

Carbon Calculated Report: Qualified Greenhouse Gas Inventory



Client: Bidvest Group Ltd
Date: 2010 - Carbon Footprint Report
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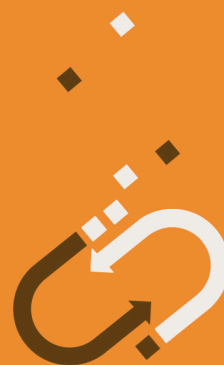
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Overview of Bidvest Group Ltd's carbon dioxide equivalent (CO₂e) emissions

Reporting period: Financial year 2010: July 2009 – June 2010

Carbon footprint calculation conducted on: Bidvest Group Limited (all divisions)

Methodology: Greenhouse Gas Protocol – Corporate Accounting and Reporting Standard

Total Bidvest Group Ltd employees covered by report:	106 495
Percentage of staff covered by this report:	100%
Total square metreage of Bidvest Group Ltd:	Information not available

Scope 1 Direct Emissions	Tonnes of CO₂e
Vehicles and equipment owned or controlled consuming petrol	52 776.17
Vehicles and equipment owned or controlled consuming diesel	262 580.05
Vehicles and equipment owned or controlled consuming biodiesel	7 130.47
Vehicles and equipment owned or controlled consuming LPG	770.77
Vehicles and equipment owned or controlled consuming LNG	4 127.69
Vehicles and equipment owned or controlled consuming coal	39 706.41
Scope 2 Indirect Emissions	
Purchased electricity	317 499.77
TOTAL SCOPE 1 & 2 EMISSIONS	684 591.32

Scope 3 Indirect Emissions	
Business travel in commercial airlines (local)	3 291.62
Business travel in regional airlines (regional)	367.97
Business travel in commercial airlines (international)	4 309.27
Emissions to air: methane	6.78
Emissions to air: nitrous oxide	5 848.77
Consumption of office paper	2 764.84
TOTAL SCOPE 3 EMISSIONS	16 589.25

TOTAL SCOPE 1, 2 & 3 EMISSIONS (GHG Protocol)	701,180.58
Non-Kyoto Protocol GHG emissions¹	0

TOTAL BIDVEST GROUP LTD 2009 EMISSIONS (tonnes of CO₂e)	701 180.58
Emissions per employee (t/fulltime employee)	6.58

¹ Non-Kyoto Protocol GHG emissions are not included in GHG Protocol calculations, but are indicated in this report for complete reporting purposes.



Bidvest Group Ltd carbon emissions by division:

Bidvest Division	Total emissions (tonnes CO₂e)	Total fulltime employees	Emissions per employee
Bid Auto	60 648.15	6 699	9.05
BICP	50 521.49	6 815	7.41
Corporate Services	14 227.70	555	25.64
Bidfood	57 472.75	3 535	16.26
Bidfreight	71 751.18	4 868	14.74
Bidpaper Plus	34 234.30	4 368	7.84
Bidserv	102 895.15	62 793	1.64
Bidvest Asia Pacific	70 439.50	4 185	16.83
Bidvest Europe	141 984.58	10 107	14.05
Bidvest Namibia	97 005.78	2 570	37.75
TOTAL	701 180.58	106 495	6.58



Abbreviations and glossary of terms

A/C	Air conditioning.
Baseline year	A historical year used to compare proceeding year's emissions.
CO ₂	Carbon dioxide.
CO ₂ e	Carbon dioxide equivalent – standardisation of all greenhouse gases to reflect the global warming potential relative to carbon dioxide.
CDP	Carbon Disclosure Project.
Defra	United Kingdom Department of Environment, Food and Rural Affairs.
Direct emissions	Greenhouse gas emissions from facilities/sources owned or controlled by a reporting company, e.g. generators, blowers, car fleets, etc.
Emission factors	Specific value used to convert activity data into greenhouse gas emission values.
FTEs	Fulltime employees.
GHG	Greenhouse gases.
GHG Protocol	Greenhouse Gas Protocol – uniform methodology used to calculate the carbon footprint of an organisation.
GWP	Global Warming Potential – an indication of a greenhouse gas` global warming effect in comparison to the same weight of carbon dioxide.
HCFC	Hydrochlorofluorocarbon.
IPCC	International Panel on Climate Change.
Indirect emissions	Greenhouse gas emissions from facilities/sources that are not owned or controlled by the reporting company, but for which the activities of the reporting company are responsible.
Operational boundary	Determination of which facilities or sources of emissions will be included in a carbon footprint calculation.
Organisational boundary	Determination of which business units of an organisation will be included in a carbon footprint calculation.
Optional information	Information relating to emissions that are recommended but not compulsory under the GHG Protocol, e.g. emissions from air travel.
Relevant emissions	Emissions generated as a result of the business activities of the reporting company.
Required information	Information relating to emissions that are compulsory under the GHG Protocol, namely direct emissions and indirect emissions from purchased electricity.
Scope 1 emissions	Emissions resulting from equipment owned or controlled by a reporting company.
Scope 2 emissions	Emissions resulting from consumption of electricity purchased by a reporting company.
Scope 3 emissions	Emissions resulting from other activities of a reporting company, such as commuting travel, business travel, paper consumption, etc.
UNEP	United Nations Environment Programme.
WBCSD	World Business Council for Sustainable Development.
WRI	World Resources Institute.



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Section A: Introduction

This report constitutes the third greenhouse gas emissions inventory (“Carbon Footprint”) undertaken by the Bidvest Group Ltd. (Bidvest) and follows from the Group’s first inventory of 2008.

Bidvest has collated relevant greenhouse gas emissions data from their different business divisions and activities as part of their 2010 Sustainability Report. All Bidvest business units have been included in the inventory and, therefore, it can be assumed that one hundred per cent of Bidvest fulltime employees (FTE’s) are covered by this report.

This inventory report has been undertaken in full accordance with the Greenhouse Gas Protocol, the most widely used international carbon calculation methodology, compatible with other GHG standards such as the ISO 14064 (see p. 7). In accordance with the GHG Protocol, clear organisational and operational boundaries have been defined and agreed to by Bidvest, and the relevant activity data supplied by Bidvest for calculation purposes.

Emitting activities include direct greenhouse (GHG) emissions resulting from fuel used by vehicles and equipment owned or controlled by Bidvest including: diesel, biodiesel, petrol, LPG, LNG and coal; indirect emissions from purchased electricity (referred to as Scope 1 and 2 emissions respectively); and, selected indirect emissions resulting from business travel in corporate aeroplanes, consumption of office paper and methane and nitrous oxide emitted by equipment not owned or controlled by Bidvest (referred to as Scope 3 emissions).

Emissions from Bidvest car rental operations generated by customer usage of vehicles is excluded. Although these would normally be reported under Scope 1 direct emissions, customer information was not available and Bidvest queries the relevance of the GHG Protocol in ascribing such client emissions directly to the reporting company. (See p. 13 for specific exclusions).

It is important to highlight that under the GHG Protocol, the reporting of both direct emissions and indirect emissions resulting from purchased electricity, are compulsory. All other indirect emissions are reported on a voluntary basis. As many voluntary emissions as possible have been reported on (dependent on reliable data).

Although conducted in accordance with the Greenhouse Gas (GHG) Protocol, improvements in future carbon footprint calculations could include air conditioning and refrigeration gas refills, employee commuting, travel claims/allowances, accommodation in hotels, car rental activity, and other third party production of consumed materials, outsourced activities and end-use of products sold by Bidvest.

Carbon Calculated has gone to all reasonable measures to ensure that the primary information provided by Bidvest is correct, but holds no responsibility for any inaccuracies that this information might contain. This report, in its entirety, is both material and complete where reliable data is available. Information may be extracted for reporting purposes, such as for submission into international and/or national Greenhouse Gas registries and sustainability reporting. It can also be presented for third party verification purposes if desired by Bidvest.



