



# Carbon Reduction Plan

**Velogik (UK) Limited**

August 2023

## Commitment to achieving Net Zero

Velogik (UK) Limited, a subsidiary of Velogik SAS is committed to achieving Net Zero emissions by 2030

## Baseline Emissions Footprint

Baseline emissions are a record of the greenhouse gases that have been produced in the past and were produced prior to the introduction of any strategies to reduce emissions. Baseline emissions are the reference point against which emissions reduction can be measured.

**Baseline Year: 2023**

**Additional Details relating to the Baseline Emissions calculations.**

There has been no previous assessments or reporting of our emissions. We have therefore used the following tool to help calculate our Baseline Emissions: <https://positiveplanet.uk/carbon-footprint-calculator/>

We shall retain the services of a carbon literacy and sustainability experts to accurately assess and report on our emissions with an action plan to achieve a Net Zero emissions by 2050.

**Baseline year emissions:**

**EMISSIONS**

**TOTAL (tCO<sub>2</sub>e)**

<b>Scope 1</b>	30.60 (Estimated assumptions covering fuel and energy use).
<b>Scope 2</b>	7.30 (Estimated assumptions covering electricity consumption.)
<b>Scope 3</b> (Included Sources)	178.77 (Estimated assumptions covering Procurement, Travel, Commuting & Homeworking, Waste & Water and Distribution._
<b>Total Emissions</b>	216.67

## Current Emissions Reporting

<b>Reporting Year: 2023</b>	
<b>EMISSIONS</b>	<b>TOTAL (tCO<sub>2e</sub>)</b>
<b>Scope 1</b>	30.60
<b>Scope 2</b>	7.30
<b>Scope 3</b> (Included Sources)	178.77
<b>Total Emissions</b>	216.67

## Emissions reduction targets

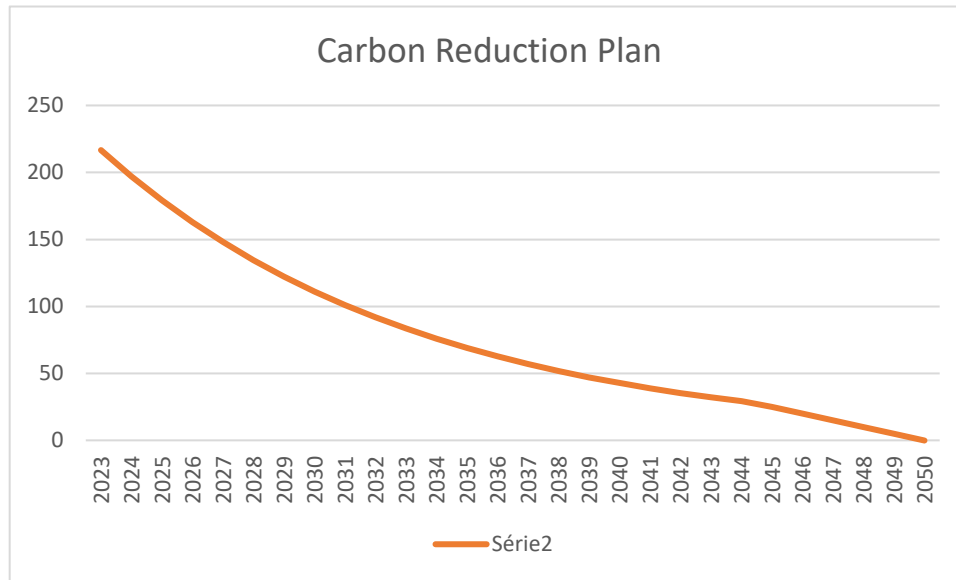
To design a low-carbon strategy, we have put in place measures, financial resources, but also human resources to manage, organize, monitor and challenge our activities in accordance with our B-Corp, ISO 14001 and ISO 9001 commitments.

This team is a mix of internal and external, where we will seek advice, support, knowledge to move forward sustainably in a meaningful strategy and not a showcase.

In order to continue our progress to achieving Net Zero, we have adopted the following carbon reduction targets.

We project that carbon emissions will decrease over the next five years to 135 tCO<sub>2e</sub> by 2028. This is a reduction of 38%

Progress against these targets can be seen in the graph below:



## Carbon Reduction Projects

### Completed Carbon Reduction Initiatives

The following environmental management measures and projects have been completed or implemented since the 2020 baseline. The carbon emission reduction achieved by these schemes equate to 45 tCO<sub>2</sub>e, a 20,8%ge reduction against the 2024 baseline and the measures will be in effect when performing the contract

By limiting the use of private cars, our mobility solutions provide an initial response to climate change. To go further, we strive to offer our partners energy-efficient mobility that is as low-carbon as possible in all the countries where we are present.

