

## C0. Introduction

### C0.1

**(C0.1) Give a general description and introduction to your organization.**

Just Eat Takeaway.com (JET) is a leading global online food delivery marketplace, connecting consumers with restaurants through its platforms. Headquartered in Amsterdam, with over 580,000 connected restaurants, Just Eat Takeaway.com offers consumers a wide variety of food choices.

The combination of Just Eat and Takeaway.com has rapidly grown to become a leading online food delivery marketplace with operations in 24 markets, including in the US through the acquisition of Grubhub in 2021. In the first six months of 2021, JET (including Grubhub pro-forma) processed 547 million orders with a Gross Transaction Value (GTV) of €14.1 billion.

Just Eat Takeaway.com mainly collaborates with delivery restaurants. In addition, Just Eat Takeaway.com provides its proprietary restaurant delivery services for restaurants that do not deliver themselves. Our deliveries happen via two models: our own logistics model (Scoober), and an independent contractor model either through our own network (Delco) or through third party delivery partners.

At Just Eat Takeaway.com, we believe in doing business responsibly and in having a positive impact on our communities and the planet. We know that due to our marketplace business model the environmental and social footprint of our business goes far beyond our own operations and that we have an opportunity to influence others across the dynamic and diverse takeaway industry.

Following the combination between Just Eat and Takeaway.com in April 2020, we established a new Responsible Business and Sustainability team to drive our commitment to carry our business operations in a responsible and sustainable way. We also completed a materiality assessment of the company's value chain by mapping all the impact areas our business involves, including our direct operations as a tech platform (e.g. offices, data storage, corporate fleet, own delivery logistics), as well as indirect operations from the broader value chain (e.g. restaurant food production, restaurant deliveries, food and packaging waste). We prioritized impact areas based on global relevance and JET's potential to positively influence, using a range of sources including sustainability frameworks such as the Sustainable Development Goals, and our strategic business objectives.

In 2021, we finalised and published our strategic responsible business and sustainability framework, which addresses the impact areas identified through the materiality assessment. The framework covers our direct operations, as well as our ambition to positively influence our broader value chain towards positive change under three key pillars: Planet, Food, People and Society.

- Planet: We are committed to reducing our carbon footprint of our direct operations and understanding carbon emissions by restaurants (indirect impacts) – for example emissions created by food production, packaging and food delivery.
- Food: We aim to respond to changing diets and preferences by offering the broadest possible choice and providing clear and transparent information for our consumers. Additionally, we are investigating and tackling the causes of food waste among our consumers and restaurant partners.
- People & Society: We are improving our social footprint by creating rewarding employment opportunities - from couriers and customer service roles to technology and other head office jobs. We are strengthening our commitment to building a fairer and more inclusive workplace and supporting the local communities in which we operate.

Since the framework was established, we completed the carbon footprint calculation and set 2020 as our carbon footprint baseline year for the purpose of greenhouse gas (“GHG”) assessments going forward. While 2020 was an unusual year due to Covid-19 and working from home, our business operations grew significantly. The assessment was done with the support of an external sustainability consultancy, 3keel, to ensure that our methodology is in line with the GHG Protocol.

Our Scope 1-3 carbon footprint in 2020 was 156 thousand tonnes of CO2e, including emissions from our facilities, business travel, JET fulfilled deliveries, consumer time spent on our platform, and purchased goods. We accounted for our emissions in all our 2020 active markets, excluding Colombia and Brazil because as minority shareholders of iFood we have limited control and oversight in those markets. Grubhub was not included in the baseline calculation, due to the fact that the acquisition was only completed in 2021.

Following the calculation, we set reduction targets for the largest impact areas of our direct operations. Our target is to achieve Net Zero Scope 1&2 emissions by 2030, by improving the sustainability of our facilities and corporate car fleet. Due to our large scale business growth and the complexities of our delivery logistics network we are still in the process of identifying opportunities for our Scope 3 emissions reduction.

