	2023	Change from 22 to 23 (%)
Scope 1	282.02	290.44	258.05	-11.15%
Scope 2 (Location)	206.94	230.90	282.47	22.34%
Scope 3	812.63	971.47	1,335.61	37.48%
Total (Location)	1,301.58	1,492.81	1,876.12	+25.68%

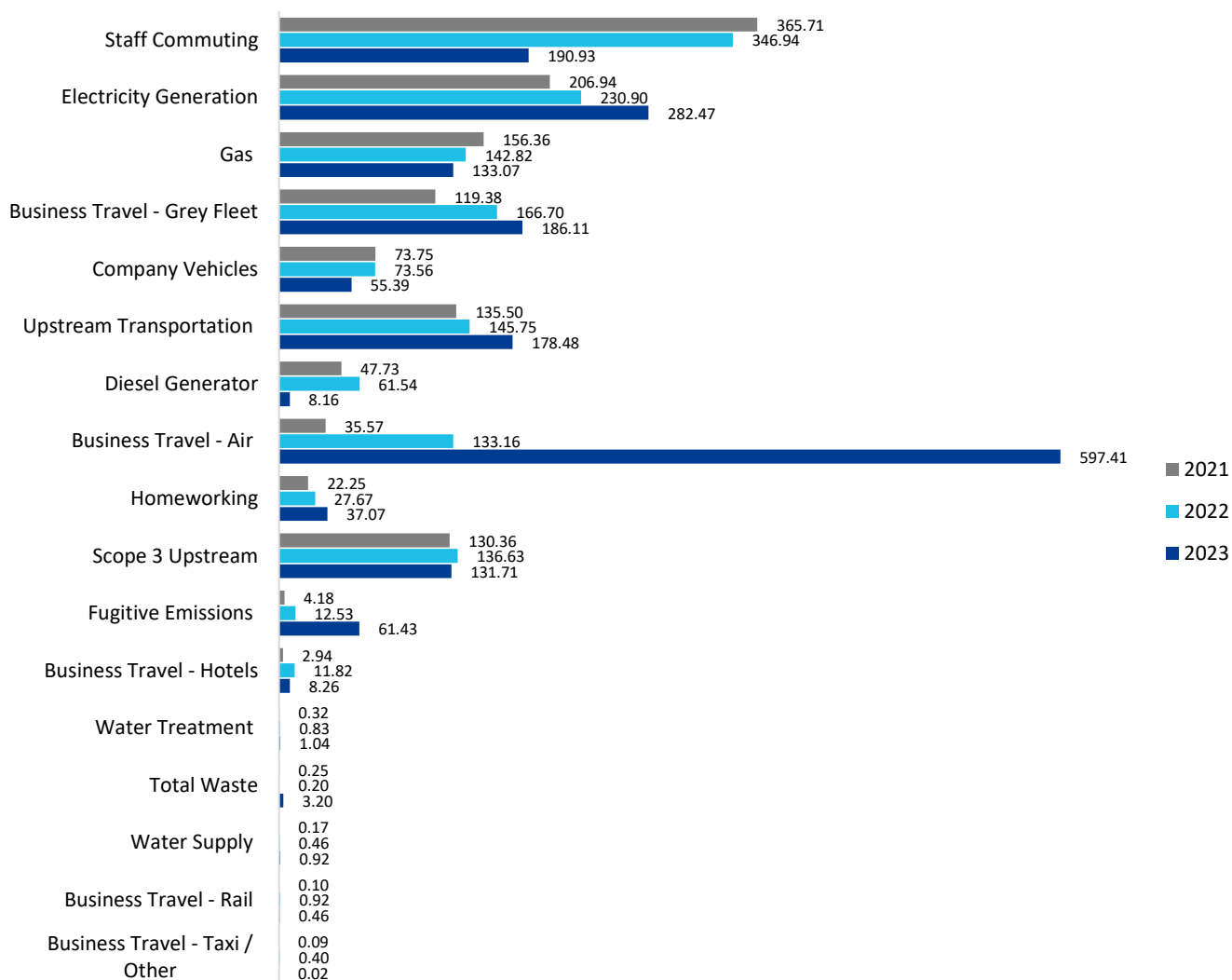
Emissions by Scope - tCO₂e



Emissions by scope and emission source:

Scope	Source	2021	2022	2023	Change from 21 - 22 (%)	Change from 22 - 23 (%)
Scope 1	Gas	156.36	142.82	133.07	-8.66%	-6.83%
	Diesel generator	47.73	61.54	8.16	28.92%	-86.73%
	Company Vehicles	73.75	73.56	55.39	-0.26%	-24.69%
	Fugitive Emissions	4.18	12.53	61.43	200.00%	390.31%
Total Scope 1		282.02	290.44	258.05	2.99%	-11.15%
Scope 2 (location)	Electricity Generation	206.94	230.90	282.47	11.58%	22.34%
Scope 2 (market)	Electricity Generation	342.26	435.99	529.81	27.39%	21.52%
Total Scope 1 & 2 (location)		488.96	521.34	540.52	6.62%	3.68%
Total Scope 1 & 2 (market)		624.27	726.43	787.86	16.36%	8.46%
Scope 3	Upstream fuel and energy	130.36	136.63	131.71	4.81%	-3.61%
	Homeworking	22.25	27.67	37.07	24.37%	33.97%
	Business travel - Grey Fleet	119.38	166.70	186.11	39.64%	11.64%
	Business Travel - Rail	0.10	0.92	0.46	805.15%	-49.81%
	Business Travel - Air	35.57	133.16	597.41	274.32%	348.66%
	Business Travel - Taxi / Other	0.09	0.40	0.02	360.23%	-94.93%
	Business Travel - Hotels	2.94	11.82	8.26	302.65%	-30.13%
	Staff Commuting	365.71	346.94	190.93	-5.13%	-44.97%
	Upstream Transportation	135.50	145.75	178.48	7.56%	22.46%
	Water Supply	0.17	0.46	0.92	162.57%	100.99%
	Water Treatment	0.32	0.83	1.04	162.57%	25.45%
	Waste	0.25	0.20	3.20	-21.47%	1530.63%
Total Scope 3		812.63	971.47	1,335.61	19.55%	37.48%
Total Emissions (location)		1,301.58	1,492.81	1,876.12	14.69%	25.68%
Total Emissions (market)		1,436.90	1,697.90	2,123.47	18.16%	25.06%

