



2025 GHG Inventory Report

July 22, 2026



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Emissions sources and scopes



Scope 1

Direct emissions from onsite combustion and mobile sources that the organization owns or operates.



Scope 2

Indirect emissions from purchased electricity, steam, heat and cooling.



Scope 3

Indirect emissions from suppliers, business travel, transportation of goods, etc.



How Lime's emissions are categorized

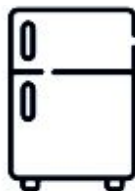
Scope 1

Direct emissions from sources owned or controlled by Lime.

- 

Operations vehicles for collection and rebalancing
- 

Natural gas use in warehouses and offices
- 

Owned/controlled equipment fuel use
- 

Fugitive emissions

Scope 2

Indirect emissions from the generation of purchased electricity and other energy consumed by Lime.

- 

Electricity for battery charging, warehouses and offices
- 

Purchased heating and cooling

Scope 3

All other indirect emissions that occur across Lime's value chain, upstream and downstream

- 

Purchased goods and services
- 

Capital goods
- 

Business travel
- 

Upstream transportation and distribution
- 

Waste
- 

Employee commuting

2025 progress towards targets



Company-wide intensity reduction

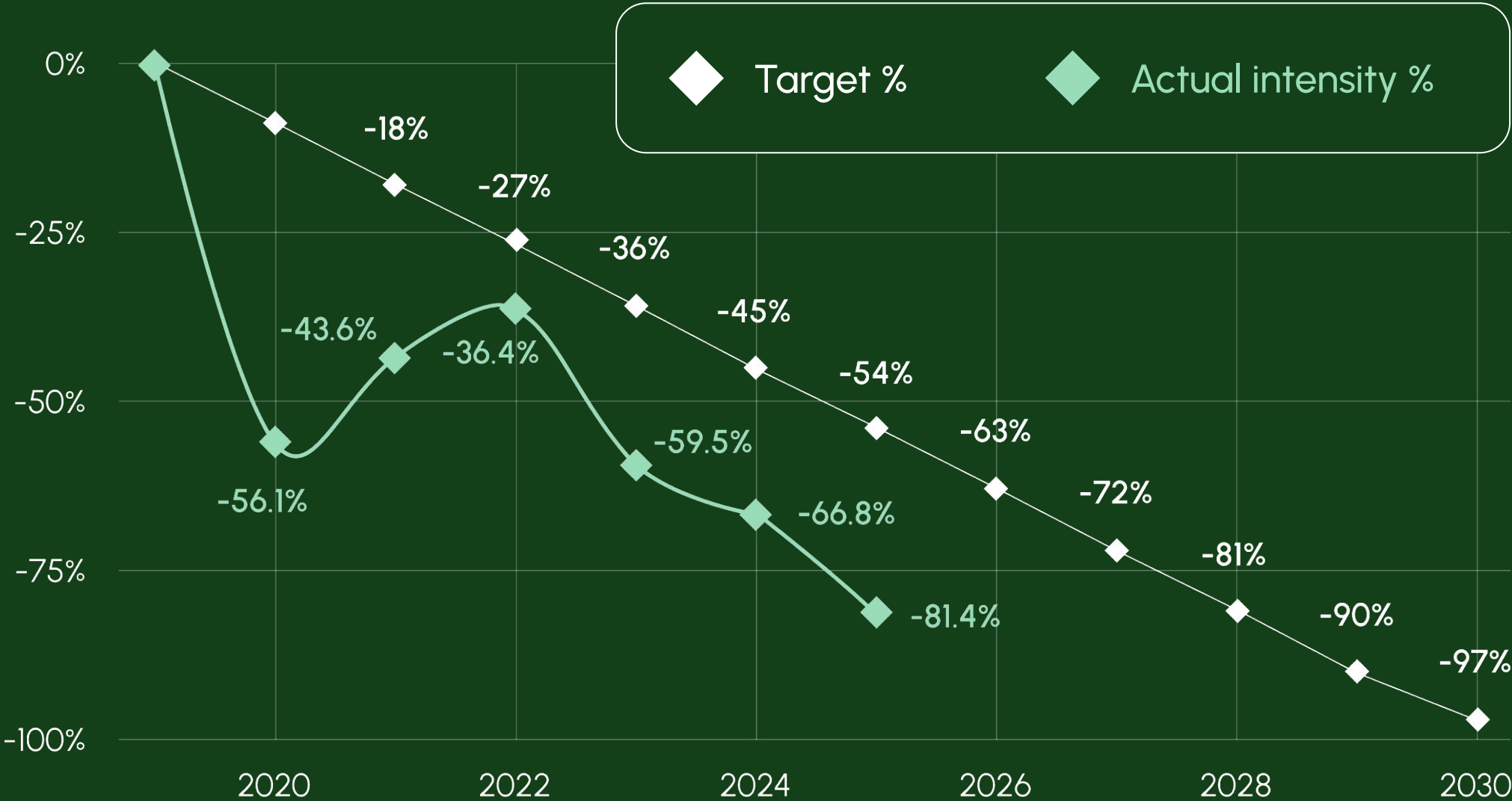
All scopes intensity reduction (tCO2e/km)

