

# 1. A planet that breathes again

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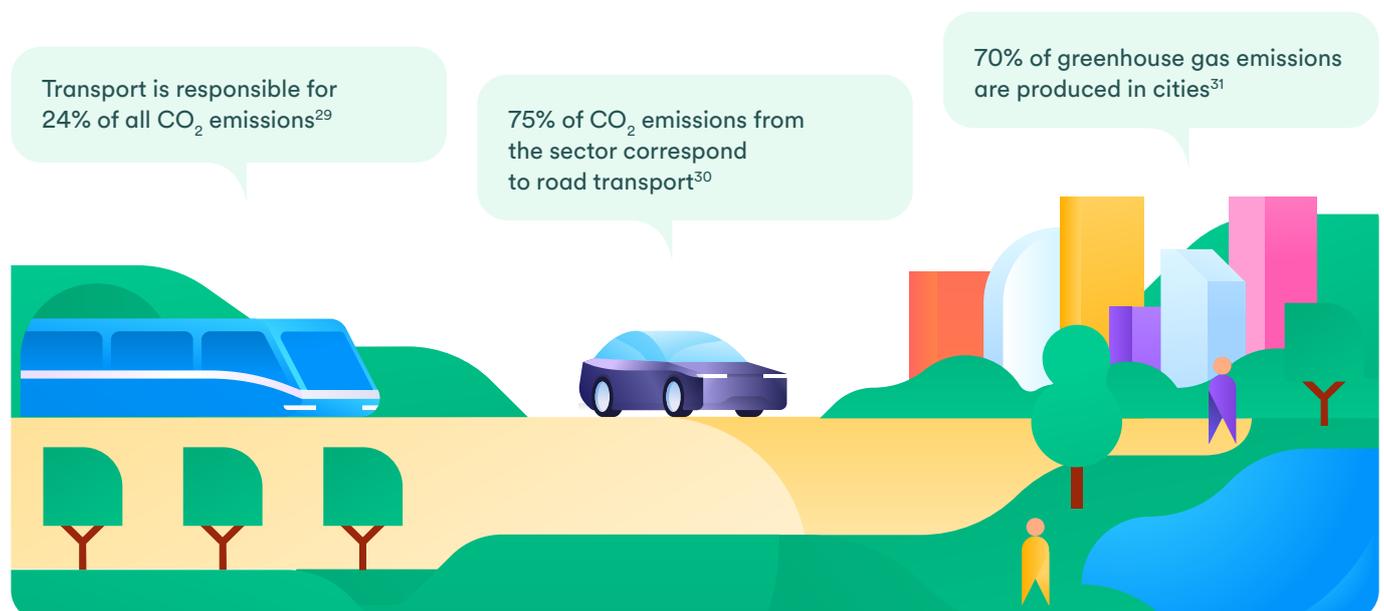


# 1.1 Climate crisis: What point are we at?

The transport sector is one of the biggest emitters of greenhouse gases (GHGs), so its role in curbing climate change is crucial as these emissions continue to rise. That's why, here at Cabify, we have a lot to say and a lot to do. Because if you don't offer solutions, you're part of the problem.

Despite the fact that CO<sub>2</sub> emissions in the sector fell more than 10% globally in 2020<sup>25</sup> due to reduced travel and COVID-19 restrictions, 2020 saw a rebound as society returned to a normal pace. Nevertheless, the change in mobility patterns did bring some good news. Walking, or micro-mobility options recovered ground, and the sale of electric cars and the trend towards electrification for all kinds of vehicles continued to rise. In Spain, for example, 30% said they had reduced their use of the car, 57% said walk for more journeys and 21% have used the bicycle more regularly.<sup>26</sup> However, the zero net emissions scenario for 2050 is a long way off and to achieve it, transport emissions must fall by 20% by 2030.<sup>27</sup>

Progress in this regard presents challenges. The UN Intergovernmental Panel on Climate Change (IPCC), the standard-bearer of the declaration adopted by 170 countries as part of the Paris Agreement with the aim of limiting the global increase in temperature to 1.5°C, recognizes in its latest report that maintaining this commitment would mean “reducing global carbon dioxide emissions by 45% from 2010 levels for 2030, and zero net emissions by the middle of the century”. For their part, the International Energy Agency calculates that if all current commitments of the countries were to be fulfilled, the increase in temperature would be around 1.8°C, while a recent Climate Action Tracker<sup>28</sup> report claims that as things stand, we are heading towards a minimum of 2.4°C. There's a lot to do, but we've got a lot of breath left in us!



# Regulatory and voluntary context



What are international organizations, countries, institutions, and the private sector doing in this race against the clock to transition to sustainable mobility? Here are some of the most important actions.

Here at Cabify, we are already carbon neutral, 30 years ahead of the EU target

	Voluntary context	Regulatory context
2018	<p><b>Climate Investment.</b> The European Union and its Member States invested 21.7 billion euros<sup>32</sup> in the fight against climate change. What's more, EU Member States contributed almost half of the 10 billion dollars<sup>33</sup> of the UN Green Climate Fund, which also supports developing countries.</p>	<p><b>Sustainable Action Finance Plan of the EU:</b> with the aim of ensuring financial support for the climate, environment and sustainable development agenda of the EU and the implementation of the Paris Agreements.</p>
2019	<p><b>Climate Action Summit:</b> held in New York to discuss specific and realistic plans to reduce greenhouse gas emissions by 45% for 2030 to achieve net zero emissions by 2050. It was a success in placing the focus on the urgent need for world leaders, governments, the private sector, and civil society to act against the climate crisis.</p>	<p><b>The European Green Deal and the European Climate Law:</b> the European Green Deal sets out clear targets for Europe to be climate neutral by 2050, for example by reducing transport emissions by 90% de las emisiones del sector transporte.</p> <p><b>Regulation UE 2019/631:</b> this regulation controls CO<sub>2</sub> emissions from vehicles, forcing manufacturers to reduce average emissions below 95 g/km or face high fines.</p>
2020	<p><b>Plan NextGenerationEU:</b> pandemic recovery plan in line with the European Green Deal objectives and with a firm commitment to climate and digital transition.</p>	<p><b>The EU's Sustainable and Smart Mobility Strategy:</b> traces the path towards a zero GHG emissions transport sector in the EU with an action plan made up of 82 initiatives and three key dates for review and fulfillment of commitments in 2030, 2035 and 2050.</p>
2021	<p><b>Net-Zero Targets:</b> Science Based Targets Initiative (SBTi) has published its Net-Zero Standard, the first corporate standard that serves as a guide and provides tools for companies who want to reach net zero emissions, basing the evaluation and assessment on science.</p> <p><b>Voluntary Carbon Markets (MVC):</b> make it possible for companies and individuals to buy carbon credits to offset their emission. These markets reached a new record in 2021, with over one billion dollars traded<sup>34</sup> on projects across 80 countries.</p>	<p><b>The European Commission</b> has set out its intention to <u>ban the sale of internal combustion engine vehicles</u> –petrol, diesel, gas and hybrid– and to end transport that emits carbon dioxide..</p> <p><b>The Spanish Climate Change and Energy Transition Law:</b> in force since 2021, set out in <i>Title IV: Zero emission mobility</i> and transport measures such as all new vehicles being electric by 2040 and the extension of low emission zones and the installation of electric charging stations.</p>

