

CARBON REPORT 2023



CARBON REPORT 2023

Context	1
Summary of Wifirst's carbon footprint.....	2
Reminder of the action plan to reduce Wifirst's emissions	3
Conclusion.....	4



CONTEXT



Wifirst calculates and publishes its carbon footprint annually to identify the areas that emit the most carbon, draw up an action plan accordingly, and measure the impact of the actions taken. Details of the context and methodology used are described in the 2022 report.

The following report provides an update on the situation from 2020 to 2023. We are maintaining the action plan described in the conclusion. As part of our commitment to reducing our emissions, we have engaged the external audit firm BDO to validate the methodology and approve our carbon footprint.

INDICATORS

There are three main indicators that put our greenhouse gas emissions into perspective as a function of our activity, and more specifically turnover, the number of employees and the Internet traffic that passes through our network.

Our activity in retail has expanded, which has altered the matrix of our traditional hospitality & residence business model. Although this sector requires less hardware and generates less Internet traffic compared to the residential side, it entails more travel for deployments and features access points with significant technological advancements, thereby enlarging our carbon footprint.

Evolution of indicators from 2020 to 2023

tCO ₂ e	2020	2021	2022	2023
tCO ₂ e / M€ turnover	47,0	53,7	59,4	66,1
tCO ₂ e / capita	17,7	16,9	18,4	19,2
gCO ₂ e / GB	9,4	9,0	8,8	7,9

Changes in the balance sheet

tCO ₂ e	2020	2021	2022	2023
Scopes 1&2	93	129	173	217
Scope 3	2 727	3 364	4 284	5 379
Total	2 820	3 492	4 457	5 596

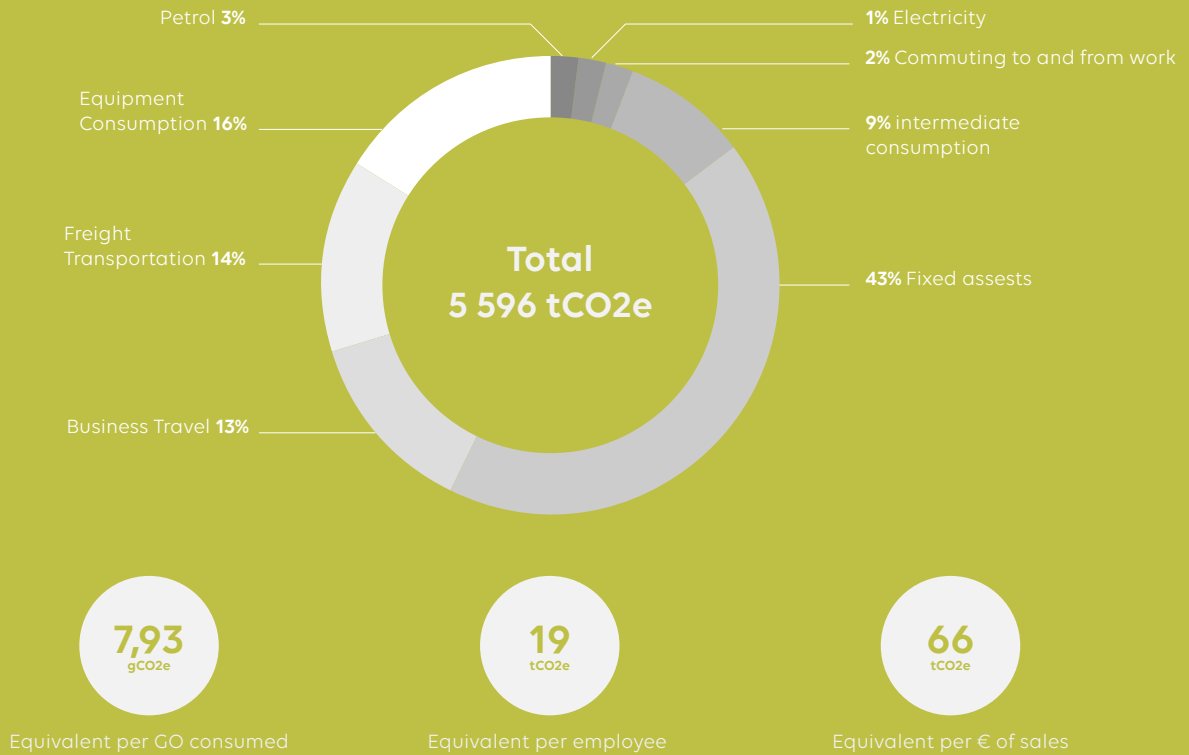
We have seen gradual growth in line with the expansion of our business: we have increased our turnover by entering the retail market and have expanded our workforce accordingly to ensure that our ambitions are met. We remain committed to reducing emissions relative to the volume of hosted traffic in petabytes.



