CONVELIO’S EMISSIONS REPORT
About Convelio

Convelio is a fine art freight forwarder on a mission to transform the way art and design pieces are transported.

The two co-founders, Edouard Gouin and Clément Ouizille, launched the company in France in 2017. Since then the company has continued to grow. The London office opened in August 2018, followed by one in New York in September 2020.

From the outset, the company’s focus was to modernize the experience of booking art transportation through technology. They built an online booking platform which automated a traditionally manual and inefficient part of the transportation process, this developed into an API which was launched in Spring 2021, allowing the instant pricing model to be added onto client websites.

After the roll out of these two main tech products, they launched Convelio’s Climate Care program in Summer 2021. The project aim is to spearhead environmental initiatives across the company challenging both internal operations, as well as the service offering.
Note from the Founders

We are happy to share Convelio’s 2020 emissions report. As a company we are on a mission to bring art logistics into the future, we can’t do that without thinking about climate change and the impact our business has on the environment.

At Convelio, we are committed to the UN Sustainable Development Goal 13 - to take urgent action to combat climate change. In 2021, we launched our Climate Care program which aligns the company with net zero targets formed on the basis of the Paris Agreement.

To take our commitment a step further, we joined Climate Act and the Gallery Climate Coalition. We value the work of these two organizations and being a part of them means we are accountable to deliver on the goals we have set. These relationships have also helped us engage with other companies in both the art and technology space who have a shared vision of the future of our industries.

We have conducted a study on our CO₂ emissions to better understand our impact. We built this to bring transparency to the work we do, and to help us set important targets to tackle our biggest emitting areas. After all, you can only manage what you know. It is for everyone who is helping to shape and grow Convelio today – us (the Convelio team) as well as our suppliers, investors, clients and the wider Convelio network.

We gathered data from across the company to build out this analysis. We have tried to make our study accessible for everyone whilst going deep into our business model - the hope is that it will support others who want to understand their own business emissions, and learn about Convelio, transportation and logistics even more intimately.

Edouard Gouin and Clément Ouizille. Convelio Co-Founders
Note from the Sustainability team

The aim of this report is to record emissions, and use the findings to build a roadmap to drive our reduction commitments.

The following report is a culmination of six month’s work that engaged every team at Convelio. The aim of this report is to record emissions, and use the findings to build a roadmap to drive our reduction commitments: to be Net Zero by 2050 and to have reduced emissions by 50% by 2030.

For the report, we chose 2020 as our baseline year. This was a complex and difficult year with the start of the COVID-19 pandemic, globalised political division, and the effects of the climate crisis becoming ever more visible.

However, these recent events have had a lasting impact on consumer habits which has increased the demand for shipping and transportation. At Convelio we felt this, this was the year we launched our office in the US, worked on global fair partnerships in London, Miami and Paris and increased the team from 35 to 71.

In the transportation and logistics space this growth was not unprecedented. The industry has been steadily on the rise, and with it, its climate impact.
Freight transportation and logistics activities currently contribute to 8–10% of global emissions, and considering current levels of growth it is predicted to become the most carbon-intensive sector by 2040. Without intervention, freight transport emissions will more than double by 2050.

A concerted global effort across the sector is critical to reaching the Paris Climate Agreement targets. Convelio is an international company with a global supply chain, we will use any influence we have to action the necessary change. We will dedicate time, energy and investment to support the industry in this transformation, and we will share our findings with our network and push for emissions visibility.

Calculating and reporting emissions is an important first step. This report will take you through our findings, as well as projecting ahead to our roadmap and strategies for reduction. Thank you to everyone involved in this study, in particular Magelan who processed all the calculations and to ADEME for their generous financial support to make this happen. This is just the start.

*Imogen Prus, Environmental Sustainability, Convelio*
WHAT IS CLIMATE CHANGE?
The climate is changing as a result of human activity. We are now reaching a level of carbon dioxide concentration in the atmosphere that has never been seen before, and the more CO₂ we add, the warmer it gets. The result is affecting human life through extreme weather events, health crises, climate poverty and migration.
Excess carbon dioxide (CO₂) is **IMPACTING** the health of the planet.

The Intergovernmental Panel on Climate Change (IPCC) reports detail how this sharp increase can no longer be explained by natural climate fluctuations; carbon dioxide (CO₂) is a major contributor and it is released through human activity and the burning of fossil fuels.