Section B: Required information under the GHG Protocol

The GHG Protocol

The GHG Protocol is a multiple-stakeholder partnership of business, NGOs and governments led by the World Resources Institute (WRI) and the World Business Council for Sustainable Development (WBCSD). It is the best source of information about corporate GHG accounting and reporting, and draws on the expertise and contributions of individuals and organisations from around the world. The GHG Protocol is the most widely used standard for mandatory and voluntary GHG Programmes and is compatible with other international GHG standards such as ISO 14064. It is also analogous to the generally accepted financial accounting standards for companies' consistent accounting reporting purposes.

1. Company description

Bidvest is an international service, trading, and distributions company. It is a geographically dispersed and multi-faceted businesses conglomeration with group headquarters based in Johannesburg, South Africa (refer to Appendix A for a breakdown of these operations).

Bidvest has a proud history of measurement and reporting of its sustainability indicators, including its environmental impact across its group and geographical reach. It is a founding member of the Johannesburg Stock Exchange's Socially Responsible Investment Index (JSE SRI) and is one of only four South African companies listed on the Dow Jones Sustainability World Index. This report has been completed as part of Bidvest's corporate sustainability reporting for 2010.

2. Inventory boundaries

2.1. Organisational boundary

Definition: Organisational boundaries

Organisational boundaries determine which business units (core, subsidiaries, franchises, etc.); facilities; or, physical places of operation, owned or controlled by the reporting company, are included in the carbon footprint. The more complex the company structure, the more important organisation's boundaries are for the clear definition and scope of the report.

This 2010 GHG Inventory is composed of all ten business divisions and 100% of Bidvest full time employees, totalling 105 625 employees. The 2008 and 2009 inventories contained the same organisational boundaries, creating a platform for comparison between the two years.

All Bidvest business divisions have been reported in this inventory. These include South African and international business activities relating to the following divisions:

- Bidserv
- Bidvest Corporate Services
- Bid Auto
- Bid Industrial and Commercial Products (BICP)
- Bidfood
- Bidvest Asia Pacific
- Bidfreight
- Bidvest Namibia
- Bidpaper Plus
- Bidvest Europe

Bidvest has business operations in the following countries: South Africa, United Arab Emirates, United Kingdom, Isle of Man, Botswana, DRC, Malawi, Zambia, Mozambique,



Zimbabwe, Namibia, Lesotho, Swaziland, Mauritius, China, Singapore, Australia, New Zealand, Belgium and the Netherlands.

2.2. Operational boundary

Definition: Operational boundaries

Operational boundaries determine the actual business activities of the reporting company that generate emissions; which of these activities should be included in the calculation; and, how these activities should be classified (i.e. direct or indirect emissions).

Greenhouse gas emissions resulting from the following activities have been calculated:

- Direct emissions:
 - Vehicles and equipment owned or controlled that consume petrol
 - Vehicles and equipment owned or controlled that consume diesel
 - Vehicles and equipment owned or controlled that consume biodiesel
 - Vehicles and equipment owned or controlled that consume LPG
 - Vehicles and equipment owned or controlled that consume LNG
 - Equipment owned or controlled that consumes coal

- Indirect emissions
 - Purchased electricity
 - Business travel in commercial airlines
 - Emissions to air: methane
 - Emissions to air: nitrous oxide
 - Consumption of office paper

2.2.1. Recommended improvements

It is also recommended that Bidvest consider incorporating the following activities in their future data collection:

- Air conditioning and refrigeration gas refills
- Business travel: total nights spent in hotel accommodation
- Business travel: rental cars
- Employee commuting
- Travel claims and/or travel allowances

2.3. Reporting period

The reporting period correlates with Bidvest's 2010 financial year (1 July 2009 -30 June 2010).

3. Information on Bidvest's GHG emissions by Scope

Definition: Direct and Indirect emissions

Under the GHG Protocol, emissions are categorised as 'direct' when they are generated from activities or sources within the reporting company's organisational boundary and which the company owns or controls. 'Indirect' sources are those emissions related to the company's activities, but that are emitted from sources owned or controlled by another company, e.g. purchased electricity, rental cars, commercial airlines or paper (see Appendix D for a diagram indicating direct and indirect emissions).



3.1. Total Scope 1 & 2 emissions

The Greenhouse Gas (GHG) Protocol requires carbon footprint calculations to include all direct emissions under Scope 1 and indirect emissions from purchased electricity under Scope 2. Other activities under indirect emissions, Scope 3, are voluntarily reported.

Definition: Scope 1 emissions

Emissions from sources owned or controlled by the reporting company, e.g. generators, refrigeration, air-conditioning units etc.

Definition: Scope 2 emissions

Emissions associated with the consumption of purchased electricity, heat or steam from a source that is not owned or controlled by the reporting company, e.g. an electricity utility such as Eskom in South Africa.

3.1.1. Limitations and qualifications

The GHG Protocol requires carbon footprint calculations to include all Scope 1 and Scope 2 emissions as compulsory reporting. Scope 3 emissions are included as voluntary.

To align with the presentation of information in the Bidvest Sustainability Report 2010, GHG emissions are ascribed to each division in turn.

All data information is supplied by Bidvest and is assumed to be correct. The responsibility for the accuracy of the information lies with Bidvest.

3.1.2. Emission factors

This report uses the most recent emission factors provided by a variety of reliable and relevant sources and are indicated as such throughout the report.

Emission factors

Emission factors convert activity data (e.g. amount of fuel used, kilometres driven, kilowatt hours of purchased electricity, etc.) into a value indicating carbon dioxide equivalent (CO₂e) emissions generated by that particular activity.

Default values are used by the GHG Protocol to assist businesses that are unable to develop accurate customised values. These default values are representative averages based on the most extensive data sets available, and are largely identical to those used by the Intergovernmental Panel on Climate Change (IPCC), the premier authority on greenhouse gas accounting practices at the global level.

The GHG Protocol recommends, however, that businesses should use customised values whenever possible as industrial processes or the composition of fuels used by businesses may differ with time and by region. This report largely uses the latest emission factors provided by the UK government's Department of Environment, Food and Rural Activities (Defra) September 2009. These have been adopted by the GHG Protocol as *de facto* emission factors and are updated on a regular basis.

In reporting emissions generated by the consumption of purchased electricity, specific emission factors released by South Africa's electricity utility, Eskom's annual report (2009), have been used to provide South African context accuracy. For all other countries, the average electricity emission factor per country or per continent (in the case of other African countries) has been adopted from the International Energy Agency, 2009.



3.1.3. Emissions of each GHG

All emissions are calculated as carbon dioxide equivalent gases (CO₂e), as required by the GHG Protocol.

Carbon Dioxide Equivalent (CO₂e)

Each greenhouse gas has a “global warming potential” (GWP), which refers to its heat trapping potential relative to that of CO₂. Therefore, to provide a comparable final figure, all emissions are reported as a relative figure to CO₂, i.e. as CO₂e values.