**SUMMARY OF THE CARBON
FOOTPRINT REPORT**



Wifirst's carbon footprint in 2023 totaled 5,596 tCO₂e, with only 217 tCO₂e attributed to scopes 1 and 2, representing just 4% of total emissions.



This figure takes into account:

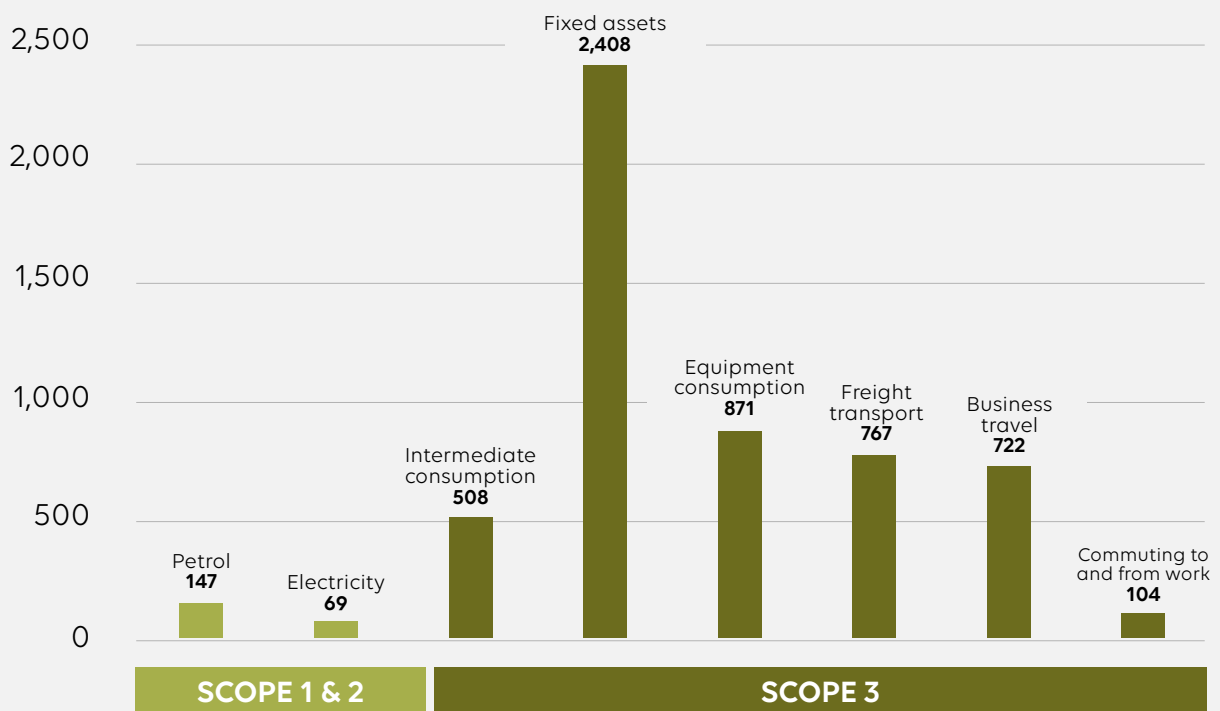
- The equipment installed at customer sites, which is the largest contributor due to its inherent footprint and electricity consumption.
- The transportation of people and equipment, including the fuel used for audits.
- The energy consumption of networks, which is becoming an increasingly significant factor.