Source: Magelan.Tech
The 2015 Paris Agreement saw more than 190 countries committed to keeping the global average temperature to well below 2°C above pre-industrial levels, and pursuing efforts to limit the temperature increase to 1.5°C. To get on track to reach this target, we need to monitor emissions and their contribution to global warming.

We must stay below 1.5°C

Source: CO2 and the Climate Curve, Climate Central
Means emissions need to drop ~6% every year

This is the same drop we had following the changes in human activity in 2020 during the Covid-19 pandemic.

To stay on track with the Paris Agreement we need to be making these sorts of radical changes every year.

Source: Carbon Brief
This all starts with an emissions report ....
WHAT IS AN EMISSIONS REPORT?

An emissions report measures the relationship between any given activity, and its impact on global warming. You calculate this by assessing the greenhouse gas emissions produced.

AT CONVELIO we wanted to assess all business activity, to better understand our emissions both from our internal operations and external service offering.
This report measures in Carbon Dioxide Equivalent (CO₂e)

CO₂e converts the varying effects of different gases into the equivalent amount of carbon dioxide (CO₂) it would take to create the same greenhouse effect. By using this measure we are able to compare the impact across all types of business activities: from crating, to commuting, from air freight to energy use in the office.

How is it calculated?

The emission factors come from databases (ADEME "base carbone" in France, or DEFRA in the UK)
In October 2021, Convelio worked with Magelan - a climate strategy consultancy - to carry out its first carbon footprint assessment. The assessment was carried out using the GHG Protocol methodology. All the results are compatible with the GLEC (Global Logistic Emission Council) framework.

The study looked at Convelio’s activity for 2020, we choose this year as we saw unprecedented team growth and a rise in the demand for shipping and transportation.

Full data and calculations are available on request.
CONVELIO’S EMISSIONS IN 2 CATEGORIES

Service Offering
This is the services our clients use which can be split into three: Transportation, Packing, and Product (our online booking platform).

Team Operations
This refers to all the activities that take place for the company to run. The categories are wide ranging, from energy related to the offices, laptops, employee commuting into work, and business travel.
The report is a study of Convelio’s business activity and its impact on the planet, and indicates **inclusions**, **exclusions** and **assumptions**.
CONVLEIO'S EMISSIONS REPORT 2020

REPORT DETAILS

INCLUSIONS
- Transportation
- Packing
- Website
- Offices
- Business travel
- Information Technology
- Purchasing of services

EXCLUSIONS
- Office waste
- Banking
- Food in US & UK
- Employee healthcare
- Email activity
- Heating & cooling for WFH (Working From Home)

ASSUMPTIONS

If the overall contribution to Convelio's emissions was negligible then we decided to exclude the calculation (for example with email activity). Other exclusions were made when the data was too difficult to obtain and assumptions would cause inaccuracies.
Assumptions were made across these four categories. We are working to organise ourselves internally to have data to record this moving forward.
CONVELIO’S EMISSIONS REPORT 2020

6,952 tons of CO$_2$e

CONVELIO’S CARBON FOOTPRINT 2020
6952 tons of CO₂e
This category represents 6800 tCO$_2$e, 97% of Convelio’s overall emissions.
SERVICE OFFERING

Transportation 95.9%
(6511.30 tCO₂e)

Packing 4.1%
(274.31 tCO₂e)

Website 0.01%
(0.09 tCO₂e)
IN THE 95.9% TRANSPORTATION

Air freight
Non-CO₂ impacts 57.5%
(3746 tCO₂e)

Sea freight
0.06%
(4.5 tCO₂e)

Road freight
1%
(52.5 tCO₂e)

Air freight
CO₂ impacts 41.5%
(2707 tCO₂e)
MEASURING CO₂ₑ EMISSIONS FOR TRANSPORTATION

\[ \sum \]

- Weight of the item
- Distance Travelled
- GHG Protocol Transport Emission Factor

The conversion factor changes depending on the transportation mode

Source: GLEC framework, 2021
## Conversion Factors of Various Transportation Modes

<table>
<thead>
<tr>
<th>Mode</th>
<th>Conversion Factor (kgCO₂e/ton.km)</th>
<th>Emissions (kg CO₂e) for 10 kg, 1,000 km</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air freight</td>
<td>10</td>
<td>100</td>
</tr>
<tr>
<td>Road freight</td>
<td>1.1</td>
<td>10</td>
</tr>
<tr>
<td>Sea freight</td>
<td>0.02</td>
<td>2</td>
</tr>
<tr>
<td>Rail freight</td>
<td>0.01</td>
<td>1</td>
</tr>
</tbody>
</table>

10kg sent through air freight generates 50 x more emissions than through sea freight, and 100 x more than rail freight.
WHERE ARE OUR EMISSIONS HIGHEST?
Air freight emissions

94% (6454 tCO₂e)

Air freight emissions is by far the highest impact area, accounting for 93.66% (~94%) of the total of Convelio’s emissions.
CO₂ air freight emission
(2707 tCO₂e)

It is generally understood that aviation accounts for around 2% of global CO₂ emissions, this is calculated by assessing the burning of kerosene through aeroplane engines which generates CO₂ emissions.

