optera

2024 GHG Inventory Report

June 16, 2025

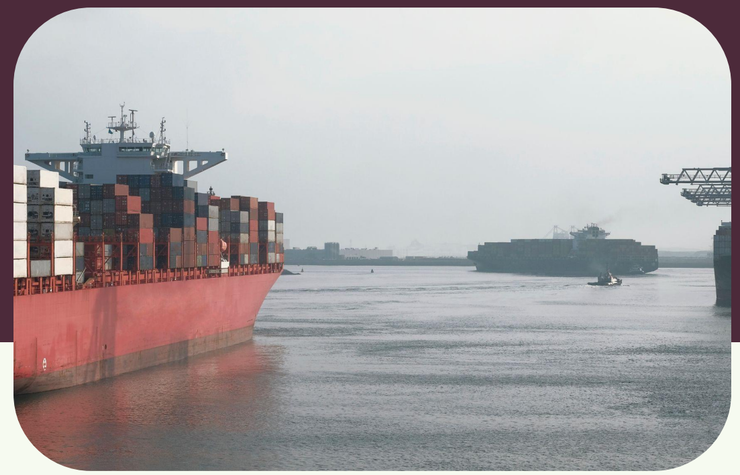
Emissions sources & scopes

Scope 1

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

Scope 2

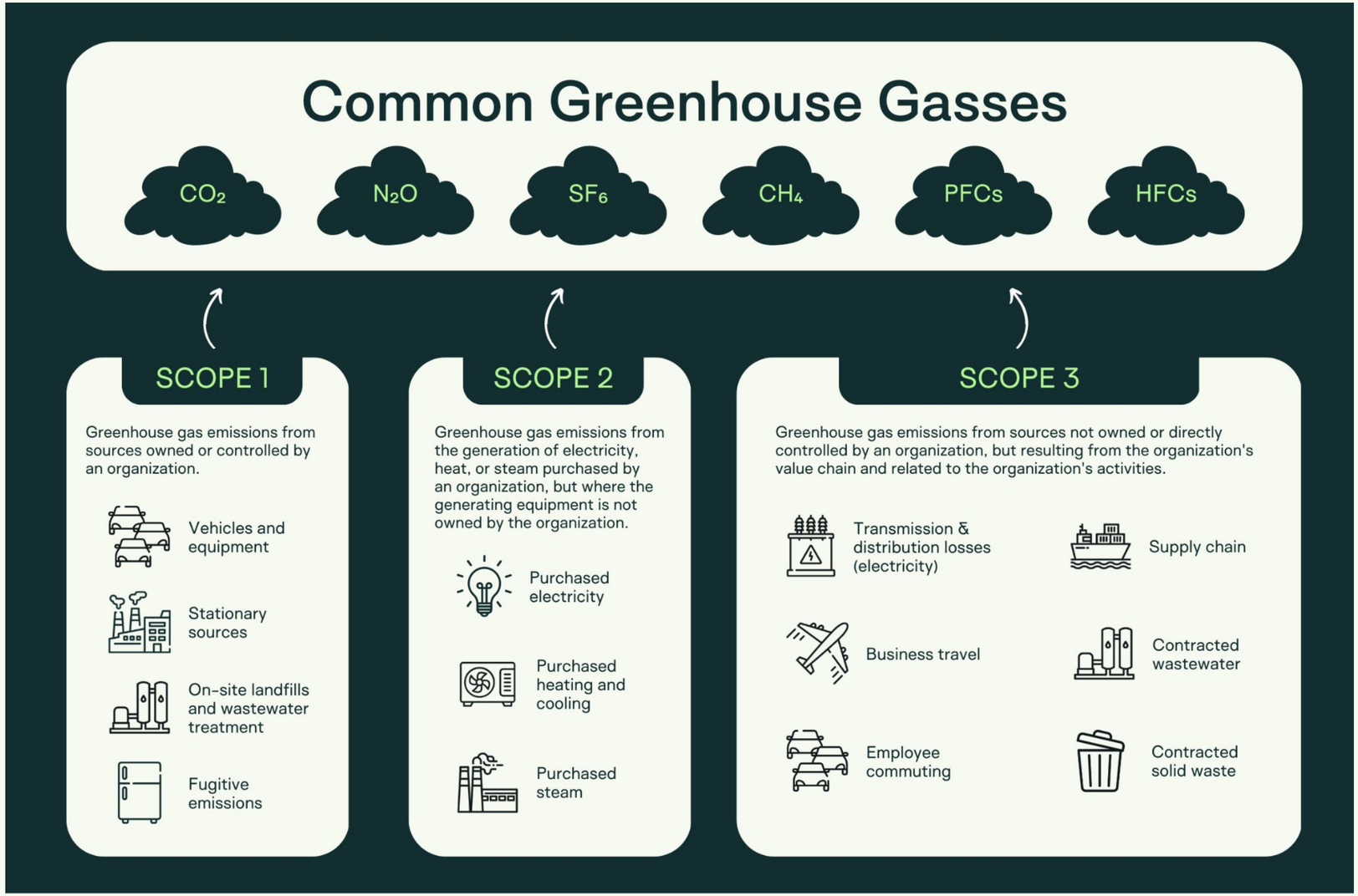
Indirect emissions from purchased electricity and steam.