249.6%

increase of total km traveled in 2025 vs 2019 baseline

-81.4%

total emission intensity decrease in 2025 vs 2019 baseline





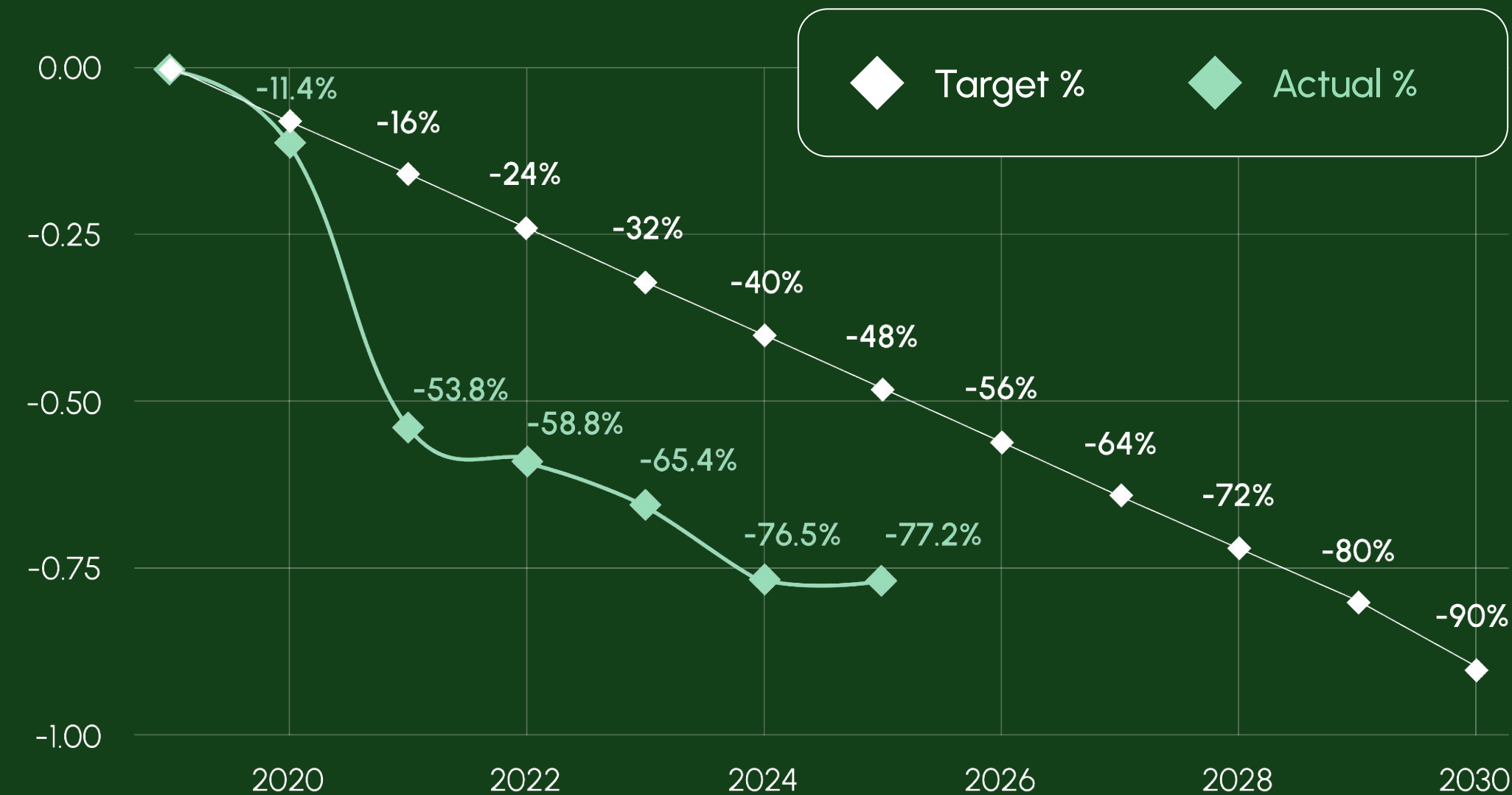
Scope 1 & 2 emissions target

Target vs. actual scope 1 & 2 emissions reductions (%)

Lime remains ahead of its 2030 Scope 1 and 2 reduction pathway, achieving a 77.2% reduction by 2025 compared with a 48% reduction path to the 90% target.

