

GoByBike Oy

GHG emissions report 2024

13.6.2025

Introduction

Calculating organisation's GHG emissions is an essential part of responsible and sustainable operation.

Organisation's GHG emissions is the total amount of greenhouse gases that are generated by organization's operations and value chain. It is expressed in carbon dioxide equivalent (CO₂e).

The company's GHG emissions calculation is a standardised process, and it is based on the internationally most known and applied Greenhouse Gas Protocol calculation standards. The GHG Protocol frames the calculation and reporting in specific emission categories and ensures that the calculation is done systematically and accurately. GHG emissions calculation includes all direct and indirect emissions (Scope 1, 2 and 3) and it meets the Corporate Sustainability Reporting Directive's (CSRD) requirements regarding greenhouse gas emissions.

The GHG emissions calculation and its results help outline the starting point for organization's climate responsibility, set ambitious emissions reduction targets and plan concrete emissions reduction measures to achieve the set goals.

This report presents the following information about the GHG emissions calculation:

- Calculation methods and scope
- Accuracy of used initial data and emission factors
- Results of the GHG emissions calculation (Scope 1, 2 and 3)
- Next steps on a responsible climate roadmap

In addition the report presents Corporate Sustainability Reporting Directive's (CSRD) ESRS E1 indicators linked to GHG emissions, if relevant for the client.

The calculation and reporting of the GHG emissions was prepared by Nordic Impact. This report is confidential and prepared solely for use of the client organization. All other use is prohibited, and no other person or entity is permitted to use the report, unless otherwise agreed in writing by Nordic Impact.

Calculation methods

Contents	Organisation's GHG emissions
Year	2024
Standard	Greenhouse Gas Protocol: <ul style="list-style-type: none">• A Corporate Accounting and Reporting Standard• Corporate Value Chain (Scope 3) Standard
Scope	In accordance with the GHG Protocol standards, the mandatory scopes 1, 2 and 3 are included in the calculation. The more precise scope of the calculation is presented on the following section "Scope of the calculation".
Initial data	The initial data has been received from the client and there can be some assumptions or generalizations related to them. Nordic Impact has not verified the accuracy of the initial data. The accuracy of the used initial data has been evaluated indicatively and presented on the following section "Initial data and emission factors".
Emission factors	In the calculation, different emission factors for each initial data unit have been used. In addition, other conversion factors may have been used in the background of the calculation. The accuracy of the used emission factors has been evaluated indicatively and presented on the following section "Initial data and emission factors".

Scope of the calculation

Scope 1 Direct greenhouse gas emissions in own operations.

Scope 2 Indirect greenhouse gas emissions in own operations from the generation of purchased energy.