Scope 3

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

Emissions sources and scopes



Methodology Summary: Scope 1&2

- **Scope 1**
  - *Stationary natural gas:* Emissions calculated based on actual natural gas consumption, estimated natural gas consumption where actual was not available, and stationary combustion emission factors
  - *Owned/Leased fleet operations vehicles:* Emissions calculated based on actual fuel consumption by fuel type and vehicle type, estimated distance, and mobile combustion emission factors
  - *Fugitive emissions (refrigerants):* Emissions calculated based on facility square footage, # of fleet vehicles, assumptions related to consumption (refrigerant type, charge amount, leakage %), and refrigerant GWPs
- **Scope 2**
  - *Purchased electricity (facilities):* Emissions calculated based on actual electricity consumption, estimated electricity consumption where actual was not available, and purchased electricity emission factors by country. Location-based and market-based emissions calculated.
  - *Purchased electricity (shared vehicles):* Emissions calculated based on actual kWh charging of fleet vehicles and purchased electricity emission factors by country. Location and market-based emissions calculated.

Methodology Summary: Scope 3

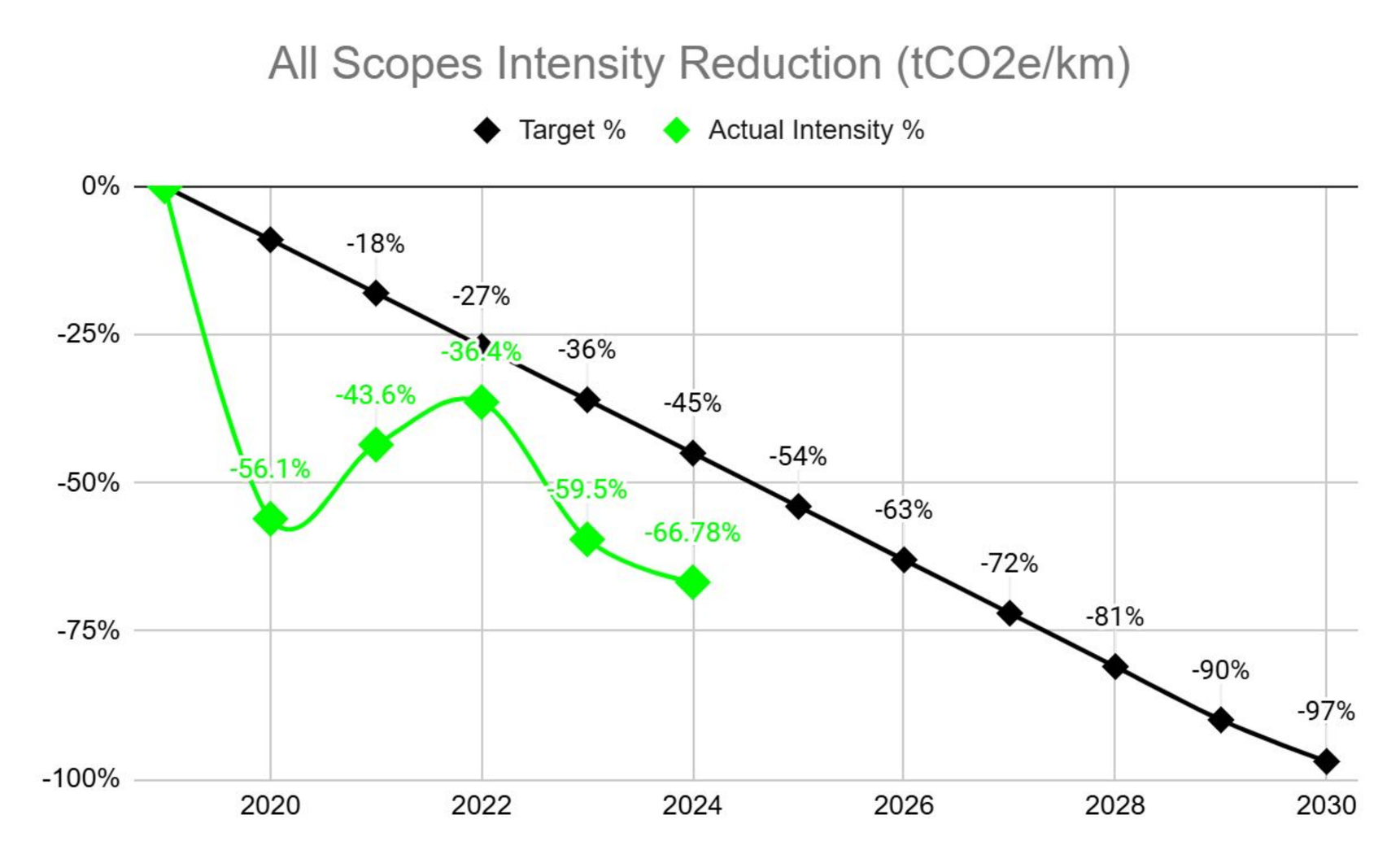
- **Category 1: Purchased Goods & Services**
  - *Scooter and bike spare parts:* Emissions calculated based on reported quantity of scooter and bike parts purchased and LCA emissions intensities for upstream emissions (Raw Materials Impact and Part Manufacturing Impact) of parts, or EEIO supply chain emission factors where LCA data was not available
  - *All other general ledger spend*: Emissions calculated based on USD spent and 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), transmission and distribution loss %s, and upstream WTT 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 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 partners to charge scooters/bikes by country and electricity emission factors, transmission and distribution loss %s, and upstream WTT emission factors. EACs bought to match demand.

