



ESG pack

ESG Documentation Pack

For sustainability teams and ESG / carbon consultants: the four things you need to put Greentech into a carbon inventory or sustainability report — the measure description, the measurement method, the CO₂ conversion and the report list.

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01

Reduction measure description

For the “reduction initiatives” section of a sustainability report, GHG inventory report or customer questionnaire. Fill in your own figures in the blanks.

Measure	Fuel-efficiency improvement for vehicles and combustion equipment (Greentech fuel enhancers fitted)
Type	Energy efficiency; reduces Scope 1 emissions (mobile and stationary combustion)
Product	A patented, passive fuel enhancer — Proprietary Greentech Fuel Enhancing Technology helps the fuel atomize finer and burn more completely.
Emission sources	Company cars, trucks, buses, construction machinery, generators; LPG / CNG combustion equipment (the gas unit is fitted in the gas supply line)
How it is fitted	Model chosen by tank size; it sits in the fuel tank, with no engine changes. Trucks and machines take it at refuelling; most cars are fitted at a workshop through the fuel-pump opening. Gas equipment needs an on-site check of pipe size and flow before fitting.
Expected effect	Documented fuel savings of 5–25%. Each vehicle is measured against its own original fuel use, so the percentage differs from vehicle to vehicle; results vary with engine condition, load and route.
Quantification	Fuel efficiency of the same vehicle before and after fitting (see 02); fuel saved × emission factor (see 03)
Evidence	Fuel receipts, invoices or fuel-card statements; odometer or hour-meter readings; vehicle list and product serial numbers; fitting dates; Fleet Fuel Log report
Service life	Physical technology, nothing consumed, 10+ years

Sample wording (paste into your report)

From ____ (month/year), the company fitted Greentech fuel enhancers to ____ diesel vehicles. Based on fuel records before and after fitting, fuel use for the same distance fell by ____%, saving about ____ litres of diesel a year — about ____ tonnes of CO₂ (diesel emission factor ____ kg CO₂ per litre, per our reporting scheme).

Measurement method

The same vehicle, compared with itself. This before-and-after comparison is what verifiers look for.



1

Record a baseline

At least three full-to-full fills per vehicle, covering more than 500 km or 20 engine hours; note the date, odometer or hours, and litres.



2

Fit

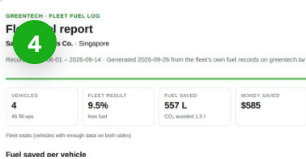
Fit by tank size; note the fitting date and product serial number.



3

Log after fitting

Record the same way, for at least as long as the baseline, on similar routes and loads.



4

Calculate

Compare fuel efficiency before and after, then convert the fuel saved to CO₂ (see 03).

Which unit to compare

Equipment	Fuel efficiency	Activity data from
Trucks, buses, company cars	litres per 100 km (or km per litre)	Odometer
Construction machinery, generators	litres per engine hour	Hour meter
Combustion equipment (kilns, boilers, dryers)	kg or m ³ of gas per tonne of product	Gas meter and production records

Formulas

Fuel saving

$(\text{baseline consumption} - \text{consumption after fitting}) \div \text{baseline consumption}$

Fuel saved per year

$\text{annual activity} \times (\text{baseline consumption} - \text{consumption after fitting})$

e.g. in L/100 km: $\text{annual km} \div 100 \times (\text{baseline} - \text{after})$

Records to keep

- ✓ Fuel receipts, invoices or fuel-card statements
- ✓ Odometer or hour-meter readings (photos help)
- ✓ Vehicle list, product serial numbers, fitting dates
- ✓ Notes on major changes: routes, loads, repairs

Free tool

Fleet Fuel Log: enter your fuel records and it calculates the saving before and after fitting, the fuel and CO₂ saved, and produces a PDF report.

greentech.tw/fleet-log/

$$\text{CO}_2 \text{ avoided (kg)} = \text{fuel saved} \times \text{emission factor}$$