DETAILED CARBON FOOTPRINT REPORT



WIFIRST CARBON FOOTPRINT, SCOPES 1, 2 AND 3



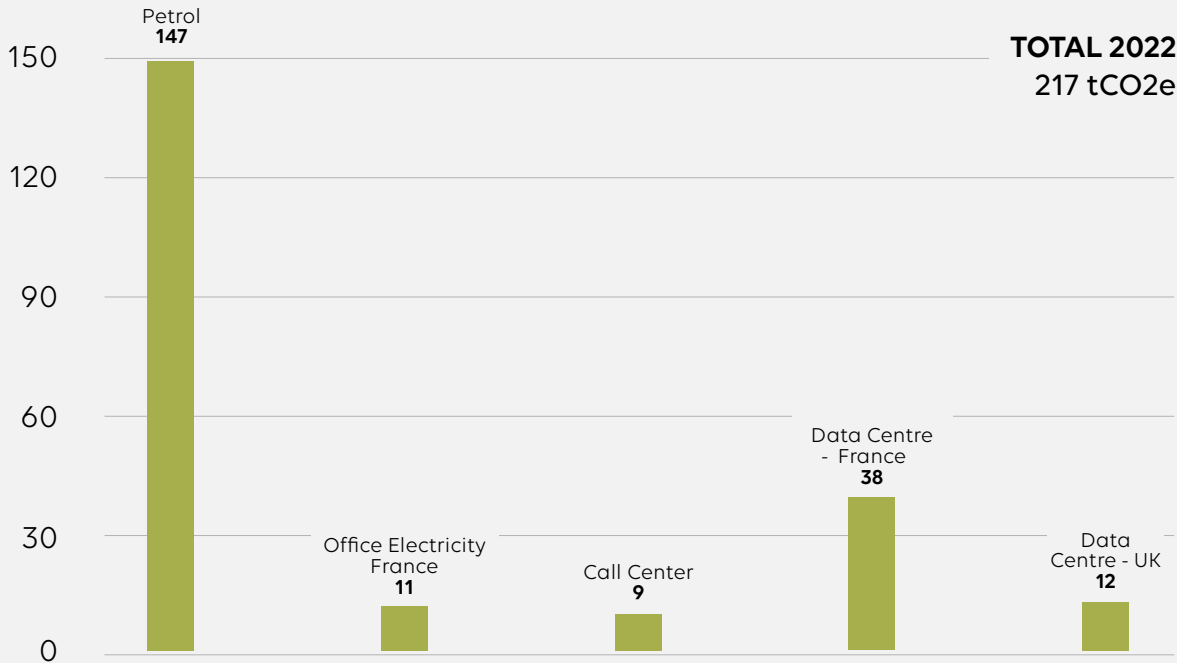
Unsurprisingly, scope 3 is our main emitter of greenhouse gases, particularly due to:

- **The embedded footprint** includes the immobilisation of equipment (network equipment deployed at customer sites, servers, office automation, etc.). It takes into account the manufacturing footprint of products amortised over their lifetime, based on the period of use during the timeframe studied (1 year).
- **Business travel** includes travel by sales staff, field representatives, and employees who travel on an exceptional basis.
- With a fleet of 24 cars, most of which still use diesel, petrol is the main source of Scope 1 emissions. These cars are used by our staff, who—although spread out geographically—cover the whole of France. Wifirst is implementing a plan to migrate the fleet to electric vehicles to reduce Scope 1 emissions.

