

A young man with short dark hair, wearing a white crew-neck sweater, is shown in profile from the chest up. He is holding a black, textured water bottle with both hands and looking off to the side. The background is a lush green forest with a large tree trunk on the left and various foliage. The lighting is soft and natural, suggesting an outdoor setting.

dopper.

# GHG emissions report

REPORTING YEAR

2021

RESPONSIBLE

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## Part A Introduction

### Mission

At Dopper, we are on a mission. Our mission is to empower people to choose reusable over single-use plastic water bottles, to protect our world's waters. Every minute a truckload of plastic waste enters our oceans. One million single-use plastic bottles are purchased at that exact same time. This plastic does not decompose, it breaks down into smaller pieces. We decided to act by creating a reusable water bottle that is putting single-use bottles out of business and empowering people to choose reusable over single-use water bottles, to protect our world's waters. Fighting plastic pollution, one single-use water bottle at a time. Each bottle sold contributes to our mission. Using one Dopper bottle for 5 years prevents 5 kilograms of single-use plastic from entering our oceans. So, the bottle is the message.

Our global campaigns are spreading the message to stop plastic pollution and drinking from the tap. And one by one, we are creating a movement of changemakers. We offer education programmes, and we fund research, to help people see the need for change. We are talking about immediate impact because we are encouraging individuals and companies alike to drink from the tap. And because we kick-start clean drinking water projects in Nepal.

### Goal

We are living in unprecedented times. Climate change is one of the world's most urgent, most impactful challenges. As Dopper, we recognize this crisis as a threat to healthy markets and healthy businesses. As human beings, we recognize this crisis as a threat to our quality of life and the quality of life of our children and their children.

We believe what science shows, that a 1,5°C increase in average global temperature is the limit to reduce the worst impacts for our planet and its inhabitants, especially communities on the frontlines who will be impacted first and most significantly. At the current trajectory, it is estimated we will reach this limit as early as 2030.

We believe, therefore, that it is imperative for all businesses to demonstrate leadership in eliminating emissions, drawing down carbon, and ensuring a just transition for displaced workers and communities to a net zero emissions economy. In addition, we believe it is imperative to use the power of our collective voice to advocate for policy changes necessary to remove impediments and align incentives that will drive meaningful climate action.

Therefore, on December 11, 2019, at the UN Climate Change Conference, COP25, in Madrid, Dopper took the stage together with 500 B Corps and publicly committed to accelerate the reduction of their greenhouse gas emissions. All unified in the goal to reach a 1,5-degree trajectory leading to net zero by the year 2030 - 20 years ahead of the 2050 targets set in the Paris Agreement. The Net Zero 2030 initiative was integrated with the UN Race to Zero in 2022.

This report demonstrates our commitment and accountability to our pledge.

## Principles

This Greenhouse Gas (GHG) emissions report provides the details and the inventory of GHG emissions for which Dopper is accountable. It follows our commitment to the UN Race to Zero campaign. Reporting and applying the calculations has been done by the R&D team through a cross-departmental collaboration for data collection.

The greenhouse gas emissions from January 1<sup>st</sup>, 2021, to December 31<sup>st</sup>, 2021, are disclosed in this report. The year 2021 is the 3<sup>rd</sup> year that Dopper is reporting accordingly. This was also the 2<sup>nd</sup> year of the COVID-19 pandemic, which is reflected in the GHG inventory. There are significant differences in results compared to the baseline year 2019 when operations were running without the influence of the pandemic.

Recalculations of the results will occur in the following cases:

- More precise primary or secondary activity data become available
- Grand changes in the interpretation or values of emission factors become apparent ( $\pm 50\%$ )

The inventory, reporting and calculations are in accordance with the Greenhouse Gas Protocol's corporate and value chain standard (ghgprotocol.org). It follows the principles of relevance, completeness, consistency, transparency, and accuracy. All the required information is provided except the non-mandatory details that are not relevant to the scope of this report.

This voluntary report is a part of Dopper's participation in the SME Climate Commitment (formerly the Climate Collective Net Zero 2030 initiative) as part of the UN Race to Zero campaign. Dopper will reduce its GHG emissions to contribute to the global effort against climate change and this report discloses Dopper's effort in a transparent and verified manner. It also helps to identify the opportunities for improvement and areas to focus on within the value chain.

Monitoring and reporting are carried out by the R&D team within the Operations department. Cross-departmental collaboration is required to collect the appropriate data. The R&D team is responsible for handling the data and applying the correct calculation methods, quality checking, and data validation.