Methodology Summary: Scope 3

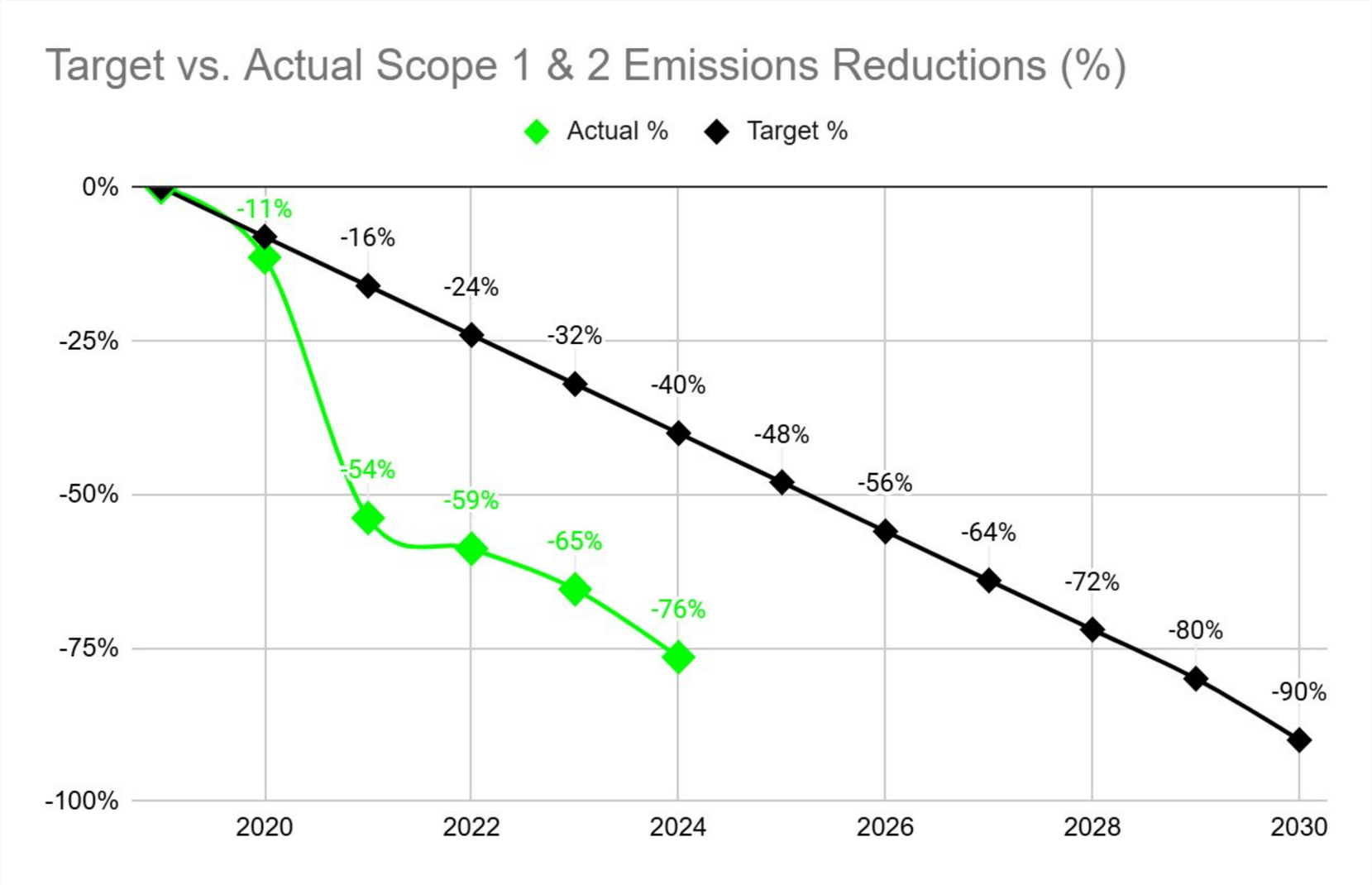
- **Category 5: Waste**
  - *Decommissioned vehicles:* Emissions calculated based on number of scooters and bikes decommissioned and LCA emissions intensities for end-of-life impacts of scooters and bikes
  - *Recycled parts:* Emissions calculated based on quantity of batteries recycled and LCA emissions intensities for end-of-life impacts of batteries, and based on weight of spare parts and scrap 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 Uber 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 EEIO supply chain factors were applied to reimbursed travel spend.
- **Category 7: Employee Commuting** – Emissions calculated based on headcount and 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 and stationary natural gas emission factors.