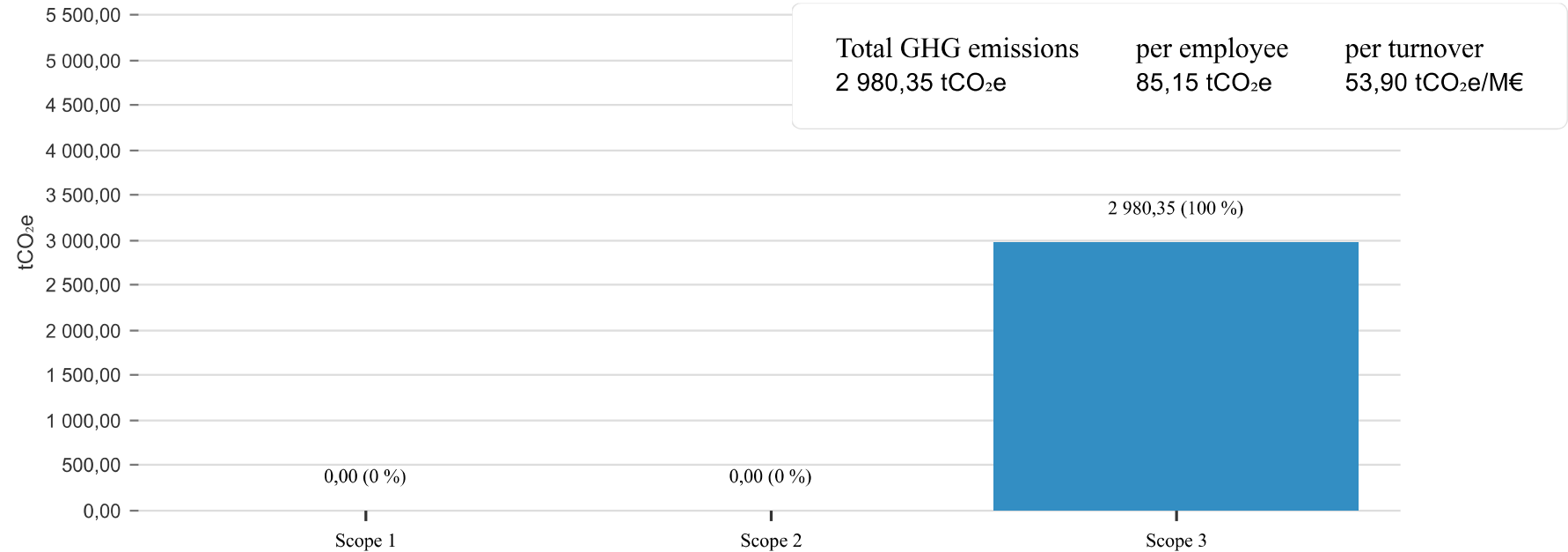
- Electricity
- Heating

Scope 3 Other indirect greenhouse gas emissions from operations.

- 1a. Purchased goods and services (amount-based, e.g. kg)
- 1b. Purchased goods and services (spend-based, e.g. €)
- 3. Fuel- and energy-related activities
- 4. Upstream transportation and distribution
- 5. Waste generated in operations
- 6. Business travel
- 7. Employee commuting
- 11. Use of sold products
- 12. End-of-life treatment of sold products
- 13. Downstream leased assets