-77.2%

vs 2019





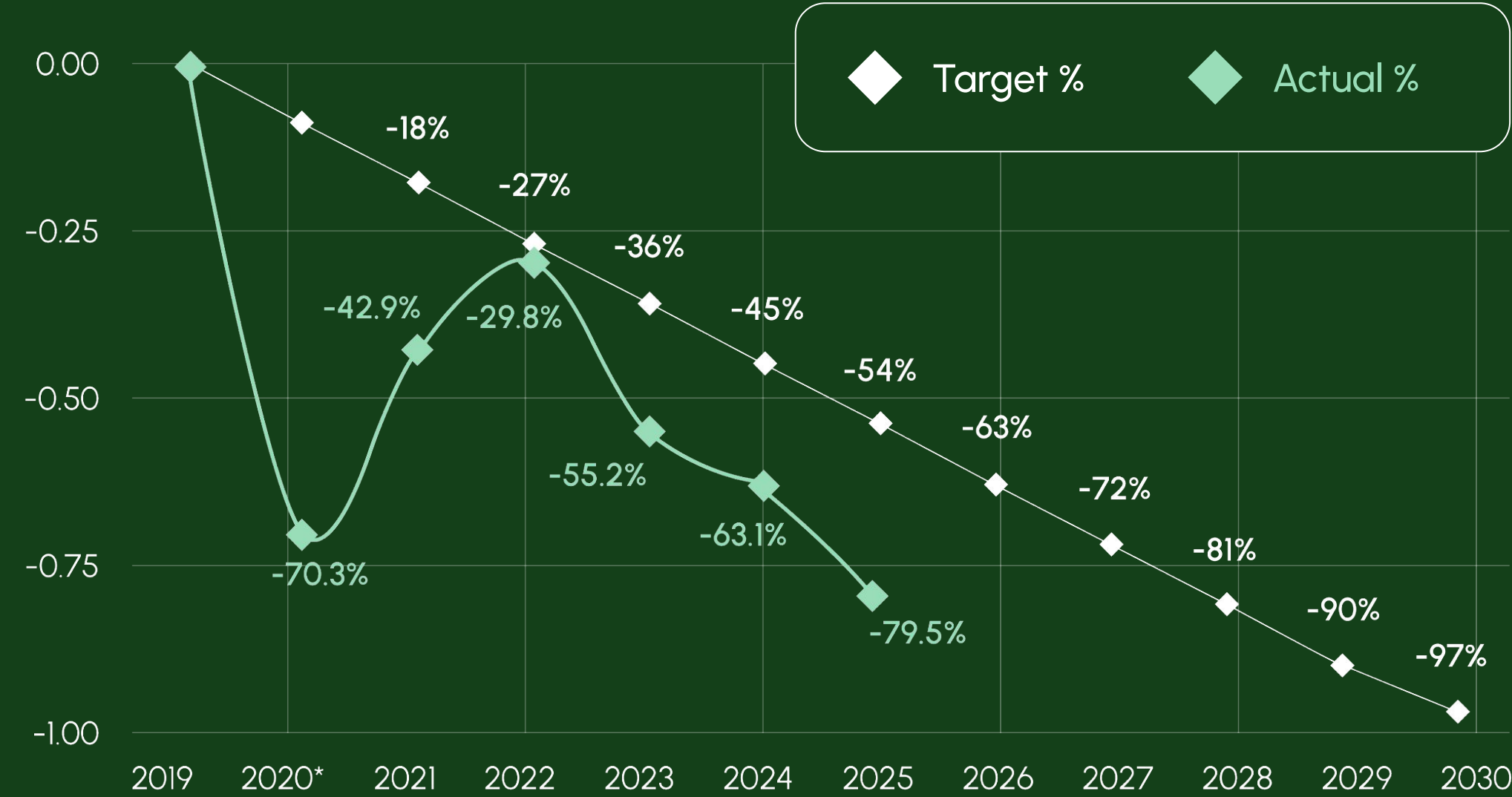
Intensity target (SBT scope 3)

Target vs. actual scope 3 intensity (%)

As of 2025, Lime has reduced emissions intensity across its Scope 3 science-based target— which includes purchased goods and services, capital goods, and upstream transportation and distribution—by 79.5%, ahead of its interim pathway.

-79.5%

vs 2019

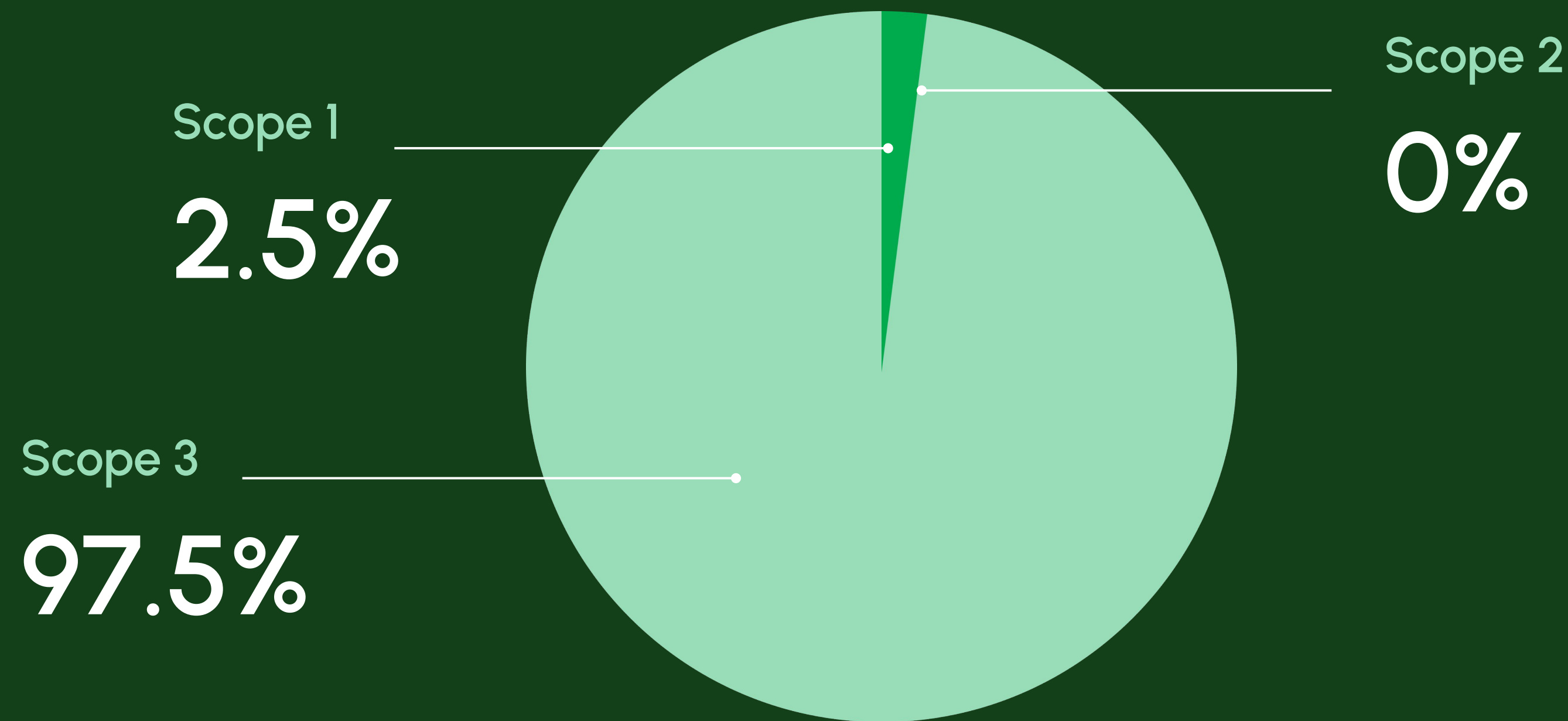


* Pandemic year. Inventory conducted included use of extrapolation methodology.

