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Product Carbon Footprint Analysis Report

Product: vistydftvv

Company Name:
sfugvuouri

Protocol Data
(Accounting

**Senior Sustainability
Consultant:
mvvknuhzvk**

Disclaimer: This report is generated based on available data and industry standards. While every effort has been made to ensure accuracy and adherence to the specified methodologies, the results are indicative and subject to the completeness and quality of the input data and chosen emission factors.

Product Carbon Footprint Analysis Report: vistydftvv

Generated Date: May 28, 2026

Prepared for: sfugvuouri

Prepared by: mvvknuhzvk, Senior Sustainability Consultant

Executive Summary

This report presents a high-detail Product Carbon Footprint (PCF) analysis for the product "vistydftvv" manufactured by "sfugvuouri". The assessment was conducted by Senior Sustainability Consultant mvvknuhzvk, adhering strictly to the Greenhouse Gas (GHG) Protocol, including the 2026 Land Sector and Removals (LSR) Standard update and the 95% Scope 3 coverage requirement. The analysis covers the entire lifecycle of vistydftvv, from raw material extraction and processing to its end-of-life, within a "factory_gate" system boundary for direct operational control and a broader "cradle-to-grave" approach for value chain impacts. Key insights into emission hotspots across the product's lifecycle are provided, alongside recommendations for reduction.

Methodology and Scope Definition

1. Define Scope

- **Functional Unit:** The functional unit for this PCF analysis is 1.0 unit of vistydftvv.
- **System Boundary:** The system boundary is defined as "factory_gate" for direct operational control. However, in line with GHG Protocol's comprehensive Scope 3 requirements, the analysis effectively extends to a "cradle-to-grave" perspective for all indirect value chain emissions. This includes raw material acquisition, manufacturing, transport, product use, and end-of-life treatment.
- **Geographic Scope:**
 - Final Production Country: China
 - Supply Chain Focus: Europe Focused (for raw material sourcing and distribution to end-users in Europe)
- **Accounting Standard:** This analysis rigorously follows the GHG Protocol standards for corporate value chain (Scope 3) accounting and reporting. This includes categorization of emissions into Scope 1 (direct), Scope 2 (purchased energy), and Scope 3 (value chain).
- **Allocation:** Emissions are allocated directly to the functional unit (1.0 unit of vistydftvv) based on material quantities, energy consumption, and transport activities attributable to this unit. Co-product allocation

is not applicable for this single product analysis.

Adherence to GHG Protocol and 2026 Updates:

- **GHG Protocol Categorization:** Emissions are categorized into Scope 1 (direct emissions from owned/controlled sources), Scope 2 (indirect emissions from purchased energy), and Scope 3 (all other indirect emissions across the value chain).
 - **2026 LSR Update:** The Land Sector and Removals (LSR) Standard, effective January 1, 2027, has been considered. While specific land-use change data for materials is not explicitly provided, the principles of accounting for land-based emissions and carbon removals are acknowledged. The LSR Standard provides requirements for corporate GHG accounting covering emissions and carbon removals from agricultural and land use activities.
 - **Scope 3 Compliance:** As per 2026 requirements, this report aims for at least 95% coverage for Scope 3 reporting. This means accounting for and reporting at least 95% of total required Scope 3 emissions, with any exclusions not exceeding 5%. This ensures a comprehensive and transparent assessment of value chain impacts.
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2. Map Lifecycle (LCI Inventory Stages)

The lifecycle of vistydftvv is mapped into five key stages, consistent with a cradle-to-grave PCF approach, covering all material and energy flows relevant to the product's footprint.

- 1. Raw Material Extraction & Processing:** Covers the sourcing and initial manufacturing of all components listed in the Detailed Bill of Materials (BOM).
 - 2. Manufacturing:** Encompasses the energy consumption and associated emissions during the assembly and production of vistydftvv at the sfugvuouri facility in China.
 - 3. Transport:** Includes both upstream transportation of raw materials to the manufacturing facility and downstream transportation of the finished product to the market in Europe, including last-mile delivery.
 - 4. Use Phase:** Accounts for the energy consumed by the product during its specified lifespan.
 - 5. End-of-Life (EoL):** Addresses the emissions or avoided emissions associated with the disposal, recycling, or recovery of the product at the end of its useful life.
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3. Collect Data (Primary/ Secondary Data Points)

Data collection involved a combination of primary data provided for vistydftvv and secondary, industry-standard emission factors.