Non-CO₂ air freight emission
(3746 tCO₂e)

The additional impact is to do with aviation contrails (high cirrus clouds) which trap outgoing earth radiations (thereby warming in the same process as the greenhouse effect) as well as the release of NOx (Nitrous Oxide), another greenhouse gas.

When calculating air freight emissions you usually just assess the CO₂e emissions, however the impact goes beyond this.
HOW WE CAN REDUCE AIR FREIGHT EMISSIONS?

1. Sustainable Aviation Fuel

In the short term, SAF (Sustainable Aviation Fuel) is the only valid option to reduce air freight emissions. It is available in limited quantities but at a significantly higher cost than standard kerosene.

Our long term goal is to work with our partner airlines to make this option available for our clients.

2. Shift to sea freight

We will be promoting the shift to sea freight to reduce CO2e. We already offer maritime solutions which are usually less expensive but have a longer transit time.

We are working on ways to make it easier for our clients to book sea freight. We are working towards a new product launch which will show emissions across all transport modes when booking with Convelio.

Over time, we also expect other innovations to be built which will offer alternatives to reduce CO2, such as electrification which will see aircrafts powered by batteries or hydrogen (H2); however it is highly likely that these solutions will raise the same issues related to availability and price.
In the 4.1% for Packing Services

- **Crate (Production)**
  - 75%
  - (2707 tCO₂e)

- **Soft wrapping (Production and End of Life)**
  - 1%
  - (2.6 tCO₂e)

- **Crating (End of Life)**
  - 24%
  - (2707 tCO₂e)
Soft Wrapping . Wood Crating

at Convelio

Soft Wrap

The material for soft wrapping will vary depending on the piece, the distance and mode it is travelling (options include blanket wrapping, tyvek, bubble wrap...)

Wood Crates

When crating is required the work is taken to one of our supplier packing centres where a bespoke wooden crate is built.

* Typical option for a standard Convelio order
MEASURING CO$_2$e EMISSIONS FOR PACKING

Understanding the lifecycle of a material

WEIGHT
Weight is a defining factor used for calculating the emissions related to a material

PRODUCTION
The emissions related to the production of the material

END OF LIFE
The disposal of any material produces emissions, this can vary depending on the disposal method for example when the material is taken to landfill, recycled or incinerated
# CARBON IMPACT

of wood packing and soft packing

<table>
<thead>
<tr>
<th>Material</th>
<th>Production</th>
<th>End of life</th>
<th>Full life cycle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agglomerated, 4mm</td>
<td>310</td>
<td>260</td>
<td>570 kgCO₂e/ton</td>
</tr>
<tr>
<td>Plywood</td>
<td>840</td>
<td>260</td>
<td>1100 kgCO₂e/ton</td>
</tr>
<tr>
<td>New cardboard</td>
<td>390</td>
<td>730</td>
<td>1120 kgCO₂e/ton</td>
</tr>
<tr>
<td>Recycled cardboard</td>
<td>670</td>
<td>730</td>
<td>1400 kgCO₂e/ton</td>
</tr>
<tr>
<td>Expanded polystyrene, foam</td>
<td>3</td>
<td>2060</td>
<td>2063 kgCO₂e/ton</td>
</tr>
<tr>
<td>Expanded polystyrene, granules</td>
<td>3.8</td>
<td>2060</td>
<td>2064 kgCO₂e/ton</td>
</tr>
<tr>
<td>Recycled plastic</td>
<td>202</td>
<td>2060</td>
<td>2262 kgCO₂e/ton</td>
</tr>
<tr>
<td>New plastic</td>
<td>2383</td>
<td>2060</td>
<td>4443 kgCO₂e/ton</td>
</tr>
</tbody>
</table>

Wood has a very low emissions factor for **end of life**, which brings its full life cycle emissions factor down.
WOOD CRATING
272 tCO₂e

MATERIAL
The exact wood sourced for packing can vary per supplier. We made an assumption and used the emissions factor for plywood for shipments that required wood crating.