2025 GHG inventory results



2025 emissions





Scope 1 emissions: base year comparison

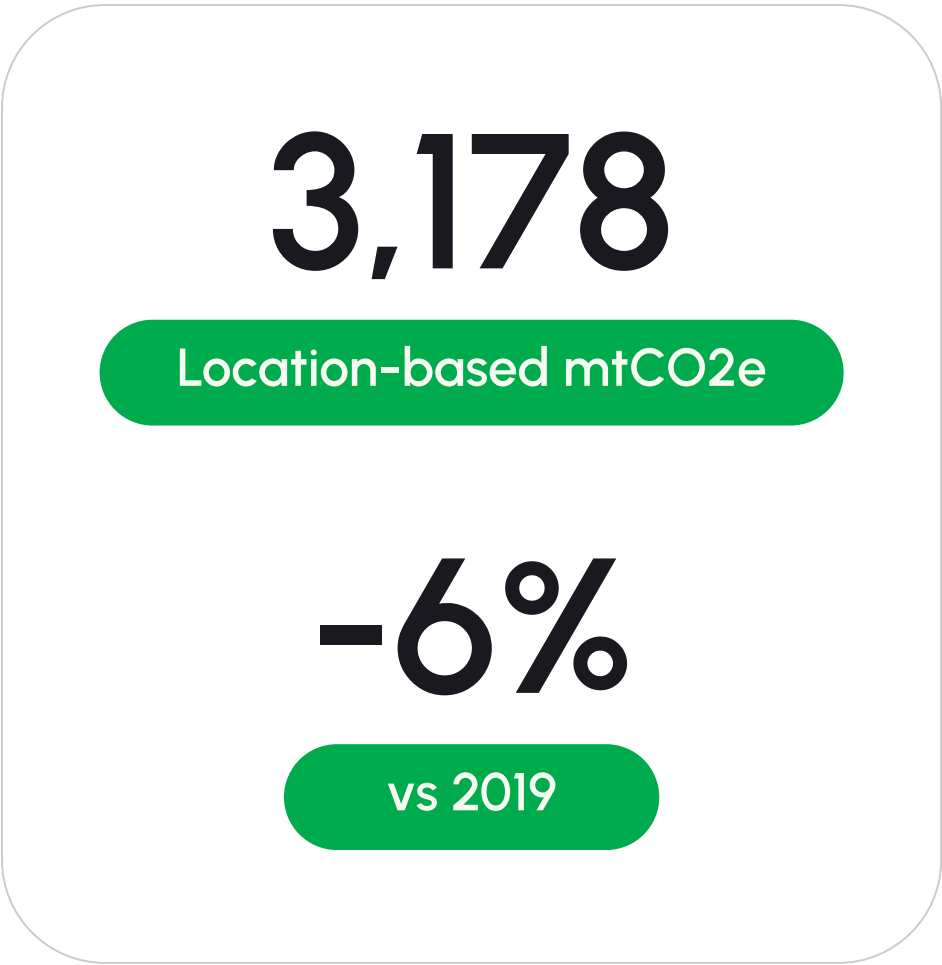


* Scope 1 biogenic emissions are 12.56 mtCO2e. As these emissions fall outside the GHG Protocol inventory boundary for fossil-based greenhouse gases, they are disclosed separately and excluded from GHG totals in accordance with the GHG Protocol Corporate Standard.

**This is comparing natural gas consumption to natural gas consumption; inventories prior to 2022 assigned natural gas consumption and emissions to Scope 2 as purchased heating, whereas Optera (now a part of Green Project Technologies) classified it as Scope 1 emissions.



Scope 2 emissions: base year comparison



*Lime matched 100% of electricity consumption with RECs/EACs in the reporting year. Market-based emissions reflect emissions from the electricity that a company has procured in a specific energy market. Location-based emissions reflect the emissions associated with the grid on which the energy consumption actually occurs.



Scope 3 emissions: base year comparison

88,146

Market-based mtCO₂e

-32%*

vs 2019

Nearly all Scope 3 emissions (94%)
are a result of PG&S, Capital
Goods, and Upstream
Transportation & Distribution

*Market-based values, reflective of the purchase of EACs
for all vehicle charging done by Logistics Partners (in
Upstream T&D)



Top scope 3 emissions categories

	Cat 1: PG&S	Cat 2: Capital goods	Cat 4: Upstream T&D	Cat 6: Business travel
mtCO2e	34,473	30,254	18,405	2,709
% of Scope 3 Total	39%	34%	21%	3%
Comments and Considerations	Includes upstream emissions of total Lime spend (EPA EEIO supply chain emission factors applied) and upstream emissions of purchased spare parts (using e-bike and e-scooter LCA factors).	Includes upstream emissions of purchased vehicles (scooters and bikes) and batteries (using e-bike and e-scooter LCA factors).	Includes logistics partners (LP) activity (transportation to perform tasks & vehicle charging) and logistics & shipping operations. Charging done by LPs is matched with EACs, except upstream and combustion emissions of T&D losses associated with this charging.	Includes emissions (combustion & upstream) of flights, rail, rental car, ground transportation trips, hotel stays, and additional reimbursed travel for employees.