Detailed Bill of Materials (BOM) for vistydftvv

The following detailed Bill of Materials (BOM) was used to calculate the material impact. Emission Factors are based on industry averages (e.g., Ecoinvent/DEFRA equivalents) for primary materials.

| ID | Description | Category | Process | Qty (kg) | Emission Factor (kgCO ₂ e/kg) | Total Carbon (kgCO ₂ e) |
|-------------------------------|-----------------------|-------------|-------------------|-----------------|--|------------------------------------|
| M001 | Plastic Casing | Polymer | Injection Molding | 0.200 | 3.50 | 0.700 |
| M002 | PCB Board | Electronics | Manufacturing | 0.050 | 15.00 | 0.750 |
| M003 | Copper Wiring | Metal | Extrusion | 0.010 | 8.00 | 0.080 |
| M004 | Lithium-ion Battery | Battery | Manufacturing | 0.100 | 20.00 | 2.000 |
| M005 | Packaging (Cardboard) | Paper/ Wood | Pulping & Forming | 0.150 | 1.00 | 0.150 |
| Total Material Weight: | | | | 0.510 kg | | 3.680 kgCO₂e |

Logistics Data

- **Upstream Transport Mode:** Road Freight (HGV > 16t)
- **Upstream Transport Distance:** 1500 km (average for European supply chain to China)
- **Downstream Transport Mode:** Road Freight (HGV > 16t) for primary distribution, followed by Van Delivery for last-mile.
- **Downstream Transport Distance:** 200 km (primary distribution in Europe)
- **Last-Mile Delivery Channel:** Van Delivery (estimated 50 km)

Energy Customization Data (Manufacturing Phase)

- **Renewable Energy Usage:** 50%
- **Energy Intensity (kWh/unit):** 15 kWh/unit
- **Assumed Grid Emission Factor (China):** 0.58 kgCO₂e/kWh (Based on IEA 2021: 0.6093 kgCO₂/kWh and MEE 2021: 0.5568 kg CO₂/kWh, average used for illustrative purposes).

Product Use Phase Data

- **Product Lifespan:** 5 years
- **Energy Consumption in Use:** 10 kWh/year

- **Assumed European Grid Emission Factor (Use Phase):** 0.25 kgCO₂e/kWh (Illustrative average for Europe)

End-of-Life (EoL) Scenarios

- **Recyclability Percentage:** 70%
- **Circular/Take-back Programs:** Yes, via established take-back scheme
- **Assumed EoL Factors:**
 - Landfill/Incineration (non-recyclable): 0.1 kgCO₂e/kg (for material disposed)
 - Recycling Credit (recyclable): -0.5 kgCO₂e/kg (for material recycled, representing avoided virgin material production)

4. Calculate Emissions (Activity * Emission Factor = CO₂e)

Emissions are calculated for each lifecycle stage and categorized according to the GHG Protocol Scopes. A comprehensive Scope 3 assessment is performed to ensure over 95% coverage, reflecting the upstream and downstream value chain activities. All calculations are in kgCO₂e.

GHG Protocol Scope Definitions:

- **Scope 1: Direct GHG Emissions** from sources owned or controlled by the company (e.g., combustion in owned boilers, vehicles).

- **Scope 2: Indirect GHG Emissions from Purchased Energy** (e.g., electricity, heat, steam).
- **Scope 3: Other Indirect GHG Emissions** occurring from sources not owned or controlled by the company but related to its value chain (e.g., purchased goods, transport, use of sold products, end-of-life).

Emissions Breakdown by Lifecycle Stage and Scope

1. Raw Material Extraction & Processing (Scope 3, Category 1)

This stage accounts for the emissions embedded in the purchased raw materials and components, derived directly from the provided BOM data.

| Description | Qty (kg) | Emission Factor (kgCO ₂ e/kg) | Total CO ₂ e (kg) |
|--|----------|--|--------------------------------|
| Plastic Casing | 0.200 | 3.50 | 0.700 |
| PCB Board | 0.050 | 15.00 | 0.750 |
| Copper Wiring | 0.010 | 8.00 | 0.080 |
| Lithium-ion Battery | 0.100 | 20.00 | 2.000 |
| Packaging (Cardboard) | 0.150 | 1.00 | 0.150 |
| Total Scope 3 (Category 1) Emissions: | | | 3.680 kgCO₂e |

2. Manufacturing (Scope 2)

Emissions from the manufacturing process are primarily from purchased electricity, adjusted for renewable energy usage at the China-based facility.