The six main greenhouse gases covered by the GHG Protocol and reported as CO₂e are:

- Carbon dioxide (CO₂)
- Methane (CH₄)
- Nitrous oxide (N₂O)
- Hydrofluorocarbons (HFC's)
- Perfluorocarbons (PFC's)
- Sulphur hexafluoride (SF₆)

DIRECT EMISSIONS BY BIDVEST

Scope	Description	Emissions factor ²	Business division	Total consumption	Metric tonnes of CO ₂ e emissions
1.	Petrol	2.3307 kg CO ₂ /ℓ		Litres of petrol	
			Bid Auto	6 471 009 ³	15 081.98
			BICP	4 207 855.61	9 807.25
			Corporate	19 054.52	44.41
			BidFood	2 064 717	4 812.24
			Bidfreight	542 642.41	1 264.74
			BidPaper	460 876	1 074.16
			Bidserv	6 761 241.69	15 758.43
			Asia Pacific	1 123 541	2 618.64
			Europe	514 521	1 199.19
			Namibia	478 454.46	1 115.13
	TOTAL	22 643 912.69	52 776.17		
1.	Diesel	2.6694 kg CO ₂ /ℓ		Litres of diesel	
			Bid Auto	489 131 ³	1 305.69
			BICP	3 231 009.55	8 624.86
			Corporate	4 547 767.41	12 139.81
			BidFood	5 934 580	15 841.77
			Bidfreight	6 081 341.72	16 233.53
			BidPaper	284 574	759.64
			Bidserv	6 446 159.74	17 207.38
			Asia Pacific	6 960 761	18 581.06
			Europe	28 788 150	76 847.09
			Namibia	35 603 217.01	95 039.23
	TOTAL	98 366 691.43	262 580.05		

² Emission factors provided by UK Government Department of Environment, Food and Rural Affairs (Defra), Guideline to Defra's GHG Conversion Factors for Company Reporting: Annexes Updated September 2009. Available from: <http://www.defra.gov.uk/environment/business/envrp/>

³ This figure does not include emissions relating to fuel purchased (or kilometres driven) by customers of BidAuto's car rental vehicle fleet.



DIRECT EMISSIONS FROM BIDVEST					
Scope	Description	Emissions factor	Business Division	Total consumption	Metric tonnes of CO ₂ e emissions
1.	LPG	1.4968 kg CO ₂ /ℓ		Tonnes of LPG ⁵	
			BICP	84.12	247.79
			BidFood	5.7	16.79
			Bidfreight	114.26	336.58
			BidPaper	18.22	53.67
			Bidserv	2.58	7.60
			Asia Pacific	28.38	83.60
			Europe	6.2	18.26
			Namibia	2.2	6.48
	TOTAL	261.66	770.77		
1.	Biodiesel	2.8605 kg CO ₂ /ℓ		Litres of Biodiesel	
			Europe	2 492 737	7 130.47
			TOTAL	2 492 737	7 130.47
1.	LNG	0.20417 kg CO ₂ /kWh		Tonnes of LNG ⁶	
			BidFood	255.052	763.93
			Bidfreight	4	11.98
			Europe	1 113	3 333.63
			Namibia	6.06	18.15
	TOTAL	1 378.11	4 127.69		
1.	Coal	2 338.1 kg CO ₂ /tonne		Tonnes of coal	
			Bidserv	16 982.34	39 706.41
			TOTAL	16 982.34	39 706.41

INDIRECT EMISSIONS FROM BIDVEST PURCHASED ELECTRICITY					
Scope	Description	Emissions factor	Business Division	Total consumption	Metric tonnes of CO ₂ e emissions
2.	Purchased electricity	Various emission factors used, based on location of divisions. See further details in table below.		kWh	
			Bid Auto	43 765 435	42 890.13
			BICP	29 476 247.77	30 247.71
			Corporate	2 233 359	1 278.21
			BidFood	34 726 610	34 032.08
			Bidfreight	49 835 510.22	48 087.57
			BidPaper	32 721 322	32 066.90
			Bidserv	27 979 733.18	27 225.10
			Asia Pacific	63 684 651	48 433.68
			Europe ⁴	109 834 623	52 765.73
			Namibia	4 726 725.74	472.67
	TOTAL	398 984 216.91	317,499.77		

⁴ 66 749 401 kWh are from renewable energy sources in the UK, and accounted for in above emissions factors.

⁵ All LPG figures supplied by Bidvest in tonnes. The conversion factor for LPG from tonnes to litres is 1 968 (Defra, Sept 2009).



ELECTRICITY EMISSION FACTORS FOR DIFFERENT COUNTRIES/REGIONS	
Country/Region	Emission factor (kgCO₂/kWh)⁷
South Africa	0.98
Botswana	1.852
United Kingdom	0.5
Mozambique	0.001
Zambia	0.007
Rest of Africa	0.646
Zimbabwe	0.573
Namibia	0.1
New Zealand	0.272
Singapore	0.535
Hong Kong	0.775
Australia	0.907
Netherlands	0.405
Belgium	0.253
United Arab Emirates	0.831
Poland	0.668
Czech Republic	0.558
Slovakia	0.229

3.2. Base year information

Base year calculations

A base year is the historical year against which a reporting company's emissions are tracked and compared over time. It is typically the earliest relevant point in time for which a company has reliable data. The base year should be recalculated as additional or new as relevant data becomes available that would affect the baseline year figure and its comparability with future emission activities.

The first GHG inventory, compiled in 2008, should be considered as Bidvest's "baseline" report as this is the earliest relevant point in time for which the company has reliable data. Please see Appendix B for a comparison of 2008, 2009 and 2010 greenhouse gases, both by emitting activity and by business division.

3.3. Methodologies used

This calculation was conducted in alignment with the GHG Protocol, using the following calculation tools.⁸

- CO₂ emissions from fuel use combustion (GHG Protocol 2009).
- Individual CO₂ emissions from purchased electricity (GHG Protocol 2009).
- CO₂ emissions from business travel (GHG Protocol 2009).
- CO₂ emissions resulting from the purchasing of office paper (customised by Carbon Calculated using GHG Protocol's individual CO₂ emissions from purchased electricity, heat and steam, and using environmental data supplied by relevant paper manufacturer).

⁶ All LNG figures supplied by Bidvest in tonnes. Bidvest supply LNG figures in tonnes. Conversion of tonnes to kilograms is 1 000, and kilograms LNG to kilowatt hours LNG is 14.67 (Defra, September 2009).

⁷ All emission factors taken from International Energy Agency, CO₂ Emissions from Fuel Combustion: Highlights, OECD/IEA, Paris, 2009. Except for South Africa, emission factor taken from Eskom, Annual Report 2010, Eskom, Johannesburg, 2010.

⁸ Available at: <http://www.ghgprotocol.org/calculation-tools/all-tools>



3.4. Specific exclusions

The following exclusions of emission sources (and their explanations) are described below.

Scope 1 Direct emissions:

- GHG gas refills of air conditioning and/or refrigeration equipment owned or controlled by Bidvest – information not captured.
- Business travel in corporate jets – no aircraft owned by Bidvest.
- Employee commuting in company-owned or controlled vehicles – information not available or insufficiently differentiated to properly ascribe fuel combustion to specific activities.
- Fuel used by customers of Bidvest-owned vehicles in its car rental division. The only information available is fuel used at time of vehicle purchase and refills after customer usage. Bidvest does not have information on the fuel used by its vehicles that is purchased independently by clients. Bidvest acknowledges that the GHG Protocol directs such fuel consumption to be reported under Scope 1, but contends the validity of this as it believes the resulting emissions are the direct responsibility of the customer and not the rental company.

Scope 3 Indirect emissions:

- Business travel in rental vehicles – information not available.
- Business travel for nights spent in hotel accommodation – information not available.
- Employee commuting in cars, trains or buses – information not available.
- Travel claims by employees using private vehicles for business purposes – information not available.
- Outsourced activities such as shipping, courier services and printing services – partial information not sufficient for this report.
- End use of products sold by the reporting company – information not available.
- Emissions resulting from the generation and disposal of waste – insufficient information and not deemed accurate enough for reporting purposes.