All scopes comparison

Scope	Category		2019		2025		% change from CY 19
			mtCO2e	%	mtCO2e	%	
Scope 1	Natural gas		25	0.0%	1,057	1.2%	-15%
Scope 1	Owned/leased vehicles		4,748	3.4%	1,051	1.2%	-77%
Scope 1	Fugitive emissions (refrigerants)		414	0.3%	122	0.1%	-70%
Scope 2	Purchased electricity		3,372	2.4%	0	0%	-100%
Scope 2	Purchased heating		1,279	0.9%	0	0%	N/A
Scope 3	1: Purchased goods and services	Electricity for charging partners	891	0.6%	0	0%	N/A
Scope 3	1: Purchased goods and services	Parts (LCA)	16,056	11.6%	20,143	22.3%	25%
Scope 3	1: Purchased goods and services	Spend EEIO	10,389	7.5%	14,330	15.9%	38%
Scope 3	2: Capital goods	Vehicles + batteries	56,773	40.9%	30,254	33.5%	-47%
Scope 3	3: Fuel and energy-related activities	Upstream emission associated with fuel and energy consumption	1,583	1.1%	637	0.7%	-60%
Scope 3	4: Upstream transportation & distribution	Logistics partner Tasks – Distance Travelled & Charging	9,257	6.7%	8,136	8.8%	-12%
Scope 3	4: Upstream transportation & distribution	Logistics & Shipping	22,449	16.2%	10,270	11.4%	-54%
Scope 3	5: Waste	Office	162	0.1%	46	0.1%	-72%
Scope 3	5: Waste	Vehicles decommissioned (LCA)	231	0.2%	248	0.3%	7%
Scope 3	5: Waste	EOL Recycled Parts	0	0.0%	300	0.3%	N/A
Scope 3	6: Business travel	Air, rental vehicles, rail, hotel, ground transportation	3,702	2.7%	2,709	3.0%	-27%
Scope 3	7: Employee commuting	Car, rail, mass transit, etc.	7,513	5.4%	440	0.5%	-94%
Scope 3	7: Employee commuting	Contingent Workers	0	0.0%	602	0.7%	N/A
Scope 3	8: Upstream leased assets	Electricity, Natural Gas, Refrigerants	N/A	N/A	33	0.04%	N/A
TOTAL			138,844		90,376		-35%

GHG accounting methodology



Methodology summary: scope 1&2



The carbon inventory was prepared by Optera, now part of Green Project Technologies.

Scope 1

Stationary natural gas (facilities):

Emissions calculated based on actual natural gas consumption, estimated natural gas consumption where actual data was not available, and stationary combustion emission factors.

Owned/leased fleet vehicles:

Emissions were calculated based on actual fuel consumption by fuel type and vehicle type, estimated consumption where fuel data was unavailable, and applicable mobile combustion emission factors.

In 2025, emissions from propane-powered forklifts operated at Lime facilities were also included. Forklift emissions were estimated using the number of forklifts in operation, actual or assumed annual operating hours by location, an hourly fuel consumption factor (1 gallon of LPG per operating hour), and propane emission factors. Biogenic CO₂ emissions (CO₂ emissions from biofuels such as ethanol used in fleet vehicles) are not included in Scope 1 and are reported as out of scope emissions.

Fugitive emissions (refrigerants):

Emissions calculated for facilities based on facility square footage, # of fleet vehicles, assumptions related to consumption (refrigerant type, charge amount, leakage %), and refrigerant Global Warming Potentials (GWPs).