Annual Emissions by Source - tCO₂e



Emissions by ISO 14064-1 Annex B category

Category	Emissions by ISO 14064-1 Category – tCO ₂ e		
	2021	2022	2023
Category 1	282.02	290.44	258.05
Category 2	206.94	230.90	282.47
Category 3	659.28	805.69	1,161.67
Category 4	131.10	138.12	136.87
Category 5	-	-	-
Category 6	22.25	27.67	37.07
TOTAL	1,301.58	1,492.81	1,876.12

2023 Emissions by ISO 14064-1 Annex B category, with addition greenhouse gases reported for Direct Emissions and Category Uncertainty:

Category	Source	Carbon dioxide equivalents	Carbon dioxide	Methane	Nitrous Oxides	Quantitative uncertainty (%)
		tCO ₂ e	tCO ₂	tCH ₄	tN ₂ O	
1) Direct GHG emissions and removals	Direct emissions from stationary combustion	141.23	140.86	0.20	0.17	2.00
	Direct emissions from mobile combustion	55.39	55.04	2.21	0.01	2.00
	Direct fugitive emissions arising from release of greenhouse gases in anthropogenic systems	61.43	-	-	-	2.00
1) Total Direct GHG emissions and removals		258.05	195.89	2.42	0.19	
2) Indirect GHG emissions from imported energy	Emissions from imported electricity (location)	282.47				2.00
	Emissions from imported electricity (market)	529.81				2.00
3) Indirect GHG emissions from transportation	Emissions from upstream transport and distribution	178.48				10.00
	Emissions from employee commuting	190.93				20.00
	Emissions from Business Travel	792.26				8.23
4) Indirect GHG emissions from products used by organisation	Emissions from disposal of solid and liquid waste	3.20				10.00
	Emissions from Water	1.96				2.00

	Supply & Treatment					
	Emissions from upstream fuel and energy	131.71				2.00
6) Indirect GHG emissions from other sources	Emissions from employee home working	37.07				35.00
Total Indirect GHG emissions (location)		1,618.07				
Total Indirect GHG emissions (market)		1,865.42				
Total Emissions (location)		1,876.12				15.77
Total Emissions (market)		2,123.47				15.77
Carbon Financial Instruments	Voluntary offsets from schemes certified by Gold Standard	329.00				

Scope 1, Scope 2 & Selected Scope 3 Emissions

Emission Factors

For Scope 1, Scope 2 and selected Scope 3 GHG emissions where a chemical transformation process (combustion, fixed or mobile) and indirect emissions from electricity consumption, we follow the most common approach to calculating GHG emissions from emission sources, which is to take activity data (e.g. units of electricity consumed or distance travelled) and multiply it by an emission factor which gives an estimate of the GHG emissions figure.

$$tCO_2e = \frac{\text{Activity data} \times \text{emission factor}}{1000}$$

Kia UK have adopted the use of the UK Government GHG conversion factors in order to convert activity data into tCO₂e. These are updated annually in June by the Department for Business, Energy & Industrial Strategy and are available online here:

[UK GHG Conversion Factors](#)

As part of Kia UK's commitment to continuous monitoring of its emissions, the most up-to-date emission factors will be used to track trends. As factors are generally released mid-year, the newest factors will then be retrospectively applied to activity data to report on emissions most accurately.

The tables below give an in-depth description of methodologies, estimates, and assumptions use for each emission source.

Quantification Process

Below is an overview of the quantification process. This process is to be repeated in future reporting periods to help maintain consistency and accuracy in results.

- Activity data collated
- Activity data and supporting evidence stored electronically and given a suitable name and file location. Version control to be used if relevant
- Averages/estimates performed if activity data are missing or incomplete, e.g.:
 - Using averages from available data if monthly data are missing
 - Using historic data as a proxy figure
 - Using intensity metrics to perform estimates where data are available at one site but missing at others (e.g., kWh/m² floor space)
 - Benchmarking from a reliable source (source to be recorded)
- All estimates and assumptions to be recorded
- Activity data checked for anomalies (e.g., one month is dramatically higher than others) and addressed where possible
- Appropriate conversion factor(s) located. Confirm correct unit of measurement before application
- Specific name of conversion factor and units of measurement recorded in GHG Inventory
- Energy conversion factor located if required for SECR/ESOS
- Activity data multiplied by corresponding conversion factor(s)
- Complete uncertainty estimates
- Record results and methodologies in GHG Report

General Guidance

- A conservative approach is to be taken where estimates and assumptions are required to avoid under-reporting
- 'Average' or 'unknown' factors may be used where no specific alternative is available
- Selected factors should be appropriate the reporting period and region
- Pay close attention to units of measurement for activity data. These should be recorded in all instances
- Ensure that results are consistently reported in tCO₂e rather than kgCO₂e
- Appropriate version control to be used for documentation

The following sections give an overview of methodologies to calculate emissions for each GHG source. Consistent methodologies were used for 2021, 2022 and 2023 reporting periods.