### C0.2

**(C0.2) State the start and end date of the year for which you are reporting data.**

Reporting year	Start date	End date	Indicate if you are providing emissions data for past reporting years	Select the number of past reporting years you will be providing emissions data for
2020	January 1 2020	December 31 2020	No	<Not Applicable>

### C0.3

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**(C0.3) Select the countries/areas for which you will be supplying data.**

Australia  
Austria  
Belgium  
Bulgaria  
Canada  
Denmark  
France  
Germany  
Ireland  
Israel  
Italy  
Luxembourg  
Mexico  
Netherlands  
New Zealand  
Norway  
Poland  
Portugal  
Romania  
Spain  
Switzerland  
United Kingdom of Great Britain and Northern Ireland

### C0.4

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**(C0.4) Select the currency used for all financial information disclosed throughout your response.**

EUR

### C0.5

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**(C0.5) Select the option that describes the reporting boundary for which climate-related impacts on your business are being reported. Note that this option should align with your chosen approach for consolidating your GHG inventory.**

Operational control

## C1. Governance

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### C1.1

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**(C1.1) Is there board-level oversight of climate-related issues within your organization?**

Yes

### C1.1a

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**(C1.1a) Identify the position(s) (do not include any names) of the individual(s) on the board with responsibility for climate-related issues.**

Position of individual(s)	Please explain
Chief Executive Officer (CEO)	The Management Board consists of 4 members including the CEO and CFO. The Management Board is involved in reviewing the approach to sustainability, prioritizing action and ensuring progress on key indicators. The Management Board supported, reviewed and signed off JET's responsible business framework to the public which is the key document guiding the company's approach towards climate issues. The Management Board was involved in the process of setting reduction targets for our carbon footprint. It reviewed the proposed targets, roadmap and ambition and signed off on the final plan.

### C1.1b

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**(C1.1b) Provide further details on the board's oversight of climate-related issues.**

Frequency with which climate-related issues are a scheduled agenda item	Governance mechanisms into which climate-related issues are integrated	Scope of board-level oversight	Please explain
Scheduled – some meetings	Reviewing and guiding strategy Reviewing and guiding major plans of action Reviewing and guiding risk management policies Reviewing and guiding business plans	<Not Applicable>	The Management Board plays a central role in governing the company's approach to climate-related issues. The Management Board guides and prioritizes risks and opportunities, including those related to climate change. Furthermore, the Management Board has the responsibility to review and approve climate related targets and initiatives including measuring JET's carbon footprint and setting emission reduction targets. The Management Board also receives regular updates on plans and progress from our Senior Director of Global Partnerships, Sponsorships and Sustainability.

**C1.2**

**(C1.2) Provide the highest management-level position(s) or committee(s) with responsibility for climate-related issues.**

Name of the position(s) and/or committee(s)	Reporting line	Responsibility	Coverage of responsibility	Frequency of reporting to the board on climate-related issues
Chief Executive Officer (CEO)	<Not Applicable>	Both assessing and managing climate-related risks and opportunities	<Not Applicable>	Quarterly

**C1.2a**

**(C1.2a) Describe where in the organizational structure this/these position(s) and/or committees lie, what their associated responsibilities are, and how climate-related issues are monitored (do not include the names of individuals).**

The Management Board has the responsibility for reviewing and prioritizing climate action strategies and plans. The Management Board receives updates on future plans and strategies linked to climate issues from the Senior Director of Global Partnerships, Sponsorships and Sustainability.

The Senior Director of Global Partnerships, Sponsorships and Sustainability also leads a global ESG team, which has the day to day responsibility to monitor climate related issues and ensure progress is being made on the priority focus areas as outlined in the Responsible Business Framework.

