**Ile-de-France Mobilités carbon footprint 2023**

This report presents the results of the gas assessment carried out by Inddigo in the first half of 2023. The reference year for the carbon footprint is 2021.

For 2021, Île-de-France Mobilités' gas emissions are estimated at 22,000 TCO2e. These emissions correspond to Île-de-France Mobilités' own activities, and do not include Ile-de-France mobility on public transport. This document is a summary of the carbon footprint

Two-thirds of these emissions are indirect emissions caused by the purchase of goods and services required for the day-to-day activities of Île-de-France Mobilités. More specifically, the use of services is the main contributor to gas emissions.

This is followed by indirect emissions linked to Île-de-France Mobilités' assets that are being depreciated. These emissions account for 31% of the carbon footprint, or nearly 6,800 TCO2e. With the opening up to competition, Île-de-France Mobilités is gradually acquiring ownership of the historic bus and coach fleets of transport operators, and is also purchasing new fleets and the related infrastructure.

These assets are now included in the Île-de-France Mobilités carbon footprint, whereas they were previously included in the carbon footprint of the transport operators.

Finally, travel taken as a whole (staff home-work journeys, visitor journeys and consumption of company vehicles) accounts for 4% of GHG emissions, or 840 TCO2e.

These three items account for 98.8% of the GHG emissions assessed.

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| **Regulatory title** | **Type of emission** | **GHG in tCO2e** |
| **4.1 & 4.5** – Purchases of goods and services | Purchases of goods and services | **14 200** |
| **4.2** – Fixed assets | Fixed assets | **6 784** |
| **3.4** – Trips of visitors and clients | Trips of visitors and clients | **778** |
| **2.1** – Electricity consumption | Electricity consumption | **95** |
| **1.4** – Leaks | Liquid refrigerants leaks | **48** |
| **2.2** – Energy consumption besides electricity | Consumption of heat networks | **42** |
| **4.3** – Wastes management | Wastes management | **41** |
| **3.3** – Employee commuting | Employee commuting | **39** |
| **3.5** – Business trips | Business trips | **24** |
| **1.2** – Mobile sources of combustion | Vehicles consumption | **20** |
| **1.1** - Fixed sources of combustion | Buildings fuel consumption | **15** |

Île-de-France Mobilités' previous internal carbon footprint for 2016 was 7,500 TCO2e. The growth in estimated emissions is explained by three factors:

* The growth of Île-de-France Mobilités (48% increase in staff numbers over the period)

Changes in the scope of its missions. The opening up of transport networks to competition, in particular, which has led to a 10-fold increase in emissions linked to assets;

And finally, changes in the carbon footprint method (changes in the scope taken into account and in the emission factors). This is particularly true for the item purchases of goods and services, which accounts for 64% of Île-de-France Mobilité's emissions, and where 50% of the increase compared with 2016 is explained by a change in scope and the inclusion of all purchases, whereas only certain categories were taken into account in the past.

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