Methodology for Calculating Scope 1 Emissions

Category	Data Measurement & Recording	GHG Emissions Quantification	Estimates & Assumptions
B.2 Category 1: Direct GHG emissions and removals	Stationary combustion of gas for heating kWh consumption from supplier invoices.	Utility billing data converted from ft ³ to m ³ , then kWh and multiplied by <i>natural gas kWh (gross CV)</i> conversion factor. Equation for converting m ³ gas to kWh below. $kWh = \text{volume correction factor} \times \text{calorific value} \times kWh \text{ conversion factor}$	No estimates or assumptions required for gas. Data used for calculations are from supplier invoices. Utility invoices and associated activity data are also taken throughout the year to check accuracy of supplier invoices.
	Stationary combustion of diesel in diesel generator Diesel generator used for lighting at Immingham. Volumetric consumption of diesel identified from purchasing records.	Volume of diesel multiplied by <i>Diesel, average biofuel blend, litres</i> , for each reporting period.	Only assumption was that 100% of the purchased diesel was utilised. There were no recorded spills or leaks from equipment.
	Mobile fuel combustion in company owned vehicles. Volumetric consumption of petrol and diesel used in company cars for business purposes recorded from fuel cards and expense reports.	Litres of petrol and diesel multiplied by corresponding conversion factors, <i>petrol, average biofuel blend, litres</i> and <i>diesel, average biofuel blend, litres</i> .	No assumptions or estimates made as primary data on activity and financial data collected via fuel cards. Detail records of fuel consumption are available from financial records.
	Fugitive emissions Kg of refrigerant emissions identified from maintenance records on relevant equipment. Leaks in 2021, 2022 and 2023 are from HVAC systems at Walton. No relevant equipment at Immingham and no recorded leaks at other sites.	Specific gases identified from maintenance records (R410a). Kg of gas multiplied by conversion factor for R410a.	No estimates or assumptions required. All maintenance records are documented by Kia UK.

Methodology for Calculating Scope 2 Emissions

Category	Data Measurement & Recording	GHG Emissions Quantification	Estimates & Assumptions
B.3 Category 2: Indirect GHG emissions from imported energy	<p>Electricity consumption (generation) at owned sites</p> <p>kWh consumption collected from utility billing data at sites.</p> <p>Invoices available on a monthly basis for all sites.</p>	<p>Emissions from the generation of electricity at owned sites recorded from monthly invoices.</p> <p><i>Electricity, generation, kWh</i> factor applied.</p> <p>Location based emissions have been calculated using DEFRA 2023 conversion factors.</p> <p>Market based emissions have been calculated using AIB 2023 residual grid mix emission factor for EU.</p>	<p>No estimates or assumptions made as primary data collected from utilities invoices.</p>

Methodology for Calculating Selected Scope 3 Emissions

Category	Data Measurement & Recording	GHG Emissions Quantification	Estimates & Assumptions
B.4 Category 3: Indirect GHG emissions from transportation	<p>Business travel – Grey fleet</p> <p>Data for grey fleet collected in same manner as company cars.</p> <p>Volumetric consumption of petrol and diesel used in company cars for business purposes recorded from fuel cards and expense reports.</p>	<p>Litres of petrol and diesel multiplied by corresponding conversion factors, <i>petrol, average biofuel blend, litres</i> and <i>diesel, average biofuel blend, litres</i>.</p>	<p>Detail records of distance travelled per member of staff are available from financial records.</p>
	<p>Business travel – rail, air, ferry</p> <p>Distances from expense claims and travel records from staff traveling for business purposes.</p>	<p>Distances added manually in km where records did not provide a distance.</p> <p>Records checked to confirm if each claim represents a return journey. In some instances, the outbound and inbound journey were claimed separately so manual checks were performed to account for this.</p> <p>Where it was not clear from the available information if the journey was a return or not It was assumed to be a return journey to avoid underestimating.</p> <p>Flights split by:</p> <ul style="list-style-type: none"> ■ Domestic (UK) ■ Short haul (Europe) ■ Long haul (Rest of World) 	<p>Where records did not clearly indicate if the journey was return or not, it was assumed to be return to avoid under reporting.</p> <p>Distances estimated using online tools.</p> <p>In some travel claims it was indicated that the journey was refunded. Any refunded journeys were not included within calculations to avoid over-reporting. In some cases, it was indicated that the journey was re-booked, and therefore included within results.</p>

		<p><i>Average passenger, passenger.km</i> factor used in all case. International flights defined as those occurring outside of Europe.</p> <p><i>National rail, average passenger</i> factor used for rail travel. <i>Ferry, car passenger, passenger.km</i> used for ferry journeys.</p>	Due to detailed travel records, relatively few estimates or assumptions were required.
	<p>Business travel – Hotels</p> <p>Total nights per country identified from travel claims.</p> <p>Travel records showed location, date of arrival and date of departure.</p>	<p>Total nights for each claim manually calculated based on arrival and departure nights.</p> <p>Total nights split by country and multiplied by corresponding conversion factor for <i>room, per night</i> from DEFRA.</p>	<p>Some countries did not have conversion factors available.</p> <p>These were European/Scandinavian countries. European average used as a proxy figure.</p> <p>A South African factor was used as a proxy for Nairobi.</p> <p>No other estimates or assumptions required.</p>
	<p>Commuting</p> <p>Staff traveling to and from their place of work, not already covered under expenses.</p>	<p>Staff travelling between their home and respective place(s) of work. This does not include travel that would have been claimed as part of expenses.</p> <p>A survey was distributed to determine staff's method and distance of commute.</p> <p>First step was checking survey responses for anomalous data, such as working more than 6 days per week, or excessive commuting distances. Data that was deemed void was removed from reported results.</p> <p>The survey gave options for specific vehicle types to allow the use of specific conversion factors.</p> <p>Calculations took into account annual leave and bank-holidays to avoid overestimating results.</p> <p>Survey also gave the option for staff to note if they used a company vehicle for commuting. These responses were counted as 0 tCO₂e to avoid double counting Scope 1 emissions.</p>	<p>No assumptions were made regarding commuting method as staff were given a wide range of options.</p> <p>It can be assumed that some staff provided an approximate distance rather than an exact one.</p> <p>Assumption that routes remain consistent throughout the year. It was not practical to account for this in the survey.</p> <p>The survey assumed 220 yearly working days.</p> <p>We received 117 responses from the survey and so the responses were extrapolated out by a scaling factor of 191% to account for the full 224 employees working for Kia in 2023.</p>
	Upstream transportation	Vehicles drive to Immingham Port Distribution Centre (2.7 miles) and from Blackrod Station	Detailed records of vehicle shipments are available on an individual

