# **CONVELIO'S** EMISSIONS REPORT



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#### **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 CO<sub>2</sub> 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

Without intervention, freight transport emissions will more than <u>double</u> by 2050.



## WHAT IS CLIMATE CHANGE ?



## 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  $CO_2$  we add, the warmer it gets. The result is affecting human life through extreme weather events, health crises, climate poverty and migration.





The Intergovernmental Panel on Climate Change (IPCC) reports detail how this sharp increase can no longer be explained by natural climate fluctuations; carbon dioxide (CO<sub>2</sub>) is a major contributor and it is released through human activity and the burning of fossil fuels.



## **PARIS AGREEMENT**

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.



## **STAYING ON TRACK**



## 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: <u>Carbon Brief</u>

#### This all starts with an emissions report ....

## WHAT IS AN EMISSIONS REPORT ?

An emissions report measures the relationship between any given an 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.

CONVELIO'S EMISSIONS REPORT 2020



## CONVELIO CLIMATE CARE CO2 EMISSION REPORT





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**.

## INCLUSIONS



ASSUMPTIONS

## EXCLUSIONS



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





Soft wrapping material



Soft wrapping weight



Crating material

Assumptions were made across these four categories. We are working to organise ourselves internally to have data to record this moving forward..

# 6952 tons of CO2e

## 2020 CONVELIO's CARBON FOOTPRINT



#### **Team operations 3%**

Service offering 97010 

CONVELIO'S EMISSIONS REPORT 2020



#### 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.

This category represents 6800 tCO<sub>2</sub>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-CO<sub>2</sub> impacts 57.5% (3746 tCO<sub>2</sub>e)

Sea freight 0.06% (4.5 tCO2e)

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Road freight 1% (52.5 tCO2e)

Air freight CO<sub>2</sub> impacts 41.5% (2707 tCO<sub>2</sub>e)

## MEASURING CO2e EMISSIONS FOR TRANSPORTATION



GHG Protocol Transport Emission Factor

The conversion factor changes depending on the transportation mode

Source: GLEC framework, 2021

## **CONVERSION FACTORS**

of various transportation modes

	Conversion factors	Sending 10 kg 1,000 km
Air freight	10 kgCO2e/ton.km	100 kg CO2e
Road freight	1.1 kgCO2e/ton.km	10 kg CO2e
Sea freight	0.02 kgCO2e/ton.km	2 kg CO2e
Rail freight	0.01 kgCO2e/ton.km	1 kg CO2e

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 is by far the highest impact area, accounting for 93.66% (~94%) of the total of Convelio's emissions.



## **₫**

#### CO<sub>2</sub> air freight emission (2707 tCO<sub>2</sub>e)

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

## THE IMPACT OF AVIATION GOES BEYOND CO2



#### Non-CO<sub>2</sub> air freight emission (3746 tCO<sub>2</sub>e)

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 ?



#### **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.



#### 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 tCO<sub>2</sub>e)

Crating (End of Life) 24% (2707 tCO2e)

## **Soft Wrapping**. Wood Crating

at Convelio



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...)

\* Typical option for a standard Convelio order

## MEASURING CO2e EMISSIONS FOR PACKING

Understanding the lifecycle of a material



#### PRODUCTION

The emissions related to the production of the material

#### WEIGHT

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

	Emissions Factor: Production	Emissions Factor: End of life	Emissions Factor: Full life cycle
Agglomerated, 4mm	310	260	570 kgCO2e/ton
Plywood	840	260	1100 kgCO2e/ton
New cardboard	390	730	1120 kgCO2e/ton
Recycled cardboard	670	730	1400 kgCO2e/ton
Expanded polystyrene, foam	3	2060	2063 kgCO2e/ton
xpanded polystyrene, granules	3.8	2060	2064 kgCO2e/ton
Recycled plastic	202	2060	2262 kgCO2e/ton
New plastic	2383	2060	4443 kgCO2e/ton

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

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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.

#### ぶ 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**.



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## SOFT PACKING

3 tCO<sub>2</sub>e



#### MATERIAL

We used the emissions factor related to new plastic.

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#### 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 CO<sub>2</sub>e 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



CONVELIO'S EMISSIONS REPORT 2020



#### 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.

This category represents 170 tCO<sub>2</sub>e, only 3% of Convelio's overall emissions

## **TEAM OPERATIONS**

Purchasing

of services

49%

(81 tCO2e)

**Food 22%** (36 tCO2e)

## Business travel 13%

Investments 7% (11 tCO2e)

**Offices 4%** (7 tCO<sub>2</sub>e)

IT & Digital services 5% (8 tCO2e)

# CONVELIO'S EMISSIONS REPORT 2020 TEAM OPE

## PURCHASING OF SERVICES 49% (81 tCO2e)



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



#### SaaS subscriptions Front, Slack, Salesforce etc.



#### **Consulting & fees**

Freelance developers, HR personnel, lawyer fees 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 tCO<sub>2</sub>e)



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.



## BUSINESS TRAVEL 13% (22 tCO2e)

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.

# The second secon

were related to flights

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.



## **INVESTMENTS 7%** (11 tCO2e)

#### UK Pensions (9,90 tCO2e)

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In the UK Convelio offers a pension contribution for all employees

## **US 401K** (1,32 tCO<sub>2</sub>e)

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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

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#### 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.



## **OFFICES 4%** (7 tCO2e)

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.



## CONVELIO NEXT STEPS



program.

## 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

# 2022 REDUCTION

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!

# 2022 AWARENESS

#### 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 CO<sub>2</sub> 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 tCO<sub>2</sub>e)

#### Transportation 95.96% (6511.30 tCO2e)

Airfreight - CO2 impacts	2 707.50 tCO2e	39,90 %
Airfreight - Non CO2 impacts	3 746.80 tCO2e	55,22 %
Roadfreight	52.50 tCO2e	0,77 %
Seafreight	4.50 tCO2e	0,07 %

#### Packing 4,03% (274.31 tCO2e)

Soft Packing	2.11 tCO2e	0,03 %
Soft packing - Waste	0.49 tCO2e	0,01 %
Wood crating - Production	205.80 tCO2e	3,03 %
Wood crating - Waste	65.91 tCO2e	0,97 %

Website 0,01% (0.09 tCO2e)

#### Team operations 3% (165.55 tCO2e)

Food	35.87 tCO2e	21.7 %
Investment	11.22 tCO2e	6.7 %
ІТ	7.55 tCO2e	4.6 %
Office	7.27 tCO2e	4.4 %
Purchasing of services	81.25 tCO2e	49.1 %
Business Travel	22.39 tCO2e	13.5 %

## CONTRIBUTORS



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#### **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.



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° future.

## HOW TO BUILD YOUR OWN REPORT

#### How to build an Emission Report?



2 NK Map R the boundaries

3 E Collect the data

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### Select reporting methodology

BUILDING AN EMISSION REPORT

## **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'



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# Select reporting methodology

BUILDING AN EMISSION REPORT

## 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

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Map the

boundaries

**BUILDING AN EMISSION REPORT** 

## **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.



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BUILDING AN EMISSION REPORT

Collect

## the data

## 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

**Collect** the data

#### BUILDING AN EMISSION REPORT

### WAYS TO COLLECT DATA



Pulling data reports

from softwares such as Spendesk

High level of accuracy

Building reports requesting information such as

8-

internal surveys

Good level of accuracy

Using accounting reports Such as FEC\*

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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