# 1.2 Our climate commitment

At Cabify, we understand that the fight against climate change is a global issue that affects us all and that we are all stakeholders in this. Every person or company, with their actions, has an impact on the planet. All our decisions seek to minimize the environmental impact caused by transport of passengers and to ring-fence a sustainable multi-mobility option that lets you care for the city while you move around it. Co-responsibility and joining forces are the only way to make progress.

70% of people in Spain and 63% of people in Latin America and the Caribbean consider climate change to be a global emergency<sup>35</sup>

## Spain



## Latin America



Cabify was created to reduce dependence on private vehicles in cities and to transform the mobility. We're working to become more sustainable, an objective that has seen us become the first carbon neutral app in Europe and Latin America and continues setting our targets.

While recent times have seen increased awareness of the issue of GHG emissions and their impact on the climate crisis, at Cabify we want to accelerate this transition to a low carbon mobility mindful of its impact on climate change. That's why we have a fleet decarbonization plan with a clear focus on fostering electric vehicles.

What's more, in 2018 we became the first company in the sector in Europe and Latin America to offset 100% of emissions generated, both directly at corporate level and indirectly through the journeys linked to our services, passengers and companies that trust in us. A commitment that we have maintained over the years.

We have managed to achieve a position of leadership in our sector in the fight against climate change, but we want to be an example for others to follow. We form part of a series of pioneering initiatives in this field, using international standards and scientific proposals as the benchmarks in each of the three phases of our initiative to reduce our impact and mitigate climate change.



## 1. Measure

We measure the impact of all our activity, from consumption of electricity in our offices to the use of fuel in our fleets.



Greenhouse Gas Protocol (GHG). Most widely recognized international standard which allows us to measure GHG emissions transparently to be more efficient and resilient against climate change.



Norma ISO 14064-1:2018. This international standard is focused on the measurement of greenhouse gases (GHG), offering guidance on how to measure and report emissions and elimination of these gases.



## 2. Reduce

With the information we gather, in addition to reviewing whether we are reaching our targets, we are working on reducing our emissions.



The Science Based Targets Initiative (SBTi), promoted by the Carbon Disclosure Project (CDP), the UN Global Compact, the World Resources Institute (WRI) and the World Wildlife Fund (WWF), is the biggest global initiative to establish science-based commitments for the reduction of CO<sub>2</sub> emissions. Cabify has been carbon neutral since 2018 and in 2021 we joined the SBTi group of 1,000 companies who are defining objectives to reduce emissions to maintain global warming at 1.5°C and align ourselves with the Net-Zero standard.



The Climate Pledge es un proyecto de Amazon y Global Optimism que apuesta por la tecnología para resolver la crisis climática. Esta alianza, que aglutina a algunas de las mayores empresas del mundo, busca alcanzar los Acuerdos de París diez años antes.



Leaders for Climate Action es una iniciativa que respalda la acción climática en la industria digital centrándose en los líderes emprendedores. Para adherirse a ella, las empresas deben cumplir el Green Pledge, que dicta la medición, reducción y compensación periódica de las emisiones de carbono.



Este compromiso público, Carbon Neutral Pledge, al que nos unimos en 2019, está impulsado por compañías tecnológicas líderes de Silicon Valley, las cuales se comprometen a ser neutras en carbono antes de 2022. ¡Nosotros ya lo hemos conseguido 4 años antes!



## 3. Offsetting

We offset the emissions we cannot reduce based on offsetting standards of the highest level and projects in different countries.



Through this United Nations program, we offset carbon by contributing to certified projects in developing countries registered with the United Nations Clean Development Mechanism (CDM).



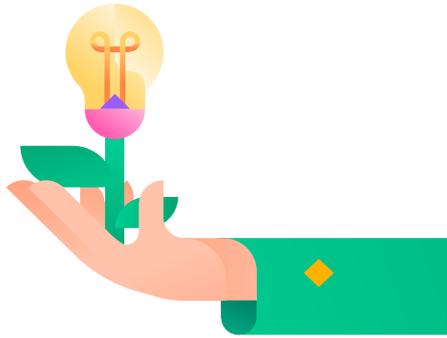
The VCS is a standard for the voluntary reduction of carbon emissions, developed and administered by Verra with more than 300 certified projects.



The Cercarbono voluntary certification program allows us to participate actively in the development of programs and projects to tackle climate change.



The Ministry for Ecological Transition and Demographic Challenge maintains a voluntary register of a portfolio of forestry projects with which organizations can offset their footprint.



# Step 1: Measure

To curb the climate crisis, we have to work on both reducing pollutant gas emissions and offsetting of the impact generated. To get there, we have to start by measuring a series of indicators at our offices, and every single journey our users take. Everything counts!

## Carbon footprint

We use the Greenhouse Gas Protocol (GHG) and ISO 14064-1:2018 to categorize the equivalent CO<sub>2</sub> emissions (CO<sub>2</sub>e) from our activity, as follows:

### Scope 2

Indirect GHG emissions from electricity, that is, emissions from the generation of the electricity we acquire and consume as a company.