Following an initial assessment of greenhouse gas emissions, a low-carbon transition plan was presented to VELOGIK management. The first actions should begin in November and concern four initial themes: purchasing, digital, mobility and energy.

To limit global warming to 1.5 degrees by 2100, we must achieve carbon neutrality by 2050. The Paris Agreements have thus set the objective of reducing greenhouse gas (GHG) emissions by 40% by 2030. "Vélogik has its role to play, by proposing solutions but also by adopting practices compatible with this objective", assures Nick Brown, CEO VELOGIK UK. After analyzing the results of its first B-Corp assessment conducted on 2020 data, Vélogik is therefore committed to an "ambitious and necessary" low-carbon transition plan: "This plan is above all part of Vélogik's strategy which aims to reduce the impact of the pollution of carbon mobility on the environment, while maintaining its excellence".

### Buy better and less

Within Vélogik, purchases are the main source of GHG emissions for the year 2022, taking into account the technical, bike spares and computer equipment currently being immobilized. They represent 73% of emissions. Actions have already been put in place to act on this theme.

Two levers for action remain: buy better – i.e. integrate environmental and social dimensions into all stages of the purchasing process – and buy less, in particular by developing the circular economy. This will necessarily involve raising the awareness of buyers and suppliers, particularly in terms of equipment, spare parts and IT services.

Extending the lifespan of hardware, favoring energy-efficient software, facilitating the reuse and use of recycled materials, promoting data centers and less energy-consuming networks are some of the actions to be taken to limit the environmental impact of digital technology. , in particular from the guide to responsible digital best practices for organisations.

### **Planes and cars in the sights**

With regard to mobility, both home-work travel and business travel (or missions) are covered. They represent respectively 6% (including 90% related to cars, trucks, with high variability depending on the region) and 13% of the organization's GHG emissions. To deal with the former, actions in favor of carpooling, soft mobility and teleworking – for example, setting up service bicycle terminals – are implemented and should be reinforced. For the latter, whose emissions are dominated by the use of the plane for international travel, several ideas have been put forward with the same objective: to locate events (training, ceremonies, etc.) in sites accessible by train and public transport, prefer meetings by videoconference as soon as possible, etc. Flying is no longer possible since February 2020 if a train allows you to make the same journey in less than three hours, a measure extended to journeys longer than four hours since October 2022.

Finally, journeys from London to Lyon (headquarters of Vélogik) must therefore be made by train (Eurostar)

In the future we hope to implement further measures such as:

### **A broad reflection**

Cross-functional areas complete these themes, in particular on employee awareness and training. A Velogik et Estime project (in Lyon) is also among the winners of the “social innovation” call for challenges.

More broadly, environmental issues are at the heart of the company's reflection on its practices: is it even possible to simultaneously pursue an objective of sobriety and strong growth at the highest global level? The Vélogik B-Corp Committee has been seized of the matter.

The low-carbon transition plan will be steered by the “sustainable development” Committee, in conjunction with the teams in the field and the referents put in place within the functional departments, regional delegations, around a Group CEO, Olivier Carton. These referents must support the low-carbon transition approach as closely as possible to the teams and bicycle services. “Local initiatives are numerous, relevant and important, recalls Nick Brown CEO VELOGIK UK. Designing a national framework was also a request from the teams. »

And this national framework could also have a strong impact beyond Vélogik “We are counting on a synergy effect with our partners on the various bicycle services that can play a driving role in the world of carbon-free mobility. Vélogik’s sphere of influence must be put at the service of sustainable development issues” (Nick Brown)

## Declaration and Sign Off

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standard for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard<sup>1</sup> and uses the appropriate Government emission conversion factors for greenhouse gas company reporting<sup>2</sup>.

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard<sup>3</sup>.

This Carbon Reduction Plan has been reviewed and signed off by the board of directors (or equivalent management body).

### Signed on behalf of the Supplier:



.....  
Date: 01/09/2023 .....

---

<sup>1</sup><https://ghgprotocol.org/corporate-standard>

<sup>2</sup><https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>

<sup>3</sup><https://ghgprotocol.org/standards/scope-3-standard>