WEIGHT
As we do not weigh crates once they have been made (instead we weigh the total of the crate and the artwork), we calculated this using a formula using the surface area to get the volume, and then multiply that by the material density.

59 kg of CO₂e on average per crate
SOFT PACKING
3 tCO₂e

MATERIAL
We used the emissions factor related to new plastic.

WEIGHT
We assumed that an average of 200g of softwrap was used for each order.

Even with this high assumption the total emissions of soft packing came out relatively low.

This is because the emissions factor for plastic is low relative to the weight. There are other things to consider when assessing plastic's legacy — like near-permanent litter and health effects.

0.66 kg of CO₂e on average per softwrap
14 MILLION TONS OF PLASTIC END UP IN THE OCEAN EVERY YEAR

In 2022 we will focus on reducing waste related to packing

We are currently reviewing processes, as well as sourcing, piloting and launching new options for clients
Looking at digital emissions

Convelio website accounted for ~0.01% of emissions

380,000 visits on the website

3mn average duration

2.6 MB download

~1 g of CO₂e produced by each session

~20 g of CO₂e for 1h spent on the site
This category represents **170 tCO\textsubscript{2}e**, only 3% of Convelio’s overall emissions.
TEAM OPERATIONS

Purchasing of services 49% (81 tCO₂e)

Business travel 13% (22 tCO₂e)

Food 22% (36 tCO₂e)

Investments 7% (11 tCO₂e)

Offices 4% (7 tCO₂e)

IT & Digital services 5% (8 tCO₂e)
Purchasing of Services

49% (81 tCO₂e)

- **Employee expenses**
  Food and drinks for team events

- **Consulting & fees**
  Freelance developers, HR personnel, lawyer fees etc.

- **SaaS subscriptions**
  Front, Slack, Salesforce etc.

- **Marketing expenses**
  Various expenses including content production

To calculate the emissions we applied the relative emissions factor to the expense line from our annual accounts - this is known as the monetary ratio calculation which relies on a number of assumptions so is not as accurate as other methods.
FOOD
22% (36 tCO₂e)

As the majority of our employees are based in France, the sum would have only been marginally higher if we accounted for food in the UK and US offices too.

In our France office we offer a SWILE card benefit which covers lunch costs for employees. We were able to calculate employee food-related emissions for the year 2020 by sending out a survey to better understand eating habits.
In 2020 the majority of business travel was on pause due to health restrictions in place, and even commuting to the office was minimal (there were a number of months in the year where the offices were closed entirely). We expect this figure to rise in future reports, and have identified it as a key area of focus for our reduction plans.

This category covers business travel (hotels and transportation) and employee commuting. We looked at a variety of emissions sources: taxi, car hire, train journeys, and flights, as well as hotel bookings.
INVESTMENTS

7% (11 tCO₂e)

UK Pensions
(9,90 tCO₂e)
In the UK Convelio offers a pension contribution for all employees

US 401K
(1,32 tCO₂e)
US employees can opt to contribute to their 401(k)

This category is related to GHG Protocol Scope 3 Category 15: Investments. An emissions factor provided by Base Carbone was used to calculate the impact that employee retirement schemes have. This category would usually also cover emissions related to banking, however this was excluded in this report due to high levels of inaccuracy.
IT & DIGITAL SERVICES

5% (8 tCO₂e)

Hardware
For example, laptops (both purchased and leased) screens, and tablets

Data usage
For example, use of videoconferencing tools, energy consumption of cloud servers

In this section, 85% of emissions were related to hardware (physical devices) such as laptops and screens. So the main areas of focus in this category will be to increase the lifespan of employee devices.
In this section we accounted for energy consumption across all office space (heating, electricity, air conditioning).

**OFFICES**

4% (7 tCO$_2$e)

In this section we accounted for energy consumption across all office space (heating, electricity, air conditioning).

**New York & London office**

Are coworking space facilities, so we gathered data directly from the provider.

**Paris office***

Our office in Paris is a serviced property, so we gathered data from the landlord and management company.

The data is based on actual consumption. We expect this figure to rise in future reports, as this was taken from 2020 data and as the office was closed between March -June 2020 due to government restrictions.
We have committed to:

These organizations have held us accountable to delivering this report, and provided the support and tools needed to start our sustainability program.

We have joined:

- Race to Zero
- SME Climate Hub
- GCC
- Climate Act
We have pledged to 

to be **Net Zero by 2050**, and to have 

reduced our emissions by **50% by 2030**
What does Net Zero mean for Convelio?