**Scope 2**

- ⚡ Purchase of electricity, steam heating and cooling for own use

### Scope 1

Direct GHG emissions, from the combustion of boilers, furnaces, own vehicles, etc.

**Scope 1**

- ⚙️ Company facilities
- 🚗 Company-owned vehicles

### Scope 3

Other indirect emissions as a result of our activities, but that occur in sources that are not our property or under our control.

**Scope 3**

- 📦 Goods and services purchased
- 💰 Capital assets
- ⚙️ Activities related to the production of fuels and energy
- 🚚 Transportation and distribution
- 🗑️ Waste generated in operations
- ✈️ Business travel
- 👤 Employee commuting
- 🏠 Leased assets

**Scope 3**

- 🚚 Transportation and distribution
- 📦 Processing of sold products
- 🕒 Use of sold products
- ♻️ End-of-life treatment of sold products
- 🏠 Activos arrendados
- 📄 Franchises
- 🏢 Investments

Upstream activities

Reporting Company

Downstream activities



### GHG Protocol Principles

- Relevance
- Consistency
- Completeness
- Accuracy
- Transparency



We have mapped our sources of CO<sub>2</sub> emissions in accordance with these standards. To guide us, we have relied on the 5 principles established in the GHG Protocol, relevance, completeness, consistency, transparency and accuracy. We identified the main sources of emissions in Cabify, their impact and the contribution to climate change, especially for climate change.

We measure these emissions of global scope in all our countries, applying an operational control focus in accordance with the GHG Protocol. Our provider, Climate Trade, which performs a specific verification of our carbon footprint helped us in this.

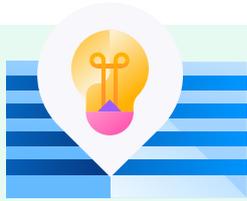
\*Medidas en Toneladas

Scope and description	Source of emission analyzed	Method of calculation	Emission factors	*CO <sub>2</sub> emissions 2021 Spain	*CO <sub>2</sub> emissions 2021 Latin America	*CO <sub>2</sub> emissions 2021 Total	% Represented in respect of the total in 2021	% Change 2021 vs 2020
<b>Scope 1</b> Direct GHG emissions	Combustion of boilers	Consumption based on bills	Emission factors from government sources of recognized prestige in each country.	0	0	0	0%	0%
	Electricity consumption	Consumption based on bills	Emission factors from government sources in each country of recognized prestige	0 <sup>36</sup>	33	33	0%	-51%
<b>Scope 3</b> Other indirect emissions	Viajes de negocio	Log of different forms of travel for work reasons	Emission factors from government sources in each country of recognized prestige based on form of transport	17	557	574	0,7%	
	Desplazamiento de los empleados a las oficinas	Employee office commute survey	Emission factors from government sources in each country of recognized prestige based on form of transport	21	5	26	0,1%	
	Use of sold products	Use of information systems, cloud, and remote services of the Cabify app	Declarations of emissions of service providers	0	0	0	0%	+40%
	Use of sold products	Passenger travel through our app	Emission factors (gCO <sub>2</sub> /km) ad-hoc, based on the brand, model and type of combustion, government sources of each country of recognized prestige or the manufacturers	13.378	60.943	74.321	99,2%	
<b>Total</b>				<b>13.416</b>	<b>61.538</b>	<b>74.955</b>	<b>100%</b>	

# Step 2: Reduce



There is nothing more important than reducing emissions when it comes to fighting climate change. In the mobility and transport sector, the focus is on making vehicles more efficient and changing the fuel used to other less polluting alternatives. At Cabify we're very serious about this issue. It's one of identity traits within and beyond our office. Here are some of our latest achievements.



Electricity consumption reduced in:  
**27%**

Electricity consumption in our offices in 2021 was 532,215 kwh (447,718 in Spain and 84,497 in Latin America), which was a reduction of 27% on 2020. What's more, 100% of the electricity consumed at our head office in Madrid, which accounted for 84% of our total electricity consumption in offices, is from 100% renewable sources. This avoided 112 tons of CO<sub>2</sub> from being emitted, the equivalent of the electricity use of 68 homes for a year.<sup>37</sup>



Emission reduction index

<b>2g/km</b>	<b>7g/km</b>
<b>Spain</b>	<b>Latin America</b>

The CO<sub>2</sub> emissions index (g CO<sub>2</sub>/km) of passenger journeys and courier journeys on the Cabify app is the most representative indicator of the evolution of our commitment to tackling climate change. This index has fallen in 2021 from 109 to 107 in Spain and from 128 to 121 in Latin America, compared to 2020, figures well below the national and international average. In Peru, for example, we have managed to avoid CO<sub>2</sub> emissions equivalent to the use of 32,554 passenger vehicles driven for one year<sup>38</sup>.

In Spain, journeys in the Conducir category, which includes motorcycle and electric scooter sharing as well as chargeable hybrid carsharing via Wible, has increased on last year by 41% and 12,200% respectively. Thanks to that we have avoided 306 tons of carbon emissions, equivalent to the carbon absorbed by 16,831 trees in their first 10 years of life.



**306 tons**

of carbon emissions avoided

This year we have increased our measurements of emissions produced by our fleet of drivers and collaborating taxi drivers with the aim of improving our knowledge of their impact, to have greater margin for reduction. Our Operations team have launched a project to better map our fleet down to the very last engine. We know the brand, model, and type of fuel for 100% of our fleet of vehicles, enabling us to conduct more in-depth analysis and continue to improve our initiatives.

In 2021 we joined the Science Based Targets Initiative (SBTi), making a commitment to define targets for the reduction of emissions to keep the rise in global temperatures to below 1.5°C and to align ourselves with the Net-Zero standard. We are among the 1,000 companies leading this commitment!

The smallest details count. That's we take a holistic approach to our contribution to reducing CO<sub>2</sub> emissions. We seek the best possible results, and we adapt the mapping of each of our sources of emissions

### Boiler combustion

We currently don't have any consumption in this category.



### Electricity consumption

**a.** At our head office in Madrid, we no longer consume electricity from non-renewable sources. Electricity from 100% guaranteed renewable sources certified by the National Markets and Competition Commission.