Section C: Optional information under the GHG Protocol

4. Relevant Scope 3 emissions

Definition: Scope 3 emissions

Scope 3 emissions are indirect emissions other than purchased electricity, which can be described as relevant to the reporting company's activities. They are not compulsory reporting under the GHG Protocol. Certain GHG reporting registries, however, require that some Scope 3 emissions be reported under different circumstances.

The table below outlines the Scope 3 emissions during Bidvest's 2010 financial year. Please refer to the footnotes below the table for further details.

INDIRECT EMISSIONS BY BIDVEST						
Scope	Description	Emissions factor	Business Division	Total Consumption		Metric tonnes of CO ₂ e emissions
3.	Business travel in commercial airlines ⁹	Local flights: ¹⁰ 0.17283 kg CO ₂ /passenger km OR 0.09924kgCO ₂ /passenger km		Flights ¹¹	Kilometres	
			Bid Auto	3 704	4 704 080	508.85
			BICP	2 913	3 699 510	400.18
			Corporate	1 652	2 093 630	226.47
			Bidfood	2 890	3 670 300	397.02
			Bidfreight	3 257	4 121 986	445.88
			Bidpaper	1 171	1 487 170	160.87
			Bidserv	6 875	8 731 250	944.47
			Asia Pacific	1 786	1 305 170	141.18
			Europe	984	526 440	56.95
			Namibia	183	90 036	9.74
		TOTAL	25 415	30 429 572	3 291.62	
3.	Business travel in commercial airlines ¹⁰	Regional flights: ¹⁰ 0.17283 kg CO ₂ /passenger km OR 0.09924kgCO ₂ /passenger km		Flights ¹¹	Kilometres	
			BICP	247	292 942	31.69
			Corporate	10	11 860	1.28
			Bidfood	10	11 860	1.28
			Bidfreight	585	598 930	64.79
			Bidserv	724	856 292	92.63
			Asia Pacific	584	737 840	79.81
			Europe	331	286 755	34.01
			Namibia	487	577 582	62.48
					TOTAL	2 978

⁹ All air travel emissions include a 9% "uplift factor" that accounts for emissions relating to indirect routing and/or circling prior to landing at destination.

¹⁰ Emissions factor (average) for flights less than 463km = 0.17283kg CO₂/passenger km. Emission factor (average) for flights 463-3 700km = 0.09924kg CO₂/passenger km.



INDIRECT EMISSIONS BY BIDVEST

Scope	Description	Emissions factor	Business Division	Total Consumption		Metric tonnes of CO ₂ e emissions
				Flights ¹¹	Kilometres	
3.	Business travel in commercial airlines ¹⁰	International flights: ¹⁵ 0.11331 kg CO ₂ /passenger km				
			Bid Auto	116	1 052 082	129.94
			BICP	563	5 106 22	630.66
			Corporate	475	4 308 09	532.08
			Bidfood	243	2 203 932	272.20
			Bidfreight	218	1 977 190	244.20
			Bidpaper	100	906 968	112.02
			Bidserv	1 253	11 364 309	1 403.58
			Asia Pacific	326	3 822 760	472.14
			Europe	250	2 264 467	279.68
			Namibia	225	1 884 600	232.76
	TOTAL		3 769	34 890 637	4 309.27	
3.	Emissions to air: methane (CH ₄)	GWP: 21 ¹²		Tonnes of CH ₄		
			Bidfreight		0.323	6.78
			TOTAL		0.323	6.78
3.	Emissions to air: nitrous oxide (N ₂ O)	GWP: 310 ¹⁴		Tonnes of N ₂ O		
			Bidfood		3.344	1 036.64
			Bidfreight		15.523	4 812.13
	TOTAL		18.867	5 848.77		
3.	Consumption of office paper ¹³	Direct emissions during manufacture of paper: 1 129 kg/tonne Indirect emissions at manufacturing linked to third party electricity consumption: 606 kWh/tonne		Kilograms purchased ¹⁴		
			Bid Auto		424 618	731.57
			BICP		308 406.85	531.35
			Corporate		3 150	5.43
			Bidfood		173 432	298.80
			Bidfreight		141 045.50	243.00
			Bidpaper		4 089	7.04
			Bidserv		318 973.27	549.55
			Asia Pacific		17 058	29.39
			Europe		185 485	319.57
			Namibia		28 520.50	49.14
	TOTAL		1 604 778.12	2 764.84		

¹¹ Individual flight routes were unavailable. Please see Appendix E for assumed local, regional and international flight distances for each Bidvest division, as determined by Bidvest.

¹² GWP values supplied by IPCC Second Assessment Report, 1995, Working Group 1, The Science of Climate Change, 1995. Available at: <http://www.ipcc.ch/ipccreports>

¹³ Emission factors for office paper are linked to Mondi Rotatrim as the majority of office paper consumed by Bidvest is Mondi Rotatrim.

¹⁴ Multiply kilograms by 0.001 to convert to tonnes of paper.

¹⁵ Emission factor (average) for flights greater than 3 700km = 0.1131kg CO₂/passenger km.



Air travel, the “multiplier affect” and the “uplift factor”

The GHG Protocol uses emission factors for air travel based on size of aircraft, occupancy levels and fuel consumption proposed by the UK government’s Defra paper. It should be highlighted that these assumptions do not cater for the increased global warming effects of aviation that are higher than the impact of CO₂ emissions alone - “due to water vapour, sulphate or soot particles, indirect effects of nitrogen oxides emissions on the concentration of ozone and methane, or through the induced formation of clouds.”

Many organisations then multiply these emissions by a multiplier factor to provide a more realistic quantification of the global warming effect of aviation emissions. To date there is no universally accepted multiplier factor, although it is believed that between 2-5 would be accurate. This report does not include a multiplier affect for air aviation emissions.

The IPCC Aviation and the global Atmosphere 8.2.2.3 states that an “uplift factor” of 9-10% should be added to take into account non-direct routes and delays/circling. **This factor has been accounted for in this report.**

5. Emissions from GHGs not covered by the Kyoto Protocol

While the GHG Protocol’s Scope 1, 2 and 3 emissions are strictly for GHGs that fall under the Kyoto Protocol, provision is made for separate reporting on other GHG's that might be under consideration by international treaties such as the Montreal Protocol.

Bidvest did not record usage of any non Kyoto Protocol GHGs during the 2010 financial year.

6. Information on offsets

Bidvest has not offset any of its 2010 GHG emissions through the purchasing of any appropriate offsetting mechanism.

7. Verification of GHG Inventory

At the time of writing, an independent verification of this report had not been conducted.

8. Facilities covered by GHG Inventory

Ten Bidvest divisions are covered in this report:

- Bid Auto
- Bid Industrial and Commercial Products (BICP)
- Bidvest Corporate Services
- Bidfood
- Bidfreight
- Bidpaper Plus
- Bidserv
- Bidvest Asia Pacific
- Bidvest Europe
- Bivest Namibia

A breakdown of the business units per division is found in Appendix A.



9. Comparison of 2009 and 2010 GHG Inventory Reports

COMPARISON OF CARBON FOOTPRINT REPORT CALCULATIONS FOR 2009 AND 2010						
Division	2009 t CO ₂ e	2009 Employees	2009 t CO ₂ e/FTE	2010 t CO ₂ e	2010 Employees	2010 t CO ₂ e/FTE
Bid Auto	101 647	6 942	14.6	60 648.15	6 699	9.05
BICP	51 412	7 428	6.9	50 521.49	6 815	7.41
Corporate	21 386	610	35.1	14 227.70	555	25.64
Bidfood	56 852	3 654	15.6	57 472.75	3 535	16.26
Bidfreight	123 491	5 212	23.7	71 751.18	4 868	14.74
Bidpaper	37 590	4 261	8.8	34 234.30	4 368	7.84
Bidserv	105 895	61 247	1.7	102 895.15	62 793	1.64
Asia Pacific	92 396	3 623	25.5	70 439.50	4 185	16.83
Europe	110 815	8 474	13.1	141 984.58	10 107	14.05
Namibia	3 060	1 998	1.5	97 005.78	2 570	37.75
Total	704 541	103 449	6.8	701 180.58	106 495	6.58

Refer to Appendix C for a comparison between 2008 and 2009 GHG emission activities per business division.