## Organizational Boundaries

Dopper accounts for GHG emissions from operations according to its share of the equity. The company does not directly own or operate its own production facilities. The ownership of GHG emissions from different operations and sources are assigned to Dopper based on the economic interest and control in the value chain. This also makes Dopper responsible for the fraction of GHG emissions related to the size of the economic interest of the specific business activities.

## Operational Boundaries

This report covers all three scopes of GHG emissions:

- **SCOPE 1 EMISSIONS** are emissions caused directly by sources owned or controlled by Dopper
- **SCOPE 2 EMISSIONS** are indirect emissions released from electricity purchased by Dopper
- **SCOPE 3 EMISSIONS** are the indirect emissions from the activities occurring in assets not controlled or owned by Dopper.

Scope 3 is classified into 15 categories. In Table 1 each category and its inclusion or exclusion in the inventory is listed. Biogenic emissions are reported separately.

Scope 3 categories	Status
Category 1: Purchased goods and services	Included
Category 2: Capital goods	Included
Category 3: Fuel- and energy-related activities	Excluded: All fuel and energy-related activities are covered in other categories.
Category 4: Upstream transportation and distribution	Included
Category 5: Waste generated in operations	Included
Category 6: Business travel	Included
Category 7: Employee commuting	Included
Category 8: Upstream leased assets	Excluded: Dopper does not operate leased assets. The car park is covered in Scope 3 Category 6. Warehousing is covered in Scope 3 Category 4.
Category 9: Downstream transportation and distribution	Included
Category 10: Processing of sold products	Excluded: sold products have no processing steps
Category 11: Use of sold products	Excluded: maintenance and use of sold product are outside the financial equity scope of Dopper.
Category 12: End-of-life treatment of sold products	Included
Category 13: Downstream leased assets	Excluded: Dopper does not lease assets to others.
Category 14: Franchises	Excluded: Dopper does not own any franchises.
Category 15: Investments	Excluded: Dopper does not make investments, nor does provide financial services.

Table 1 - Scope 3 category overview

## Collection and calculation methods

To quantify the GHG emissions, the relevant sources were identified, their related activity data were collected, and the emission factors were applied. The calculated GHG emissions account for all six GHGs (CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, SF<sub>6</sub>), reported as equivalent CO<sub>2</sub> emissions. All the emissions released within the organizational boundaries of the company were included in the calculations. The emission sources that contribute to less than 2% of the total emissions were not included in the calculations. The collective emission of the excluded sources is less than 5% of the total GHG emissions.

The uncertainty of the GHG inventory is a combination of the uncertainty of the activity data and the emission factors. The emission factors used in Dopper's GHG emission calculations are adapted from official sources as far as possible. The uncertainty range of the emission factors is unknown, as they are not under Dopper's control. Also, most Scope 3 activities are not directly under the control of the company, so data in this scope are more likely to have higher uncertainty in comparison to Scope 1 and 2.

In this GHG inventory, 55% of the activity data were obtained from primary data sources. To improve the data quality in the future years, secondary data could be replaced with primary data where possible. To assess the data quality, the GHG Protocol's qualitative approach was used. The results of the data quality assessment are reported in Appendix I.

## Part B Data collection

The emission data is reported in the Dopper GHG inventory. It contains a summary and an overview of the different Scopes. The calculations are reported separately. The original calculations per Scope and Category are found in separate spreadsheets found in the **GHG INVENTORY** folder. The activity data is in the **DATA SOURCES** folder.

The calculation spreadsheets all follow the same structure with the following tabs:

- **CALCULATION GUIDANCE**  
Category definition and calculation method according to the GHG Protocol
- **CATEGORY EMISSIONS**  
Summary of emissions from each section of the category
- **CALCULATIONS PER SECTION**  
Activity and reference data multiplied with emission factors
- **INTERNAL DATA SOURCES**  
Source of activity data from within the company or provided by Tier 1 suppliers
- **EXTERNAL DATA SOURCES**  
Source of emission factors and external data values

Energy related emission factors are retrieved from the Netherlands Enterprise Agency (RVO) database, a governmental organisation providing support to Dutch businesses. The exception is the data for regional Chinese electricity. This is taken from the GHG Protocol emission factors from Cross Sector Tools. Local T&D losses are sourced from the World Bank database.

The emission factors for different transport modalities (people and freight) are also retrieved from the RVO database, except for the air transportation data. Air transport data is based on the DEFRA 2021 database, with a Radiative Forcing Index (RFI) of 1,9.

All material related emission factors come from the EcolInvent 3.6 database.