**b.** Our head office in Madrid is fitted with motion detectors for turning lights on and off automatically. We also try to keep as many floors as possible closed with the lights turned off. Security staff have the task of turning off all lights in the office at the end of the day, which means we don't consume any more energy than is necessary while also reducing light pollution. We also continue to be good neighbors. We close our offices and 10.00 pm and our noise level during the day is minimal.



### Business travel

**a.** Reducing our footprint is also about prioritizing online meetings<sup>39</sup> over face-to-face where possible, even when we're in the same city. Faced with the possibility of any form business travel that requires long-distance travel or transfers to another country, we always ask ourselves if our physical presence is absolutely necessary and we only travel if strictly necessary, assessing the means of transport based on the trip.



### Employee commutes to offices

**a.** We carry out quarterly surveys to ascertain the mobility patterns of our employees when it comes to commuting to work. Better understanding of how we move allows us to improve habits and optimize journeys.

**b.** The road to reducing the carbon footprint starts internally. Cabify employees have a monthly voucher we can use to travel around the city using the categories in the app, as well as motorcycles and electric scooters. Through this voucher, we also give feedback on the service with a different, clinical eye.



### Use of sold products: use of information systems, cloud, and remote services of the Cabify app

**a.** Our digital carbon footprint is also important. Every Google search generates 0.2 grams of CO<sub>2</sub>, a single email can generate up to 50 grams if it has an attachment and photos and documents stored on the cloud also contribute to global warming. That's why at Cabify we work with Amazon Web Services and Google Cloud as technology providers who, like us, takes their responsibility to offset the carbon footprint of their services seriously.



### Use of sold products: passenger journeys and courier journeys on the Cabify app

This emissions category represents 99% of the total, concentrating our greatest efforts, articulated across three pillars:

- a. We use technology to optimize the routes taken on our journeys to ensure vehicles cover the lowest mileage possible without passengers and so partner drivers obtain the highest profitability. In 2021 we introduced a number of advances to reduce empty mileage, generating lower consumption and, therefore, lower emissions. These included:
  - Using data analysis, we informed partner drivers of customers' expectations for the journey through a predictive model of demand that provides the most efficient location to pick up a journey.
  - Our map shows partner drivers those areas where there is a high number of passengers requesting our service and, therefore, high possibility of making a journey.
  - A new tool warns the driver of possible connection errors or the location of the device, which may block the entry of travel requests.
- b. We promote the use of new, low-emission mobility alternatives. Through our Conducir category (motorcycle and electric scooter sharing and chargeable hybrid carsharing via Wible), we have avoided 306 tons of carbon emissions, equivalent to the carbon absorbed by 16,831 trees in their first 10 years of life.
- c. Electrification is a clear pillar of the decarbonization of our fleets. We continue to work hand-in-hand with our partners with whom we collaborate on our objective to make Cabify's fleet 100% electric (electric vehicles, hydrogen propulsion, etc.) in Spain by 2025 and we are supporting collaborating drivers to achieve this electrification target in Latin America by 2030.

The evolution towards an electric fleet in 2021 has enable us to avoid CO<sub>2</sub> emissions equivalent to recharging 31 million of smartphones.

## What progress have we made in 2021?

Spain	Latin America
<p>63% of the vehicle fleet of the transport companies collaborating with Cabify are ECO vehicles (electric, gas and hybrid), which represents an increase of 14.8% compared to 2020.</p>	<p>All types of ECO vehicles (electric, gas and hybrid) have seen growth. In total, they are 11% of the fleet, a 5% increase on 2020.</p>
<p>Hybrid vehicles are the most common type in number, 48% of the total, up 13% from 2020.</p>	<p>The greatest negative year-on-year growth was for diesel vehicles, down 6%, followed by gasoline, down 5%.</p>
<p>Electric vehicles show the best year-on-year growth, at +312%.</p>	<p>The trend for diesel vehicles is heading in the other direction, with negative year-on-year growth, at -29%.</p>
<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p>Hybrid: 48,33%</p> </div> <div style="width: 30%;"> <p>Gas: 13,78%</p> </div> <div style="width: 30%;"> <p>Gasoline: 0,53%</p> </div> </div> <hr style="border: 0; border-top: 1px solid #ccc; margin: 5px 0;"/> <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p>Electric: 0,41%</p> </div> <div style="width: 30%;"> <p>Diesel: 36,95%</p> </div> </div>	<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p>Hybrid: 0,42%</p> </div> <div style="width: 30%;"> <p>Gasoline: 87,20%</p> </div> <div style="width: 30%;"> <p>Gas: 10,39%</p> </div> </div> <hr style="border: 0; border-top: 1px solid #ccc; margin: 5px 0;"/> <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p>Electric: 0,10%</p> </div> <div style="width: 30%;"> <p>Diesel: 1,89%</p> </div> </div>
<p>In 2021, the most common electric car model in the Cabify fleet was the Tesla Model 3 and, in the case of hybrids, the Toyota Corolla Electric Hybrid.</p>	

# Decarbonization of the fleet: Moving towards electrification

In Spain, we have continued to promote our electrification project, forging alliances in each of its execution phases.



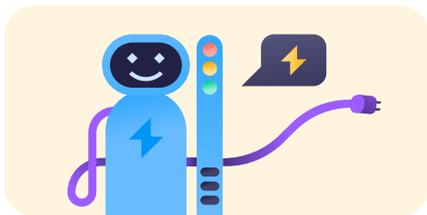
## 01. Analysis

Review of the entire vehicle fleet (models, sizes, performance, costs and autonomy). We evaluated the current context of electric vehicles (manufacturers, characteristics, electricity suppliers, etc.). We performed a financial analysis of this model<sup>40</sup> to see if it is viable. We studied different scenarios<sup>41</sup> that could influence the total cost of ownership per km traveled.



## 02. Search for alliances

With electric vehicle manufacturers<sup>42</sup>, electricity suppliers<sup>43</sup>, installers and equipment suppliers<sup>44</sup>, financial institutions<sup>45</sup> and fleet managers<sup>46</sup>.



## 03. Monitoring of public recharging stations and public recharging stations<sup>47</sup> and charger models



## 04. Awareness

We have developed materials to support our fleet partners and collaborating drivers in the transition to electric vehicles, making them aware of the new restrictions in cities (low-emission zones) and the increasing barriers imposed on polluting vehicles. In addition, we present all the alliances that we are building from Cabify to promote the change.