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Appendix A: Overview for individual business divisions of Bidvest

- Bid Auto

- Bid Industrial and Commercial Products

Ramset
Seating (Incorporating Pago)
VOLT
Vulcan Catering Equipment (Pty)
Ltd
Afcorn GE Hudson
Buffalo Executape
Dauphin Office Seating
Contract Office Products
Versalec Cables
Ditulo Office (Pty) Limited
CN Business Furniture
Kolok Unlimited
Waltons, National Head Office
Berzacks Head Office
Eastman Staples
Bidindustrial & Commercial Head
Office
Waltons, Western Cape Regional
Office
Waltons, KwaZulu-Natal
Waltons, Port Elizabeth
SA Diaries
Hortors Stationery
Waltons, Gauteng
Waltons Free State
McCarthy Heavy Equipment

- Bidvest Corporate Services

Bidvest properties
BID Corporate Services
Bidvest Wits Football Club
On-time automotive
Bidvest International (Isle of
Man)

○

- Bidfood

Bidfood Technologies
NCP Yeast
Patleys
Chipkins Bakery Supplies
Crown National
Caterplus Head office

- Bidfreight

Bidfreight Management Services
Terminals Head office
Bidfreight Port Operations
Rennies Distribution Services
Safcor Panalpina
Manica Africa, South Africa
Rennies P Holdings
DCTC
Cape Container Terminal Leasing
Rennies Ships Agency (RSA)
South African Container Stevedores
Naval
Manica, Zambia
Manica, Botswana
Manica, Malawi
Freightbulk (Pty) Limited
SACD Freight, HO Cape Town
SACD Freight Depot, Cape Town
SACD Freight, Durban
SACD Freight, JHB
Island View Storage, Richards Bay
Island View Storage, Cape Town Bulk Storage
(Pty) Ltd 50%
RBT SHELL
SACD Freight, Port Elizabeth
P & I Associates
Rennie Murray
Manica, Zimbabwe
Bidfreight Intermodal
South African Bulk Terminals (SABT), Island View
Bidfreight Port Operations, Ensimbini Terminals
Island View Storage
Manica DRC
Bulk Connections HO

- Bidpaper Plus

- Bidserv

Bidair Services
Bidvest Bank
Steiner Hygiene
Execuflora
Steiner Environmental Solutions



Pureau Fresh Water Company
 Rochester Midlands Industries
 First Garment Rental Head office
 Hotel Amenities Suppliers
 Global payment Technologies
 Magnum Shield Security
 Konica Minolta South Africa - Head office
 mymarket.com
 Océ SA
 Prestige Cleaning Services
 Dinatla Setsebi
 Provicom Risk Solutions
 TMS Group, Head Office
 Ebony Travel
 HRG Rennies Travel
 Travel Connections
 Carlson Wagonlit Travel
 BCD Travel
 World Travel (GSA Division)
 Vericon Outsourcing
 TopTurf, Head Office
 Top Turf Seychelles
 Top Turf Swaziland
 TopTurf Group, Mauritius
 Top Turf Botswana
 Namibia Bureau De Change
 Giant Malawi
 Steiner Hygiene, Botswana
 Bidvest Bank Gaborone Botswana
 Dinatla Meliswa, Port Elizabeth
 Dinatla Langa Status
 Steiner Services Ciskei
 Bosnandi
 Bidserv Industrial Products
 Master Currency
 Express Air Services RSA
 Langa Lethu Risk Management
 Bidtravel Head office
 Harvey World Travel
 Bidair Hospitality
 Commuter Handling Services
 Taemane
 African Consultancy for Transport Security PTY
 First Garment Zambia
 Steiner Hygiene, Maputo
 Prestige Lesotho
 Macardo Lodge t/a Travelwise

QMS
 Bidserv HO (incl QMS)
 Steinmed
 MCY Management Services
 MasterGuard Fabric Protection
 Umoja Cleaning
 Nomtsalane Cleaning
 Nomtsalane Laundry
 Umoja Laundry
 Silk by design
 G Fox & Company
 Bidtrack
 McCarthy Fleet Services
 Bidserv Ho
 Giant Swaziland

- Bidvest Europe
 - Deli XL, Netherlands
3663 First for Foodservice, United Kingdom
 - Deli XL, Belguim
 - Horeca Trade, UAE
 - Farutex
 - Nowaco- Czech Republic
 - Nowaco- Slovakia
- Bidvest Asia Pacific
 - Bidvest New Zealand
 - Angliss Singapore
 - Angliss Hong Kong & China
 - Bidvest Australia
 -
- Bidvest Namibia
 - Kolok, Namibia
 - CN Business Furniture, Namibia
 - Manica, Namibia
 - Waltons, Namibia
 - Caterplus, Namibia
 - Minolco Namibia
 - Globe Electrical, Windhoek
 - Bidvest management service Namibia
 - Budget rent a car Namibia
 - Bidvest Fisheries holdings (PTY) LTD
 - HRG Rennies Travel Namibia



Appendix B: 2008-2010 comparative emissions

Scope	Activity	2008 (t CO ₂ e)	2009 (t CO ₂ e)	2010 (t CO ₂ e)
Scope 1	Full time employees	106 226	103 449	105 625
	Consumption of petrol	48 673	56 423	52 776
	Consumption of diesel	178 460	182 811	262 580
	Consumption of biodiesel	Not reported	Not reported	7 130
	Consumption of LPG	4 036	224	771
	Consumption of LNG	15	0	4 128
	Consumption of coal	37 892	37 552	39 706
Total Scope 1		269 076	277 010	367 092
Scope 2	Purchased electricity	277 028	387 943	317 500
Scope 3	Air travel	9 169	11 246	7 969
	Methane	6 573	6 573	7
	Nitrous oxide	19 530	20 460	5 849
	Consumption of paper	Not reported	1 309	2 765
Total Scope 3		35 272	39 588	16 589
Grand total		581 376	704 541	701 181
Intensity per FTE		5.47	6.81	6.58

Division	2008 tCO ₂	2008 tCO ₂ /FTE	2009 tCO ₂	2009 tCO ₂ /FTE	2010 tCO ₂	2010 tCO ₂ /FTE
Bid Auto	56 643	7.4	101 647	14.6	60 648	9.05
BICP	55 379	7.3	51 412	6.9	50 521	7.41
Corporate	44 280	17.0	21 386	35.1	14 228	25.64
Bidfood	50 270	14.4	56 852	15.6	57 473	16.26
Bidfreight	94 601	17.8	123 491	23.7	71 751	14.74
Bidpaper	34 976	8.2	37 590	8.8	34 234	7.84
Bidserv	109 216	1.7	105 895	1.7	102 895	1.64
Asia Pacific	13 203	4.0	92 396	25.5	70 440	16.83
Europe	122 808	14.3	110 815	13.1	141 985	14.05
Namibia	-	-	3 060	1.5	97 006	37.75
Total	581 376	5.5	704 541	6.8	701 181	6.58



Appendix C: GHG emissions per Bidvest business division

Overview of Bid Auto's carbon dioxide equivalent (CO₂e) emissions

Reporting period: Financial year 2010: July 2009 – June 2010

Carbon footprint calculation conducted on: Bid Auto

Methodology: Greenhouse Gas Protocol – Corporate Accounting and Reporting Standard