## Scope 1 and 2

From January till December 2021, Dopper had its head office at the Oceans building, located at the Gonnestraat 26, Haarlem, the Netherlands. The Oceans building is a shared space, with Dopper having an equity share of 20% in the revenues of the location. Therefore 20% of the Scope 1 and 2 emissions at the Ocean building are allocated to Dopper.

Scope 1 emissions result from the combustion of natural gas for the central heating system of the head office. The consumption is based on utility bills.

Scope 2 emissions result from the electricity that is purchased and used for all activities at Dopper head office. The market-based method is used since Oceans operates on a contract based on 100% local wind power. The consumption is based on utility bills.

# Scope 3

## Category 1: Purchased Goods and Services

For purchased goods and services, a distinction is made between production and non-production activity data. Production-related goods and services are part of the sold goods, including the production of raw materials, final goods, and packaging. In the case of Dopper the sold goods are the bottles, accessories, and POS material.

The non-production-related goods and services are invoiced overhead expenses. Examples are IT equipment, office supplies, catering, and marketing services. The calculations for this section are done using the spend-based method. The emission factors are adapted from Exiobase. All invoices above € 1.000 are included. The resulting excluded value is less than 2% of the total spend value.

The quantities of products sold are retrieved from the company ERP system (Oracle NetSuite). The mass of the individual products is retrieved from the product footprint calculation, which includes the weight and material specification of each component.

Activities associated with producing these goods and services are classified into four categories. For the production and waste emissions a hybrid method is used. For the material input and transport emissions the average data method is used.

- **PRODUCTION EMISSIONS**

Emissions related to the production are the supplier-specific Scope 1 and 2 emissions. The activity data are provided by the product suppliers as energy declarations for the C2C Certification program. Consumption data of the printers are reported directly to Dopper.

- **MATERIAL INPUT EMISSIONS**

Emissions related to the production of raw materials. They are calculated based on the weight of each material.

- **TRANSPORT EMISSIONS**

Emissions related to the transport of raw materials and semi-finished goods from the source to the manufacturing facilities. Material weights are factored with the travel distances from the supplier to the manufacturing facility (estimated using the Google Maps application).

- **WASTE EMISSIONS**

The waste generated during the manufacturing process consists of different materials. The production residue fractions are based on Ecolinvent 3.6 data. It is assumed that all recyclable residues are fully recycled as post-industrial feedstock. Non-recyclable residues are assumed to be incinerated.

## Category 2: Capital Goods

The moulds used in the production process are considered capital goods. The calculations are carried out based on the average-product data method. The number of moulds produced in the fiscal year is retrieved from the ERP system. The mass of the moulds is estimated using public data. In the reporting year no new moulds were purchased.



#### **Category 4: Upstream transportation and distribution**

Category 4 emissions are related to transporting products from the manufacturing facility to the Dopper warehouse. So, it includes air and road freight emissions. All Category 4 sea freight is powered by biofuel using the mass balance swap of the GoodShipping program. Based on the GHG Protocol's criteria, the value of biogenic emissions from sea freight is not included in Category 4 emissions and is reported separately, under **BIOGENIC EMISSIONS**. Transportation modalities include road freight by trucks and air freight by long-haul flights. The quantities of air shipped goods are retrieved from FedEx transportation data. These goods only consisted of samples. Therefore, these quantities are not subtracted from the sold goods, which were transported by road and sea.

To calculate the transportation emissions, the distance method is used. The distance between the factory and the warehouse is determined using the Google Maps application. The emissions are then calculated based on the distance travelled and the mass of the product multiplied by the emission factor of the modality.

Category 4 also includes the emissions related to energy consumption in the warehouse. The consumption site-specific data is available, provided by the supplier. In the case of Dopper, since no refrigeration or heating of the warehouse is required, only the emissions from electricity consumption are considered.

#### **Category 5: Waste generated in operations**

The average data method is applied to calculate the waste generated in operations based on the number of employees in the company. The emission factors are retrieved from the DEFRA 2021 database.

#### **Category 6: Business Travel**

Business travel emissions include all the transportation and accommodation emissions from business trips of employees and Dopper guests. For calculating the transportation emissions, the distance-based method is used. The emissions related to accommodation are estimated using the emission factor of hotel stays from the DEFRA 2021 database. The data on the modes of transport, number of guests and duration of stay are available in the company's databases.

#### **Category 7: Employee Commuting**

Employee commuting emissions are calculated based on the distance travelled, mode of travel, and the number of working days. The calculations are done using the distance-based method.

The GHG protocol requires that emissions from remote working are included in Category 7. During the year, remote working was optional for Dopper employees. The office working days are registered through the lunch signups. The remaining days are assumed to be home working days. The resulting emissions are estimated using EcoAct's homeworking emission calculation model.

