



GHG-report 2022

LINK Mobility Group Holding ASA



About this report

This document includes the most important climate and energy data from our sites in Europe and US in the period from 1 January 2022 to 31 December 2022.

Link Mobility GHG-report for 2022 is based on the principles from the Greenhouse Gas protocol (GHGP). This is the first year Link Mobility has calculated the climate impact from its activities. This report includes emissions from Scope 1 and Scope 2 sources.

We have collected available data from affiliates as described herein. Being the first year of calculating GHG emissions from our activities we experienced some challenges in terms of data availability and quality. We will continue to work on and improve our system for gathering climate and energy data related to our activities. We believe our system for collecting data will continue to improve in coming years, enhancing both data quality and availability, and lastly our GHG-reporting.

Link Mobility will continue to publish annually our greenhouse gas (GHG) emissions for Scope 1 and Scope 2, and continuously revise and update our figures/numbers if data quality and availability improves. Our goal is to include Scope 3 emissions in the future to give a more comprehensive picture of GHG emissions from Link Mobility's activities.

The GHG-report has been made with assistance from the consultancy firm Stakeholder AS.

GHG-report

Below is Link Mobility GHG-report for 2022, based on the principles from the Greenhouse Gas protocol. This is the first year Link Mobility has calculated its climate impact from Scope 1 and Scope 2 emissions. We will continue to improve on our data quality and availability going forward. Sources and emission factors used to calculate emissions for Scope 1 and Scope 2 is described in tables in section - [Emission factors and sources](#).

The most significant source of emissions is indirect emission from electricity use at offices and data centers. For a more detailed overview of scope, see section - [Scope of data collection](#).

Scope 1 – direct emissions

Category	Consumption	Unit of measurement	Emissions (tCO2e)	Share of emissions
Stationary combustion				
Natural gas consumption	2 624	kWh ICV/year	0.5	0%
Transportation				
Gasoline	1 200	liters/year	2.8	1%
Diesel	5 665	liters/year	15.1	5%
Diesel car (distance travelled)	100 260	km/year	14.4	5%
Gasoline car (distance travelled)	60 000	km/year	8.1	3%
Scope 1			40.9	13%

Scope 2 – indirect emissions

Category	Comments	Consumption	Unit of measurement	Emissions (tCO2e)	Share of emissions
Electricity					
Office	location based	630 751	kWh/year	185	60%
Data center	location based	0	kWh/year	0	0%
District heat and cooling					
District Heating	See Notes	237 370	kWh/year	80.3	26%
District Cooling	See Notes	6 437	kWh/year	0.9	0%
EV Vehicle					
EV Vehicle (distance travelled)		50 200	km/year	1.4	0%
Scope 2 (location based)				267.5	87%

Scope 2 – market-based emissions for electricity consumption

Category	Comments	Consumption	Unit of measurement	Emissions (tCO2e)	Share of emissions
Electricity - Market based					
Office	Market based factors	630 751	kWh/year	245.7	67%
Data center	Market based factors	0	kWh/year	0	0%
Scope 2 (in total)	Market based			328.3	89%

Total emissions (scope 1 + 2)

Total		
Scope 1 + Scope 2 (location based)	308.4	100%
Scope 1 + Scope 2 (market based)	369.2	100%

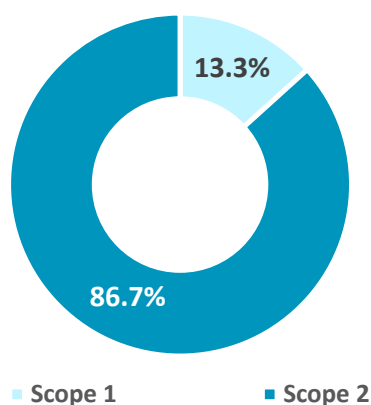


Figure 1A: Scope 1 and 2 share of emissions.

