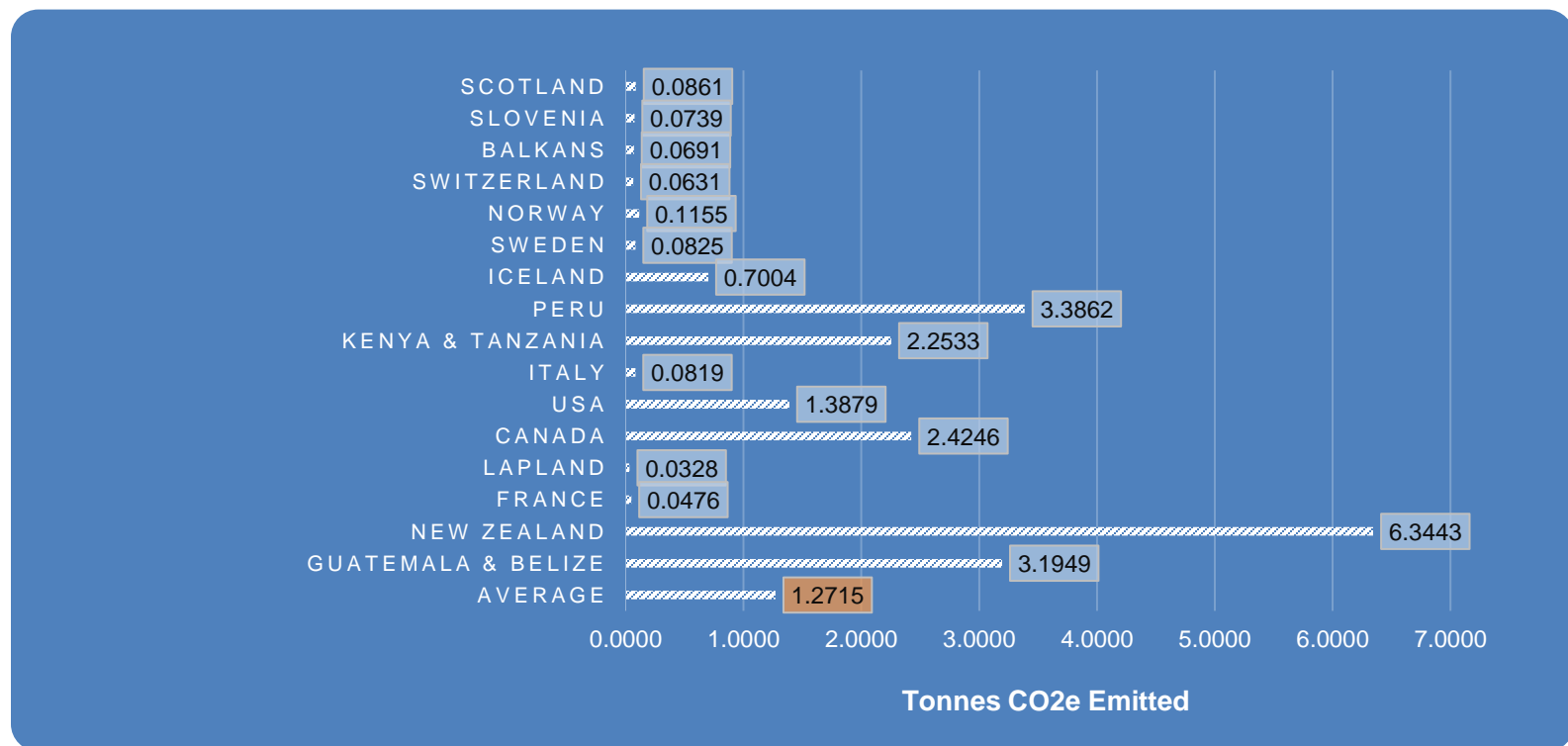


GHG Emissions Estimate

Native, a Public Benefit Corporation is happy to provide a free estimate of emissions to [Kaaiman Reizen](#)

Emissions Timeframe & Boundary: Per-person travel emissions estimated by trip destination