## Category 9: Downstream transportation and distribution

The downstream transportation and distribution category consists of the emissions related to transporting the product from warehouses to customers. Shipping for customers and businesses are handled by different forwarders:

- All distribution in the Netherlands: DHL
- All distribution of packages to consumers outside the Netherlands: GLS
- All distribution of packages to businesses outside the Netherlands: DHL
- All distribution of pallets to businesses outside the Netherlands: CTS

With all forwarders, Dopper purchases the climate neutral package, meaning that the transportation is done without emissions (bicycle delivery, electric vehicles) and/or remaining emissions are offset.

Several assumptions are made to simplify the calculation process:

- As the transport distances were not registered, they are approximated using the available destination data. The typical distribution scenarios are provided by the transportation company. They have been simplified for the calculations. Both versions are available in Appendix III and Appendix IV.
- The origins and destinations are geocoded using the Bing datatype plugin for Excel. The distances between geocodes are calculated with a custom VBA distance algorithm.
- Based on external research it is assumed that for road distances, the length of the road is 20% more than the straight-line distance.
- When a part of the shipping was done by air, only the air component was considered in the calculations, as it accounts for more than 98% of the emissions.
- Shipment of 'Ex Works' orders are out of scope for this Category. These are orders for which the shipment has been arranged and paid for by the customer. The pickup of the shipment will be from the Mondial warehouse. All the orders outside the EU and EFTA (European Free Trade Association) zones are Ex Works orders.

## Category 12: End-of-life treatment of sold products

For Category 12, it is assumed that all sold products are properly collected and treated at their end-of-life. Emissions are calculated using the waste-specific method: they are the result of waste collection and sorting, incineration, and landfilling the incinerated residues. The waste treatment rates are based on a Dutch scenario.

## Biogenic emissions

The biogenic emissions are released from biofuels using the mass balance swap of the GoodShipping program. The calculations for the biogenic emissions are provided by GoodShipping using EcoTransIT calculations based on Dopper's shipping data.

## Part C Performance summary

### Summary

Dopper's total GHG emissions in 2021 are 1.446,1 t CO<sub>2</sub>e. The biggest contributor are the Upstream Scope 3 emissions, highlighting their importance in the future reduction plans. The biogenic emissions represent a relatively minor share of the total emissions. The Scope 1 and 2 emissions are fractional compared to the emissions related to the business operations.

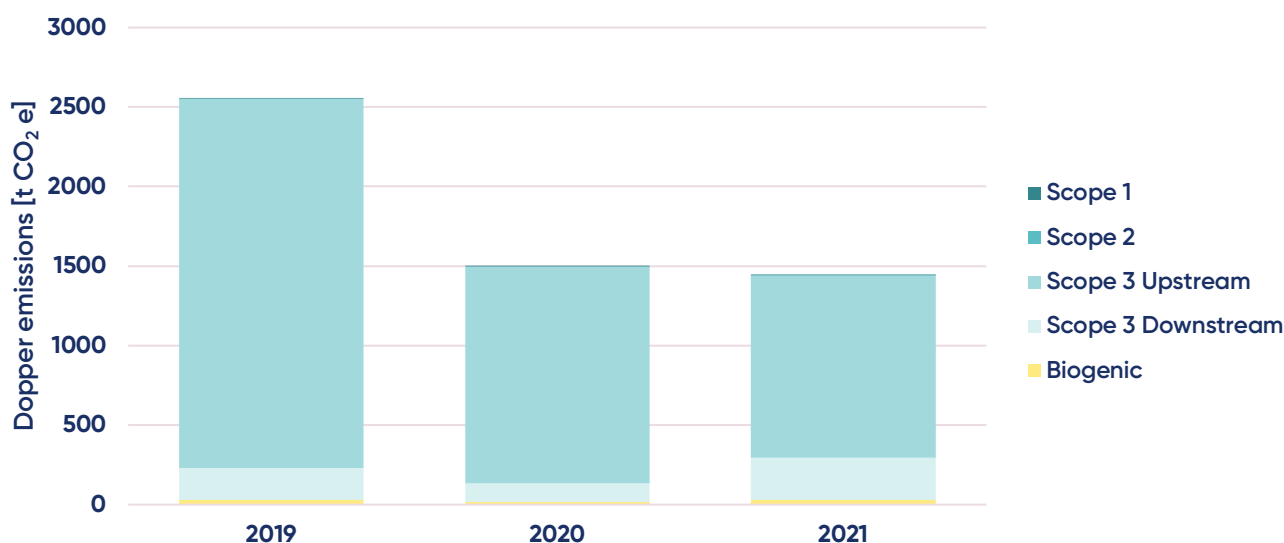


Figure 1 - Dopper emissions for Baseline year and following reporting years

With 2021 as the 2<sup>nd</sup> year of the COVID-19, emissions remain at a low level compared to the baseline year (2019). Table 2 shows the changes of all scopes compared to the baseline.