2024 Progress Towards Targets

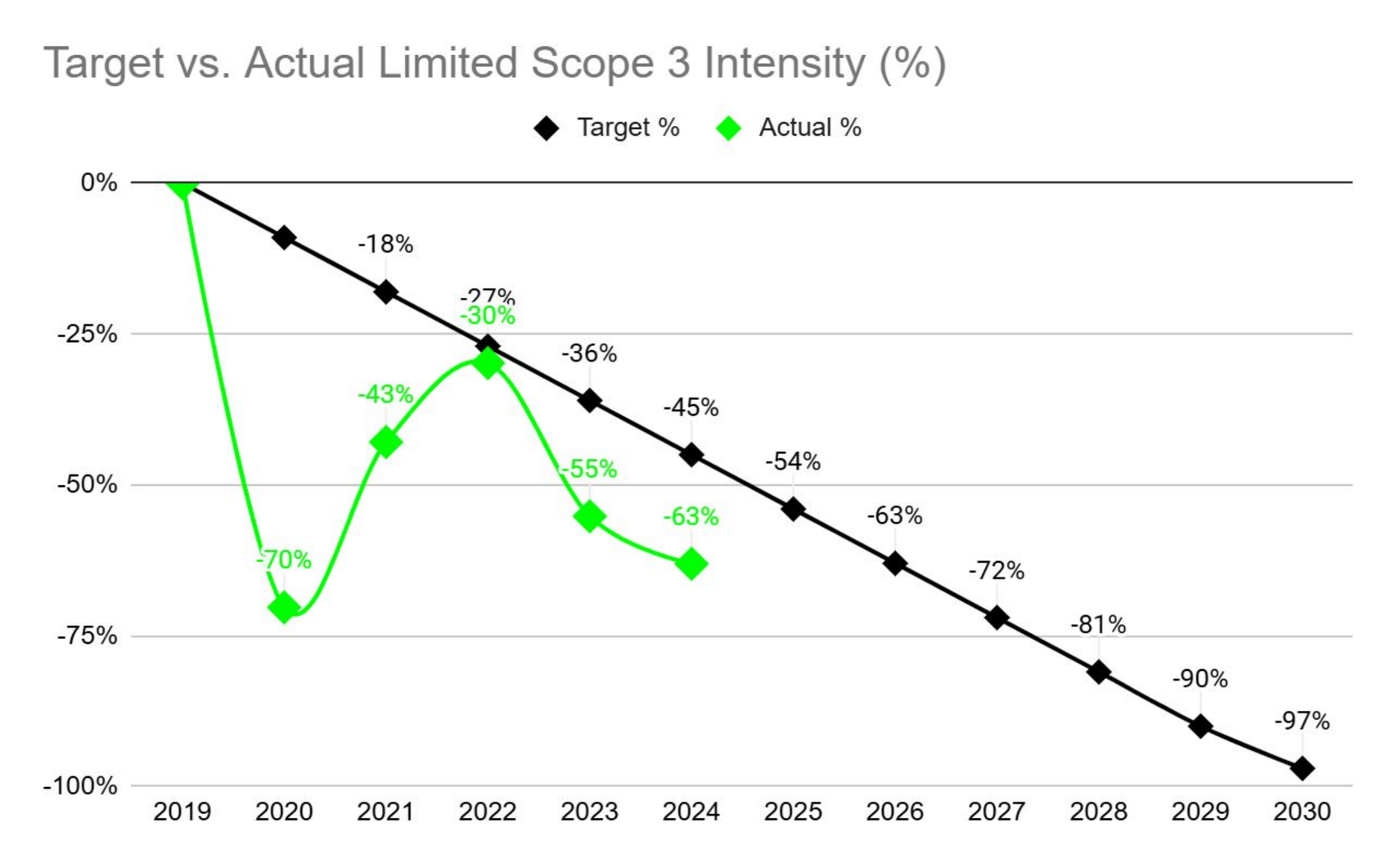
Intensity reduction across all scopes



Scope 1 & 2 Emissions Target

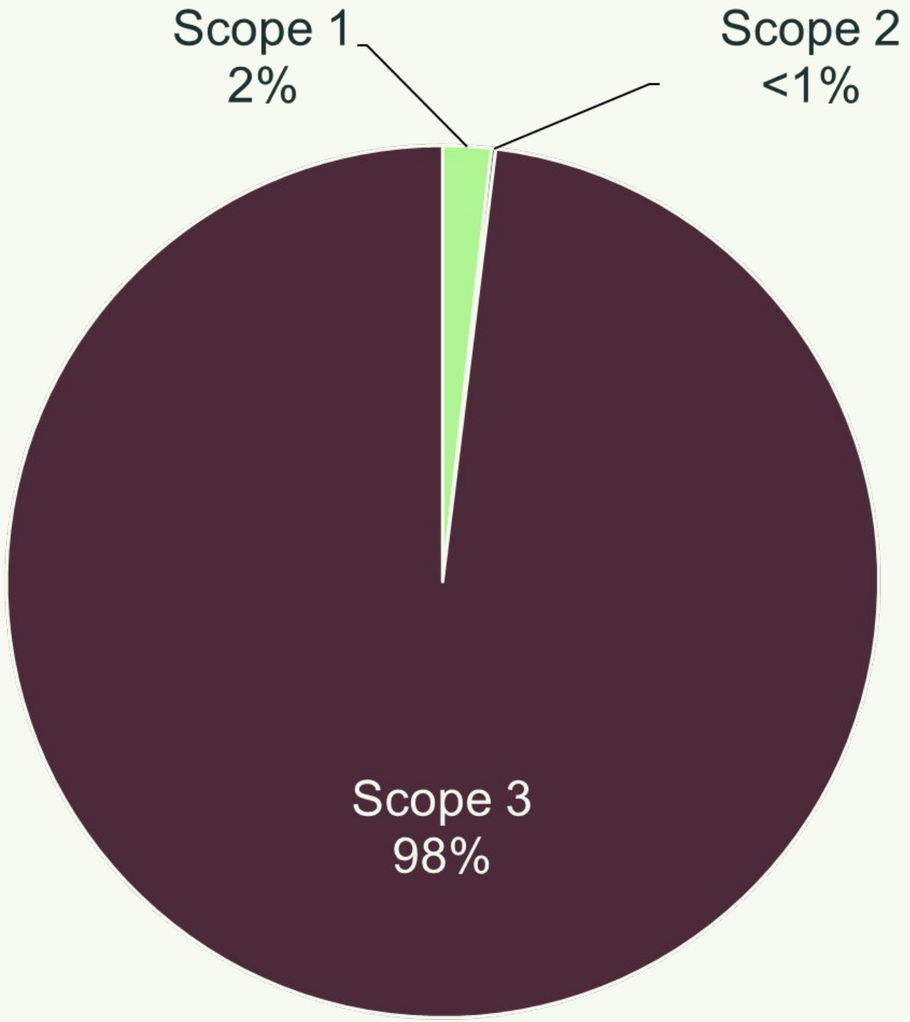


Intensity Target (Limited Scope 3)



2024 GHG Inventory Results

2024 Emissions



Scope 1 Emissions

Base Year Comparison

Natural Gas

876

mtCO2e

-32%*

vs 2019

Fleet

1,155

mtCO2e

-76%

vs 2019

Fugitive Emissions

106

mtCO2e

-74%

vs 2019

*This is comparing natural gas consumption to natural gas consumption; prior inventories by Anthesis assigned natural gas consumption and emissions to Scope 2 as purchased heating, whereas Optera classified it as Scope 1 emissions.

Scope 2 Emissions

Base Year Comparison

176*

Market-Based mtCO2e

-95%

vs 2019

2,861

Location-Based mtCO2e

-15%

vs 2019

*Lime's market-based emissions were 1,831 mtCO2e prior to the purchase of EACs. Lime matched 100% of their electricity consumption with EACs in the reporting year. Market-based emissions reflect emissions from the electricity that a company has chosen in a specific energy market. Location-based emissions reflect the emissions associated with the grid on which the energy consumption actually occurs.

Top Scope 3 Emissions Categories

	Cat 1 | PG&S	Cat 2 | Capital Goods	Cat 4 | Upstream T&D	Cat 6 | Business Travel
mtCO2e	29,783	60,671	15,028	3,515
% of Scope 3 Total	27%	54%	13%	3%
Comments and Considerations	Includes upstream emissions of total Lime spend and upstream emissions of purchased spare parts (using Lime e-bike and e-scooter LCA factors).	Includes upstream emissions of purchased vehicles (scooters and bikes) and batteries (using Lime e-bike and e-scooter LCA factors).	Includes LP activity (transportation to perform tasks & vehicle charging) and logistics & shipping operations.	Includes emissions (combustion & upstream) of flights, rail, rental car, ridehail trips, hotel stays, and additional reimbursed travel for employees.