	<p>Transportation of all Kia UK vehicles from the Port of Immingham to Kia UK Immingham Port Distribution Centre. Then accounting for 4,289 vehicles to be transported from Immingham Port Distribution Centre to Blackrod Station and then finally to the Bolton Dealership.</p> <p>Vehicles unloaded from cargo ships at Immingham Port. These vehicles then drive 2.7 miles to the Kia UK Immingham Port Distribution Centre using their own fuel/charge. Data from shipping records available for reporting periods. Shipping records are broken down by individual vehicles, dates of movements, and port of arrival in the UK.</p> <p>4,289 vehicles are then transported to Blackrod Station via transporter vehicles.</p> <p>Finally, these 4,289 vehicles are driven the final 3.2 miles to the Kia Bolton Dealership using their own fuel/charge.</p>	<p>to the Kia Bolton Dealership (3.2 miles) using their own engine. A small amount of fuel/charge is added at the factory. Some charging occurs at Immingham and Blackrod which has already been accounted for under purchased electricity and T&D. Emissions associated to battery EVs were removed to avoid double counting the emissions associated with this charging.</p> <p>Shipping records used to identify the number of vehicles by engine type (petrol/diesel/PHEV or HEV/ EV). Count of each vehicle type multiplied by distance to calculate total cumulative miles travelled.</p> <p>Total miles per vehicle type multiplied by corresponding factor (<i>average, miles</i>).</p> <p>For the transporter vehicles, it was assumed that they had an average load of 9 cars per journey and the average HGV Defra distance emission factor was applied.</p>	<p>basis, so no estimates assumptions required for this element of calculations.</p> <p>Google maps used to identify distances. It is assumed that the distance travelled is consistent over the year and does not significantly deviate.</p> <p>It was not practical to segregate vehicles into specific engine capacities from over 112,000 records, hence why the <i>average</i> factor was used.</p>
B.5 Category 4: Indirect GHG emissions from services used by the organization	<p>Transmission and distribution (T&D)</p> <p>See Scope 2 electricity generation.</p>	<p>See Scope 2 electricity generation.</p> <p>T&D reported separately to Scope 2 to account for grid losses in electricity.</p>	<p>See Scope 2 electricity generation.</p>
	<p>Water supply and wastewater treatment</p> <p>Water consumption identified from meter readings at Walton Green and Bolton.</p> <p>Other sites do not have any water consumption.</p>	<p>Consumption is available from meter readings, so no estimates required.</p> <p>Total m³ of water supply multiplied by <i>water supply, m³</i> and <i>water, treatment, m³</i> emission factors.</p>	<p>It was assumed that 100% of supplied water is disposed of via drains and is therefore counted as wastewater.</p> <p>Overall water supply and treatment make up less than 1% of total emissions.</p>
	<p>Waste generated in operations</p> <p>Kg of waste and tCO₂e provided from waste contractor (Grundon) via reports.</p>	<p>For Walton Green direct tCO₂e data was provided from Grundon, as well as weights of each waste stream collected. This data did not require any processing and did not appear to be anomalous.</p> <p>No waste collected at other sites.</p>	<p>No estimates or assumptions required for Walton Green as direct data provided from waste contractor.</p>

	<p>Reports show weights of each waste stream collected from Walton Green.</p> <p>Primary waste data was provided for the Bolton workshop and showroom for March – August 2024 – this was used to calculate an average waste weight per month and extrapolated back to account for 2023.</p>	<p>All waste was assumed to be sent to landfill apart from paper waste which was assumed as recycled.</p>	<p>Waste from Bolton may vary compared to Walton Green, but due to the relatively low emissions, there is a low level of risk associated with waste emission estimates.</p> <p>Total waste emissions account for less than 1% of total organisational emissions.</p>
B.7 Category 6: Indirect GHG emissions from other sources	<p>Homeworking Staff working remotely on behalf of Kia UK.</p>	<p>Data collected as part of same survey used to collected commuting data.</p> <p>Electronic survey sent to all staff. Separate surveys sent for 2021, 2022 and 2023.</p>	<p>Main assumption is all responses are accurate and represent staffs' typical homeworking habits across reporting periods.</p>

Additional Details for Upstream Transportation Methodologies

Due to the overall contribution to emission and complexity of methodologies, additional detail is provided below on upstream transportation:

- Data from shipping records, with a record available for each individual vehicle that is brought into the UK for sale
- Goods assigned a reporting period based on the 'gate out' date so emission could be assigned the period where goods left their storage facility for transportation, rather than the date they arrived in the UK or left their respective country of origin

Summary of Immingham Port to KDC and Blackrod to Bolton Dealership Methods

- Cars are individually driven using residual fuel/charge added at factory of origin and at Blackrod Station
- Some charging occurs at Immingham and Blackrod that is captured under purchased electricity/T&D
- Total number of vehicles from Immingham and Blackrod identified from shipping records
- Total number of vehicles from each engine type calculated from the same shipping records
- Spot checks performed against vehicle totals to ensure accuracy of reporting

Total distance = count of cars x 2.7 miles (for Immingham) and 3.2 miles (for Blackrod to Bolton dealership)

$tCO_2e = \text{distance per engine type} \times \text{average conversion factor (miles) per category} / 1000$

Summary of Immingham KDC to Blackrod Station Methods

- Cars are transported via a HGV transporter vehicle
- It was assumed that the transporter vehicles had an average load factor of 9 vehicles per transporter leg
- Total number of vehicles from Immingham identified from shipping records
- Total number of vehicles from calculated from the same shipping records
- Spot checks performed against vehicle totals to ensure accuracy of reporting

Total distance = count of cars / 9 x 120 miles

tCO₂e = distance per engine type x average conversion factor (miles) per category / 1000

Key Assumptions

- Distances are consistent and do not alter over the reporting periods
- All vehicles that arrive at Immingham are functional and able to drive under their own power
- Shipping records are 100% accurate and free from error (e.g., duplicates)

Managing Uncertainties & Assumptions

A quantitative and qualitative assessment of uncertainties has been undertaken to transparently report on the perceived level of uncertainty for each emission source.