	2021 [t CO <sub>2</sub> e]	Δ with Baseline
Scope 1	4,2	+163%
Scope 2	0,5	-89%
Scope 3	1.410,4	-44%
Biogenic	31,0	+9%
<b>Total</b>	<b>1.446,1</b>	<b>-41%</b>

Table 2 - Emission development compared to baseline year

## Scope 1 and 2

Purchasing renewable electricity for the Oceans building results in an 89% decrease in emissions compared to the baseline year. The remaining emissions are due to transportation and distribution losses. In contrast, Scope 1 emissions have increased. This is related to the increased occupancy of the building.

	2021 [t CO2e]	Δ with Baseline
Scope 1	4,2	+163%
Scope 2	0,5	-89%

Table 3 - Emission development for Scope 1 and 2 compared to baseline year

## Scope 3

Total Scope 3 emissions were 1.410,4 t CO<sub>2</sub>e in 2021, with 1.144,7 t CO<sub>2</sub>e of Upstream emissions. Scope 3 emissions decreased by 44% from the baseline, showing that the Covid-19 pandemic still has a lingering effect on the output of Dopper.

### Category 1: Purchased Goods and Services

Category 1 emissions contribute to 1.098,9 t CO<sub>2</sub>e emissions, representing 76% of the total Dopper GHG emissions. Among the emission sources, the material inputs have the greatest impact. They break down to even 72% of the Category 1 emissions or even 55% of the total company emissions.

The combined production related emissions (including transport of raw materials and production waste) amount to 17%.

	2021 [t CO <sub>2</sub> e]	Δ with Baseline
Purchased goods and services (non-production)	122,7	-78%
Purchased goods and services (production)	138,7	-31%
Material inputs of purchased goods and services	796,8	-42%
Production waste of purchased goods and services	1,8	+100%
Transport of material inputs to tier 1 suppliers	39,0	+16%
<b>Total Category 1 emissions</b>	<b>1.098,9</b>	<b>-49%</b>

Table 4 - Category 1 emission development compared to baseline year

The emissions from non-production related purchased goods and services dropped by 78%, driven by an increase of carbon neutral suppliers.



Figure 2 - Category 1 emission distribution

## Category 2: Capital Goods

For the baseline year the production of all production tools (built in 2019 and before) were accounted as Capital Goods. For the reporting year, only the emissions of production tools delivered in 2021 are considered. Although new tooling was commissioned, no moulds were finished in the reporting year.

	2021 [t CO2e]	Δ with Baseline
<b>Total Category 2 emissions</b>	<b>0</b>	<b>-100%</b>

Table 5 - Category 2 emission development compared to baseline year

## Category 4: Upstream Transportation and Distribution

First thing that stands out from the Category 4 emissions is the increase in road freight. This is mainly due to a shift in sales: with more Dopper Insulated models sold, the amount of road transportation emissions also increased.

The no-flying policy continued in 2021: only samples were transported by air. This kept the amount of air freight emissions low.

	2021 [t CO2e]	Δ with Baseline
Road freight	18,3	+175%
Air freight	1,6	-85%
Warehousing	0,2	-95%
<b>Total Category 4 emissions</b>	<b>20,1</b>	<b>-3%</b>

Table 6 - Category 4 emission development compared to baseline year

The warehousing partner continued the purchase of renewable energy. The only resulting warehousing emissions are the T&D losses.

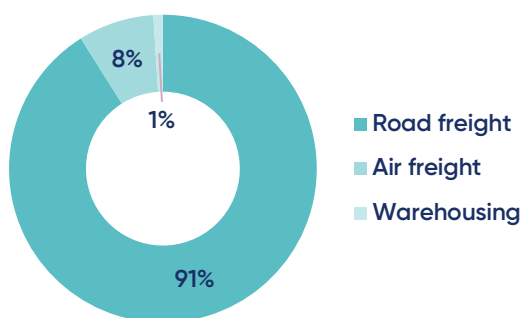


Figure 3 - Category 4 emission distribution

## Category 5: Waste generated in operations

Dopper started to report on Category 5 for the 2020 report. That means there is no comparison available with the baseline year. The amount of solid waste is currently based on average data. It is assumed that when the amount solid waste is measured, the quantities can be brought down to the level of recycled waste.