Fuel	Emission factor	Source
Diesel	about 2.68 kg CO ₂ per litre	Typical value
Petrol	about 2.31 kg CO ₂ per litre	Typical value
Taiwan	Diesel 2.606, petrol 2.263, LPG about 1.75 kg CO ₂ per litre	Ministry of Environment factor table 6.0.4
Natural gas	56,100 kg CO ₂ per TJ (convert with the heating value)	Ministry of Environment notice, 5 Feb 2024
Your scheme	Use the factors your reporting scheme specifies	e.g. your national GHG registry

- These are CO₂ factors; a formal inventory calculates CO₂e with the scheme's own tool (including CH₄ and N₂O, usually a small addition).
- Factors are updated from time to time; use the values in force for your reporting year.

A worked example

1. 10 trucks using 12,000 litres of diesel each a year: **120,000 litres**
2. 10% less fuel → **12,000 litres** saved a year
3. 12,000 × 2.68 = 32,160 kg → **about 32.2 tonnes of CO₂**
4. Where you pay a carbon price, multiply the tonnes by that price (Taiwan's carbon fee: NT\$300 a tonne)
5. Plus the fuel itself: 12,000 litres × your price per litre

Carbon prices apply only where a scheme covers you; the fuel money saved is usually far larger than the carbon cost.

Report list

Every document is a public original that opens directly; each figure is the operator's own result against its own baseline.

Fleets: operators' fuel records and letters

Year	Organisation	What was measured	Document
2025	Hizam Transport (Saudi Arabia)	10% less fuel, fleet average	Letter of appreciation ↗ https://greentech.tw/wp-content/uploads/2026/09/Greentech-SaudiArabia-Hizam-Fleet-10pct-2025.pdf
2020	IFFCO transport fleet (UAE)	7.4% less diesel on average across six heavy trucks (measured by Savex)	Fleet report ↗ https://greentech.tw/wp-content/uploads/2026/09/IFFCO-UAE_six-heavy-trucks_Savex-fleet-report_2020.pdf
2020	Anbessa City Bus (Ethiopia)	litres per km -8.89%	Fuel log ↗ https://greentech.tw/wp-content/uploads/2026/09/Greentech-Ethiopia-Anbessa-City-Bus-fuel-log-2020.pdf
2020	Sheger Mass Transport (Ethiopia)	litres per km -7.42%	Operator's letter ↗ https://greentech.tw/wp-content/uploads/2026/09/Greentech-Ethiopia-Sheger-Mass-Transport-bus-fuel-test.pdf
2023	Yalçın Nakliyat (Türkiye)	diesel on two trucks -12 to -14%	Signed test forms ↗ https://greentech.tw/wp-content/uploads/2023/11/Yalcin-Nakliyat-Saves-12.25-14.2.pdf
2023	ENK Plastik (Türkiye)	38 → 31 L/100 km (-18.4%)	Signed test form ↗ https://greentech.tw/wp-content/uploads/2026/09/ENK-Plastik-Turkiye_Greentech-D50-report_2023-09.pdf
2023	Bin Sraiya (Qatar)	diesel per km on the highway -25%	Signed & stamped letter ↗ https://greentech.tw/wp-content/uploads/2023/03/Bin-Sraiya-Readymix-Concrete-Saves-25.pdf
2023	White Crown Transport (Qatar)	fuel -10%	Signed & stamped letter ↗ https://greentech.tw/wp-content/uploads/2026/09/White-Crown-Transport-Qatar_Greentech-D50-letter_2023-06.pdf
2022	Unimix (UAE)	fuel -10%	Signed company letter ↗ https://greentech.tw/wp-content/uploads/2026/09/Unimix-Dubai_Greentech-letter_10-percent_2022-11.pdf
2022	Logistics Portserco (Vietnam)	city truck diesel -6.9%	Case study ↗ https://greentech.tw/wp-content/uploads/2026/09/Greentech_Vietnam-Da-Nang_Logistics-Portserco_D51-two-trucks_6-9-and-2-5-percent_2022_v1_EN.pdf
2021-24	TVS Mobility (India)	km per litre +10 to 15%	Signed & stamped letter ↗ https://greentech.tw/wp-content/uploads/2026/09/Greentech-India-TVS-Mobility-Ashok-Leyland-WOW-3-year-fuel-trial-2024.pdf
2020	Grab driver-partners (Vietnam)	-9.5% average across 20 motorbikes	Trial records ↗ https://greentech.tw/wp-content/uploads/2026/09/Greentech-Vietnam-Grab-Motorbike-Trial-20-Vehicles-9.5pct-2020.pdf