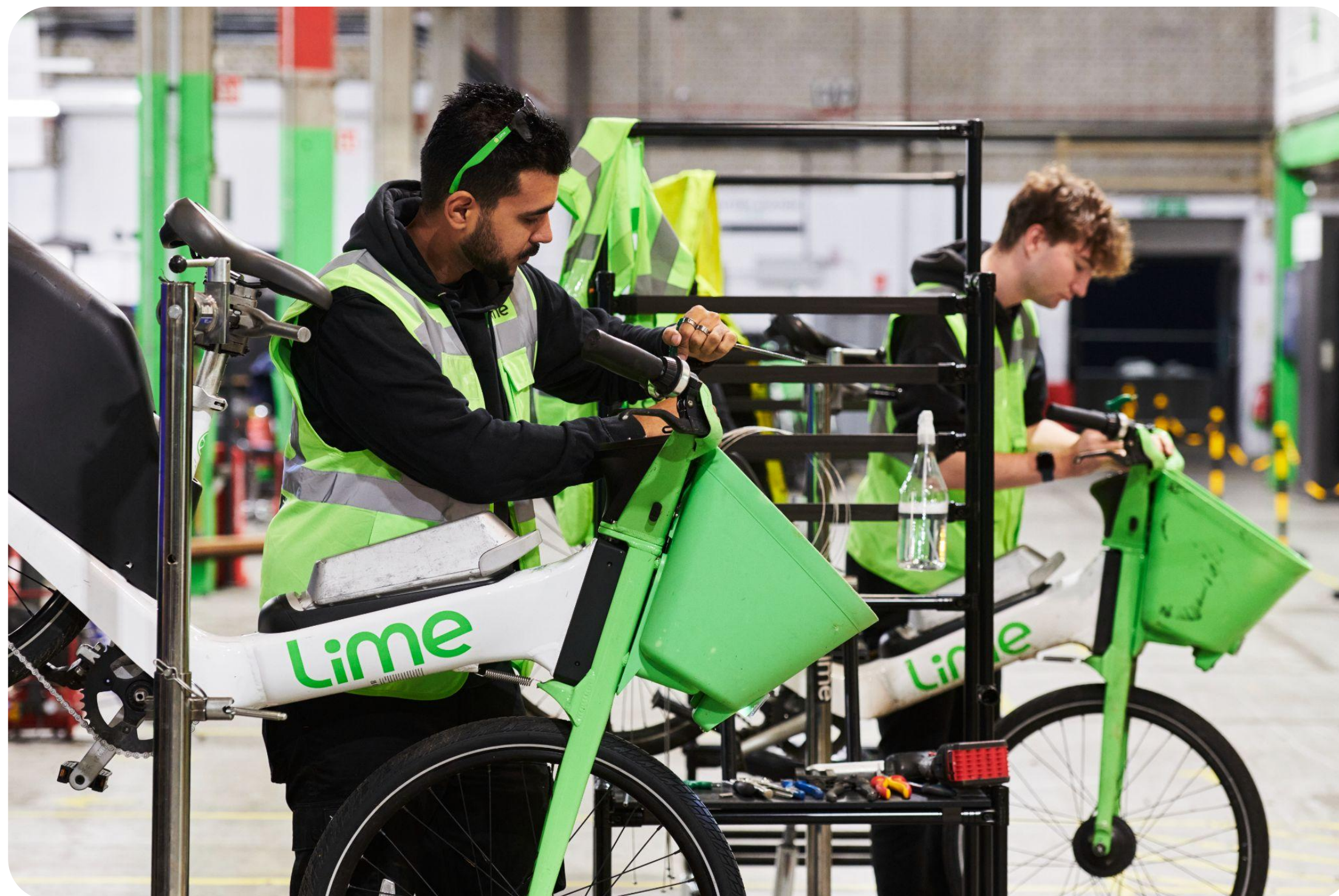
Scope 2

Purchased electricity (facilities):

Emissions calculated based on actual electricity consumption, estimated electricity consumption where actual data was not available, and purchased electricity emission factors by country. Location-based and market-based emissions calculated.

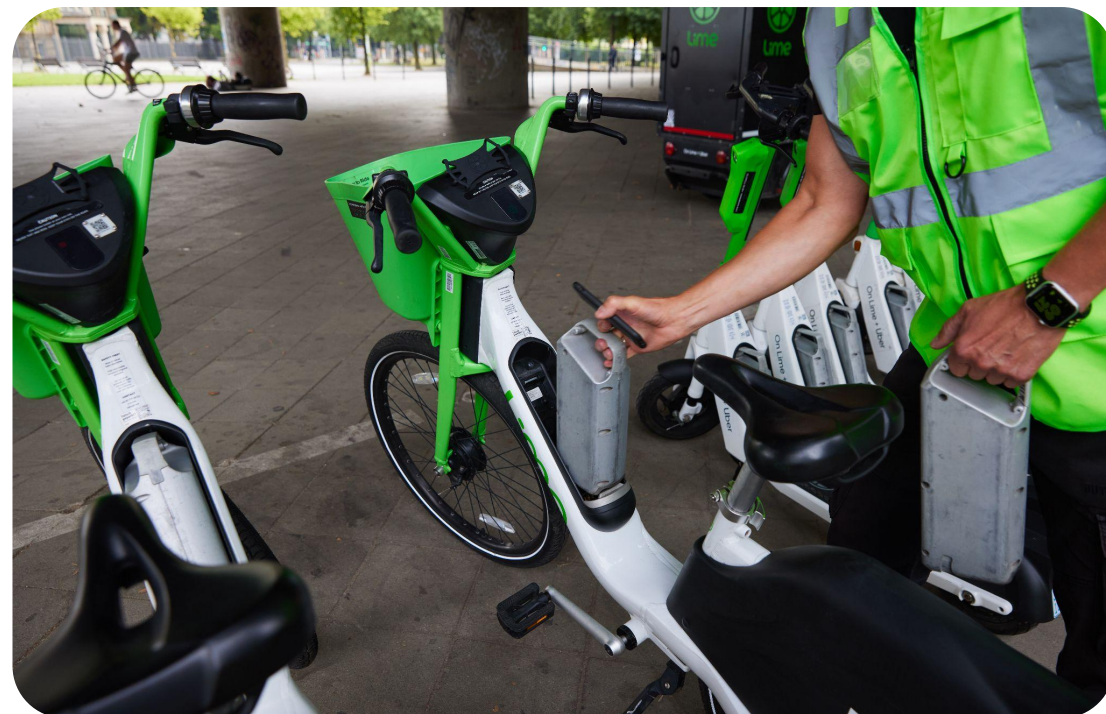
Purchased electricity (EV fleet vehicles):

Emissions calculated based on actual kWh charging of shared fleet vehicles and purchased electricity emission factors by country. Location and market-based emissions calculated.





Methodology summary: scope 3



Category 1

Purchased goods & services

Scooter and bike spare parts:

Emissions calculated based on reported quantity of scooter and bike parts purchased and LCA emissions intensities for upstream emissions (Raw Materials Impact and Part Manufacturing Impact) of parts, or US EPA EEIO supply chain emission factors where LCA data was not available for certain parts.

All other general ledger spend:

Emissions calculated based on USD (\$) spent and US EPA EEIO supply chain emission factors.

Category 2

Capital goods

Scooters and bikes:

Emissions calculated based on reported quantity of scooters and bikes purchased and LCA emissions intensities for upstream emissions (Raw Materials Impact and Part Manufacturing Impact) of scooters and bikes.

Batteries: Emissions calculated based on reported quantity of batteries purchased and LCA emissions intensities for upstream emissions (Raw Materials Impact and Part Manufacturing Impact) of batteries and component parts.



Category 3

FERA

Emissions calculated based on Scope 1&2 fuel and energy consumption (stationary natural gas, fleet mobile fuels, fleet kWh charging, and purchased electricity) and upstream WTT emission factors and lifecycle T&D emission factors.