Bid Auto employees covered by report: 6 699
Percentage of staff covered by this report: 100%

Scope 1 Direct Emissions	Tonnes of CO₂e
Vehicles and equipment owned or controlled consuming petrol	15 081.98
Vehicles and equipment owned or controlled consuming diesel	1 305.69
Vehicles and equipment owned or controlled consuming biodiesel	0.00
Vehicles and equipment owned or controlled consuming LPG	0.00
Vehicles and equipment owned or controlled consuming LNG	0.00
Vehicles and equipment owned or controlled consuming coal	0.00
Scope 2 Indirect Emissions	
Purchased electricity	42 890.13
TOTAL SCOPE 1 & 2 EMISSIONS	59 277.79
Scope 3 Indirect Emissions	
Business travel in commercial airlines	638.79
Emissions to air: methane	0.00
Emissions to air: nitrous oxide	0.00
Consumption of office paper	731.57
TOTAL SCOPE 3 EMISSIONS	1 370.35
TOTAL BID AUTO 2009 EMISSIONS CO₂e (Metric tonnes)	60 648.15
Emissions per employee (t/fulltime employee)	9.05



Overview of BICP's carbon dioxide equivalent (CO₂e) emissions

Reporting period: Financial year 2010: July 2009 – June 2010

Carbon footprint calculation conducted on: BICP

Methodology: Greenhouse Gas Protocol – Corporate Accounting and Reporting Standard

BICP employees covered by report: 6 815

Percentage of staff covered by this report: 100%

Scope 1 Direct Emissions	Tonnes of CO₂e
Vehicles and equipment owned or controlled consuming petrol	9 807.25
Vehicles and equipment owned or controlled consuming diesel	8 624.86
Vehicles and equipment owned or controlled consuming biodiesel	0.00
Vehicles and equipment owned or controlled consuming LPG	247.79
Vehicles and equipment owned or controlled consuming LNG	0.00
Vehicles and equipment owned or controlled consuming Coal	0.00
Scope 2 Indirect Emissions	
Purchased electricity	30 247.71
TOTAL SCOPE 1 & 2 EMISSIONS	48 927.61
Scope 3 Indirect Emissions	
Business travel in commercial airlines	1 062.53
Emissions to air: methane	0.00
Emissions to air: nitrous oxide	0.00
Consumption of office paper	531.35
TOTAL SCOPE 3 EMISSIONS	1 593.88
TOTAL BICP 2009 EMISSIONS CO₂e (Metric tonnes)	50 521.49
Emissions per employee (t/fulltime employee)	7.41



Overview of Bidvest Corporate's carbon dioxide equivalent (CO₂e) emissions

Reporting period: Financial year 2010: July 2009 – June 2010

Carbon footprint calculation conducted on: Bidvest Corporate

Methodology: Greenhouse Gas Protocol – Corporate Accounting and Reporting Standard

Bidvest Corporate employees covered by report: 555
Percentage of staff covered by this report: 100%

Scope 1 Direct Emissions	Tonnes of CO₂e
Vehicles and equipment owned or controlled consuming petrol	44.41
Vehicles and equipment owned or controlled consuming diesel	12 139.81
Vehicles and equipment owned or controlled consuming biodiesel	0.00
Vehicles and equipment owned or controlled consuming LPG	0.00
Vehicles and equipment owned or controlled consuming LNG	0.00
Vehicles and equipment owned or controlled consuming Coal	0.00
Scope 2 Indirect Emissions	
Purchased electricity	1 278.21
TOTAL SCOPE 1 & 2 EMISSIONS	13 462.44
Scope 3 Indirect Emissions	
Business travel in commercial airlines	759.84
Emissions to air: methane	0.00
Emissions to air: nitrous oxide	0.00
Consumption of office paper	5.43
TOTAL SCOPE 3 EMISSIONS	765.27
TOTAL BIDVEST CORPORATE 2009 EMISSIONS CO₂e (Metric tonnes)	14 227.70
Emissions per employee (t/fulltime employee)	25.64



Overview of Bidfood's carbon dioxide equivalent (CO₂e) emissions

Reporting period: Financial year 2010: July 2009 – June 2010

Carbon footprint calculation conducted on: Bidfood

Methodology: Greenhouse Gas Protocol – Corporate Accounting and Reporting Standard

BidFood employees covered by report: 3 535

Percentage of staff covered by this report: 100%

Scope 1 Direct Emissions Tonnes of CO₂e

Vehicles and equipment owned or controlled consuming petrol	4 812.24
Vehicles and equipment owned or controlled consuming diesel	15 841.77
Vehicles and equipment owned or controlled consuming biodiesel	0.00
Vehicles and equipment owned or controlled consuming LPG	16.79
Vehicles and equipment owned or controlled consuming LNG	763.99
Vehicles and equipment owned or controlled consuming Coal	0.00

Scope 2 Indirect Emissions

Purchased electricity 34 032.08

TOTAL SCOPE 1 & 2 EMISSIONS 55 466.80

Scope 3 Indirect Emissions

Business travel in commercial airlines	670-51
Emissions to air: methane	0.00
Emissions to air: nitrous oxide	1 036.64
Consumption of office paper	298.80

TOTAL SCOPE 3 EMISSIONS 2 005.95

TOTAL BIDFOOD 2009 EMISSIONS CO₂e (Metric tonnes) 57 472.75

Emissions per employee (t/fulltime employee) 16.26



Overview of Bidfreight's carbon dioxide equivalent (CO₂e) emissions

Reporting period: Financial year 2010: July 2009 – June 2010

Carbon footprint calculation conducted on: Bidfreight

Methodology: Greenhouse Gas Protocol – Corporate Accounting and Reporting Standard

BidFreight employees covered by report: 4 868

Percentage of staff covered by this report: 100%

Scope 1 Direct Emissions	Tonnes of CO₂e
Vehicles and equipment owned or controlled consuming petrol	1 264.74
Vehicles and equipment owned or controlled consuming diesel	16 233.53
Vehicles and equipment owned or controlled consuming biodiesel	0.00
Vehicles and equipment owned or controlled consuming LPG	336.58
Vehicles and equipment owned or controlled consuming LNG	11.98
Vehicles and equipment owned or controlled consuming Coal	0.00
Scope 2 Indirect Emissions	
Purchased electricity	4 8087.57
TOTAL SCOPE 1 & 2 EMISSIONS	65 934.40

Scope 3 Indirect Emissions	
Business travel in commercial airlines	754.87
Emissions to air: methane	6.78
Emissions to air: nitrous oxide	4 812.13
Consumption of office paper	243.00
TOTAL SCOPE 3 EMISSIONS	5 816.79

TOTAL BIDFREIGHT 2009 EMISSIONS CO₂e (Metric tonnes)	71 751.18
Emissions per employee (t/fulltime employee)	14.74



Overview of Bidpaper Plus's carbon dioxide equivalent (CO₂e) emissions

Reporting period: Financial year 2010: July 2009 – June 2010

Carbon footprint calculation conducted on: Bidpaper Plus

Methodology: Greenhouse Gas Protocol – Corporate Accounting and Reporting Standard