- We will **MEASURE** all emissions across the business (Scopes 1, 2 and 3)
- We will **REPORT** on these scopes and **DRIVE** reduction projects
- Once our reduction plans are in place we will also **BE COMMITTING** to partnering with high impact compensation projects

**NEXT STEPS**
The first phase of reducing emissions will focus on our most intensive activities, actions to reduce emissions in the following three categories, are already in motion.

1. Emissions related to air freight
2. Waste related to packing
3. Emissions related to road freight

We are in the process of defining targets that are science based and in line with the Paris Agreement, these will be consistent with both our activity (where we work with third-party and subcontracted logistics providers) as well as the company development (as a fast growing start up).

We are grateful for the time and insights offered by the GCC (Gallery Climate Coalition) who have already provided resources and support for this process.

A roadmap will be shared in 2022, which will include more information on our targets and how we plan to reach them.

If you have any questions or requests in the meantime, please reach out directly!
We have also launched a communications campaign which splits into two, internal and external.

**Internally** we want to raise the knowledge of environmental sustainability among the team. We will:

- Engage the team on the topic of environmental sustainability
- Show emissions across business activities
- Set business targets to reduce emissions

**Externally** we want to contribute to the sustainability agenda for the art, tech and logistics sectors, we will:

- Bring CO₂ emissions to the centre of our conversations with suppliers
- Show emissions when quoting and booking with Convelio
- Join organizations, advocate for change and donate to projects that are developing technologies to support our industry in the transition to a low carbon economy
APPENDIX
EMISSIONS per categories

### Service offering 97% (6785.61 tCO₂e)

**Transportation 95.96% (6511.30 tCO₂e)**

<table>
<thead>
<tr>
<th>Description</th>
<th>CO₂e (t)</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airfreight - CO₂ impacts</td>
<td>2707.50</td>
<td>39.90%</td>
</tr>
<tr>
<td>Airfreight - Non CO₂ impacts</td>
<td>3746.80</td>
<td>55.22%</td>
</tr>
<tr>
<td>Roadfreight</td>
<td>52.50</td>
<td>0.77%</td>
</tr>
<tr>
<td>Seafreight</td>
<td>4.50</td>
<td>0.07%</td>
</tr>
</tbody>
</table>

**Packing 4.03% (274.31 tCO₂e)**

<table>
<thead>
<tr>
<th>Description</th>
<th>CO₂e (t)</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Soft Packing</td>
<td>2.11</td>
<td>0.03%</td>
</tr>
<tr>
<td>Soft packing - Waste</td>
<td>0.49</td>
<td>0.01%</td>
</tr>
<tr>
<td>Wood crating - Production</td>
<td>205.80</td>
<td>3.03%</td>
</tr>
<tr>
<td>Wood crating - Waste</td>
<td>65.91</td>
<td>0.97%</td>
</tr>
</tbody>
</table>

**Website 0.01% (0.09 tCO₂e)**

### Team operations 3% (165.55 tCO₂e)

<table>
<thead>
<tr>
<th>Description</th>
<th>CO₂e (t)</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Food</td>
<td>35.87</td>
<td>21.7%</td>
</tr>
<tr>
<td>Investment</td>
<td>11.22</td>
<td>6.7%</td>
</tr>
<tr>
<td>IT</td>
<td>7.55</td>
<td>4.6%</td>
</tr>
<tr>
<td>Office</td>
<td>7.27</td>
<td>4.4%</td>
</tr>
<tr>
<td>Purchasing of services</td>
<td>81.25</td>
<td>49.1%</td>
</tr>
<tr>
<td>Business Travel</td>
<td>22.39</td>
<td>13.5%</td>
</tr>
</tbody>
</table>
ORGANIZATIONS

**UN Race to Zero**
https://racetozero.unfccc.int/

Race To Zero is a global campaign to rally leadership and support from businesses, cities, regions, investors for a healthy, resilient, zero carbon recovery that prevents future threats, creates decent jobs, and unlocks inclusive, sustainable growth.

It mobilizes a coalition of leading net zero initiatives, representing 1,049 cities, 67 regions, 5,227 businesses, 441 of the biggest investors, and 1,039 Higher Education Institutions. These ‘real economy’ actors join 120 countries in the largest ever alliance committed to achieving net zero carbon emissions by 2050 at the latest. Collectively these actors now cover nearly 25% global CO₂ emissions and over 50% GDP.