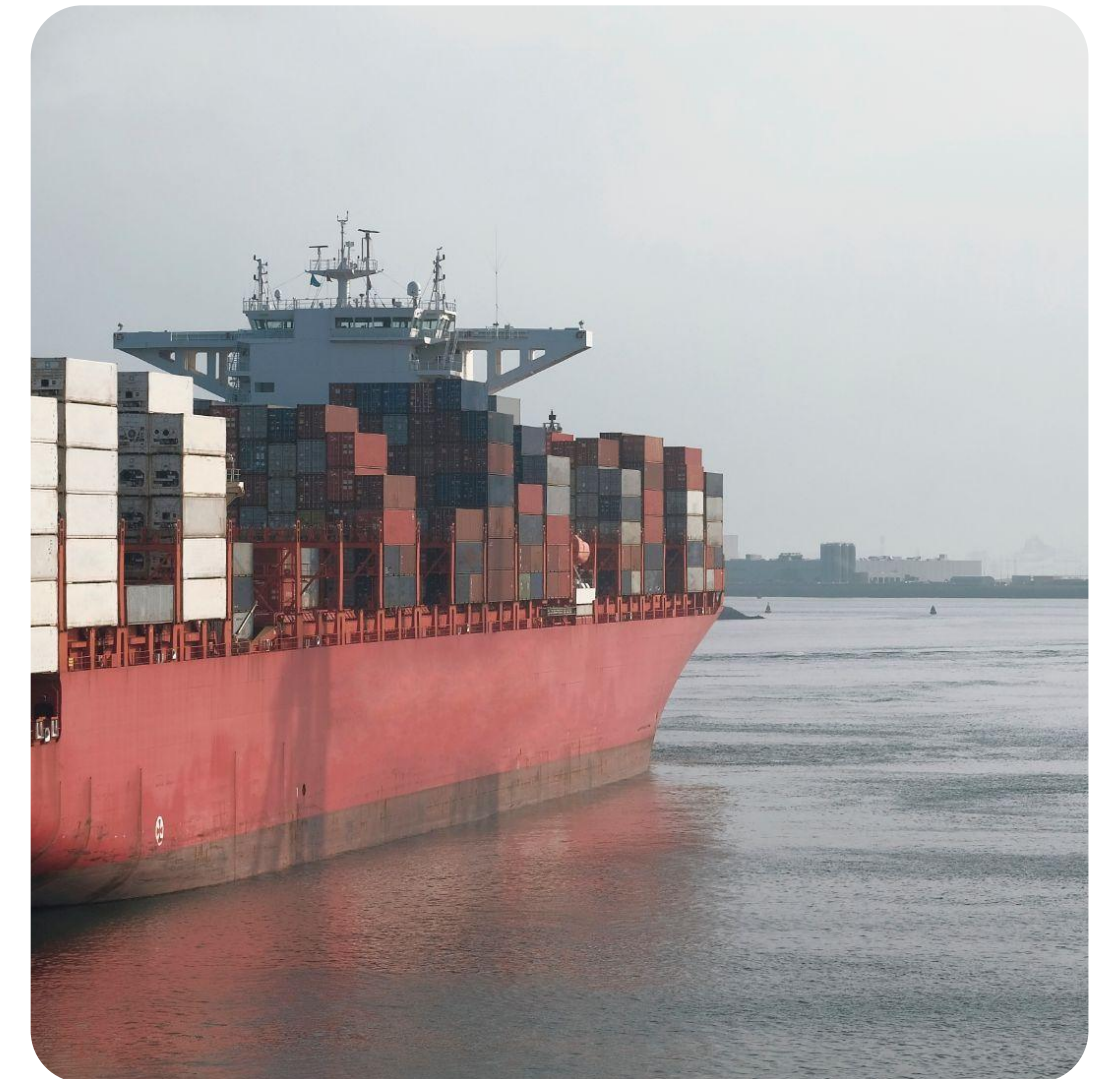
Category 4

Upstream transportation & distribution

Logistics & shipping: Emissions calculated based on ton-miles of shipments by transportation mode (including first-mile, main leg, and last-mile) and logistics combustion emission factors and upstream WTT emission factors.

Logistics Partner (LP) transportation: Emissions calculated based on actual distance travelled by logistics partners (LPs) to perform tasks by fuel type (electric vehicle or gasoline/diesel vehicle) and distance-based combustion emission factors by fuel type and upstream WTT emission factors.

LP charging: Emissions calculated based on actual kWh consumed by LPs to charge scooters/bikes by country and electricity emission factors and upstream WTT emission factors and lifecycle T&D emission factors.





Category 5

Waste

Decommissioned vehicles: Emissions calculated based on number of scooters and bikes decommissioned and LCA emissions intensities for end-of-life impacts of scooters and bikes.

Recycled parts: Emissions calculated based on quantity of batteries recycled and LCA emissions intensities for end-of-life impacts of batteries, and based on weight of spare parts and scrap materials recycled and EPA WARM emission factors.

Facility level waste: Emissions calculated based on headcount at facilities, headcount-based waste assumptions, and EPA WARM emission factors.

Category 6

Business travel

Emissions calculated based on actual flight distances, estimated rental car distances, hotel room-nights, actual rail distances, actual ridehail trip distances, and spend on reimbursed travel. Business travel emission factors were applied to actual distance (upstream WTT and combustion) and room-night data, and US EPA EEIO supply chain factors were applied to reimbursed travel spend.

Category 7

Employee commuting

Emissions calculated based on headcount and Lime commuting survey data (days commuting vs. remote, average commuting distance, % by transportation mode) and emission factors by transportation mode (combustion and upstream WTT).

Remote work emissions calculated based on headcount, commuting survey data (days working remote), assumptions of home office size and energy consumption, and purchased electricity emission factors by country and stationary natural gas emission factors.