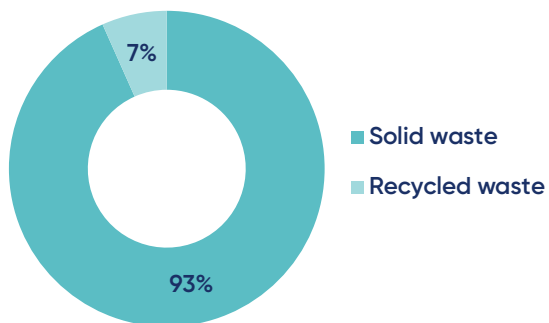


Figure 4 – Category 5 emission distribution

## Category 6: Business Travel

Business travel was limited in 2021 due to the restrictions related to Covid-19. Therefore, the emissions related to travel are relatively low.

	2021 [t CO <sub>2</sub> e]	Δ with Baseline
Transportation	1,3	-96%
Accommodation	0,5	-77%
<b>Total Category 6 emissions</b>	<b>1,8</b>	<b>-95%</b>

Table 7 – Category 6 emission development compared to baseline

## Category 7: Employee Travel

With the Covid-19 measures in full effect, teleworking become common practice with people working from home more than 50% of the time.

	2021 [t CO2e]	Δ with Baseline
Commuting	1,9	-90%
Teleworking	20,6	+100%
<b>Total Category 7 emissions</b>	<b>22,5</b>	<b>+27%</b>

Table 8 - Category 7 emission development compared to baseline year

The remaining commuting kilometres were mostly done by or train. The latter is fully carbon neutral in the Netherlands.

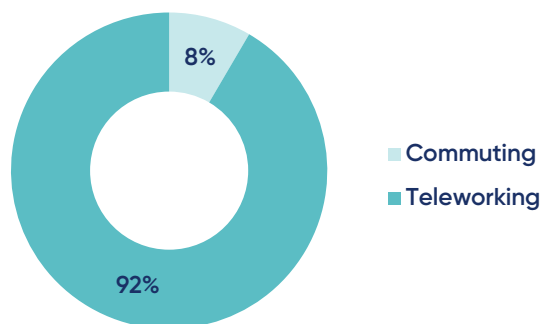


Figure 5 - Category 7 emission distribution

## Category 9: Downstream Transportation and Distribution

At the start of 2021 carbon neutral transportation and distribution was introduced. As a result, the emissions were drastically reduced. The remaining emissions are due to incidental packages sent to overseas areas by plane.

	2021 [t CO2e]	Δ with Baseline
<b>Total Category 9 emissions</b>	<b>0,7</b>	<b>-90%</b>

Table 9 - Category 9 emission development compared to baseline year



## Category 12: End of Life

End of life of sold goods is still a significant part of the company emissions. The increase compared to the baseline year is due to a new dataset of emission factors.

	2021 [t CO2e]	Δ with Baseline
Recycling of sold products	43,5	+13%
Incineration of sold products	221,4	+41%
Landfilling of sold products	0,0	0%
<b>Total Category 12 emissions</b>	<b>264,9</b>	<b>+36%</b>

Table 10 - Category 12 emission development compared to baseline year

Incineration of sold goods is still the largest contributor with 84% of end-of-life emissions.

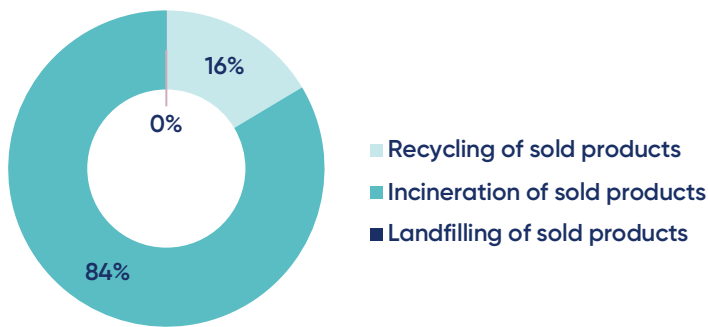


Figure 6 - Category 12 emission distribution

## Part D Targets

### Reduction achievements

In 2021, Dopper has managed to reduce its GHG emissions, resulting in a smaller climate footprint. Major actions and achievements since the foundation of the company in 2010 include:

#### 2010

- **CATEGORY 1:** New moulds implemented for 20% of plastic parts that produces without residue
- **CATEGORY 1:** 99% of production residues are recycled (paint overspray is the exception)