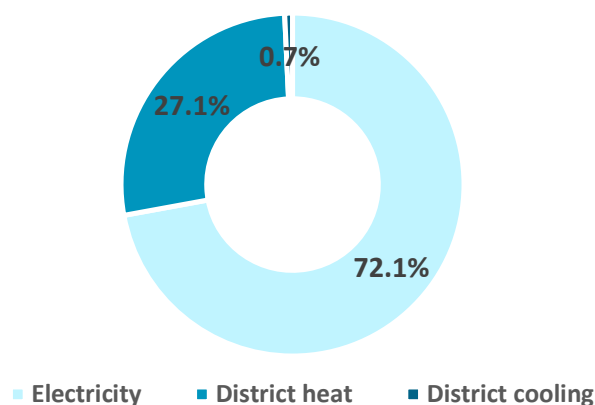


Figure 1B: Energy use at offices/data center by energy carrier (scope 2)

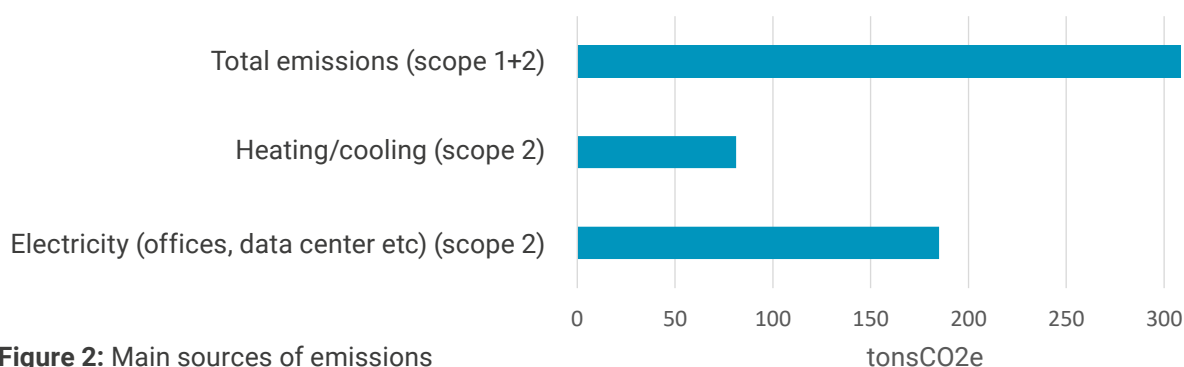


Figure 2: Main sources of emissions

Notes on calculation methods

Our emissions are calculated based on the international standard known as the Greenhouse Gas Protocol (GHGP). The standard has been developed for measuring and reporting greenhouse gases and is based on private initiatives through the World Resource Institute (WRI) and the World Business Council for Sustainable Development (WBCSD). The GHG protocol consists of an accounting modelling that explains how the company can quantify its direct and indirect greenhouse gas emissions, and distinguishes between direct and indirect emissions within three scopes:

- **Scope 1** (mandatory): Direct sources of GHG emissions that are owned or controlled by the company, such as fuel for cars or heating energy from combustion processes. Its mandatory to report on Scope 1 emissions according to the GHG-protocol.
- **Scope 2** (mandatory): Indirect emissions from purchased energy such as electricity and district heating/cooling, as well as energy used in electric vehicles. Its mandatory to report on Scope 2 emissions according to the GHG-protocol.
- **Scope 3** (optional): Other indirect emissions that lie along the value chain and therefore also within the responsibility of the company, such as emissions from purchased goods and services. Emissions related to the company's activities, but which occur from sources not owned or controlled by the business. This includes, among other things data equipment, office furniture, business flights, waste and goods transport. It is voluntary to report this category of emissions, and there is usually large uncertainty associated with these data. Scope 3 is for most companies the most significant emission source, according to Science Based Targets.

Link Mobility has calculated its climate impact from Scope 1 and Scope 2 emissions. We will continue to improve on our data quality, and the emission factors and sources used for calculating emission from electricity, district heating and combustion of natural gas (for heat at office) and other fossil energy sources is described in tables in - [Emission factors and sources](#).

GHG emissions from **electricity consumption** in each affiliate/country are calculated on the basis of country-specific emission factors gathered and published by AIB and other sources (see tables in section about emission factors for details). Emission from electricity use is calculated with both location-based approach and market based, in accordance with the GHG-protocol.

- **Location-based method** reflects the average emissions intensity of grids on which energy consumption occurs (using mostly grid-average emission factor data).
- **A market-based method** reflects emissions based on the electricity that organizations have chosen (or lack of choice) to purchase, often spelled out in contracts or instruments like Guarantees of Origin (GOs) or Renewable Energy Certificates (RECs). Ex. in Europe market-based factors take into account whether or not the electricity is purchased with GOs.

¹ [Scope 3: Stepping up science-based action - Science Based Targets](#)

For some countries we do not have market-based emission factors for electricity, and hence the same emission factor is used in both calculations (Austria, North Macedonia and the US).