BidPaper Plus employees covered by report: 4 368

Percentage of staff covered by this report: 100%

Scope 1 Direct Emissions	Tonnes of CO₂e
Vehicles and equipment owned or controlled consuming petrol	1 074.16
Vehicles and equipment owned or controlled consuming diesel	759.64
Vehicles and equipment owned or controlled consuming biodiesel	0.00
Vehicles and equipment owned or controlled consuming LPG	53.67
Vehicles and equipment owned or controlled consuming LNG	0.00
Vehicles and equipment owned or controlled consuming Coal	0.00
Scope 2 Indirect Emissions	
Purchased electricity	32 066.90
TOTAL SCOPE 1 & 2 EMISSIONS	33 954.37
Scope 3 Indirect Emissions	
Business travel in commercial airlines	272.89
Emissions to air: methane	0.00
Emissions to air: nitrous oxide	0.00
Consumption of office paper	7.04
TOTAL SCOPE 3 EMISSIONS	279.93
TOTAL BIDPAPER PLUS 2009 EMISSIONS CO₂e (Metric tonnes)	34 234.30
Emissions per employee (t/fulltime employee)	7.84



Overview of Bidserv's carbon dioxide equivalent (CO₂e) emissions

Reporting period: Financial year 2010: July 2009 – June 2010

Carbon footprint calculation conducted on: Bidserv

Methodology: Greenhouse Gas Protocol – Corporate Accounting and Reporting Standard

BidServ employees covered by report: 62 793
Percentage of staff covered by this report: 100%

Scope 1 Direct Emissions Tonnes of CO₂e

Vehicles and equipment owned or controlled consuming petrol	15 758.43
Vehicles and equipment owned or controlled consuming diesel	17 207.38
Vehicles and equipment owned or controlled consuming biodiesel	0.00
Vehicles and equipment owned or controlled consuming LPG	7.60
Vehicles and equipment owned or controlled consuming LNG	0.00
Vehicles and equipment owned or controlled consuming Coal	39 706.41

Scope 2 Indirect Emissions

Purchased electricity **27 225.10**

TOTAL SCOPE 1 & 2 EMISSIONS 99 904.91

Scope 3 Indirect Emissions

Business travel in commercial airlines	2 440.68
Emissions to air: methane	0.00
Emissions to air: nitrous oxide	0.00
Consumption of office paper	549.55

TOTAL SCOPE 3 EMISSIONS 2 990.23

TOTAL BIDSERV 2009 EMISSIONS CO₂e (Metric tonnes) 102 895.15

Emissions per employee (t/fulltime employee) 1.64



Overview of Bidvest Asia Pacific's carbon dioxide equivalent (CO₂e) emissions

Reporting period: Financial year 2010: July 2009 – June 2010

Carbon footprint calculation conducted on: Bidvest Asia Pacific

Methodology: Greenhouse Gas Protocol – Corporate Accounting and Reporting Standard

Bidvest Asia Pacific employees covered by report: 4 185
Percentage of staff covered by this report: 100%

Scope 1 Direct Emissions	Tonnes of CO₂e
Vehicles and equipment owned or controlled consuming petrol	2 618.64
Vehicles and equipment owned or controlled consuming diesel	18 581.06
Vehicles and equipment owned or controlled consuming biodiesel	0.00
Vehicles and equipment owned or controlled consuming LPG	83.60
Vehicles and equipment owned or controlled consuming LNG	0.00
Vehicles and equipment owned or controlled consuming Coal	0.00
Scope 2 Indirect Emissions	
Purchased electricity	48 433.68
TOTAL SCOPE 1 & 2 EMISSIONS	69 716.97
Scope 3 Indirect Emissions	
Business travel in commercial airlines	693.14
Emissions to air: methane	0.00
Emissions to air: nitrous oxide	0.00
Consumption of office paper	29.39
TOTAL SCOPE 3 EMISSIONS	723.53
TOTAL BIDVEST ASIA PACIFIC 2009 EMISSIONS CO₂e (Metric tonnes)	70 439.50
Emissions per employee (t/fulltime employee)	16.83



Overview of Bidvest Europe's carbon dioxide equivalent (CO₂e) emissions

Reporting period: Financial year 2010: July 2009 – June 2010

Carbon footprint calculation conducted on: Bidvest Europe

Methodology: Greenhouse Gas Protocol – Corporate Accounting and Reporting Standard

Bidvest Europe employees covered by report: 10,107

Percentage of staff covered by this report: 100%

Scope 1 Direct Emissions Tonnes of CO₂e

Vehicles and equipment owned or controlled consuming petrol	1 199.19
Vehicles and equipment owned or controlled consuming diesel	76 847.09
Vehicles and equipment owned or controlled consuming biodiesel	7 130.47
Vehicles and equipment owned or controlled consuming LPG	18.26
Vehicles and equipment owned or controlled consuming LNG	3 333.63
Vehicles and equipment owned or controlled consuming Coal	0.00

Scope 2 Indirect Emissions

Purchased electricity 52 765.73

TOTAL SCOPE 1 & 2 EMISSIONS **141 294.37**

Scope 3 Indirect Emissions

Business travel in commercial airlines	370.64
Emissions to air: methane	0.00
Emissions to air: nitrous oxide	0.00
Consumption of office paper	319.57

TOTAL SCOPE 3 EMISSIONS **690.21**

TOTAL BIDVEST EUROPE 2009 EMISSIONS CO₂e (Metric tonnes) **141 984.58**

Emissions per employee (t/fulltime employee) **14.05**



Overview of Bidvest Namibia's carbon dioxide equivalent (CO₂e) emissions

Reporting period: Financial year 2010: July 2009 – June 2009

Carbon footprint calculation conducted on: Bidvest Namibia

Methodology: Greenhouse Gas Protocol – Corporate Accounting and Reporting Standard

Bidvest Namibia employees covered by report: 2 570
Percentage of staff covered by this report: 100%

Scope 1 Direct Emissions	Tonnes of CO₂e
Vehicles and equipment owned or controlled consuming petrol	1 115.13
Vehicles and equipment owned or controlled consuming diesel	95 039.23
Vehicles and equipment owned or controlled consuming biodiesel	0.00
Vehicles and equipment owned or controlled consuming LPG	6.48
Vehicles and equipment owned or controlled consuming LNG	18.15
Vehicles and equipment owned or controlled consuming Coal	0.00
Scope 2 Indirect Emissions	
Purchased electricity	472.67
TOTAL SCOPE 1 & 2 EMISSIONS	96 651.67

Scope 3 Indirect Emissions	
Business travel in commercial airlines	304.98
Emissions to air: methane	0.00
Emissions to air: nitrous oxide	0.00
Consumption of office paper	49.14
TOTAL SCOPE 3 EMISSIONS	354.12

TOTAL BIDVEST NAMIBIA 2009 EMISSIONS CO₂e (Metric tonnes)	97 005.78
Emissions per employee (t/fulltime employee)	37.75



Appendix D: GHG emissions comparison between 2009 and 2010 per Bidvest business division

Bid Auto			
Scope	Activity	2009 (t CO ₂ e)	2010 (t CO ₂ e)
	Full-time employees	6 942	6 699
Direct emissions: Scope 1	Consumption of petrol	14 293	15 082
	Consumption of diesel	5 483	1 306
	Consumption of biodiesel	-	0
	Consumption of LPG	0	0
	Consumption of LNG	0	0
	Consumption of coal	0	0
Indirect emissions: Scope 2	Purchased electricity	79 695	42 890
Scope 3	Travel in commercial planes	1 409	639
	Methane emissions	0	0
	Nitrous oxide emissions	0	0
	Consumption of office paper	766	732
	Total	101 647	60 648
	Intensity per FTE	14.64	9.05

BICP			
Scope	Activity	2009 (t CO ₂ e)	2010 (t CO ₂ e)
	Full-time employees	7 428	6 801
Direct emissions: Scope 1	Consumption of petrol	11 174	9 807
	Consumption of diesel	10 347	8 625
	Consumption of biodiesel	-	0
	Consumption of LPG	0.19	248
	Consumption of LNG	0	0
	Consumption of coal	0	0
Indirect emissions: Scope 2	Purchased electricity	28 953	30 248
Scope 3	Travel in commercial planes	888	1 063
	Methane emissions	0	0
	Nitrous oxide emissions	0	0
	Consumption of office paper	50	531
	Total	51 412	50 521
	Intensity per FTE	6.92	7.41