Uncertainty judgements have been completed based on the criteria below:

Quantitative Uncertainty	Guidance Statement
2%	There is certainty that the emissions data is accurate within +/- 2% of actual recorded data
5%	There is certainty that the emissions data is accurate within +/- 5% of actual recorded data
10%	There is certainty that the emissions data is accurate within +/- 10% of actual recorded data
20%	There is certainty that the emissions data is accurate within +/- 20% of actual recorded data
35%	There is certainty that the emissions data is accurate within +/- 35% of actual recorded data
> 50%	There is a likelihood that the data has greater than +/- 50% scope for error, further investigation needed
Qualitative Uncertainty	Guidance Statement
A	It is virtually certain that data provided are accurate and from a verified source
B	There is a very high degree of confidence that the data provided are accurate and from a verified source
C	There is a high degree of confidence that the data provided is from a reliable source. Minimal assumptions required.
D	There is a medium degree of confidence that the data provided are accurate, however some assumptions have been made
E	There is medium to low uncertainty in the data provided, some assumptions have been made to calculate emissions
F	There is a low degree of confidence that the data provided is accurate and assumptions have been made to calculate emissions, further investigation needed

Below is a summary of our uncertainty analysis:

	Total tCO ₂ e	Lower Bound – tCO ₂ e	Upper Bound - tCO ₂ e	Total Range - tCO ₂ e	Total % of Uncertainty
2021	1,301.58	1,193.47	1,409.70	216.23	16.61
2022	1,492.81	1,413.33	1,572.29	158.95	10.65
2023	1,876.12	1,728.15	2,024.10	295.96	15.77

Variation in uncertainty is due to an inconsistency in responses for the 2023 commuting survey, meaning that the sample data used in the final extrapolation might not be as representative as that of 2022. Additionally, the data provided for flights and business travel didn't explicitly detail if the flights were return and how many hotel nights were paid for which meant that assumptions had to be used – which decreased the reliability of the results.

Uncertainty can be decreased in these areas by liaising with transport providers to collect primary data, achieving a higher response rate for the commuting/homeworking survey, and recording exact routes and hotel nights used for business travel.

Utilities are deemed to have low uncertainty due to detailed primary data being available (invoices, meter readings). No assumptions or estimates required for gas or electricity. Consistent approach taken for utilities across reporting periods.

Exclusions / Sinks

Where data has been available and emission sources are relevant to Kia UK, no sources have been excluded. We have taken the conservative approach and used estimates for some sources where appropriate.

Scope	Sources	Justification (2023)
1	Company vehicles	Included All combustion in company owned/controlled assets has been accounted for.
	Gas	
	Fugitive emissions	Included Leaks included for Walton 2023. No relevant systems for Immingham and no leaks for systems at other sites. Evidenced in maintenance records.
2	Purchased energy	Included All purchased electricity consumption included within quantification. Dual reporting used for location and market-based emissions.
3	Purchased goods and services	Included Waste supply, wastewater treatment, waste disposal. Excluded Not required under current mandatory reporting so has not been a focus of data collection. Kia UK will review data availability for

		this source once verification for 2023 reporting period is complete.
	Capital goods	Not relevant
	Fuel and energy related activities not included in Scope 1 or 2	Included
	Upstream transportation and distribution	<p>Included Upstream transportation included for movement of all vehicles from Port of Immingham storage facility to the Immingham distribution centre and onto the Bolton dealership for a small percentage of vehicles.</p> <p>For 2023, Kia expanded the scope of the upstream transport and distribution and included the journey that cars make from the Immingham Distribution Centre to the Bolton Dealership. The baseline and 2022 were recalculated to reflect this change. The cars travel on HGV transporters for the first leg to Blackrod Station and then they were driven individually from Blackrod Station to the Bolton Dealership.</p> <p>Excluded Upstream transportation of vehicles from manufacturing sites (Slovakia / South Korea) also excluded under Incoterms.</p> <p>Further details relating to Incoterms and our exclusions rationale are detailed in the section below. Exclusions represent journeys where Kia UK are not responsible for the goods until they have reached Immingham Port.</p>
	Waste generated in operations	<p>Included Data provided from waste contractor (Grundon) for Walton Green. Data extrapolated for Bolton based on primary data received for 2024.</p>
	Business travel	<p>Included Grey fleet, road, rail, sea, air, hotels.</p>
	Commuting	<p>Included Estimated from online survey sent to staff. Responses extrapolated to estimate 100% of emissions from staff.</p>
	Upstream leased assets	Not relevant
	Downstream transportation and distribution	<p>Excluded Data not currently available. For some vehicles this may be simple to confirm, but due to the high number of end destinations (retail outlets, customers, etc), it is not currently practical to quantify downstream transportation emissions.</p>
	Processing of sold products	<p>Not relevant Kia UK are not responsible for the manufacture or disposal of vehicles. At the global level, Kia Corporation have completed LCA's for several models (Niro EV and EV6) to quantify the carbon involved with the production, use and disposal of these vehicles.</p>
	Use of sold products	Not relevant

		Kia UK are not responsible for the manufacture or disposal of vehicles. At the global level, Kia Corporation have completed LCA's for several models (Niro EV and EV6) to quantify the carbon involved with the production, use and disposal of these vehicles. Kia Global have accounted for the use and disposal of these vehicles in their 2024 annual report so this was excluded to avoid double counting.
	End-of-life treatment of sold products	Not relevant Kia UK are not responsible for the manufacture or disposal of vehicles. At the global level, Kia Corporation have completed LCA's for several models (Niro EV and EV6) to quantify the carbon involved with the production, use and disposal of these vehicles. Kia Global have accounted for the use and disposal of these vehicles in their 2024 annual report so this was excluded to avoid double counting.
	Downstream leased assets	Not relevant Kia UK do not have any downstream leased assets.
	Franchises	Excluded Not under operational control of Kia UK.
	Investments	Not relevant No investments to report on at the UK level.
	Homeworking	Included Estimated from online survey sent to staff. Responses extrapolated to estimate 100% of emissions from staff.