**C1.3**

**(C1.3) Do you provide incentives for the management of climate-related issues, including the attainment of targets?**

	Provide incentives for the management of climate-related issues	Comment
Row 1	No, and we do not plan to introduce them in the next two years	At the moment, we don't have any incentives linked to the attainment of carbon reduction targets.

**C2. Risks and opportunities**

**C2.1**

**(C2.1) Does your organization have a process for identifying, assessing, and responding to climate-related risks and opportunities?**

Yes

**C2.1a**

**(C2.1a) How does your organization define short-, medium- and long-term time horizons?**

	From (years)	To (years)	Comment
Short-term	0	1	Defined short-term time horizon we consider primarily for risk assessments.
Medium-term	1	5	Defined medium-term time horizon we consider primarily for risk assessments.
Long-term			

## C2.1b

### (C2.1b) How does your organization define substantive financial or strategic impact on your business?

Every year the Management Board prioritizes a set of 10-15 Principal Risks that are considered of highest strategic importance for JET, using our formal Enterprise Risk Management process and in-depth interviews with the members of the Management Board and numerous risk workshops throughout the organization.

First, the risks with the potential to significantly impact JET's strategic objectives are identified using historical information, risk registers, market trends and current strategic objectives. Identified risks are assessed using an impact and likelihood rating table (inherent and net) and through in-depth discussions with the members of the Management Board a subset of 10-15 risks is identified as the most critical and strategically important. In JET's 2020 Annual Report under heading "Risk Management" a total of 12 Principal Risks were published.

The risk assessment process is carried out by looking at both inherent and residual levels of risk. We first identify inherent risk (also known as gross risk), which is the natural level of risk inherent in a process/activity without doing anything to reduce the impact or likelihood of a risk event (i.e. before taking into consideration applicable designed and operating effective controls). Impact is rated on a five point scale, within our detailed impact rating table. This rating system is translated into qualitative and/or quantitative language, related to, but not limited to the impact categories "Brand, customer, reputation", "Health & Safety", "Legal and regulatory", "Strategic", and "Financial".

The same is done on a residual risk level, where residual risk (also known as net risk) is determined by 'subtracting' the level of operating effectiveness of identified controls and actions from the inherent risk. Our likelihood is also rated on a five point scale, this represents the possibility that a given risk will occur in the next year(s).

These two ratings (impact and likelihood) are used to produce an inherent and residual risk score, the results of the assessments are used to prioritise risks to establish a most-to-least-critical importance ranking as follows: "Negligible", "Low", "Medium", "High", and "Critical". Where the residual risk assessment is deemed to be outside of JET's risk appetite, further mitigating activities (recurring controls, one-time actions or projects) are proposed to reduce the level of risk.

## C2.2

### (C2.2) Describe your process(es) for identifying, assessing and responding to climate-related risks and opportunities.