Emissions from ICE cars owned/leased by Link Mobility is calculated on either amount of fuel used, or distance travelled. For distance travelled we have used average WLTP emission factors (gCO₂/km) for cars sold in the EU (published by the European environment Agency).

Emission related to EV cars is calculated based on total energy use times electricity emission factor (location based) in respective country. Total energy use is calculated based on average energy use per km, and total distance travelled.

The emission factors for district heating and cooling are based on specific data provided by each energy supplier. However, for some countries we lack specific emission factors for district heating. Based on reported energy use, electricity and district heating/cooling, the amount of energy without specific emission factor for district heating/cooling is approximately 9 % of the total reported energy use at Links offices/data centers. We have used the electricity emission factor as a proxy to calculate emissions from district heat without specific emission factors from energy provider. This could over or understate emission from district heating/cooling.

Emission factors and sources

Energy - mobile sources / road use	Emission factor	Unit	Source	Link to source
Gasoline	2.32	kgCO ₂ eq/liter	Norwegian Environment Agency	Utslippsfaktorer i klimagassregnskap for Norge - Miljødirektoratet (miljodirektoratet.no)
Road Diesel	2.66	kgCO ₂ eq/liter	Norwegian Environment Agency	Utslippsfaktorer i klimagassregnskap for Norge - Miljødirektoratet (miljodirektoratet.no)
Distance travelled (diesel)	0.144	kgs / kms	European Environment Agency	Monitoring of CO₂ emissions from passenger cars (europa.eu)
Distance travelled (gasoline)	0.135	kgs / kms	European Environment Agency	Monitoring of CO₂ emissions from passenger cars (europa.eu)

Stationary Source

Natural gas	0.205	kgCO ₂ /kWh	Norwegian Environment Agency	Utslippsfaktorer i klimagassregnskap for Norge - Miljødirektoratet (miljodirektoratet.no)
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Efficiency Electric vehicle (type of car)	kWh/km	Source
Small	0.153	Transport and Environment 2022-03_LCA_Update (transportenvironment.org)
Medium	0.167	Transport and Environment 2022-03_LCA_Update (transportenvironment.org)
Large	0.182	Transport and Environment 2022-03_LCA_Update (transportenvironment.org)
Executive	0.196	Transport and Environment 2022-03_LCA_Update (transportenvironment.org)
Average	0.175	Calculated

Electricity

Country	Location Based	Marked Based	Unit	Source
Austria	0.118	n/a	kgCO ₂ eq/ kWh	AIB (Association of issuing bodies) ²
Bulgaria	0.404	0.404	kgCO ₂ eq/ kWh	AIB (Association of issuing bodies)
Denmark	0.181	0.529	kgCO ₂ eq/ kWh	AIB (Association of issuing bodies)
Finland	0.096	0.285	kgCO ₂ eq/ kWh	AIB (Association of issuing bodies)
France	0.041	0.049	kgCO ₂ eq/ kWh	AIB (Association of issuing bodies)
Germany	0.378	0.618	kgCO ₂ eq/ kWh	AIB (Association of issuing bodies)
Hungary	0.224	0.276	kgCO ₂ eq/ kWh	AIB (Association of issuing bodies)
Italy	0.307	0.457	kgCO ₂ eq/ kWh	AIB (Association of issuing bodies)
North Macedonia	0.685	n/a	kgCO ₂ eq/ kWh	Bilans-GES/Ademe (French Agency for Ecological Transition) ³
Norway	0.004	0.405	kgCO ₂ eq/ kWh	AIB (Association of issuing bodies)
Poland	0.777	0.85	kgCO ₂ eq/ kWh	AIB (Association of issuing bodies)
Spain	0.153	0.296	kgCO ₂ eq/ kWh	AIB (Association of issuing bodies)
Sweden	0.008	0.077	kgCO ₂ eq/ kWh	AIB (Association of issuing bodies)
UK	0.222	0.351	kgCO ₂ eq/ kWh	AIB (Association of issuing bodies)
USA	0.265	n/a	kgCO ₂ eq/kWh	Carbon Footprint (average factor from Nevada and California) ⁴

²All AIB (2021) - [European Residual Mixes 2020 \(aib-net.org\)](https://aib-net.org/)

³<https://bilans-ges.ademe.fr/en/basecarbone/donnees-consulter/liste-element/categorie/76>