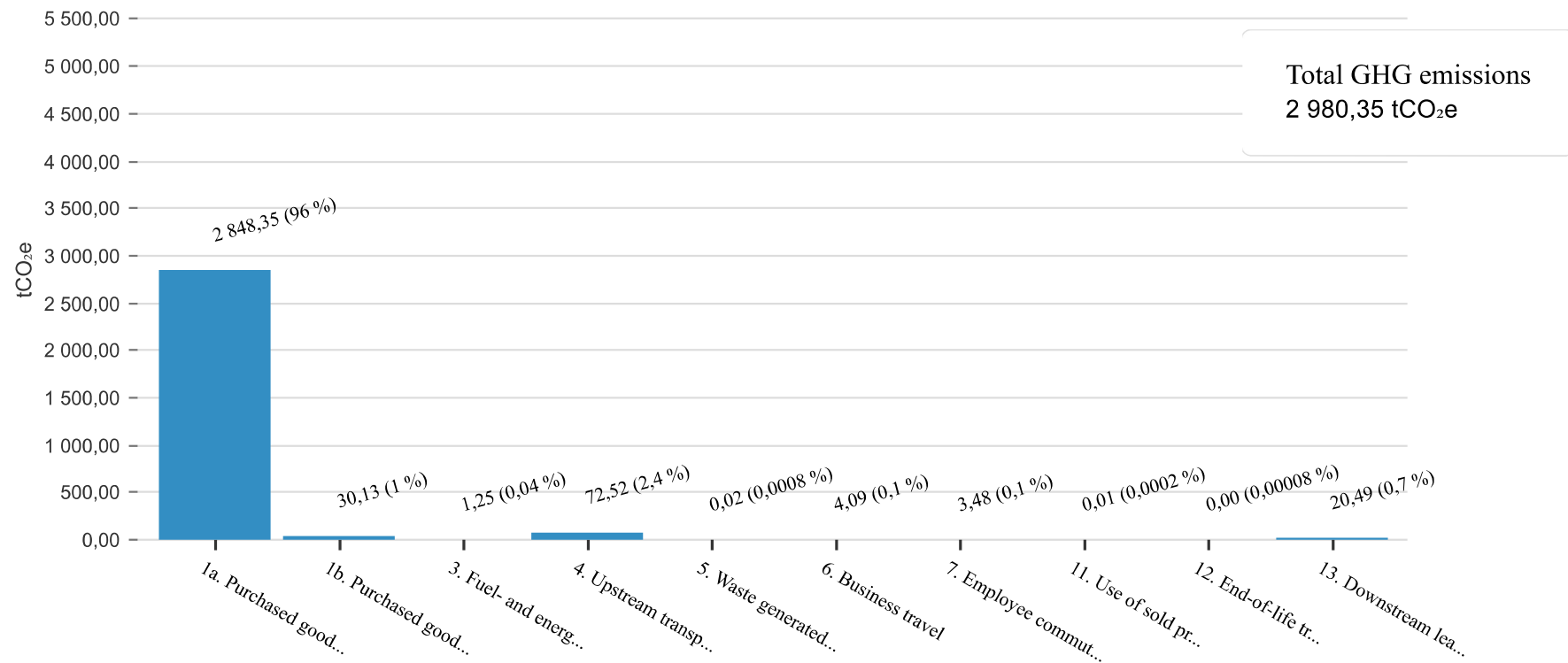
GHG emissions report 2024

The total GHG emissions for GoByBike's own operations and value chain were 2 980 t CO₂e in 2024. All of them were indirect emissions from the value chain (scope 3 emissions), because GoByBike only uses renewable electricity and heating, and does not have any company owned vehicles or other sources of direct emissions.



Scope 3

All of GoByBike's emissions were indirect emissions from the value chain (scope 3). There, the biggest individual emission sources were clearly the purchased e-bikes (2279 t CO₂e) and normal bikes (569 t CO₂e). All other scope 3 emission sources are 131 t CO₂e in total.



GOBYBIKE OY CARBON HANDPRINT

13.6.2025

Annex to the GHG report on Nordic Impact ESG Platform

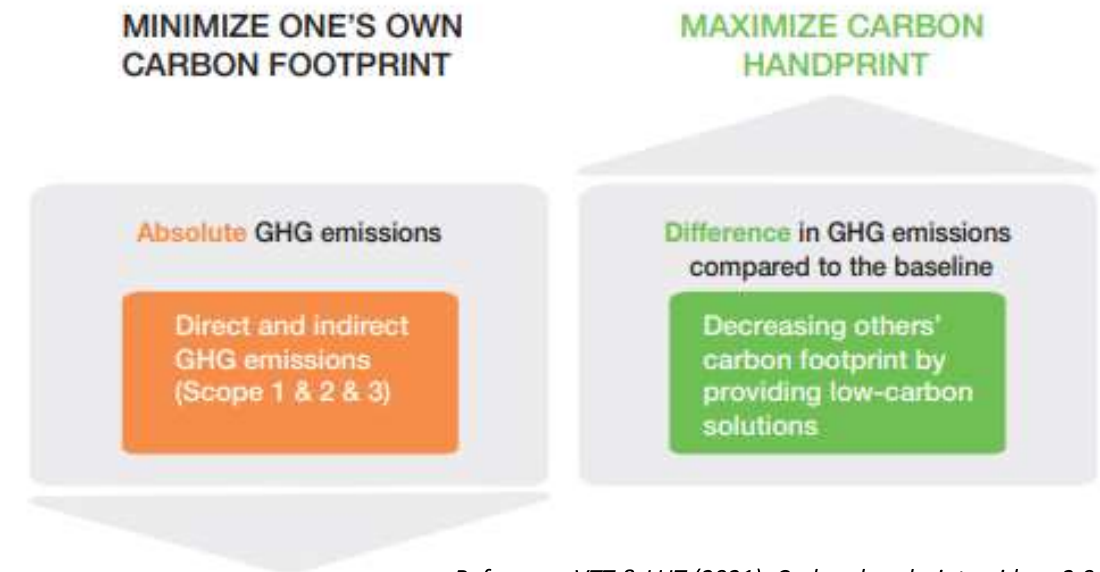


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Carbon handprint of GoByBike bike benefit services

The carbon handprint measures the climate benefit created by the product or service produced by the company.