#### Value chain stage(s) covered

Direct operations  
Upstream  
Downstream

#### Risk management process

Integrated into multi-disciplinary company-wide risk management process

#### Frequency of assessment

Annually

#### Time horizon(s) covered

Short-term  
Medium-term

#### Description of process

We take a structured approach to enterprise risk management (ERM) which starts with the Management Board and is applied thereafter throughout Just Eat Takeaway.com. The practical ERM programme is built upon the updated ERM policy as approved by the Management Board and Supervisory Board. The practical implications of the ERM policy are outlined in a detailed risk management methodology. This methodology provides for various risk assessments to be conducted across the company on an annual basis with the InfoSec Risk and Control teams presenting on the development of principal and other risks and the effectiveness of mitigating actions and controls to (members of) the Management Board. The risk management process involves the systematic application of procedures and practices to the activities of communicating and consulting, assessing, treating, monitoring and reporting risk. Our comprehensive ERM approach has two facets: 1. A "bottom-up" system, whose objectives are to ensure a comprehensive identification and prioritisation of all important risks, define and implement risk policies and processes that control day-to-day decision-making throughout the company, and ensure a robust risk culture company-wide. For instance, bottom-up ERM can help our company to spot a weak operational control, surface the issue at the right managerial level, and make the right risk return trade-off to fix the problem. We have conducted a climate specific risk assessment. 2. A "top-down" system, whose objectives are to distill insights and provide clarity on the top 10 to 15 most important risks shaping our company's performance, support risk-informed decisions at the Management Board and Executive Committee levels, ensure a risk dialogue among the Management Board and Executive Committee, and enable proper risk oversight by the Management Board. Top-down ERM provides the Management Board the crucial leadership and guidance that the company needs to balance risk and reward optimally and steer the company in the right direction. Our current list of principal risks does not include any climate specific risks. The ERM process is essentially divided into two phases: Phase 1. Identify, assess, and evaluate (respond to) risks including linking controls to risks; and Phase 2. Monitor risks (e.g. testing the operating effectiveness of controls, project progress, etc.). The risk management program is set-up in such a manner that the Management Board can manage risks in a variety of ways (company-wide, country-specific, and central departments). Various risk reports are shared and discussed with the Management Board using a holistic approach as the risks identified at the Management Board level are, in most cases, at a higher level and of a strategic kind, whereas at lower levels, more detailed, operational risks are (likely) identified and managed. RISK IDENTIFICATION: The risk identification phase is to identify (potential) risks which could endanger the achievement of the Management Board's strategic objectives, and the underlying tactical and operational objectives. Risks are identified from 1) external sources, 2) internal (risk) documents, and 3) risk interviews and risk workshops with senior (country and departmental) management, Executive Committee, Management Board, and others within the company. RISK MONITORING: - Progress on controls to be designed and implemented is followed up on a regular basis by the InfoSec Risk and Control function and discussed with the CFO (and if needed the Management Board) on a regular basis. New risks may emerge, existing risks may disappear or be considered negligible for continued consideration, etc.

## C2.2a

**(C2.2a) Which risk types are considered in your organization's climate-related risk assessments?**

	Relevance & inclusion	Please explain
Current regulation	Not relevant, included	There are no current climate regulations materially impacting JET's direct operations. However, our Legal, CSR, and Risk team cooperate regularly and actively follow current regulations, to respond when appropriate.
Emerging regulation	Relevant, always included	Emerging regulation risks are part of our risk assessment and fall under the risk category 'Legal and Regulatory'.
Technology	Not relevant, included	Due to our business model, it is unlikely risks associated with technological improvements or innovations would significantly impact our climate objectives negatively. However, technology risks are always a part of our risk assessment, fall under the risk category 'Information Technology', and are defined as risks related to all aspects of the IT environments across the organisation, be it in-house or outsourced (SaaS) environments.
Legal	Not relevant, included	Due to the current regulatory environment, it is unlikely that a material climate-related litigation claim would occur. However, legal risks are always included in our risk assessment, and fall under the risk category 'Legal and Regulatory'.
Market	Not relevant, included	Due to our business model, it is unlikely that a significant climate risk, related to shifts in supply and demand for certain commodities, products, and services, would impact our business. However, market risks are part of our risk assessment, fall under the risk category 'Strategic', and are defined as risks that arise from the fundamental decisions that the Management Board takes concerning the company's objectives.
Reputation	Not relevant, included	Reputation risks are always a part of our risk assessment, fall under the risk category 'Strategic', and influence our response to emerging regulations. Although changing consumer or community perceptions is important to the organisation, this is not seen as a singular risk or opportunity to focus, but rather an outcome of the risks and opportunities identified in our climate assessment.
Acute physical	Relevant, always included	Acute physical risks are part of our risk assessment, fall under the risk category 'Operational', and are defined as risks resulting from inadequate or failed internal processes, people and systems, irrespective whether this was triggered internally or by external factors. For example, this includes the assessment of possible impacts of changing weather conditions, such as increased rain, instances of drought and other adverse weather conditions on our business operations.
Chronic physical	Not relevant, included	Chronic physical risks are part of our risk assessment, and fall under the risk category 'Operational', we did not identify any significant chronic physical risks at this point in time.