Emissions Estimate Breakdown:



| Emission Source | Tonnes CO2e per person | Details and Assumptions |
|------------------------|------------------------|--|
| Scotland | 0.0861 | |
| Ground Travel | 0.0478 | 1) 30mpg, 6 people per vehicle |
| Rail Travel | 0.0014 | 1) Applied emissions factor for "UK National Rail" |
| Passenger Ferry Travel | 0.0369 | 1) Applied "Car passenger" emissions factor to 1/6 of the total ferry travel and "Foot passenger" emissions factor to 5/6 of the total ferry travel to estimate per-person emissions for groups of 6 people per vehicle. |
| Slovenia | 0.0739 | |
| Ground Travel | 0.0738 | 1) 30mpg, 6 people per vehicle |
| Rail Travel | 0.0001 | 1) Applied emissions factor for "UK International Rail" |
| Balkans | 0.0691 | |
| Ground Travel | 0.0601 | 1) 30mpg, 6 people per vehicle |
| Rail Travel | 0.0090 | 1) Applied emissions factor for "UK International Rail" |
| Switzerland | 0.0631 | |
| Ground Travel | 0.0630 | 1) 30mpg, 6 people per vehicle |
| Rail Travel | 0.0001 | 1) Applied emissions factor for "UK International Rail" |
| Norway | 0.1155 | |
| Ground Travel | 0.1001 | 1) 30mpg, 6 people per vehicle |
| Passenger Ferry Travel | 0.0154 | 1) Applied "Car passenger" emissions factor to 1/6 of the total ferry travel and "Foot passenger" emissions factor to 5/6 of the total ferry travel to estimate per-person emissions for groups of 6 people per vehicle. |
| Sweden | 0.0825 | |
| Ground Travel | 0.0802 | 1) 30mpg, 6 people per vehicle |

| | | |
|-------------------------------|---------------|--|
| <i>Passenger Ferry Travel</i> | <i>0.0023</i> | <i>1) Applied "Car passenger" emissions factor to 1/6 of the total ferry travel and "Foot passenger" emissions factor to 5/6 of the total ferry travel to estimate per-person emissions for groups of 6 people per vehicle.</i> |
| Iceland | 0.7004 | |
| <i>Ground Travel</i> | <i>0.0580</i> | <i>1) 30mpg, 6 people per vehicle</i> |
| <i>Commercial Air Travel</i> | <i>0.6425</i> | <i>1) Applied economy, medium haul flight emissions factor 2) Applied a Radiative Forcing Factor of 2 to the resulting emissions, effectively doubling the emissions estimate. Accounting for increased radiative forcing in aviation is recommended and is intended to capture the additional environmental impact of aviation, however it is optional and if preferred we can adjust this. For more information radiative forcing in the context of aviation see: IPCC: Aviation and the Global Atmosphere</i> |
| Peru | 3.3862 | |
| <i>Ground Travel</i> | <i>0.0192</i> | <i>1) 23mpg, 6 people per vehicle</i> |
| <i>Bus Travel</i> | <i>0.0791</i> | <i>1) Applied UK Coach bus emissions factor</i> |
| <i>Commercial Air Travel</i> | <i>3.2879</i> | <i>1) Applied economy, long haul flight emissions factor 2) Applied a Radiative Forcing Factor of 2 to the resulting emissions, effectively doubling the emissions estimate. Accounting for increased radiative forcing in aviation is recommended and is intended to capture the additional environmental impact of aviation, however it is optional and if preferred we can adjust this. For more information radiative forcing in the context of aviation see: IPCC: Aviation and the Global Atmosphere</i> |
| Kenya & Tanzania | 2.2533 | |

| | | |
|-------------------------------|---------------|---|
| <i>Ground Travel</i> | <i>0.0542</i> | <i>1) Minibus - 14mpg, 6 people per vehicle 2) Toyota coaster - 18mpg, 6 people per vehicle</i> |
| <i>Bus Travel</i> | <i>0.0150</i> | <i>1) Applied UK Coach bus emissions factor</i> |
| <i>Commercial Air Travel</i> | <i>2.1827</i> | <i>1) Applied economy, long haul flight emissions factor for longer flight leg 1) Applied economy, medium haul flight emissions factor for shorter flight leg 2) Applied a Radiative Forcing Factor of 2 to the resulting emissions, effectively doubling the emissions estimate. Accounting for increased radiative forcing in aviation is recommended and is intended to capture the additional environmental impact of aviation, however it is optional and if preferred we can adjust this. For more information radiative forcing in the context of aviation see: IPCC: Aviation and the Global Atmosphere</i> |
| <i>Passenger Ferry Travel</i> | <i>0.0014</i> | <i>1) Applied Foot passenger emissions factor for ferry travel</i> |
| Italy | 0.0819 | |
| <i>Ground Travel</i> | <i>0.0819</i> | <i>1) 30mpg, 6 people per vehicle</i> |
| USA | 1.3879 | |
| <i>Ground Travel</i> | <i>0.1183</i> | <i>1) 17mpg, 6 people per vehicle</i> |