ZOOM BY SCOPE

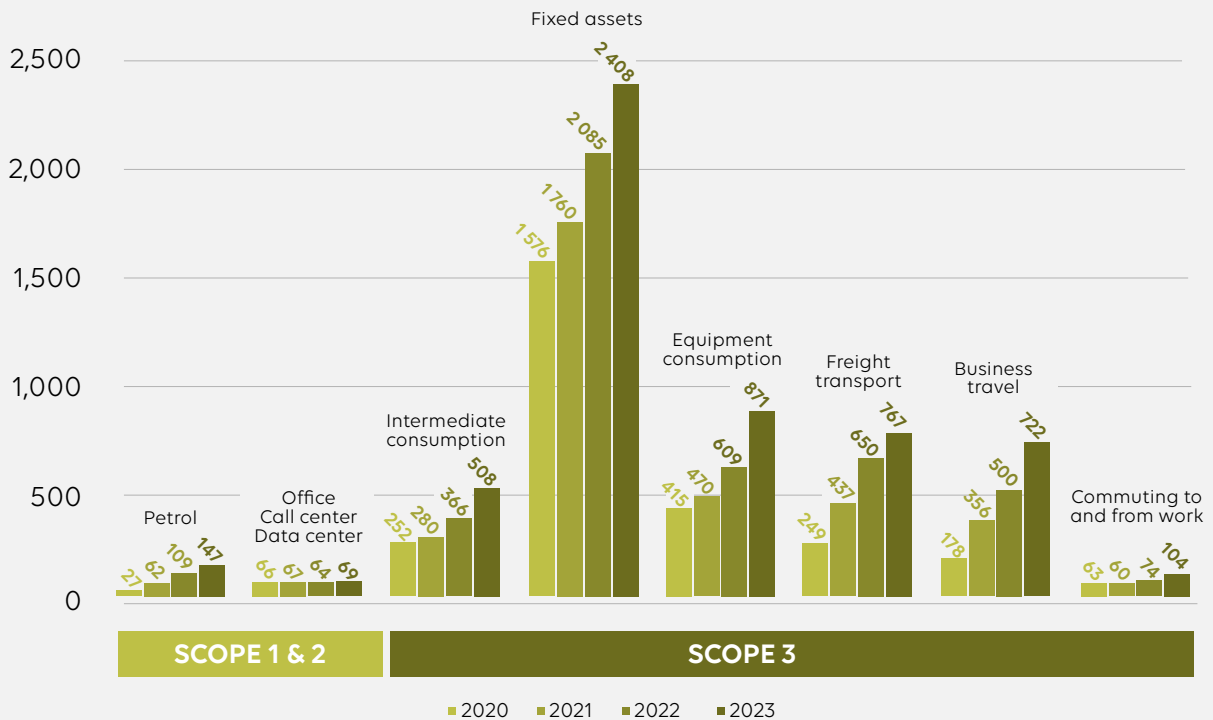
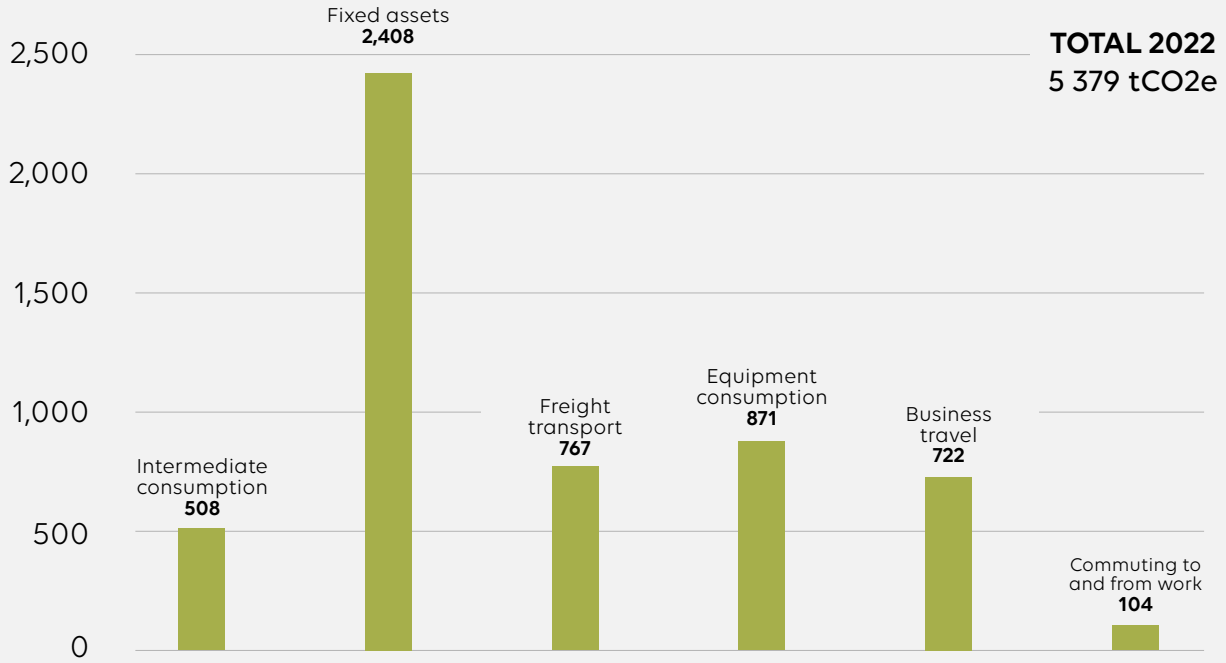
Scopes 1 & 2