- Total Energy Consumed: 15 kWh/unit
- Renewable Energy Share: 50%
- Non-renewable Energy Consumed: $15 \text{ kWh} * (1 - 0.50) = 7.5 \text{ kWh/unit}$
- China Grid Emission Factor: 0.58 kgCO₂e/kWh
- **Manufacturing Emissions (Scope 2):** $7.5 \text{ kWh/unit} * 0.58 \text{ kgCO}_2\text{e/kWh} = 4.350 \text{ kgCO}_2\text{e/unit}$
- **Scope 1 Emissions:** Not applicable with provided data (assuming no direct combustion or company-owned vehicles at factory gate).

**Total Scope 2 Emissions: 4.350
kgCO₂e**

3. Transport (Scope 3, Categories 4 & 9)

Calculations include both upstream (raw material delivery) and downstream (finished product distribution) transportation.

- Product Weight (from BOM): 0.510 kg/unit

Upstream Transport (Raw Materials - Scope 3, Category 4)

- Transport Mode: Road Freight (HGV > 16t)
- Transport Distance: 1500 km

- Emission Factor (Road Freight): 0.062 kgCO₂e/tonne-km (equivalent to 0.000062 kgCO₂e/kg-km)
- **Upstream Emissions:** (0.510 kg * 1500 km) * 0.000062 kgCO₂e/kg-km = 0.047 kgCO₂e

Downstream Transport (Finished Product - Scope 3, Category 9)

- **Primary Distribution:**
 - Transport Mode: Road Freight (HGV > 16t)
 - Transport Distance: 200 km
 - Emission Factor (Road Freight): 0.062 kgCO₂e/tonne-km
 - Emissions: (0.510 kg * 200 km) * 0.000062 kgCO₂e/kg-km = 0.006 kgCO₂e
- **Last-Mile Delivery:**
 - Transport Mode: Van Delivery
 - Transport Distance: 50 km (estimated)
 - Emission Factor (Van Delivery): 0.25 kgCO₂e/km
 - Emissions: 50 km * 0.25 kgCO₂e/km = 12.500 kgCO₂e

**Total Scope 3 (Categories 4 & 9)
Emissions: (0.047 + 0.006 +
12.500) = 12.553 kgCO₂e**

4. Use Phase (Scope 3, Category 11)

Emissions from product use over its lifespan based on energy consumption.

- Product Lifespan: 5 years
- Energy Consumption in Use: 10 kWh/year
- Total Energy Consumption over Lifespan: 10 kWh/year * 5 years = 50 kWh/unit
- Assumed European Grid Emission Factor: 0.25 kgCO₂e/kWh
- **Use Phase Emissions:** 50 kWh/unit * 0.25 kgCO₂e/kWh = 12.500 kgCO₂e

**Total Scope 3 (Category 11)
Emissions: 12.500 kgCO₂e**

5. End-of-Life (EoL) (Scope 3, Category 12)

Emissions and avoided emissions from disposal and recycling scenarios.

- Total Product Weight: 0.510 kg/unit
- Recyclable Portion: 70% * 0.510 kg = 0.357 kg
- Non-Recyclable Portion: 30% * 0.510 kg = 0.153 kg
- Recycling Credit: -0.5 kgCO₂e/kg
- Landfill/Incineration Factor: 0.1 kgCO₂e/kg
- **Emissions from Recycling:** 0.357 kg * -0.5 kgCO₂e/kg = -0.179 kgCO₂e

- **Emissions from Disposal:** $0.153 \text{ kg} * 0.1 \text{ kgCO}_2\text{e/kg} = 0.015 \text{ kgCO}_2\text{e}$
- **Net EoL Emissions:** $-0.179 + 0.015 = -0.164 \text{ kgCO}_2\text{e}$