**Cabify objective: 100% decarbonized fleet (electric, hydrogen propulsion vehicles etc.) in Spain by 2025 and in Latin America by 2030**

Decarbonization of fleets is one of our biggest commitments and promoting the electric vehicle is central to this. And we're not alone. 60% of Spaniards would opt for a hybrid or electric car if they were purchasing a new car and 63% are in favor of bringing forward the ban of internal combustion vehicles from 2040 to 2035.<sup>48</sup> The other great challenge is to reduce the use private cars. Improving quality of life in cities is only possible if there is a variety of mobility alternatives that do not take space away from people or prioritizing forms of transport with a lower environmental impact. Both measures are for better urban ecosystems and also make up our type of mobility: a mobility to believe in

### Chile



Through an alliance with the E-mov and the creation of the E-mov category on our app, we offer our corporate clients a Hyundai IONIQ electric car service. The result? Two corporate clients have already joined the agreement and we expect to incorporate 100 electric cars in the first quarter of 2022.

### Spain



We are developing partnerships with different stakeholders (manufacturers, charging network developers, installers, etc.) to enable the fleets that operate with Cabify to acquire electric vehicles, in search of new features based on high intensity use with short charge periods and the provision of charging facilities. We'll have good news very soon!

### México



In partnership with Mexican startup OneCarNow, we'll continue to support the electrical transition of our collaborating partners throughout 2022.

### Uruguay



We have developed a partnership with Abriley to support our collaborating partners to incorporate electric cars into their taxi fleets, and they've already added 65 vehicles!

**The number of Cabify journeys made in electric vehicles was up 159% on 2020, and the number in hybrid vehicles 69%**

### In first person

Sergio Rivero, a taxi driver in Santiago de Chile for 10 years had the opportunity to test drive an electric car for a few months and he was convinced:

"I loved it! The car has incredible technology, and it has changed my life in terms in terms of the way of driving and its impressive autonomy."

After changing his internal combustion engine vehicle for an electric one, we encouraged this proud collaborator of Cabify to take advantage of the Mi Taxi Eléctrico program, an initiative of Chile's Ministry of Energy that facilitates the acquisition of electric taxis by subsidizing part of the cost. Sergio is delighted with the results:

"I used to spend around 20 thousand Chilean pesos per day (approximately 22 euros) on fuel and now my energy consumption works out at around 5,000 per day (5 euros)."

Part of its success has to do with the savings, but also the new specifications of the vehicle:

"I really notice a huge difference when driving because it's a powerful car, automatic and with brilliant technology. I've been driving it for four months and I still learn something new every day!"



The electrification of road transport continues expanding and 2020 saw the number of electric cars reach another landmark, hitting the 10 million units. Despite global car sales falling 16%, registrations of electric vehicles were up 41%. Three million more of these cars are on the streets of the world and Europe has just overtaken China for the first time as the largest market.<sup>49</sup> Isn't it marvelous

Nevertheless, even though environmental awareness is on the rise, there are still barriers to overcome to be able to meet our target:

 <p>The low availability of electric cars on the market and the lack of models that meet the autonomy and capacity demands of a service like ours in terms of people and luggage.</p>	 <p>The acquisition cost of electric vehicles. Between two cars with the same specifications and features, the initial investment in an electric car is more substantial, albeit it more profitable over the long term.</p>	 <p>In many cities, the bureaucracy and regulation around the concession of taxi licenses prevents the evolution of a renting model for the acquisition of electric vehicles, which makes test driving for short periods difficult.</p>
 <p>The aren't enough charging points in cities and those that exist are not strategically located.<sup>50</sup></p>	 <p>The absence of tax incentives for the electrification of large fleets. The regulation of this type of service is still immature and there is little in the way of renting and leasing offerings that meet the mileage requirements of the activity.</p>	 <p>Installing the necessary infrastructure for recharging these kinds of vehicles does entail an initial economic cost.<sup>51</sup></p>

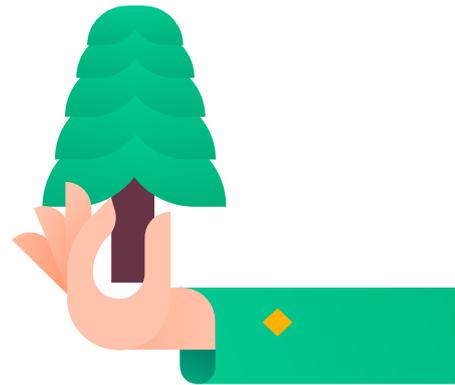
Overcoming these barriers requires partnerships that mean more public grants and the creation of regulations to streamline the process. But we're still making progress!

Since 2019 we have had various initiatives in this respect:

 <p>Together with BID<sup>52</sup> Invest and EY<sup>53</sup>, we conducted the first study of the transition of the sector to electromobility.</p>	 <p>To generate knowledge of the impact of climate change on our sector, the <u>UPM-Cabify Chair of Sustainable Mobility</u> sees us partner with academics to resolve the challenges facing mobility in the 21st century.</p>
 <p>In Mexico, we're part of the Alliance for Climate Justice, along with WWF Mexico, which seeks to provide the coordination of key stakeholders in civil society, the business sector and academia, and governments and state, regional and municipal level so that they implement immediate climate actions with a major impact at local level.</p>	 <p>Internally, we're developing feasibility projects for the large-scale implementation, specifically in terms of the modeling costs and infrastructures.</p>

# Step 3: Offsetting

Cabify forms part of this exclusive groups of companies on the planet that who offset their emissions. It brings a tear to the eye! We're pleased to be the first company in our sector to make the maximum commitment, but we're even more enthusiastic about the fact that a large number of companies are setting out on this path because together we can go further.



Since 2018, through our Cabify Carbon Neutral Program and through the voluntary carbon credit market, we provide economic support for local projects through our purchase of carbon offsets, we fight climate change and offset our footprint to make a positive impact on the people whose offsetting projects also impact on the generation of employment and well-being in local communities.

Each carbon credit is equivalent to offsetting a ton of CO<sub>2</sub>. If we add together what we've achieved since becoming carbon neutral in 2018 we have offset more than 375,000 tons of CO<sub>2</sub>! That's equivalent to the carbon absorbed by 21 million trees in their first 10 years of life.