Wifirst's emissions from scopes 1 and 2 combined were 217 tCO₂e in 2023. The company's vehicles are the main source of emissions (67%), followed by energy consumption by data centers (22%).



Scope 3

In 2023, Wifirst's scope 3 emissions totaled 5,379 tCO₂e. Fixed assets were the largest contributor, responsible for 2,408 tCO₂e, or nearly half of the scope 3 emissions.



Wifirst's total emissions rose by 25% between 2022 and 2023, while sales growth during the same period was 13%. This significant increase is mainly due to fixed assets.

Emissions from scopes 1 and 2 also saw a 25% rise between 2022 and 2023. This can be largely attributed to a 35% increase in scope 1 emissions, which is linked to a higher number of journeys made by our auditors to various sites.

Scope 3 emissions increased by 25% between 2022 and 2023 as well.





**REMINDER OF THE
ACTION PLAN TO
REDUCE EMISSIONS**



1/ RECONDITIONING

Wifirst implements a variety of actions to reduce the environmental impact of its business. Our first carbon footprint assessment confirmed that reconditioning equipment helps to reduce our environmental footprint, while extending the lifespan of equipment and combating premature obsolescence.

To reiterate, Wifirst manages its equipment on a circular basis, reconditioning it as soon as it can be reused.

The Circular Economy in Detail

Identifying equipment

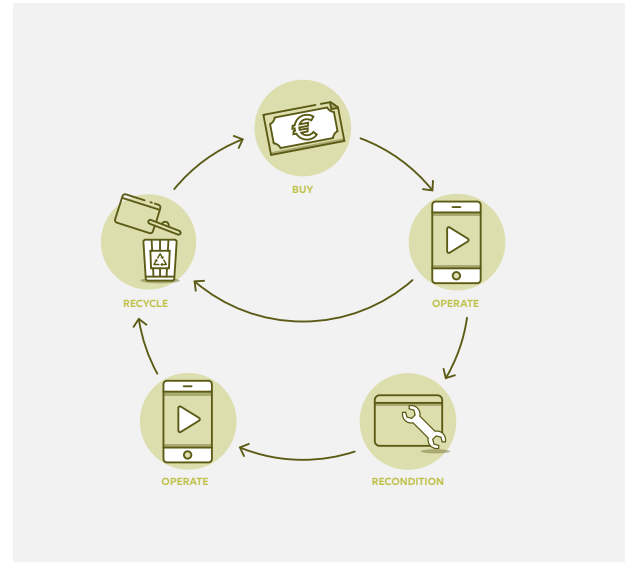
Technical teams identify and validate the equipment that can be reconditioned.

Reconditioning equipment

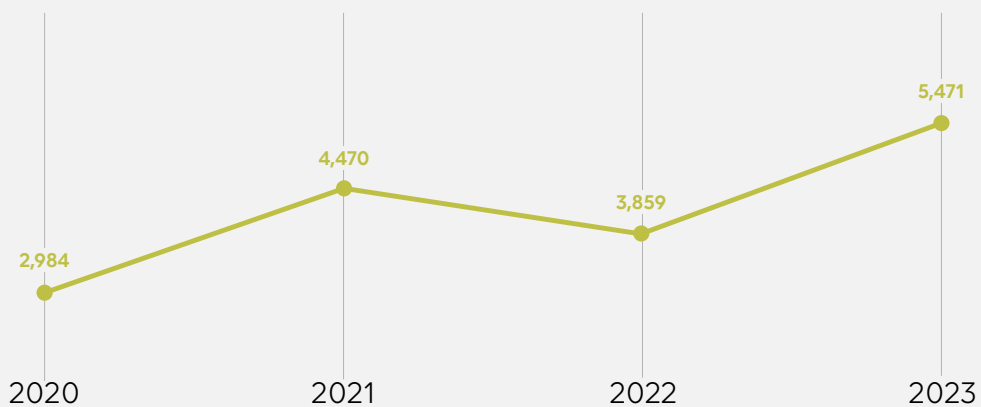
A return process has been established to ensure quality through proper packaging and to facilitate the tracking and tracing of the equipment.

