

Voi Technology AB

Carbon Reduction Plan

Supplier name: Voi Technology AB

Publication date: 2025-04-11

Commitment to achieving Net Zero

Voi Technology is committed to achieving Net Zero emissions by 2035.

Baseline Emissions Footprint

Carbon emission reductions will be measured vs 2023, as we have changed calculation methodology. Voi has nonetheless implemented numerous sustainability measures over the last years that are reflected in the 2023 emission baseline.

Scope	Carbon Abatement levers implemented	Results
Scope 1&2	Transition of operations fleet to electric vehicles	88% electric
	Conversion of heating contracts to renewable energy based heating	86% renewable
	Conversion of electricity contracts to renewable energy	93% renewable
Scope 3 and circularity initiatives (initiatives that prolongs vehicle lifetime)	Battery tracking and closing the battery loop (refurbishment program)	<1% leaving loop (of faulty batteries) or 0,1% of all batteries annually
	Battery second life program (only 1% of batteries leaving system)	64% of leaving batteries got a second life in 2024
	Energy efficiency e.g., idle energy consumption, low power mode, wake up cycles, sleep mode, beacon brightness and sequence	Idle energy (98% of time) consumption reduction by 25%
	Refurbishment programs, identifying vehicles before they brake to reinforce them to continue in service, that would earlier have been retired (decreasing churn rates)	Life time increases from 5-6 years, 10-12 years in latest models
	Route optimization -> more vehicle maintenance with less operations van km	Initial improvements by 5%

* 3.4 Upstream trspt&distr, 3.5 Waste generated in operations, 3.6 Business travel, 3.7 Employee commuting 3.8 Downstream trspt&dist

Baseline Year: 2023	
Additional Details relating to the Baseline Emissions calculations.	
The New baseline <i>include</i> numerous improvements implemented as presented above	
Baseline year emissions:	
EMISSIONS	TOTAL (tCO₂e)
Scope 1	698
Scope 2	1531
Scope 3 (Included Sources*)	5870
Total Emissions	8099

Current Emissions Reporting

Reporting Year: 2023 (Same as baseline). 2024 progress will be reported as it becomes available	
EMISSIONS	TOTAL (tCO₂e)
Scope 1	698
Scope 2	1531
Scope 3 (Included Sources)	5870
Total Emissions	8099

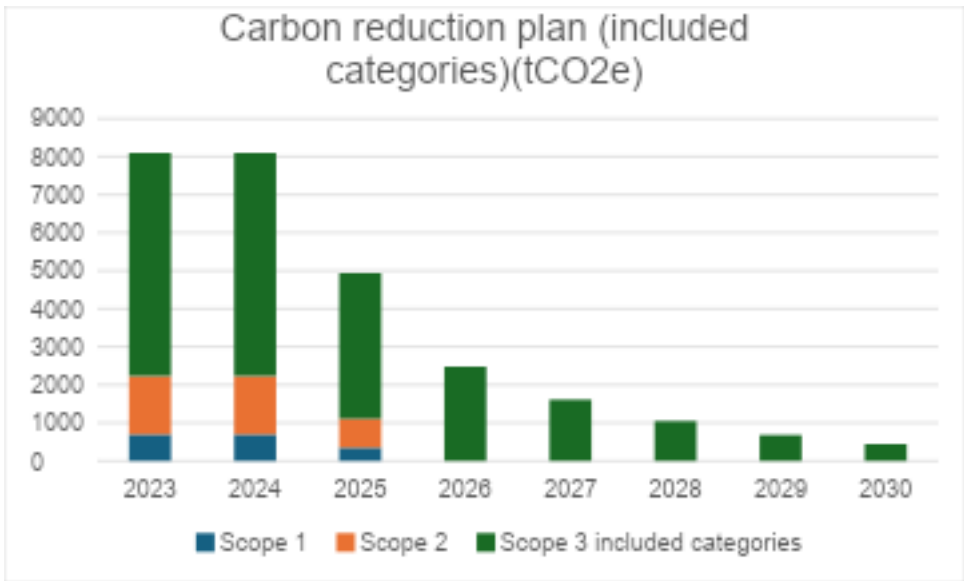
Carbon Emissions calculations have been developed by Emitwise, a UK based, carbon data management consultancy.

Emissions reduction targets

Voi plans to remove GHG emissions from our business by 2035. Already by 2030 we plan to remove emissions from Scope 1, scope 2 and GHG protocol categories 3.4 Upstream

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transportation and distribution, 3.5 Waste generated in operations, 3.6 Business travel, 3.7 Employee commuting and 3.8 Downstream transportation and distribution.



For the category Purchased Goods and Services, dominated by emissions associated with contractors and production of our vehicles and spare parts, we estimate that we will need until 2035 to complete the implementation of measures to fully abate these emissions. This includes transition of production of vehicles, batteries and spare parts to Europe and shift to recycled content.