## Cabify Carbon Neutral: what's our differential value?

[We are carbon neutral](#)

**What does it mean to be Carbon Neutral?**

Turning on a light, sending an email or making a coffee are all actions that emit CO<sub>2</sub> into the atmosphere and contribute to climate change, and so do our journeys with Cabify. Carbon Neutral means we compensate for CO<sub>2</sub> emissions generated by our activity through projects that absorb exactly the same quantity of CO<sub>2</sub> that we emit. Or to put it another way, we eliminate carbon dioxide (the footprint) that we have released into the atmosphere.

**🔒**

In 2020, we partnered with Climate Trade to make the compensation process traceable by using the advantages offered by the Blockchain, the first urban mobility company to do so. Being more traceable, more digital, more transparent, more direct, more secure, more immediate, and cutting out intermediaries offers us more options to offset CO<sub>2</sub> emissions in the countries in which we operate, and we demonstrate how technology is our best tool in the fight against climate change.

**🚩**

In 2018 we became the first company in the sector in Europe and Latin America to offset 100% of emissions generated, both directly at corporate level and indirectly through the journeys linked to our services, passengers and companies that trust in us. This is a commitment that we have maintained over the years.

**✅**

One of the strengths of our program is that we have multiple impacts. Of all the Sustainable Development Goals, the one we contribute to most is No. 13 Climate Action, but each of the projects we invest in has an impact on other Sustainable Development Goals.

**🔍**

We select offsetting projects with high value added, under carbon offsetting schemes of high international prestige such as CDM or VCS.

**📍**

100% of the CO<sub>2</sub> emissions we generate are offset through projects exclusively in the countries where we operate.

# Our offsetting projects

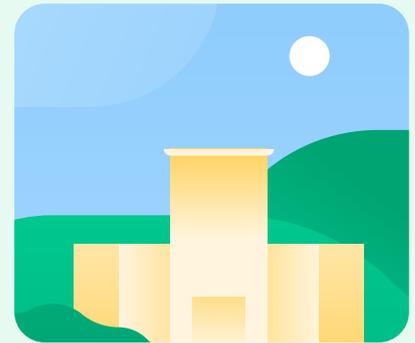


## ARGENTINA

### Replacement of fossil fuels with biomass

In Argentina, where reforestation projects are few and far between, we find an interesting alternative while we continue to look for initiatives with a direct impact on local flora. Until then, we help replace the gas used at the La Providencia sugar plant with biomass.

In the 10 years of the project, it is calculated to have reduced the CO<sub>2</sub> emissions of this facility located in Tucumán in the north of the country by 417,000 tons. Replacing fossil fuels with more environmentally friendly energy sources is also a pressing task, and we want to be part of the change.



## CHILE

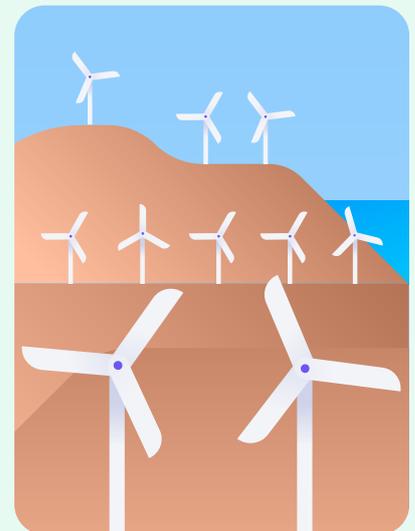
### Punta Palmeras wind farm

On the coasts of Coquimbo in Chile, the power of the wind pushes us towards a better future.

By collaborating with the Punta Palmeras wind farm, we help to keep the blades of its 15 wind turbines turning. The facilities, inaugurated in 2014 by then Chilean President Michelle Bachelet, featured the country's most powerful wind turbines installed up to that date. On 92-meter-high steel towers with 3 MW of power per unit, they prevent the emission of 60,000 tons of CO<sub>2</sub> into the atmosphere each year.

At full capacity, the wind farm generates a total of 124 GWh per year, enough to supply 60,000 Chilean households with clean electricity. To produce the same energy, a coal-fired power plant would emit 119,000 tons of CO<sub>2</sub> or 215,000 barrels of oil would be needed.

Thus, we continue on our journey in Chile, going wherever the road takes us, working to create a better future.





COLOMBIA

**Reforestation projects in Antioquia and Caldas**

In Colombia, we doubled our offsetting efforts by collaborating with two large projects in the Antioquia and Caldas areas. Two different paths with the same destination: the protection of our spaces from deforestation.

In Antioquia, through the Livestock and Forest Carbon project, we promote sustainable forestry activities on land previously dedicated to cattle ranching, also stimulating the economy in the Urabá region of Antioquia, using local labor to carry out installation and maintenance work.

On the other hand, through the Andean Zone and Atlantic Coast Associative Programmatic Project, we helped unify reforestation initiatives in 29 municipalities located in Antioquia and Caldas, with a positive environmental and social impact.



SPAIN

**Community of Neighborhood Forestry in Laza, Galicia**

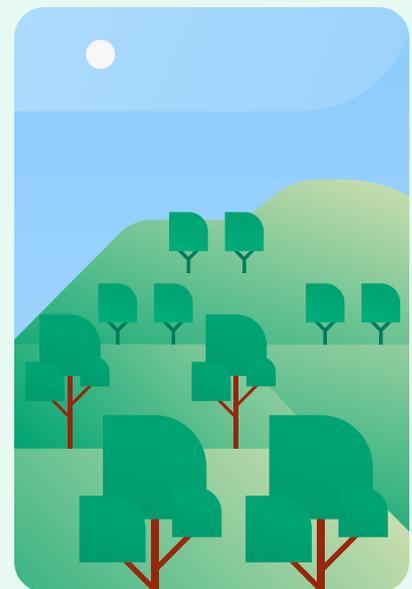
In Spain, the country where we were born and grew up, we also want to leave our mark. To ensure that our footprint is not carbon-based, we promote reforestation in the north of the country, one of the most vulnerable green areas of the Iberian Peninsula.

In the Community of Montes Vecinales de Laza, Galicia, we are contributing to the regeneration of the flora by planting pine trees in an area of 5.87 hectares.