Recycling obsolete equipment

Local depots have been designated to facilitate the recycling of materials and to minimize the carbon impact of transportation.



Equipment Redeployed on Site (2020-2023)

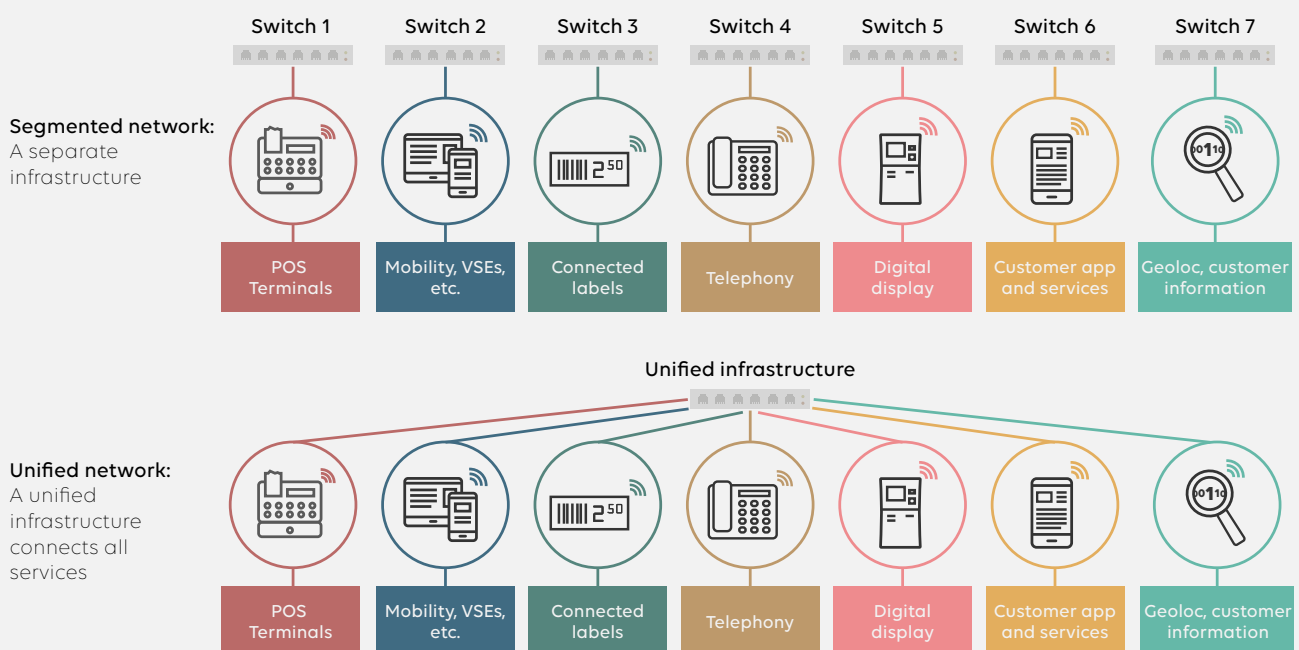


Over 16,000 devices have been redeployed since 2020.

2/ UNIFYING NETWORK INFRASTRUCTURES

The most effective way to reduce a network's environmental footprint is to pool the infrastructure. This reduces the number of devices and, therefore, indirectly reduces the energy consumption of the network.