⁴[2020_07_emissions_factors_sources_for_2020_electricity_v1_3.pdf \(carbonfootprint.com\)](https://carbonfootprint.com/2020_07_emissions_factors_sources_for_2020_electricity_v1_3.pdf)

District heat

Country	Emission factor from energy provider	Emission factor electricity as proxy	Unit	Source
Austria		0.118	kgCO2/kWh	Same as electricity (used as proxy)
Denmark	0.024		kgCO2/kWh	From energy provider
Finland	0.182		kgCO2/kWh	From energy provider
Germany		0.378	kgCO2/kWh	Same as electricity (used as proxy)
Hungary		0.224	kgCO2/kWh	Same as electricity (used as proxy)
Poland		0.777	kgCO2/kWh	Same as electricity (used as proxy)
Sweden	0.05		kgCO2/kWh	Fjärrvärmens minskade koldioxidutsläpp - Energiföretagen Sverige (energiforetagen.se)

Scope of data collection

Data Centers

Energy use in Data Centers owned and controlled by LINK per December 31st 2022 are indirect emissions categorized as Scope 2, and included in this report.

LINK entity Offices

The calculations herein are based on data from LINK subsidiaries' offices. Subsidiaries with less than 15 employees have been excluded, unless they share offices with another LINK company giving a total of 15 or more employees. Basis for this exclusion is that smaller offices are frequently based on shared office space solutions where specific data related to LINK is not possible or practical to extract, and wide use of home-office. The table below shows all LINK entities per December 31st 2022 with specification on whether they are included in the calculation or not.

For further explanation of organization and principles of consolidation, please see notes 1 and 3 in LINK's consolidated financial statement for 2022.

Countries	Entities and Office location(s)	Inclusion
Norway	Oslo, Norway	Included
	• LINK Mobility Group Holding ASA	
	• LINK Mobility Group AS	
	• LINK Mobility AS	
	• LINK Mobility USA AS	
	• Tismi AS	
Austria	Vienna, Austria	Included
	• BK Invest Alpha GmbH	
	Graz, Austria	Excluded
	• LINK Mobility Austria GmbH	
Bulgaria	Sofia, Bulgaria	Included
	• Allterpay EOOD	
	• LINK Mobility Bulgaria EAD	
Denmark	Copenhagen, Denmark	Included
	• LINK Mobility Holding Aps	
	• LINK Mobility A/S	
	• Tismi A/S	
	Vejen, Denmark	Excluded
	• MarketingPlatform Aps	
Finland	Helsinki and Tampere, Finland	Excluded
	• LINK Mobility Oy	
	• Labyrintti International Oy	
France	Boulogne- Billancourt, France	Included
	• LINK Mobility SAS	
	• Netsize S.A.	
Germany	Hamburg, Germany	Included
	• LINK Mobility GmbH	
	• GfMB Gesellschaft für Mobiles Bezahlen	
Hungary	Budapest, Hungary	Excluded
	• LINK Mobility Hungary Kft.	

Italy	Arezzo, Belluno and Bologna, Italy	Included
	• LINK Mobility Italia Srl	
	• AMM S.p.A.	Excluded
	Rome, Milan and Turin, Italy	
Netherlands	• LINK Mobility Italia Srl	Excluded
	• AMM S.p.A.	
	Bunnik, Netherlands	Excluded
	• Tismi B.V.	
Poland	• Tismi Mobile B.V.	Included
	Gliwice, Poland	
	• LINK Mobility Poland Sp. z o.o	Included
	Kumanovo, Republic of North Macedonia	
Republic of North Macedonia	• Razvoen Centar na eMailPlatfor DOOEL	Excluded
	Skopje, Republic of North Macedonia	
	• Tera Communications DOOEL	Excluded
	Bucharest, Romania	
Romania	• LINK Mobility SRL	Excluded
	• Teracomm RO SRL	
Spain	Madrid, Spain	Included
	• LINK Mobility Spain S.L.U.	
	• Altiria TIC Sociedad Limitada	Included
	Stockholm, Sweden	
Sweden	• LINK Mobility AB	Included
	Malmö, Sweden	
	• LINK Mobility AB	Excluded
	Rorschach, Switzerland	
Switzerland:	• Horisen Messaging AG	Excluded
	Edinburgh, Scotland. London, and Livingston, England	
United Kingdom	• LINK Mobility UK Limited	Excluded
	• Netsize UK Ltd.	
USA	Newport Beach and Somerset, USA	Included
	• Message Broadcast LLC	