Driven by the fact that we are in an expansion phase, with new vehicles already ordered, even though we will see substantial improvements in emission intensity (emissions per person-km produced), we will not see major decreases in absolute emission in the next 1-2 years.

However, the vehicles that we will receive in the next years have been designed with our **circularity mission** and **efficiency** philosophy in mind; meaning that they are designed not to leave circulation once introduced in the market and use as little energy and other resources as possible (see Carbon Reduction Projects).

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Carbon

Reduction Projects

Carbon Reduction Initiatives to reach our targets

We have had a strong focus on Sustainability since years, including setting ambitious targets and implementing systems to manage performance e.g.,

- ISO 14001 certified since 2022
- Members of UN Global Compact since 2020
- SBTi commitment

We believe in the importance of, not only eliminating operational and embedded carbon from our business but, equally important, to design with circularity and efficiency in mind.

Hence the Voi's sustainability strategy has three pillars;

1. Maximize carbon avoidance in transportation, by minimising our own impact
2. Design for Circularity – minimise value system leakage
3. Efficiency philosophy – no resource waste

Our vehicles, batteries and spare parts are designed based on our **Circularity mission**. This means we have a strong focus on repairability, easy refurbishment and exchange of parts (for repair), as well as very detailed control of performance metrics to optimize operations, such as spare part consumption and repair, vehicle locations and use, early indications of repair needs, energy consumption etc. We are determined to close the loop one component at the time. Starting where impact is largest. This has already meant that we have managed to reduce battery leakage from our system by 90% and a 3X increase in battery life time.

In addition, our vehicles are also designed for **efficiency**, i.e., least possible consumption of resources in line with our philosophy that we need to be careful with resources (even if they are renewable), i.e, focusing on energy and resource efficiency in production and use, as well as the resource required to maintain them in circulation such as smart handling and logistics to minimize operation vehicles kilometres.

In order to achieve our Net Zero carbon commitment, we have an ambitious reduction program in place, including the following key abatement initiatives.

Scope	Abatement lever
Scope 1&2	<p>Eliminate remaining parts of scope 1&2: Convert remaining electricity and heating contracts to renewable energy)</p> <ul style="list-style-type: none"> • Convert close to 100% of operations vans to electric • Phase over to HVO for few vehicles that need ICE for reach
Scope 3	<p>Partnership operation:</p> <ul style="list-style-type: none"> • Implement electric vehicle requirement for operations partners
	<p>Transportation:</p> <ul style="list-style-type: none"> • In a first step, remove emergency air freight from the transportation mix • Use of sustainable shipping fuel • Move production to Europe, starting with batteries and spare parts • Low carbon trucking for delivery of vehicles and spare parts from factory to market, refurbishment related transportation and relocation of vehicles (electric or biofuel to be decided)
	<p>Embedded carbon; Production of vehicles</p> <ul style="list-style-type: none"> • Implement renewable electricity in current China based manufacturing • In collaboration with current manufacturing partner implement renewable electricity requirement for sub suppliers (material supply) • Move vehicle and spare part production to Europe (in collaboration with current partner or new partner TBD) • Ensure low carbon electricity for European manufacturing site(s) (vehicles/spare parts and batteries) • Identify and engage sustainable battery partner (e.g., 100% recycled content)
	<p>Embedded carbon; Materials</p> <ul style="list-style-type: none"> • Gradually increase recycled content of vehicles in a first step targeting 80% recycled content by 2030 to reach close to 100% by 2035
	<p>Other scope 3 emissions (by 2030):</p> <ul style="list-style-type: none"> • Mandating zero carbon business travel (minimizing air travel using SAF for 'hard to replace' trips) and employee commuting by 2030 (already very low due to free use of company electric scooters and bikes) • Ensuring low carbon IT performance (cloud and server delivery)
Circularity and Efficiency (selected initiatives)	<p>Design for circularity; focus design efforts on durable vehicles, easy to maintain, refurbish and recycle. But also to upgrade to minimize the need for new generations before end of physical life. Primary design focus: extend vehicle and battery lifetime to its physical max and secondary focus: simplify value recovery for worn out parts.</p>
	<p>Continued refurbishment programs, identifying vehicles before they brake, to reinforce them to continue in service, that would earlier have been retired (decreasing churn rates)</p>
	<p>Spare part tracking, guided repair flows and learning systems to enable efficient and predictive maintenance</p>
	<p>Energy efficiency programs including energy harvesting/regenerative breaking, in ride consumption reduction and operational efficiency (less unforeseen tasks needed, less operational van km/person-km produced)</p>

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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 and uses the appropriate Government emission conversion factors for greenhouse gas company reporting.

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.

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:



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Date: 9 April 2025