- The positive impact of the carbon handprint is examined through the climate benefit the company creates for the customer – in other words, how the product/service/solution produced by the company can reduce the carbon footprint of the client.
- The carbon handprint is therefore not the same as the emission reduction achieved in the company's own operations, which reduces the company's own carbon footprint.
- The positive climate impact created for the client can be e.g. reduced or avoided emissions.
- The carbon handprint compares the reduced emissions to a baseline scenario, where the company's climate-positive product or service would not be on the market.
- In an ideal situation, a company should aim at minimizing their own carbon footprint (absolute GHG emissions) and maximizing their carbon handprint (difference in GHG emissions between a baseline and the offered solution).



Reference: VTT & LUT (2021), Carbon handprint guide v. 2.0

Carbon handprint of GoByBike bike benefit services

The carbon handprint calculation for GoByBike Oy in 2024 describes the climate benefit achieved when car rides are replaced with riding a bike instead.

- GoByBike brings climate benefits their customers through enhancing sustainable transport modes by offering bicycle benefits. In this way, the customer can reduce their own carbon footprint: according to GoByBike’s user survey, 41 % of the users wouldn’t have leased the bike without the bike benefit and have replaced car rides by bicycle rides.
- The following assumptions were used in the carbon handprint calculation:

GOBYBIKE BIKE LEASING SERVICE’S FOOTPRINT:

- Approx. 30 000 leased bikes in use during 2024, of which 75 % were e-bikes and 25 % normal bikes (source: GoByBike)
- Normal bikes have 0 operational GHG emissions. For e-bikes, the estimated electricity consumption was 0,01 kWh/km and the annual mileage 2400 km (source: E-bike LCA study) → 539 112 kWh of annual electricity consumption
- Emission factor for electricity used in e-bike charging: Finnish average grid mix of 0,038 kg CO2/kWh (Fingrid)

BASELINE SCENARIO’S FOOTPRINT:

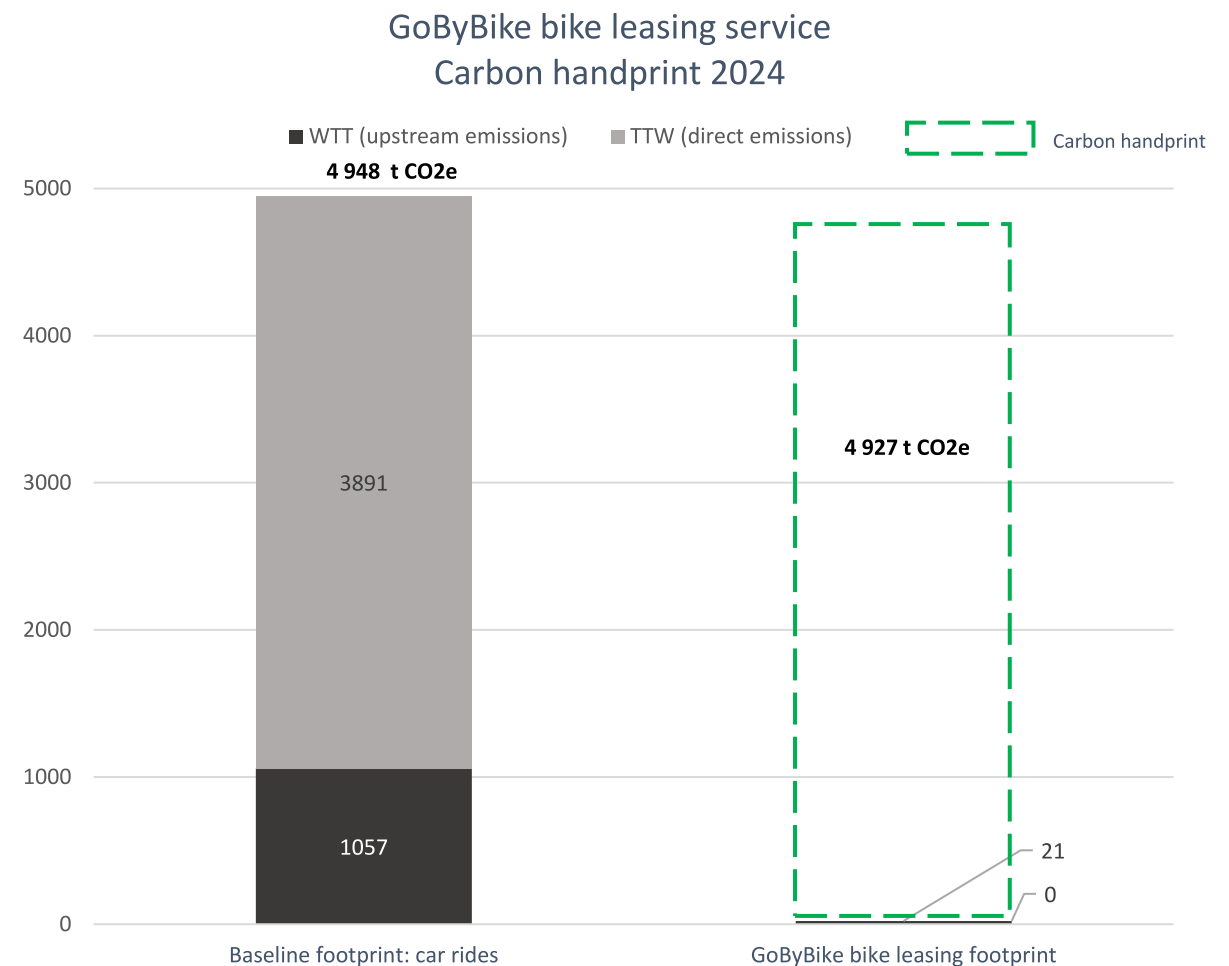
- 41 % of GoByBike customers wouldn’t have leased the bike without the bike benefit and have replaced car rides by bicycle rides (source: GoByBike)
- Average of 43 km per user of avoided car rides weekly (source: Vapaus.io Työsuuhdepyörätutkimus 2025) → 24,8 million kilometers of car rides replaced by bicycle rides
- Actual car types in Finnish traffic in 2024: 65 % petrol, 24 % diesel, 6 % hybrid, 4 % full electric, 0,8 % CNG and ethanol (source: Traficom)
- Emission factors for each car type: both upstream emissions (well-to-tank) and direct combustion emissions included.

The carbon handprint is the difference between the footprints of these two solutions:

HANDPRINT = FOOTPRINT_{Baseline} - FOOTPRINT_{Offered solution}

Carbon handprint of GoByBike bike benefit services

- Calculating with these assumptions, the carbon footprints of the baseline-scenario and the GoByBike solution are the following:
 - Baseline footprint: 4 948 t CO₂e, of which 79 % direct emissions from vehicle use and 21 % upstream emissions from e.g. fuel production.
 - GoByBike service's footprint: 21 t CO₂e, of which 0 % direct emissions from vehicle use and 100 % upstream emissions from electricity production.
- Thus, GoByBike bike leasing service can reduce the carbon footprint of their clients significantly, creating a positive climate impact of 4 927 tons of CO₂e in total in 2024.**
- Note that the baseline-scenario only considers car rides replaced by bicycle rides. There was no information available on replaced public transportation rides. If this became available, the baseline-scenario should be revised.





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