**C2.3**

**(C2.3) Have you identified any inherent climate-related risks with the potential to have a substantive financial or strategic impact on your business?**

No

**C2.3b**

**(C2.3b) Why do you not consider your organization to be exposed to climate-related risks with the potential to have a substantive financial or strategic impact on your business?**

	Primary reason	Please explain
Row 1	Risks exist, but none with potential to have a substantive financial or strategic impact on business	We have assessed climate-related risk, but we do not consider our organization to be exposed to climate-related risk with the potential to have a substantive financial or strategic impact following our climate-risk assessment. Examples of risks that have been assessed are: 1. Changes in variability and extremes - Rainfall variability, seasonality - droughts, predictability - Changes in peak precipitation intensity (flood risk) - Changes in storm activity/behaviour/geographic distribution - Heat waves, wildfires, pollution events, etc 2. Long-term changes/trends in average conditions - Warmer, wetter, drier, more saline groundwater, etc - Shifts in climatic zones, ecological/species ranges 3. Abrupt/singular changes - Monsoon shifts, circulation changes - Landscape & ecosystem transitions Glacial lake outbursts, etc. We will continue updating the assessment with accurate information in case any other risks are identified and prioritized in the future.

**C2.4**

**(C2.4) Have you identified any climate-related opportunities with the potential to have a substantive financial or strategic impact on your business?**

No

**C2.4b**

**(C2.4b) Why do you not consider your organization to have climate-related opportunities?**

	Primary reason	Please explain
Row 1	Opportunities exist, but none with potential to have a substantive financial or strategic impact on business	We do not consider our organization to be exposed to climate-related opportunities with the potential to have a substantive financial or strategic impact following our climate-risk assessment. However, we are continuously monitoring the bigger picture and the global ambition to move towards a decarbonized circular economy. We are open to future opportunities to have a positive impact when it comes to climate, through the lens of our Responsible Business Framework and our 3 key pillars.

**C3. Business Strategy**

**C3.1**

**(C3.1) Have climate-related risks and opportunities influenced your organization's strategy and/or financial planning?**

Yes

**C3.1b**

**(C3.1b) Does your organization intend to publish a low-carbon transition plan in the next two years?**

	Intention to publish a low-carbon transition plan	Intention to include the transition plan as a scheduled resolution item at Annual General Meetings (AGMs)	Comment
Row 1	No, we do not intend to publish a low-carbon transition plan in the next two years	<Not Applicable>	When it comes to JET's carbon footprint, we are following a phased approach. During phase 1 we calculated our Scope 1-3 Carbon Footprint, in phase 2 we set reduction targets for Scope 1 & 2 and are identifying opportunities for our Scope 3 emissions reduction, afterwards in phase 3 we will work with our extended value chain to identify reduction opportunities for partners. We are currently still working on the development of our low carbon transition plan.

**C3.2**

**(C3.2) Does your organization use climate-related scenario analysis to inform its strategy?**

No, and we do not anticipate doing so in the next two years

**C3.2b**

**(C3.2b) Why does your organization not use climate-related scenario analysis to inform its strategy?**

In April 2020, we began the process of integrating Just Eat and Takeaway.com. As part of that, our key focus has been on creating a new ESG department whose responsibility is to create a credible framework which will guide our company's approach to responsible business and sustainability. In March 2021, we published our responsible business framework that covers our direct and indirect impacts and highlights key areas of focus, including minimising our environmental footprint, responding to changing consumer diets and preferences, and building our profile as a responsible employer.

The framework was informed by several climate and social considerations, by mapping JET's key impact areas along the value chain. For example, we consider the legislative strides against climate change (e.g. circular economy plans, Paris Agreement) and against the gig economy an opportunity to improve and grow our business sustainably.