#### 2014

- **CATEGORY 1:** Dopper Original is produced fully with renewable energy

#### 2018

- **CATEGORY 1:** Dopper Insulated is produced with 5% solar energy
- **CATEGORY 4:** Sea freight runs on biofuel through the GoodShipping program
- **CATEGORY 7:** 100% of the leased fleet is emission-free

#### 2019

- **CATEGORY 1:** Cutting waste of the banderol is eliminated by applying smart sheet layout
- **CATEGORY 7:** 91% of the employees commute by train or bike instead of by car

#### 2020

- **SCOPE 2:** Electricity at Head office (Oceans building) is based on renewable energy
- **CATEGORY 1:** Introduction of powder coating reduces production waste by 20%

#### 2021

- **CATEGORY 1:** 5% of services are purchased carbon neutral or as low emission alternatives
- **CATEGORY 4:** No flying policy for production batches
- **CATEGORY 6:** No flying policy for business travel to selected cities in Europe
- **CATEGORY 9:** All forwarding transportation and distribution is purchased carbon neutral

## Reduction Targets

Dopper's commitment to becoming net zero by 2030 underlines the necessity of defining a strategy for the reduction of GHG emissions. The first step is to identify potential hot spots in terms of percentage of the current footprint and in reduction potential. Although the effect on both the investments and the unit price will be significant, the most game changing opportunity is in creating strategies to reduce the impacts of raw materials (see Figure 7)

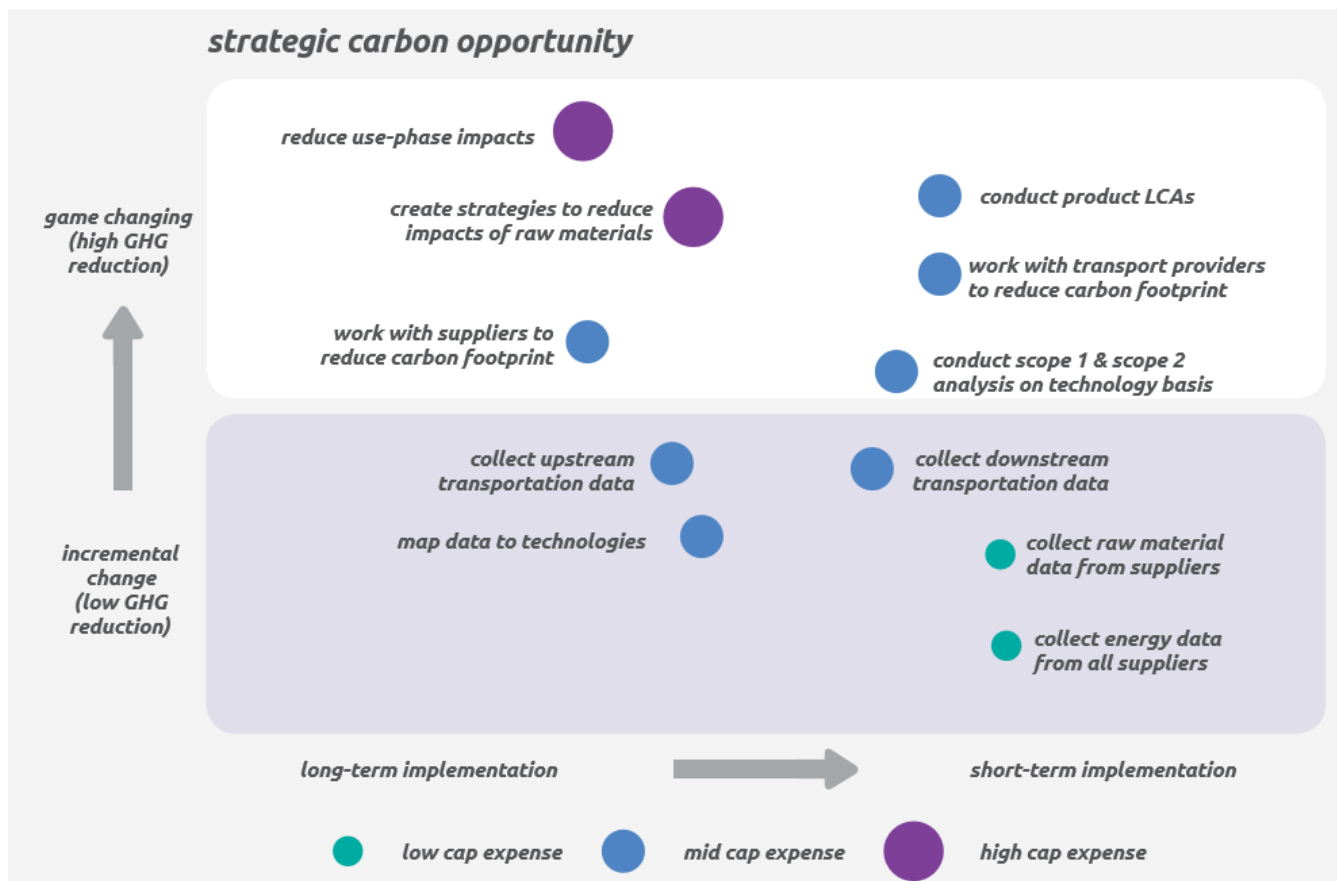


Figure 7 - SC Johnson's framework to assess reduction opportunities along the value chain