Incoterms

Incoterms, also known as International Commercial Terms, are a set of internationally recognised rules that define the responsibility of goods being transported around the world. These outline which parties are responsible for goods at each point in the goods' journey.

Incoterms rules are the reason for our exclusion of elements of our upstream transportation. The only upstream transportation of vehicles that Kia UK are responsible for is the journey from Immingham to Kia UK Immingham Port Distribution Centre and onto the Kia Bolton Dealership. The initial journeys from Slovakia/South Korea (manufacturing) are not under Kia UK's operational control. Kia UK cannot dictate the location of alternative ports when Immingham is at capacity. Immingham is designated as a port with national strategic importance meaning that other vessels are prioritised over Kia UK's, hence the use of alternate ports.

Under Incoterms, the goods are the responsibility of the carrier until delivered to the agreed upon end destination. These terms are agreed by both parties (buyer and seller). See table below from [Inco Docs Global Trade Guide](#).

Incoterms® 2020 Rules Responsibility Quick Reference Guide

 											
Freight Collect Terms						Freight Prepaid Terms					
Groups	Any Mode or Modes of Transport		Sea and Inland Waterway Transport				Any Mode or Modes of Transport				
Incoterm®	EXW Ex Works (Place)	FCA Free Carrier (Place)	FAS Free Alongside Ship (Port)	FOB Free On Board (Port)	CFR Cost and Freight (Port)	CIF Cost Insurance & Freight (Port)	CPT Carriage Paid To (Place)	CIP Carriage & Insurance Paid to (Place)	DAP Delivered at Place (Place)	DPU Delivered at Place Unloaded (Place)	DDP Delivered Duty Paid (Place)
Transfer of Risk	At Buyer's Disposal	On Buyer's Transport	Alongside Ship	On Board Vessel	On Board Vessel	On Board Vessel	At Carrier	At Carrier	At Named Place	At Named Place Unloaded	At Named Place
Obligations & Charges:											
Export Packaging	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller
Loading Charges	Buyer	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller
Delivery to Port/Place	Buyer	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller
Export Duty, Taxes & Customs Clearance	Buyer	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller
Origin Terminal Charges	Buyer	Buyer	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller
Loading on Carriage	Buyer	Buyer	Buyer	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller
Carriage Charges	Buyer	Buyer	Buyer	Buyer	Seller	Seller	Seller	Seller	Seller	Seller	Seller
Insurance	Negotiable	Negotiable	Negotiable	Negotiable	Negotiable	*Seller	Negotiable	**Seller	Negotiable	Negotiable	Negotiable
Destination Terminal Charges	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Seller	Seller	Seller	Seller	Seller
Delivery to Destination	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Seller	Seller	Seller
Unloading at Destination	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Seller	Buyer
Import Duty, Taxes & Customs Clearance	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Seller

*CIF requires at least an insurance with the minimum cover of the Institute Cargo Clause (C) (Number of listed risks, subject to itemized exclusions)
 **CIP now requires at least an insurance with the minimum cover of the Institute Cargo Clause (A) (All risk, subject to itemized exclusions)
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 This is general information for guidance purposes only. IncoDocs Solutions Pty Ltd is not responsible for these contents nor do the contents listed above contain all details. For a full and complete description, refer to the full version of Incoterms. 2020 by the International Chamber of Commerce at the ICC website.

The following codes are used to define the level of responsibility related to the journey from each manufacturing site:

- **CPT** - Carriage Paid to Port of Immingham - Slovakia
- **CFR** - Cost and Freight Port of Immingham – South Korea

Further details on Incoterms:

- [Department for Business and Trade](#)
- [International Trade Administration](#)

Changes to Quantification Methodologies Previously Used

The only change to quantification methodologies previously reported is that the second leg of distribution from Immingham KDC to the Kia Bolton Dealership has been included in the upstream transport footprint and the upstream emissions for electricity, fuel and grey fleet have been updated. The 2021 footprint and 2022 footprint have also been updated to include these changes. Emissions are still quantified in a consistent manner each year.

Any significant changes to quantification approach will be documented in the GHG Report.

GHG Reduction Initiatives & Internal Performance Tracking

GHG Reduction Initiatives

We are committed to reducing our GHG emissions. Where absolute emissions increase between years due to business expansion, reductions will be displayed in intensity terms.

Our carbon reduction strategy is centred around the requirements of PPN 06/21. Targets have been set to guide Kia UK towards Net Zero by 2045 in alignment with Kia Corporation's global decarbonisation goal.

In line with the requirements of ISO 14064-1 and PPN 06/21 guidance Kia UK have taken steps to understand its environmental impact and carbon footprint relevant to the delivery of relevant contracts as specified in the Public Contracts Regulations 2015.

Kia UK are committed to the following initiatives:

- Making an organisational commitment to reducing emissions over time to achieve Net Zero before 2045
- Annually quantifying and declaring emissions of GHGs defined within the Kyoto protocol; carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), sulphur hexafluoride (SF₆) and nitrogen trifluoride (NF₃)
- Developing a Carbon Reduction Plan in line with PPN 06/21 Technical Standard for Completion of Carbon Reduction Plans outlining environmental management measures that will be applied in the performance of relevant contracts and wider business operations
- The Carbon Reduction Plan will be supported and signed off by top management (or equivalent) within the organisation

Company GHG Policies, Strategies and Programmes

We have implemented several initiatives aimed at reducing emissions and are continually looking for new ways to do so. As a leading automotive company, we decarbonise operations via our vehicles. The majority of our fleet is now hybrid or EV, with the proportion of traditional ICE vehicles decreasing each year. To support this, we provide staff with charging facilities at sites.

Kia UK Environmental Policy

Kia UK do not currently have a formal Environmental Policy but are considering adopting one that will work in alignment with carbon reduction goals. In the context of carbon reduction, this will reference:

- Continual monitoring of activity data where feasible
- Continually monitor and report on emissions using ISO 14064-1
- Preventative action taken where activity data indicates an issue (e.g., water leak)
- Continually reduce absolute and intensity-based emissions using reduction initiatives and policies

We are also considering a sustainable travel policy to substitute carbon intensive methods such as flights with the use of our own hybrid and EV fleet where possible.