We will think about the role of climate-related scenario analysis in the future and define a company wide approach at a later stage of our sustainability journey.

**C3.3**

**(C3.3) Describe where and how climate-related risks and opportunities have influenced your strategy.**

	Have climate-related risks and opportunities influenced your strategy in this area?	Description of influence
Products and services	Yes	JET sees an opportunity to roll out its employed courier delivery model services at scale across markets and lead the transition of the global food delivery industry towards sustainable deliveries. To date, we have made some of our largest corporate investments in delivery and a key part of that is our own employed model, Scoober, now live in over 200 European cities and 80% using pedal or EV bikes. By using primarily e-bikes and bikes to fulfil deliveries, the expansion of JET's delivery services presents a climate opportunity for us to grow our delivery offer in line with the changing legislative landscape.
Supply chain and/or value chain	Please select	
Investment in R&D	Please select	
Operations	Yes	We think that the upcoming legislation following the Paris Agreement and other key climate agreements presents an opportunity for JET to minimise its operational impact on the environment. In 2021, we set reduction targets for the largest impact areas of our direct operations. Overall, our aim is to achieve Net Zero Scope 1 & 2 by 2030.

**C3.4**

**(C3.4) Describe where and how climate-related risks and opportunities have influenced your financial planning.**

	Financial planning elements that have been influenced	Description of influence
Row 1	Please select	

### C3.4a

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**(C3.4a) Provide any additional information on how climate-related risks and opportunities have influenced your strategy and financial planning (optional).**

Not relevant, we supplied all the relevant information in the sections above.

## C4. Targets and performance

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### C4.1

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**(C4.1) Did you have an emissions target that was active in the reporting year?**

Absolute target

### C4.1a

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**(C4.1a) Provide details of your absolute emissions target(s) and progress made against those targets.**

**Target reference number**

Abs 1

**Year target was set**

2021

**Target coverage**

Company-wide

**Scope(s) (or Scope 3 category)**

Scope 1+2 (market-based)

**Base year**

2020

**Covered emissions in base year (metric tons CO<sub>2</sub>e)**

4283

**Covered emissions in base year as % of total base year emissions in selected Scope(s) (or Scope 3 category)**

100

**Target year**

2030

**Targeted reduction from base year (%)**

100

**Covered emissions in target year (metric tons CO<sub>2</sub>e) [auto-calculated]**

0

**Covered emissions in reporting year (metric tons CO<sub>2</sub>e)**

4283

**% of target achieved [auto-calculated]**

0

**Target status in reporting year**

New

**Is this a science-based target?**

No, and we do not anticipate setting one in the next 2 years

**Target ambition**

<Not Applicable>

**Please explain (including target coverage)**

When it comes to the footprint of our direct operations, our key target is to achieve Net Zero Scope 1 & 2 carbon footprint by 2030. In 2020, JET had over 100 active facilities including offices and Scoober hubs. Furthermore, we also have a car fleet used primarily by our sales teams. To address our direct operations' impact on the environment we will take the following steps before 2030: - Switch offices and hubs to green energy tariffs - Increase the energy efficiency of our facilities (e.g. automated systems, LED lighting, etc.) - Opt-in for electricity based heating - Switch our cooling systems to natural AC gas alternatives - Switch our fleet to EV alternatives. The changes we propose will follow a gradual approach based on market feasibility and contractual limitations.

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### C4.2

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**(C4.2) Did you have any other climate-related targets that were active in the reporting year?**

No other climate-related targets

C4.3

(C4.3) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases.

Yes

C4.3a

(C4.3a) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e (only for rows marked *)
Under investigation	4	
To be implemented*	3	
Implementation commenced*	0	
Implemented*	1	14000
Not to be implemented	0	

C4.3b

(C4.3b) Provide details on the initiatives implemented in the reporting year in the table below.