All emission reports have shown that there are a few sub-categories in Scope 3 that contribute the most to the overall footprint:

- **HOTSPOT 1:** Emissions from material inputs of purchased goods and services
- **HOTSPOT 2:** Emissions from purchased goods and services
- **HOTSPOT 3:** Emissions from purchased goods and services – non-production
- **HOTSPOT 4:** Incineration of sold goods

Future reduction plans revolve around reducing the GHG emissions of these hot spots. The ambition is to reduce the emissions of all Scopes by 50% in 2030 against the baseline, while, at the same time, keeping a year over year revenue growth of 20%.

The following Key Performance Indicators (KPIs) have been defined to realise this target:

### Hotspot 1

**TARGET REDUCTION:** 1.000 t CO<sub>2</sub>e against baseline

KPI: Reduce the footprint of the Dopper Original materials by 100%

- Use renewable feedstock for the production of PP (implemented in 2022)
- Use recycled feedstock for the production of Tritan (implemented in 2022)

KPI: Reduce the material footprint of other Dopper products by 50%

- Apply recycled feedstock for the production of Tritan (scheduled for 2023)
- Use recycled feedstock for the production of stainless steel (ambition for 2024)

### Hotspot 2

**TARGET REDUCTION:** 193 t CO<sub>2</sub>e against baseline

KPI: Use 98% renewable energy for producing Dopper products

- Increase capacity of solar power at the production facilities (implemented in 2022)
- Use green electricity for production in Chinese facilities (ambition for 2024)

### Hotspot 3

**TARGET REDUCTION:** 60 t CO<sub>2</sub>e against baseline

KPI: 25% of purchasing value through climate neutral partners

- Introduce the green purchasing protocol (ambition for 2024)

### Hotspot 4

**TARGET REDUCTION:** 45 t CO<sub>2</sub>e against baseline

KPI: 10% of yearly goods sold are taken back and recycled by Dopper

- Introduce take-back program with high value recycling (introduced in 2022)

#### **Additional measures**

- Place a ban on air freight for production goods
- Achieve climate neutral head office through geothermal heating

## **Offset targets**

Dopper has reserved budget to offset all residual GHG emissions of the reporting year 2021. Climate Impact Partners is selected to assist in the purchase of verified carbon offsets and certify the company according to the CarbonNeutral scheme. The GHG emission inventory will be assessed by RSK.

Since Dopper is committed to comply with Net Zero, the offset project will involve reforestation, to ensure sequestration of the GHG emissions. To comply with C2C Certified standards the offsets will be certified against the Gold Standard or Verified Carbon Standard.

# Appendix

## Emissions by Scope and Category

Scope	Emission [t CO2e]
SCOPE 1	4,2
SCOPE 2	0,5
SCOPE 3	1410,4
<b>Scope 3 Category 1</b>	<b>1098,9</b>
Purchased goods and services (non-production)	122,7
Purchased goods and services (production)	138,7
Material inputs of purchased goods and services	796,8
Transport of material inputs to tier 1 suppliers	1,8
Waste outputs by tier 1 suppliers	39,0
<b>Scope 3 Category 2</b>	<b>0,0</b>
Mould production	0,0
<b>Scope 3 Category 4</b>	<b>20,1</b>
Road freight	18,3
Air freight	1,6
Warehousing	0,2
<b>Scope 3 Category 5</b>	<b>1,4</b>
Solid waste	1,4
Recycled waste	0,1
<b>Scope 3 Category 6</b>	<b>1,8</b>
Transportation	1,3
Accommodation	0,5
<b>Scope 3 Category 7</b>	<b>22,5</b>
Commuting	1,9
Teleworking	20,6
<b>Scope 3 Category 9</b>	<b>0,7</b>
Road and air freight	0,7
<b>Scope 3 Category 12</b>	<b>265,0</b>
Waste collection and sorting	43,5
Recycling	221,4
Incineration	0,0
Landfill	265,0

Table 11 - Emissions by scope