Machinery and generators: per engine hour

Year	Organisation	What was measured	Document
2026	Ramalingam Construction (India)	excavator -4.0%	Case study ↗ https://greentech.tw/proof-results/case-studies/#cs-excavator

Year	Organisation	What was measured	Document
2022	Shri Ponguru Blue Metal Mines (India)	excavator –22%	Stamped certificate ↗ https://greentech.tw/wp-content/uploads/2026/09/cert_Shri-Ponguru-Blue-Metal-Mines_Komatsu-PC210-excavator_2022.jpg
2021	Vela Blue Metal (India)	wheel loader –15.8%	Signed certificate ↗ https://greentech.tw/wp-content/uploads/2026/09/cert_Vela-Blue-Metal_Hindustan-2021D-wheel-loader_2021.jpg
2019	Sri Balaji Borewells (India)	drilling-rig compressor –9.8%	Signed certificate ↗ https://greentech.tw/wp-content/uploads/2026/09/cert_Sri-Balaji-Borewells_rig-compressor_2019-opt.webp
2022	Goodwill Autos (India)	two 45 kVA generators –11% and –24%	Signed report ↗ https://greentech.tw/wp-content/uploads/2026/09/Greentech-India-Goodwill-Generator-2022.pdf

Industrial gas: combustion equipment

Year	Organisation	What was measured	Document
2024	Indo Shell Cast (India)	about 20% less LPG per tonne	Seven plants' published results ↗ https://greentech.tw/products/lpg-cng/#glp-results
2025	Metsmith Innovations (India)	PNG –10 to –15%	Signed certificate ↗ https://greentech.tw/wp-content/uploads/2026/09/niveda-metsmith-performance-certificate-2025.jpg

Emissions and air quality

Year	Organisation	What was measured	Document
2015	KSRTC government buses (India)	smoke opacity –25 to –85% on nine of ten buses	Emission report ↗ https://greentech.tw/wp-content/uploads/2021/09/INDIA-KSRTC-Reduced-up-to-84.89.pdf
2025	Can Tho vehicle inspection centre (Vietnam)	idle CO –93.6% on a motorbike; to zero on a car	Case study ↗ https://greentech.tw/wp-content/uploads/2026/09/Greentech_Vietnam-Can-Tho_official-exhaust-test_motorcycle-car_CO-93-6-percent_2026-09_v1_EN.pdf
2022	Ethiopian Conformity Assessment Enterprise (ECAE)	fuel for the same distance: diesel –33.6%, petrol –17.95%	Test report ↗ https://greentech.tw/wp-content/uploads/2026/09/Greentech-Ethiopia-ECAE-Official-Test-2022.pdf

Third-party tests and patent

Year	Organisation	What was measured	Document
2023	Bureau Veritas (Ethiopia)	distance per litre: diesel +36.2%, petrol +17.0%; +13.4% on a retest a year later	Test report ↗ https://greentech.tw/wp-content/uploads/2026/09/Greentech-Ethiopia-Bureau-Veritas-test-report-2023.pdf
2023	U.S. invention patent	US 11,713,737 B1 (one of several patents)	Patent certificate ↗ https://greentech.tw/wp-content/uploads/2026/09/Greentech-Patent-Certificate-United-States.pdf

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This pack is public at greentech.tw/esg/pack/; the web page is always the latest version. Results vary with engine condition, load and route.