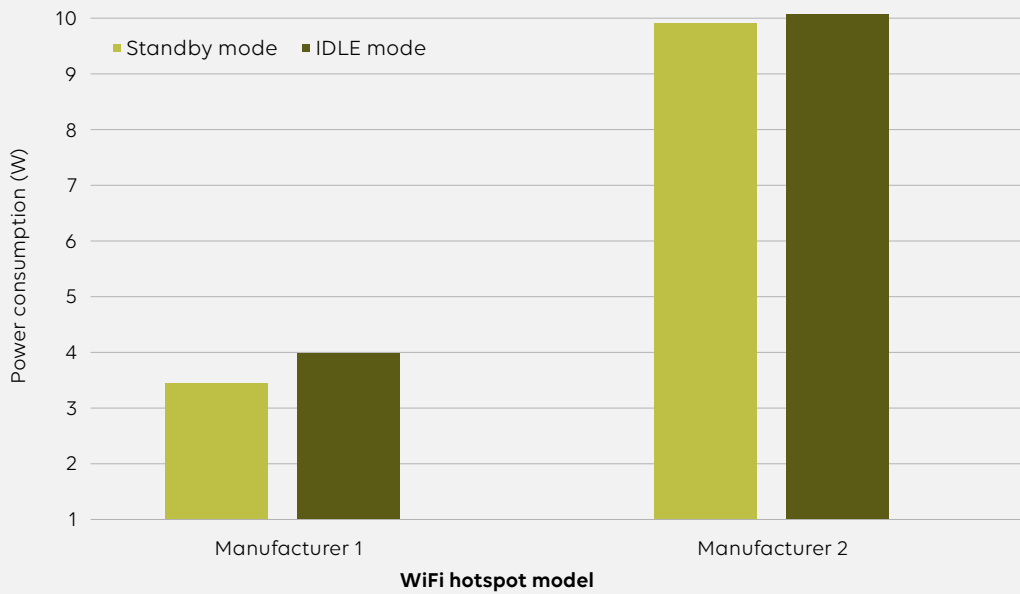
The unified network involves connecting different digital services on a single infrastructure. This can reduce by 2, 3, 10, or more the number of devices that need to be produced, routed, installed, and supplied with energy.



The challenge is therefore to reduce the environmental footprint of infrastructures while enabling the growth of digital uses (limiting costs, risks and environmental impact). Controlling end-to-end networks is one of the best ways of reducing environmental impact and cutting greenhouse gas emissions.

3/ IMPACT OF ENERGY: PREPARING FOR TOMORROW

Not all network equipment is equal in terms of functionality, and the same is true for energy performance. The challenge is to be aware of the energy consumption and functionality requirements of networks in order to choose equipment that consumes less energy.



Example of energy consumption in standby and inactive mode between two models of WiFi terminals.

4 / IMPACT OF THE VEHICLE FLEET

Wifirst is committed to electrifying its fleet of vehicles by replacing combustion engine vehicles with electric or hybrid vehicles.

By the end of 2023, three electric Tesla Model 3s had already joined our fleet.



CONCLUSION

We know that it is possible to strike a balance between growing our business and reducing our greenhouse gas emissions, and we are doing everything we can to achieve it. The fact that we manage and control our infrastructures from end to end also enables us to have a better understanding of our environmental impact and therefore to reduce it more effectively.

The core of our business is to provide a comprehensive response to our customers' telecoms challenges: simplified management, a single point of contact, optimised costs, improved quality of service and productivity, and a richer customer and employee experience. This response takes into account the need as a whole and includes an energy-related dimension.

- ✔ We don't push our customers to buy new equipment; but typically encourage them to benefit from software innovations developed over time. We also encourage them to explore refurbishing, which benefits from the same approach.
- ✔ Pooling network infrastructures also means building a backbone that avoids the "mille-feuille" pile-up and the energy that goes with it.
- ✔ Using WiFi solutions that directly integrate IoT / ESL modules eliminates the need for a separate, dedicated infrastructure for ESL control. This saves energy, simplifies installation and reduces the risk of radio interference between systems.
- ✔ Our technical department is working on systems to optimise the energy consumption of networks, in particular the introduction of mechanisms to reduce power or even switch off certain equipment at night to reduce energy consumption.
- ✔ We have an R&D department dedicated to analysing the actual consumption of different manufacturers' terminals as a function of radio parameters (signal/rate). This commitment is a strong signal and a real investment in energy optimisation.