Bidvest Corporate			
Scope	Activity	2009 (t CO ₂ e)	2010 (t CO ₂ e)
	Full-time employees	610	547
Direct emissions: Scope 1	Consumption of petrol	48	44
	Consumption of diesel	18 830	12 140
	Consumption of biodiesel	-	0
	Consumption of LPG	0	0
	Consumption of LNG	0	0
	Consumption of coal	0	0
Indirect emissions: Scope 2	Purchased electricity	776	1 278
Scope 3	Travel in commercial planes	1 726	760
	Methane emissions	0	0
	Nitrous oxide emissions	0	0
	Consumption of office paper	5	5
	Total	21 386	14 228
	Intensity per FTE	35.06	25.64

Bidfood			
Scope	Activity	2009 (t CO ₂ e)	2010 (t CO ₂ e)
	Full-time employees	3 654	3 313
Direct emissions: Scope 1	Consumption of petrol	4 961	4 812
	Consumption of diesel	18 212	15 842
	Consumption of biodiesel	-	0
	Consumption of LPG	0.04	17
	Consumption of LNG	0	764
	Consumption of coal	0	0
Indirect emissions: Scope 2	Purchased electricity	32 810	34 032
Scope 3	Travel in commercial planes	578	671
	Methane emissions	0	0
	Nitrous oxide emissions	0	1 037
	Consumption of office paper	291	299
	Total	56 852	57 473
	Intensity per FTE	15.56	16.26



Bidfreight			
Scope	Activity	2009 (t CO₂e)	2010 (t CO₂e)
	Full-time employees	5 212	4 863
Direct emissions: Scope 1	Consumption of petrol	2 039	1 265
	Consumption of diesel	15 270	16 234
	Consumption of biodiesel	-	0
	Consumption of LPG	0.28	337
	Consumption of LNG	0	12
	Consumption of coal	0	0
Indirect emissions: Scope 2	Purchased electricity	79 303	48 088
Scope 3	Travel in commercial planes	759	755
	Methane emissions	6 573	7
	Nitrous oxide emissions	19 530	4 812
	Consumption of office paper	17	243
	Total	123 491	71 751
	Intensity per FTE	23.69	14.74

Bidpaper Plus			
Scope	Activity	2009 (t CO₂e)	2010 (t CO₂e)
	Full-time employees	4 261	4 368
Direct emissions: Scope 1	Consumption of petrol	989	1 074
	Consumption of diesel	878	760
	Consumption of biodiesel	-	0
	Consumption of LPG	0.04	54
	Consumption of LNG	0	0
	Consumption of coal	0	0
Indirect emissions: Scope 2	Purchased electricity	35 448	32 067
Scope 3	Travel in commercial planes	275	273
	Methane emissions	0	0
	Nitrous oxide emissions	0	0
	Consumption of office paper	0.03	7
	Total	37 590	34 234
	Intensity per FTE	8.82	7.84



Bidserv			
Scope	Activity	2009 (t CO₂e)	2010 (t CO₂e)
	Full-time employees	61 247	62 893
Direct emissions: Scope 1	Consumption of petrol	18 981	15 758
	Consumption of diesel	16 247	17 207
	Consumption of biodiesel	-	0
	Consumption of LPG	0.48	8
	Consumption of LNG	0	0
	Consumption of coal	37 552	39 706
Indirect emissions: Scope 2	Purchased electricity	29 445	27 225
Scope 3	Travel in commercial planes	3 499	2 441
	Methane emissions	0	0
	Nitrous oxide emissions	0	0
	Consumption of office paper	169	550
	Total	105 895	99 905
	Intensity per FTE	1.73	1.64

Bidvest Asia Pacific			
Scope	Activity	2009 (t CO₂e)	2010 (t CO₂e)
	Full-time employees	3 623	4 185
Direct emissions: Scope 1	Consumption of petrol	2 570	2 619
	Consumption of diesel	18 192	18 581
	Consumption of biodiesel	-	0
	Consumption of LPG	19.95	84
	Consumption of LNG	0	0
	Consumption of coal	0	0
Indirect emissions: Scope 2	Purchased electricity	70 101	48 434
Scope 3	Travel in commercial planes	576	693
	Methane emissions	0	0
	Nitrous oxide emissions	930	0
	Consumption of office paper	8	29
	Total	92 396	70 440
	Intensity per FTE	25.50	16.83



Bidvest Europe			
Scope	Activity	2009 (t CO₂e)	2010 (t CO₂e)
	Full-time employees	8 474	9 836
Direct emissions: Scope 1	Consumption of petrol	298	1 199
	Consumption of diesel	78 292	76 847
	Consumption of biodiesel	-	7 130
	Consumption of LPG	200	18
	Consumption of LNG	0	3 334
	Consumption of coal	0	0
Indirect emissions: Scope 2	Purchased electricity	30 939	52 766
Scope 3	Travel in commercial planes	1 084	370
	Methane emissions	0	0
	Nitrous oxide emissions	0	0
	Consumption of office paper	1.37	320
	Total	110 815	141 985
	Intensity per FTE	13.08	14.05

Bidvest Namibia			
Scope	Activity	2009 (t CO₂e)	2010 (t CO₂e)
	Full-time employees	1 998	2 570
Direct emissions: Scope 1	Consumption of petrol	1 069	1 115
	Consumption of diesel	1 063	95 039
	Consumption of biodiesel	-	0
	Consumption of LPG	3.06	6
	Consumption of LNG	0	18
	Consumption of coal	0	0
Indirect emissions: Scope 2	Purchased electricity	472	473
Scope 3	Travel in commercial planes	451	304
	Methane emissions	0	0
	Nitrous oxide emissions	0	0
	Consumption of office paper	1.29	49
	Total	3 060	97 006
	Intensity per FTE	1.53	37.75



Appendix D: Table indicating air flight distances as provided by Bidvest

Country	Assumed Flight			Assumed Distance (kms)		
	Local	Regional	Long Haul	Local	Regional	Long Haul
Australia	Sydney - Melbourne	Sydney - Auckland	Sydney – Jhb	713	2 160	11 058
Belgium	n/a	Brussels - London	Brussels – Jhb	320	320	8 847
Czech Rep.	Bratislava - London	Bratislava - London	Bratislava - Jhb	1 291	1 291	8 302
Hong Kong, China		Hong Kong – Shanghai	Hong Kong – Jhb	1208	1 208	10 710
Namibia	Windhoek – Luderitz	Windhoek - Jhb	Windhoek – London	492	1 186	8 376
Netherlands	n/a	Amsterdam – London	Amsterdam – Jhb	359	359	8 989
New Zealand	Auckland - Christchurch	Auckland – Sydney	Auckland – Jhb	762	2 160	12 205
Poland	Prague – London	Prague – London	Prague - Jhb	1 039	1 039	8 552
Rest of Africa	Maputo - Beira	Lusaka – Jhb	Lusaka – London	716	1 194	7 909
Singapore	Singapore – Kuala Lumpur	Singapore – Hong Kong	Singapore – Jhb	307	2 569	8 659
Slovakia	Warsaw – London	Warsaw – London	Warsaw - Jhb	1 452	1 452	8 712
South Africa	Cape Town – Jhb	Jhb – Windhoek	Jhb - London	1 270	1 186	9 070
Uk & Isle of Man	London -Edinburgh	London – Prague	London-Jhb	535	1 039	9 070

Source of Distances - <http://www.travelmath.com/>