Our full Environmental Policy will be aligned with ISO 14001:2015.

Current Reduction Initiatives

The following environmental management measures and projects have been completed or implemented since the 2021 baseline.

- Increased the proportion of hybrid, plug-in hybrid and electric vehicles with the company's fleet and Employee Car Ownership Scheme
- Providing staff incentives for taking up EVs in ECOS scheme
- Completed a comprehensive electric vehicle charging project at Head Office available to all employees and visitors
- Regular and documented maintenance of HVAC systems to ensure no leaks
- Progressive increase in the proportion of electric vehicles within the company Fleet
- Expansion of the EV Charging facilities on sites
- Car sharing among staff for commuting
- Increased hybrid working to minimise business travel and commuting
- Implementation of Emissions Monitoring System to track GHGs across Scopes 1- 3
- ISO 14001 Certification
- ISO 14064-1 Verification

Planned Reduction Initiatives

We are currently developing plans to implement further measures to assist us to identify significant Sets of our Scope 3 Emissions in the near future.

In the short term, we hope to implement further measures such as:

- Photo voltaic panels
- Instructions to suppliers
- ISO 14001 Certification (ongoing)
- ISO 14064-1 Verification (ongoing)
- Sustainable travel policy
- Gradual phase out of gas for heating purposes from operations
- LED lighting upgrade throughout Walton Green

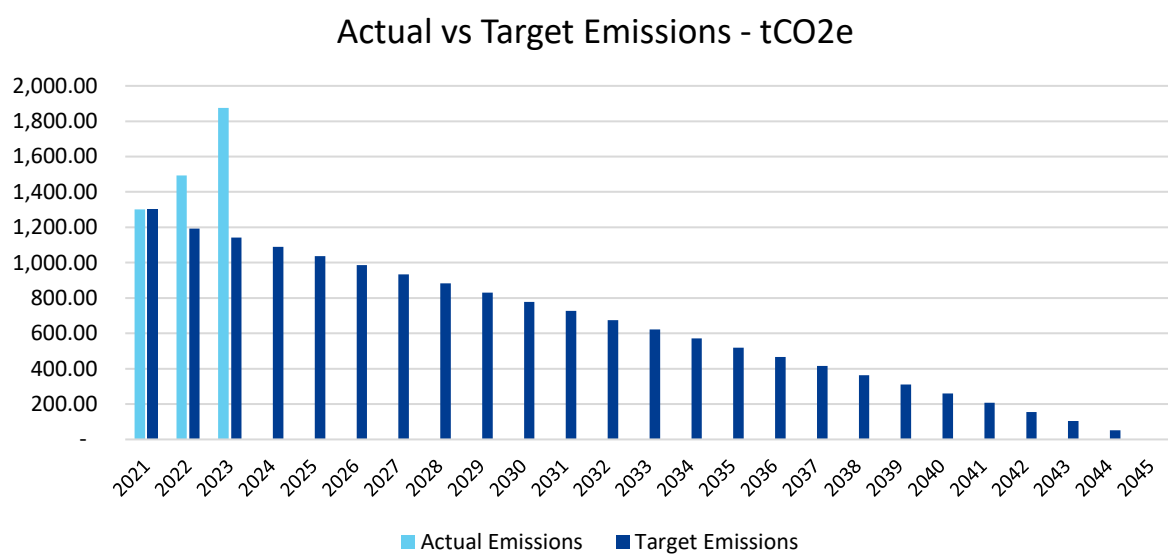
It is also a goal at a global level to have all Kia sites on renewable energy by 2040. This will allow for Scope 2 market-based emission to be reported as zero.

Reduction Targets

We have set emission reduction targets in alignment with ISO 14064-1 and PPN 06/21 Technical Requirements.

Kia UK are committed to achieving Net-Zero by 2045 and have implemented a series of environmental initiatives to work towards this goal. Emissions will be re-quantified each year and targets amended if appropriate.

The graph below displays Kia UK’s path to Net Zero by 2045, with the blue lines acting as ‘carbon budget’ that the company must stay within each year to achieve the intended targets.



Targets are subject to annual review. Below is an overview of quantitative targets based on the graph above.

Year	Emissions Target – tCO ₂ e	% Reduction From Base Year
2025	1,037.71	-20.27%
2030	778.29	-40.20%
2035	518.86	-60.14%
2040	259.43	-80.07%
2045	0.00*	-100.00%

*Although we are aiming for Net Zero, we recognise that a small amount of residual emissions may remain by 2045.

We expect our carbon intensity to reduce per m² of site relative to the base year from 2024 onwards, despite the inclusion of additional site (Derby Academy) from Q4 2023 onwards.

Between 2030 and 2035 we expect the vast majority of company vehicles to be EV. Although this will impact Scope 2, we forecast that Scope 1 vehicle use will be Net Zero by 2035 at the latest. In combination with the gradual phase out of gas use on sites, we forecast that Scope 1 will be virtually eliminated by 2035 at the latest.

GHG Inventory Quality Management & Calibration Requirements

Kia UK have no calibration duties.

Emissions Source	Quality Management Process	Uncertainties & Calibration Requirements
Electricity, gas and water data	<p>Kia UK performs an on-going validation process on electricity, gas and water data which is designed to highlight:</p> <ul style="list-style-type: none"> ■ Meters without data when data is expected ■ Meters where invoiced and AMR (Automatic Meter Reads) data do not align ■ Meters where consumption variance outside of tolerance ■ Meters where Year on Year variance is outside of tolerance <p>The validation results in queries being generated directly with suppliers. Where necessary queries will be address to Kia UK FM team to validate discrepancies identified. This is an on-going process.</p>	<p>For the consumption of electricity in the UK, "The Meters (Certification) Regulations 1998" [21] state that: The permitted margins of error shall be an error not exceeding plus 2.5 per cent. or minus 3.5 per cent. at any load at which the meter is designed to operate.</p>
On-site fuel combustion	<p>Kia UK Finance team check the fuel invoicing as part of the standard financial internal audit process.</p> <p>In addition, the fuel combustion data is checked via both internal and external audit.</p>	<p>Volume of fuel use for diesel generator at Immingham is checked via purchasing records.</p>
Fugitive emissions	<p>Kia UK completes regular compliance audits across the estate, this includes an assessment of the compliance with fluorinated gas regulations.</p> <p>Leaks from HVAC systems are logged as part of maintenance reports.</p>	<p>All HVAC maintenance on Kia UK owned assets is:</p> <ul style="list-style-type: none"> ■ Completed by trained and qualified individuals. ■ Documented via electronic records.