All Scopes Comparison

Scope	Category	Emissions Source	2019		2024		% change from CY 19
			tCO2e	%	tCO2e	%	
Scope 1	Natural Gas		25	0.0%	876	38%	-32%
Scope 1	Owned/Leased Vehicles		4,748	3.4%	1,155	50%	-76%
Scope 1	Fugitive emissions (refrigerants)		414	0.3%	106	5%	-74%
Scope 2	Purchased electricity		3,372	2.4%	176	8%	-95%
Scope 2	Purchased heating		1,279	0.9%	0	0%	-100%
Scope 3	1: Purchased goods and services	Charging electricity charging partners	891	0.6%	0	0.0%	NA
Scope 3	1: Purchased goods and services	Parts (LCA)	16,056	11.6%	15,572	14.0%	-3%
Scope 3	1: Purchased goods and services	Spend EEIO	10,389	7.5%	14,211	12.8%	37%
Scope 3	2: Capital goods	Vehicles & Batteries	56,773	40.9%	60,671	54.4%	7%
Scope 3	3: Fuel and energy-related activities	Upstream emission associated with fuel and energy consumption	1,583	1.1%	1,126	1.0%	-29%
Scope 3	4: Upstream Transportation & Distribution	LP Tasks – Distance Travelled & Charging	9,257	6.7%	6,231	5.6%	-33%
Scope 3	4: Upstream Transportation & Distribution	Logistics & Shipping	22,449	16.2%	8,797	7.9%	-61%
Scope 3	5: Waste	Office	162	0.1%	58	0.1%	NA
Scope 3	5: Waste	Vehicles decommissioned (LCA)	231	0.2%	294	0.3%	27%
Scope 3	5: Waste	EOL Recycled Parts	0	0.0%	191	0.2%	NA
Scope 3	6: Business travel	Air, rental vehicles, rail, hotel, Uber	3,702	2.7%	3,515	3.2%	-5%
Scope 3	7: Employee Commuting	Car, rail, mass transit, etc.	7,513	5.4%	436	0.4%	-94%
Scope 3	7: Employee Commuting	Contingent Workers	0	0.0%	341	0.3%	NA
TOTAL			**138,844**		**113,754**		**-18%**

About this report

This report addresses carbon emissions across Lime's business. References in this report to information should not be interpreted as an indication of the materiality of such information to Lime's financial results or for purposes of U.S. securities laws, or any other laws or requirements, such as potential upcoming requirements under the EU Corporate Sustainability Reporting Directive (CSRD), the European Sustainability Reporting Standards (ESRS), or the EU Corporate Sustainability Due Diligence Directive (CSDDD). Additionally, certain terminology used in this report, such as "impacts" and "targets" may differ from the terminology used in other legal reporting frameworks, including CSRD and CSDDD. Also, any reference in this report to sustainable activities should not be interpreted as an indication of the classification of such activity under the EU Taxonomy Regulation, or any other legal classification framework. The classification under EU Taxonomy Regulation, or any other legal classification framework, is subject to specific criteria and requirements, which may differ from the general references made in this report.

Data

Data in this report reflects estimates using methodologies and assumptions believed to be reasonable and accurate. Those estimates, methodologies, and assumptions may change in the future as a result of new information or subsequent developments, or they ultimately may prove to be inaccurate. Greenhouse gas and energy use data are subject to inherent limitations. Information and data were collected from Lime and estimated or modeled by Optera where primary data was not available. No on-site sampling was conducted. Lime's inventory followed the Greenhouse Gas Protocol and is based on emissions factors from the most recent industry relevant sources.

Forward Looking Statements

This report uses quantitative metrics to describe Lime's carbon emissions. Note that many of the standards and metrics used in preparing this report continue to evolve and are based on management assumptions believed to be reasonable at the time of preparation, but should not be considered guarantees. In addition, historical, current, and forward-looking sustainability-related statements may be based on standards for measuring progress that are still developing, internal controls and processes that continue to evolve, and assumptions that are subject to change in the future. The information and opinions contained in this report are provided as of the date of this report. Lime does not undertake to update or revise any such statements. This report may contain public information not separately reviewed, approved, or endorsed by Lime, and no representation, warranty, or undertaking is made by Lime as to the accuracy, reasonableness, or completeness of such information. Inclusion of information in this report is not an indication that the subject or information is material to Lime's business or operating results.