By promoting reforestation and natural values in the largest wooded area in Galicia, and during the approximate 40-year duration of the project, we will be able to absorb around 3,745 tons of CO<sub>2</sub> before it reaches the atmosphere.

Through this project we not only managed to absorb a significant quantity of emissions, but we also contributed to protect an area that is usually hit by fires.

We dream of greener and more environmentally friendly spaces, and we work to make them a reality.





MEXICO

### Oaxaca Wind Complex II-III-IV

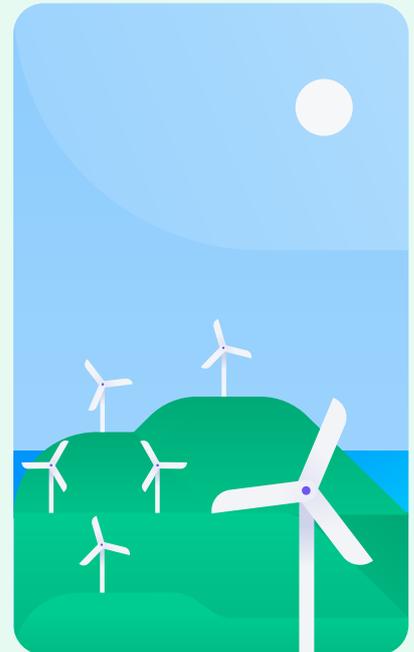
Since 2011, the Isthmus of Tehuantepec in Mexico has been home to one of the largest wind power complexes in Latin America. There, between two oceans, we are moving towards a more sustainable future at the pace set by the wind off the Mexican coast.

The three wind farms that make up the Oaxaca II-III-IV complex have a total capacity of 306 MW, capable of producing electricity equivalent to the consumption of 700,000 Mexican homes.

With 204 wind turbines resting on 80-meter-high steel towers, this huge wind farm avoids the release of 670,000 tons of CO<sub>2</sub> into the atmosphere each year. To get an idea of the scope of this figure, it would take 33.5 million trees purifying the air through the process of photosynthesis to achieve the same effect.

We support the project because, in addition to generating completely clean energy, it aims to promote socioeconomic development in the area. An initiative that fits perfectly with the values that move us.

That is a good example of the impact we seek to have on our environment. Positive, real, and long-term.



PERU

### Conservación de Madre de Dios en la Amazonia

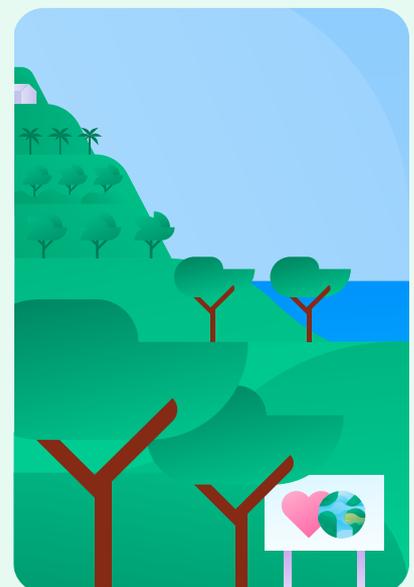
The Madre de Dios project is very special for us, as it was the first collaboration thanks to which we became the first carbon neutral mobility app in Europe and Latin America.

Thanks to this initiative, we helped reforest and protect 100,000 hectares of the Peruvian Amazon rainforest, which is in serious danger from illegal logging and the construction of the interoceanic highway linking Brazil and Peru.

We do our bit by ensuring the safety of an area that shelters endangered animal species and the tribal communities that live there. In fact, these communities are a fundamental part of the project, as 70% of the employees are part of the Indigenous groups in the area.

The enclave, 400 kilometers from the Machu Picchu sanctuary, is an area with a unique biodiversity that we must protect by contributing to the sustainable development of rural producers who live off this land.

Here in Peru, we took the first steps in environmental sustainability. We now look far beyond compensation.





URUGUAY

### Guanaré Project

The fields of Cerro Largo, Uruguay, previously dedicated to extensive cattle raising, now have another opportunity thanks to the Guanaré Project.

We collaborate with this initiative which, thanks to reforestation, manages to absorb 127,416 tons of CO<sub>2</sub> each year before it is released into the atmosphere. By converting these spaces into sustainably managed land, we help absorb the equivalent of the annual emissions of more than 1.5 million private vehicles. The project, which covers a total of 21,298 hectares, will not only ensure the recovery of natural areas, but will also provide a source of stable and sustainable employment for some 1,000 people in the area, minimizing rural poverty.

It is estimated that during the 22-year life cycle of the project, the reclaimed area will be able to absorb no less than 7,644,960 tons of CO<sub>2</sub> largely thanks to the planting of eucalyptus.

We work to transform landscapes and realities, not only in Uruguay.



# Footnotes

25. 8.5 gigatons in 2019, compared to 7.2 in 2020 according to the IEA (International Energy Agency) in its report [Tracking Transport 2021](#).

26. Data from the survey carried out by 40dB for El País, October 2021, for COP26.

27. IEA's [Tracking Transport 2021](#) report.

28. [Glasgow's 2030 Credibility Gap](#) report.

29. From fuel, especially petrol derivatives. IEA report [Tracking Transport 2020](#) drafted with data from 2019.

30. IEA's [Tracking Transport 2020](#) report, based on data from 2019.

31. Data from the [Global report on Human Settlements 2011](#) by UN-Habitat, which the United Nations still holds as valid.

32. Figure confirmed by the finance ministers of the EU ahead of the COP25, within the [European Council](#).

33. Data from the European Commission, on EU financing in relation to climate.

34. Report [State of the Voluntary Carbon Markets 2021](#)

35. Data from the [People's Climate Vote, survey](#), the biggest poll ever conducted on climate change to date, carried out by the United Nations Development Programme (UNDP) and the University of Oxford.

36. Electricity from 100% guaranteed renewable sources certified by the National Markets and Competition Commission.

37. For our conversions, we use the Greenhouse Gas Equivalencies Calculator of the U.S. Environmental Protection Agency

38. The calculation uses the emissions index in Peru when we began operating in the country: 190 g CO<sub>2</sub>/km.

39. According to a [recent study](#) by the University of Cornwell, the carbon footprint of remote meetings is 94% lower than face-to-face meetings.