**SME Climate Hub**
https://smeclimatehub.org/

The SME Climate Hub provides small and medium sized businesses with a one-stop-shop to make an internationally recognized climate commitment, join the United Nations’ Race to Zero campaign, and access best-in-class tools and resources to mitigate their environmental impact and build resilient businesses for the future.

The SME Climate Hub is here to help small businesses deliver on their climate goals. Small and medium sized businesses that make the SME Climate Commitment can access an increasing number of free tools and resources to begin their climate action journey and track their progress along the way.

**Gallery Climate Coalition**
https://galleryclimatecoalition.org/

The Gallery Climate Coalition (GCC) is a charity founded by a voluntary group of London-based gallerists and professionals working in the commercial arts sector as an attempt to develop a meaningful and industry-specific response to the growing climate crisis.

Although public institutions have been taking significant steps to reduce their carbon footprint and control waste for some time, there seemed to be a lack of equivalent initiatives in the commercial sector. This prompted a group to set about developing the tools, strategies, and research required to help make a positive change. This is a work in progress that has extended to all aspects of the visual arts sector.

**Climate Act**
https://www.climateact.fr/

Climate Act launched in 2021 with the aim to gather a group of like-minded companies wanting to measure and limit the impact their work has on the planet. The coalition brings together over 300 companies and asks every member to measure, report and reduce emissions. Climate Act want to convince more companies to get involved in the fight against climate change.

They state that no company can claim to be sensitive to climate change without carrying out the two first, basic steps: measuring the carbon impact and sharing the results.

**Smart Freight Centre**
https://www.smartfreightcentre.org

Established in 2013, Smart Freight Centre (SFC) is an international non-profit organization focused on reducing greenhouse gas emissions from freight transportation. They have a vision of an efficient and zero emission global logistics sector. Their mission is to collaborate with global partners to quantify impacts, identify solutions, and propagate logistics decarbonization strategies.

Their goal is to guide the global logistics industry in tracking and reducing its greenhouse gas emissions by one billion tonnes by 2030 and to reach zero emissions by 2050 or earlier, consistent with a 1.5°C future.
HOW TO BUILD YOUR OWN REPORT
How to build an Emission Report?

1. Select reporting methodology
2. Map the boundaries
3. Collect the data
SELECT THE METHOD

GHG PROTOCOL
Greenhouse Gas Protocol

Greenhouse Gas Protocol is a free resource providing standards, guidance, tools and training for business and government to measure and manage climate-warming emissions. Being aligned with GHG Protocol allows easy comparison across organisations, industries and countries.

This methodology is the most universally recognised and is used by organizations in our three home markets - France, UK and the US.

GLEC FRAMEWORK
Global Logistics Emissions Council Framework

Global Logistics Emissions Council Framework is the only globally recognized methodology for harmonized calculation of logistics emissions across all transportation modes. It is in alignment with the GHG Protocol, but provides a framework specific to transportation emissions.

This methodology has been developed by industry specialists and is recommended by the Smart Freight Center.
SELECT THE METHOD

GHG PROTOCOL

Emissions under the GHG Protocol are defined as belonging to three categories, or ‘Scopes’
PLACE YOUR ACTIVITY INTO CATEGORIES

We separated activities into the different Scopes of the GHG Protocol.

In 2020, 100% of Convelio’s emissions were INDIRECT within the SCOPE 3 category.
SET REPORT BOUNDARIES

After assessing all categories we split the company into two sections. From this we were then able to pinpoint what data we needed to collect.

Service Offering
This is the services our clients use which can be split into three: Transportation, Packing, and Product (our online booking platform).

Team Operations
This refers to all the activities that take place for the company to run. The categories are wide ranging, from energy related to the offices, laptops, employee commuting into work, and business travel.
WAYS TO COLLECT DATA

- **Pulling data reports**
  - from softwares such as Spendesk
  - High level of accuracy

- **Building reports**
  - requesting information via internal surveys
  - Good level of accuracy

These methods are based on physical quantities resulting in a high level of accuracy.
WAYS TO COLLECT DATA

**Pulling data reports**  
from softwares such as Spendesk  
*High level of accuracy*

**Building reports**  
requesting information such as internal surveys  
*Good level of accuracy*

**Using accounting reports**  
Such as FEC*  
*Low level of accuracy*

This last method relies on monetary ratio emission factor resulting in a lower level of accuracy.

* FEC is Fichier des Écritures Comptables, a compulsory auditing for France based companies
THANK YOU

Want to learn more? Please reach out hello@convelio.com