Appendices

Verification Report

Verification Opinion

Verified as Satisfactory	
Based on the process and procedures conducted, there is no evidence that the GHG statement contained in the GHG Report "Kia UK Ltd Greenhouse Gas Report v. 3.6" produced by Kia UK Ltd	<ul style="list-style-type: none"> is not materially correct and is not a fair representation of GHG data and information.
	<ul style="list-style-type: none"> has not been prepared in accordance with ISO14064-1 and its principles.
With the following noted	<p>Kia UK are not responsible for the manufacture or disposal of vehicles, and majority of sales are through independent dealerships outside the operational control of Kia UK Ltd.</p> <p>The organisations responsibilities for reporting emissions from transportation is, therefore, limited to the movement of vehicles from the designated Port of Entry at Immingham to Kia UK Ltd's distribution centre in Bolton. This is based on responsibilities outlined in "Incoterms" a set of internationally recognized rules which define the responsibilities of sellers and buyers in export transactions.</p>
The following improvements were raised in relation to future reporting	It was noted that the data management processes for air travel has a higher risk of error due to the amount of manually transferred information in the data flow. A review of the process, and associated checking activities, should be considered to reduce this risk.
Lead Verifier	Stuart Rogers
Independent Reviewer	Catherine Williams
Signed on behalf of BSI	Matt Page, Managing Director UK and Ireland
Issue Date	30/10/2024
BSI Assurance UK Ltd, Kitemark Court, Davy Avenue, Milton Keynes, MK5 8PP, UK	
<p>Note: BSI Assurance UK Ltd is independent to and has no financial interest in Kia UK Ltd. This 3rd party Verification Opinion has been prepared for Kia UK Ltd only for the purposes of verifying its statement relating to its GHG emissions more particularly described in the scope above. It was not prepared for any other purpose. In making this Statement, BSI Assurance UK Ltd has assumed that all information provided to it by Kia UK Ltd is true, accurate and complete. BSI Assurance UK Ltd accepts no liability to any third party who places reliance on this statement.</p>	

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Verification Engagement

Organization	Kia UK Ltd
Responsible party	Kia UK Ltd
Verification Objectives	<p>To express an opinion on whether the organizational GHG Statement which is historical in nature:</p> <ul style="list-style-type: none">• Is accurate, materially correct and is a fair representation of GHG data and information.• Has been prepared in accordance with ISO14064-1 2019 and its principles.
Materiality Level	10%
Level of Assurance	Limited
Verification evidence gathering procedures	<ul style="list-style-type: none">• Evaluation of the monitoring and controls systems through interviewing employee's observation & inquiry• Verification of the data through sampling recalculation, retracing, cross checking, and reconciliation
The verification activities applied in a limited level of assurance verification are less extensive in nature, timing and extent than in a reasonable level of assurance verification.	
Verification Standards	The verification was carried out in accordance with ISO 14064-3: 2019, ISO 14065: 2020 and ISO 17029:2019
Note: Kia UK Ltd is responsible for the preparation and fair presentation of the GHG statement and report in accordance with the agreed criteria. BSI is responsible for expressing an opinion on the GHG statement based on the verification.	

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Organizational GHG Statement

Organization		Kia UK Ltd
Organizations GHG Report containing GHG Statement		Kia UK Ltd Greenhouse Gas Report V.3.6
Organizational Boundary		Operational Control
Locations included in the Organizational Boundary		See Appendix A
Scope of activities:		Logistics of vehicles coming into the UK from international factories to the Kia UK Ltd distribution centre. Operation of a dealership and service centre in Bolton.
Reporting Boundary:	Direct GHG Emissions	Stationary combustion of natural gas Stationary combustion of diesel Company vehicles Fugitive emissions (F-gas leaks)
	Direct GHG Removals	None
	Indirect GHG Emissions from imported energy	Purchased electricity
	Indirect GHG emissions from transportation	Business travel Upstream transportation Commuting
	Indirect GHG emissions from product and services used by organization	Transmission and distribution (T&D) of electricity Waste Water
	Indirect GHG emissions from product and services used by organization	Not technically feasible at this time. Whilst majority of sales are through independent dealers, Kia UK Ltd does have operational control of one dealership.
	Indirect GHG emissions from other sources (scope 3)	Home working
Exclusions from Reporting Boundary:		Purchased goods - data not available, to be reviewed for 2024 reporting
Criteria for developing the organizational GHG Inventory:		ISO 14064-1:2019 GHG Protocol Streamlined Energy and Carbon Reporting (SECR) Policy Procurement Notice 06/21 Carbon Reduction Plan (PPN 06/21 CRP)
Reporting Period		01/01/2023 – 31/12/2023

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Appendix A

Locations from the boundary of the GHG statement:

Kia UK Head Office,
Halfway Green,
Walton Green,
Walton-on-Thames
KT12 1FJ

Kia UK Bolton Showroom and Service Centre,
79 The Linkway,
Horwich,
Bolton BL6 6JA

Kia UK GWR Showroom,
963 Great West Road,
Brentford,
Middlesex,
TW8 9FX

Kia UK Immingham Port
Distribution Centre
North Moss Lane
Stallingborough
DN41 8DD

Derby Academy
Unit 1 Wyvern Way
ST Mowden Park
Chaddesden
Derbyshire
DE21 6YH



Kia UK Ltd. GHG Report created in collaboration with ClimatePartner and Cobham Engineering Consultants.