| | | |
|-------------------------------|---------------|--|
| <i>Commercial Air Travel</i> | 1.2695 | 1) Applied economy, long haul flight emissions factor 2) Applied a Radiative Forcing Factor of 2 to the resulting emissions, effectively doubling the emissions estimate. Accounting for increased radiative forcing in aviation is recommended and is intended to capture the additional environmental impact of aviation, however it is optional and if preferred we can adjust this. For more information radiative forcing in the context of aviation see: IPCC: Aviation and the Global Atmosphere |
| Canada | 2.4246 | |
| <i>Ground Travel</i> | 0.0947 | 1) 17mpg, 6 people per vehicle |
| <i>Commercial Air Travel</i> | 2.3254 | 1) Applied economy, long haul flight emissions factor 2) Applied a Radiative Forcing Factor of 2 to the resulting emissions, effectively doubling the emissions estimate. Accounting for increased radiative forcing in aviation is recommended and is intended to capture the additional environmental impact of aviation, however it is optional and if preferred we can adjust this. For more information radiative forcing in the context of aviation see: IPCC: Aviation and the Global Atmosphere |
| <i>Passenger Ferry Travel</i> | 0.0044 | 1) Applied "Car passenger" emissions factor to 1/6 of the total ferry travel and "Foot passenger" emissions factor to 5/6 of the total ferry travel to estimate per-person emissions for groups of 6 people per vehicle. |
| Lapland | 0.0328 | |
| <i>Ground Travel</i> | 0.0094 | 1) 23mpg, 6 people per vehicle |
| <i>Rail Travel</i> | 0.0234 | 1) Applied emissions factor for "UK International Rail" |
| France | 0.0476 | |

| | | |
|-------------------------------|---------------|---|
| Ground Travel | 0.0476 | 1) 30mpg, 6 people per vehicle |
| New Zealand | 6.3443 | |
| Ground Travel | 0.1188 | 1) 20mpg, 6 people per vehicle |
| Commercial Air Travel | 6.2180 | 1) Applied economy, long haul flight emissions factor 2) Applied a Radiative Forcing Factor of 2 to the resulting emissions, effectively doubling the emissions estimate. Accounting for increased radiative forcing in aviation is recommended and is intended to capture the additional environmental impact of aviation, however it is optional and if preferred we can adjust this. For more information radiative forcing in the context of aviation see: IPCC: Aviation and the Global Atmosphere |
| Passenger Ferry Travel | 0.0074 | 1) Applied "Car passenger" emissions factor to 1/6 of the total ferry travel and "Foot passenger" emissions factor to 5/6 of the total ferry travel to estimate per-person emissions for groups of 6 people per vehicle. |
| Guatemala & Belize | 3.1949 | |
| Ground Travel | 0.0919 | 1) 14mpg, 6 people per vehicle |
| Commercial Air Travel | 3.1031 | 1) Applied economy, long haul flight emissions factor 2) Applied a Radiative Forcing Factor of 2 to the resulting emissions, effectively doubling the emissions estimate. Accounting for increased radiative forcing in aviation is recommended and is intended to capture the additional environmental impact of aviation, however it is optional and if preferred we can adjust this. For more information radiative forcing in the context of aviation see: IPCC: Aviation and the Global Atmosphere |
| Average | 1.2715 | |

Emissions Estimation Process:

Native conducts emissions calculations in accordance with the guidance of the [WRI GHG Protocol](#). Estimates of emissions are calculated based on the data provided to us, and as such are limited by the completeness and accuracy of the data we receive. We utilize emissions factors from the [US EPA's GHG Emission Factors Hub](#), the [UK DEFRA's Government conversion factors for company reporting of greenhouse gas emissions](#), the [US EIA's Carbon Dioxide Emissions Coefficients](#), as well as other publicly available sources. When the data we receive cannot be directly converted to GHG emissions using the emissions factors available to us, we rely on additional public sources to approximately convert the data we receive into a form which can be converted to GHG emissions. For example, when a facility's actual energy consumption is not known, but location and square footage are known, we may use the [US EIA'S Commercial Buildings Energy Consumption Survey \(CBECS\)](#) data to estimate the energy consumption from your facility. When necessary, we may also make assumptions to help complete the data we receive, or otherwise to assist in calculating an estimate of GHG emissions. Any such assumptions we make are reported to the recipient of the GHG emissions estimate, and any sources we use outside of the examples previously mentioned can be shared upon request.

Please note that the emissions estimates shared in this report may not be 100% accurate or complete. Calculations are intended solely for estimation purposes. Native utilizes up-to-date, publicly available emissions factors from credible entities to estimate your emissions. While we do our best to ensure our emissions estimates are accurate, emissions factors are based on averages, and the calculation of emissions requires the use of assumptions.

Native is not responsible for any errors or omissions in our estimates, or for any resulting actions taken based on the estimated volume of emissions. All information in this report is provided "as is" with no guarantee of completeness, accuracy, and without warranty of any kind. The creator of this report is in no way liable for any actions that might be taken by users.