Category 8

Upstream leased assets

Emissions were estimated for leased facilities and coworking spaces based on available facility square footage or the number of personnel utilizing the space. Building energy consumption (electricity and natural gas) was estimated using energy intensity benchmarks from the U.S. Building Performance Database (BPD). Purchased electricity emission factors by country and stationary combustion natural gas emission factors were applied. Fugitive refrigerant emissions were also estimated using facility square footage, assumptions related to consumption (refrigerant type, charge amount, leakage %), and refrigerant Global Warming Potentials (GWPs).





Scope 3 categories assessed for 2025

1	Purchased goods & services	Included	
2	Capital goods	Included	
3	Fuel- and energy-related activities	Included	
4	Upstream T&D	Included	
5	Waste generated in operations	Included	
6	Business travel	Included	
7	Employee commute	Included	
8	Upstream leased assets	Included	
9	Downstream T&D	Not applicable	Lime did not sell products (scooters and bikes are not considered Lime's sold product since they are rented by customers), and therefore there is no shipping or distribution associated with products sold by Lime. All transportation and distribution is included in Category 4 Upstream T&D.
10	Processing of sold products	Not applicable	Lime did not sell an intermediate product that requires processing.
11	Use of sold products	Not applicable	Lime does not sell products (scooters and bikes are not considered Lime's sold product since they are rented by customers). Lime did not sell any vehicles or parts in 2025
12	End-of-life treatment	Not applicable	Lime does not sell products (scooters and bikes are not considered Lime's sold product since they are rented by customers), and therefore has no emissions associated with end of life treatment of sold products. The end-of-life (EOL) treatment of Lime's owned bikes and scooters is accounted for under Category 5: Waste.
13	Downstream leased assets	Not applicable	Lime does not lease any assets to others. Scooters and bikes are rented by customers, but the only emissions associated with these rented vehicles are from the charging of the vehicles. Vehicle charging is included in either Scope 2 purchased electricity (charging done within Lime facilities) or Scope 3 Upstream T&D (charging done by logistic partners, or LPs).
14	Franchises	Not applicable	Lime does not operate under a franchise business model.
15	Investments	Not applicable	Lime does not have any equity investments, debt investments with known use of proceeds, or project financing.

Scope 1 and 2 assurance statement



June 24, 2026

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VP, Sustainability
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WSP has conducted an independent third-party review of Lime’s 2025 greenhouse gas inventory with the intention of providing limited assurance of its accuracy and completeness. The scope of the review includes all Scope 1 and Scope 2 emission sources. The GHG inventory applies to all owned and leased facilities and vehicles under Lime’s operational control.

WSP provided a “Review Findings” report to Lime which lists in detail the specific review tasks completed and areas which have been flagged for clarification or improvement. Lime has addressed all requests for clarification and has completed all necessary corrective actions. The details of the scope of this assurance review can be found in Table 1.

Table 1: Assurance Scope

Assurance Parameter	Specification
GHG Calculation and Reporting Protocol	The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)
Verification Standard	ISO 14064-3
Level of Assurance	Limited
Organizational Boundary	Operational control
Geography	Global operations
Inventory Period and Emissions Covered	January 1, 2025, to December 31, 2025
Scope 1	2230.38 metric tons CO2e
Scope 2 Location-Based Total	3177.68 metric tons CO2e
Scope 2 Market-Based Total	0.00 metric tons CO2e
Total Emissions (Location Based)	5408.07 metric tons CO2e
Total Emissions (Market Based)	2230.38 metric tons CO2e
Biogenic Emissions	12.56 metric tons CO2e
Supporting Documents Reviewed	Lime raw data files by Schnieder Electric), Optera Exports, Renewable Energy Certificate summaries and Invoices
Date Review Complete	June 8, 2026

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Verification Process and Document Review

WSP is issuing this limited assurance following the scope of verification activities which included remote site visits, a desktop review of activity data and calculations, and follow-up conversations with management personnel. Lime has provided all data and requested supporting documentation which includes the following types of materials:

- Energy and fuel activity data collection tools
- GHG Inventory Management Plan (IMP)
- GHG inventory calculation protocols and tools
- Selected energy invoices, renewable energy certificates and data tracking systems
- Dataset updates

Lime has provided the above supporting documentation for 2025 between April and May 2026. This Assurance Statement is issued to specifically assure the 2025 emissions as stated in Table 1 above. Should corrections or revisions be made, either at the corporate level or by site teams—within Lime’s data collection system after this time, the updated metric(s) for applicable parameters (such GHG and energy) require a separate limited assurance review for issuance of a Revised 2025 Assurance Statement. Similarly, all Assurance Statements issued by WSP are intended to assure calendar year data specifically provided by Lime at the time of the original assurance process. When data from previous years has been modified, the Assurance Statements made by WSP for that associated year will no longer apply. WSP does not express a conclusion or any form of assurance on modified calendar year information unless specifically stated within said revised assurance statement.

Assurance Finding

Based on these review processes and procedures, WSP has no evidence that Lime’s 2025 GHG inventory is not materially correct, is not a fair representation of the GHG data and information or has not been prepared in accordance with the Greenhouse Gas Protocol.

Professional Conduct

WSP has conducted this limited assurance review in its capacity as an independent third party in alignment with the ISO 14065 International Standard, *Greenhouse gases — Requirements for greenhouse gas validation and verification bodies for use in accreditation or other forms of recognition*. ISO 14065 specifies the principles and requirements employed by WSP to make this GHG statement. WSP has not contributed to the compilation of Lime’s 2025 GHG inventory and members of the Assurance Team are not working with Lime’s 2025 GHG inventory beyond what is required of this assignment.

Sincerely,

Lakmini Senadheera

Lakmini Senadheera
Lead Verifier
WSP, USA

Anna Stephens

Anna Stephens
Independent Reviewer
WSP, USA



li.me/why/sustainability