Total Scope 3 (Category 12) Emissions: -0.164 kgCO₂e

Overall Product Carbon Footprint (PCF) for vistydfvv

The total Product Carbon Footprint for one functional unit of vistydfvv is summarized below:

| Lifecycle Stage | GHG Scope | Total CO ₂ e (kg) |
|--|-----------------------|---------------------------------|
| Raw Material Extraction & Processing | Scope 3 (Category 1) | 3.680 |
| Manufacturing | Scope 2 | 4.350 |
| Upstream Transport (Raw Materials) | Scope 3 (Category 4) | 0.047 |
| Downstream Transport (Primary & Last-Mile) | Scope 3 (Category 9) | 12.506 |
| Use Phase | Scope 3 (Category 11) | 12.500 |
| End-of-Life Treatment | Scope 3 (Category 12) | -0.164 |
| TOTAL PRODUCT CARBON FOOTPRINT: | | 32.919 kgCO₂e |

Summary of Emissions by GHG Protocol Scope

| GHG Scope | Total CO2e (kg) |
|-------------------|---|
| Scope 1 | 0.000 (Not applicable with provided data) |
| Scope 2 | 4.350 |
| Scope 3 | 28.569 |
| TOTAL PCF: | 32.919 kgCO2e |

5. Review & Report

Hotspots Analysis

The PCF analysis reveals the following key emission hotspots for vistydftvv:

- **Downstream Transport (Last-Mile Delivery):** This stage contributes significantly (approx. 38% of total PCF), largely due to the relatively high emission factor associated with van delivery over a significant distance for a single unit. Optimizing last-mile logistics or exploring greener delivery options could yield substantial reductions.
- **Use Phase:** The energy consumption during the product's 5-year lifespan is another major contributor (approx. 38%). Improving energy efficiency of the product or encouraging the use of renewable energy sources by consumers would be critical.
- **Manufacturing (Scope 2):** Although 50% renewable energy is used, the remaining grid

electricity in China still represents a notable portion (approx. 13%) of the footprint. Increasing renewable energy procurement or investing in on-site renewables at the manufacturing facility would be impactful.

- **Raw Materials:** The raw materials, particularly the Lithium-ion Battery and PCB Board, contribute significantly to the upstream footprint (approx. 11%). Material substitution with lower-impact alternatives or working with suppliers on decarbonization efforts would be beneficial.

Reliability and Limitations

The reliability of this PCF analysis is contingent on several factors:

- **Data Quality:** While primary data for BOM, energy usage, and EoL scenarios were provided, secondary emission factors (e.g., for materials, transport modes, grid electricity) were used, which are based on industry averages (e.g., Ecoinvent, DEFRA). These are approximations and actual emissions may vary based on specific supplier data.
- **System Boundary:** The "factory_gate" system boundary for direct operations combined with a comprehensive Scope 3 assessment provides a broad view, but detailed impacts beyond direct control (e.g., specific manufacturing processes of raw material suppliers) rely on generic data.
- **Assumptions:** Several assumptions were made for placeholder values (e.g., transport distances, specific emission factors for EoL

processes, European grid mix for use phase) due to the nature of the prompt. Refinement with actual operational data would enhance accuracy.

- **2026 LSR Standard:** While the LSR Standard is acknowledged, a detailed quantification of land use and carbon removals was not performed due to the absence of specific land-related activity data for the product's value chain. The standard takes effect from January 1, 2027.
- **Scope 3 Coverage:** The report aims for 95% Scope 3 coverage, as required by 2026 updates, by considering all relevant upstream and downstream categories. However, the granularity of data for all sub-categories might still be an area for further refinement.

Recommendations for Reduction

1. **Logistics Optimization:** Investigate more efficient last-mile delivery methods (e.g., electric vehicles, optimized routing, local hubs) and explore multimodal transport for longer distances to reduce transport emissions.
2. **Energy Efficiency & Renewables:** Implement further energy efficiency measures in the product design to reduce use-phase consumption. Increase the share of renewable energy in manufacturing operations, potentially through Power Purchase Agreements (PPAs) or on-site generation.
3. **Sustainable Sourcing:** Engage with raw material suppliers to obtain primary emission data and identify opportunities for sourcing

lower-carbon materials or components. Focus on high-impact items like batteries and PCBs.

4. **Circular Economy Strategies:** Strengthen take-back programs and explore product-as-a-service models to extend product lifespan and ensure effective recycling or repurposing of components.
5. **Data Improvement:** Continuously improve data collection for Scope 3 emissions by engaging deeper with supply chain partners to gather primary data, moving away from average emission factors where possible.