40. Including the calculation of the total cost of ownership (TCO), taking into account the operating, acquisition, energy and fuel costs, maintenance costs, insurance and leasing for validation of the financial viability of the model for partner drivers.

41. Change in the price of energy for different models in the fleet and increased availability of models and the infrastructure necessary.

42. Providing continuous feedback to manufacturers tackling their development with the usability of the fleet, establishing parameters for implementation - habitability, autonomy and load capacity - and testing electric vehicles to identify improvements.

43. Promoting access and supporting the study of the power terms necessary.

44. Supporting the development of the most efficient and rapid methods.

45. Establishing credit agreements with financial institutions to fund electric vehicle projects, leading to a reduction in risk analysis with binding contracts and negotiating competitive interest rates and deposits.

46. Adapting the reading hardware to new MCU standards (Motor Control Unit) and carrying out an integration with maps of charging stations.

47. Identifying potential locations, providing information on occupation and usage according to our data and promoting common platforms of use (concentrator app).

48. Data from the survey carried out by 40dB for El País, October 2021, for COP26. 2040 is the target set out in the Spanish Climate Change and Energy Transition Law and 2035 is the EU objective.

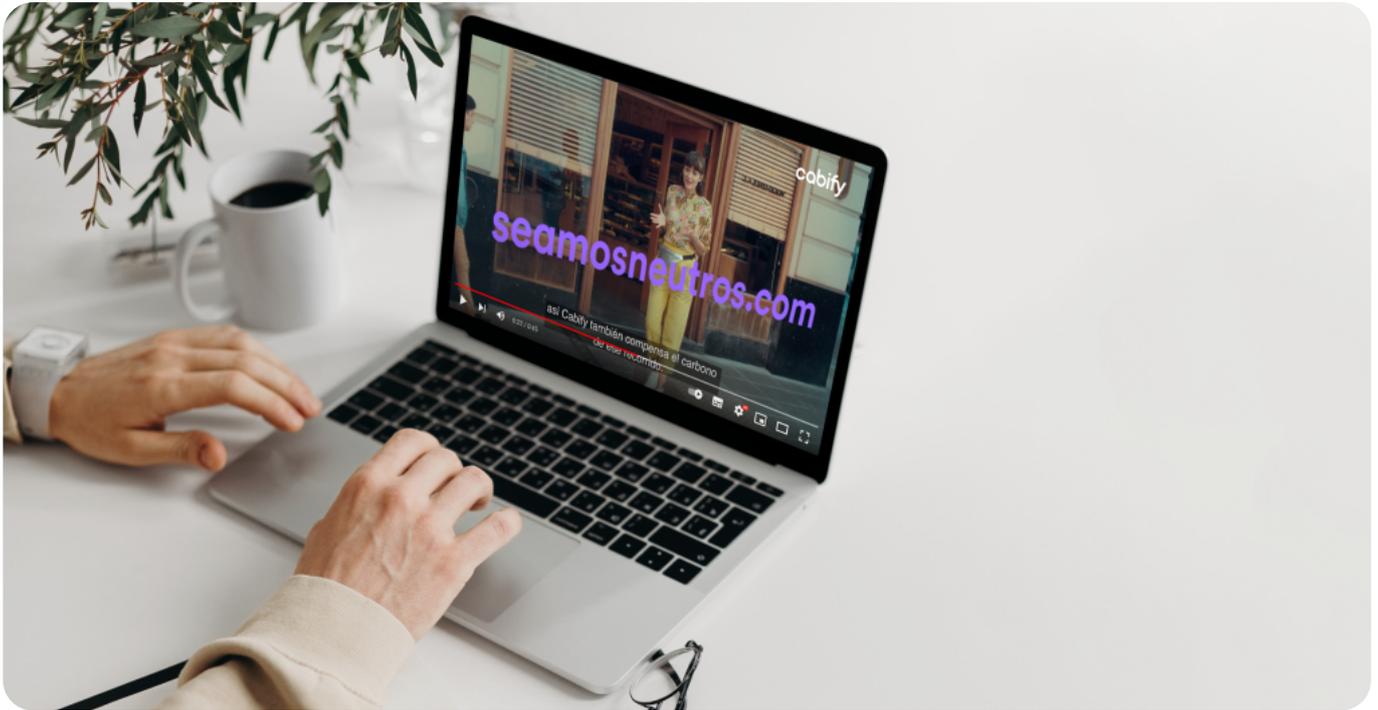
49. All data from the International Energy Agency's report [Global EV Outlook 2021](#)

50. According to the ANFAC in their [Public Access Recharging Infrastructure in Spain](#), in 2030 public electric charging points installed across Spain would have to increase 30-fold with respect to 2020 in order to meet EU targets.

51. El [electromobility barometer](#) from November 2021 places Spain as the second worst rated country in Europe for charging infrastructure.

52. IDB Invest, member of the Inter-American Development Bank (IDB), is a multilateral development bank committed to promoting economic development in Member States in Latin America and the Caribbean through the private sector.

53. Ernst & Young is a multinational company and one of the most important professional services firms in the world, offering audit, tax, finance, accounting, legal, calculation and actuarial services as well as management consulting.



Argentina

Riders

## COMMUNICATION CAMPAIGN

# Be neutral

Sometimes, there is no better way to position yourself than being neutral. And that's what we did in Argentina. Because we know that to fight global warming it is not enough to be the only carbon neutral app, we also compensate our competitors' trips.

There are many mobility apps to choose from, but **only one planet**. That's why it's not enough for Cabify to be carbon neutral. So we stopped to think: what about all those people who choose other apps to move around the city?

To fight global warming, **we need to join forces**. For a moment, we stopped trying to convince our audiences to travel with Cabify to travel with Cabify, and we encouraged them to move around with whomever they wanted... but in a more sustainable way.

During the campaign, we offset the carbon emitted by trips made with a competitor's app. How? Through a website where anyone could send us their trip ticket.

### This is how we did it:

- Creating the page [seamosneutros.com](https://seamosneutros.com) to send us their trips.
- Sharing our campaign [video](#) on networks, television and cinema.
- And with content in [social networks](#), on the radio and even in the streets of Argentina.