Initiative category & Initiative type

Transportation	Company fleet vehicle replacement
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Estimated annual CO2e savings (metric tonnes CO2e)

14000

Scope(s)

- Scope 2 (location-based)
- Scope 2 (market-based)
- Scope 3

Voluntary/Mandatory

Voluntary

Annual monetary savings (unit currency – as specified in C0.4)

Investment required (unit currency – as specified in C0.4)

Payback period

Please select

Estimated lifetime of the initiative

Ongoing

Comment

Our employed courier model, Scoober, uses a sustainable vehicle mode mix. Rather than using primarily petrol cars and scooters, Scoober primarily uses bikes and e-bikes. This modal mix enables avoided emissions. Compared to a typical petrol-powered delivery, Scoober has an emission intensity up to 9 times lower depending on the market. Last year we fulfilled 12% of the JET delivered orders through the Scoober model which is equivalent to ~2,000 tonnes of CO2e. However, if the same number of orders were fulfilled by regular petrol powered vehicles the carbon footprint would have been at least 16,000 tonnes of CO2e

C4.3c

(C4.3c) What methods do you use to drive investment in emissions reduction activities?

Method	Comment
Internal incentives/recognition programs	Every year JET carries out an internal Hackathon, which has a planet vertical. Diverse teams can brainstorm innovative sustainable solutions to be integrated on our platforms and receive internal recognition for their efforts. Past projects looked at opportunities to showcase to customers the carbon intensity of their orders, taking into account the carbon footprint of different dishes, packaging and delivery.
Employee engagement	Employee engagement is an integral part of JET's sustainability journey. We have various activities that inform and engage employees on sustainability topics, including awareness raising activities in the office (single use water bottle removal and education about alternatives) and integrating sustainability topics in the employee onboarding journey.

C4.5

(C4.5) Do you classify any of your existing goods and/or services as low-carbon products or do they enable a third party to avoid GHG emissions?

No

## C5. Emissions methodology

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### C5.1

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**(C5.1) Provide your base year and base year emissions (Scopes 1 and 2).**

**Scope 1**

**Base year start**

January 1 2020

**Base year end**

December 31 2020

**Base year emissions (metric tons CO2e)**

2479

**Comment**

**Scope 2 (location-based)**

**Base year start**

January 1 2020

**Base year end**

December 31 2020

**Base year emissions (metric tons CO2e)**

1991

**Comment**

**Scope 2 (market-based)**

**Base year start**

January 1 2020

**Base year end**

December 31 2020

**Base year emissions (metric tons CO2e)**

1804

**Comment**

Offices in BE, BG, CH, DK, FR, NL, RO and UK use green electricity tariffs.

### C5.2

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**(C5.2) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.**

The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)

## C6. Emissions data

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### C6.1

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**(C6.1) What were your organization's gross global Scope 1 emissions in metric tons CO2e?**

**Reporting year**

**Gross global Scope 1 emissions (metric tons CO2e)**

2479

**Start date**

<Not Applicable>

**End date**

<Not Applicable>

**Comment**

### C6.2

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**(C6.2) Describe your organization's approach to reporting Scope 2 emissions.**

**Row 1**

**Scope 2, location-based**

We are reporting a Scope 2, location-based figure

**Scope 2, market-based**

We are reporting a Scope 2, market-based figure

**Comment**

C6.3

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**(C6.3) What were your organization's gross global Scope 2 emissions in metric tons CO2e?**

**Reporting year**

**Scope 2, location-based**

1991

**Scope 2, market-based (if applicable)**

1804

**Start date**

<Not Applicable>

**End date**

<Not Applicable>

**Comment**

C6.4

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**(C6.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1 and Scope 2 emissions that are within your selected reporting boundary which are not included in your disclosure?**

No

C6.5

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**(C6.5) Account for your organization's gross global Scope 3 emissions, disclosing and explaining any exclusions.**

**Purchased goods and services**

**Evaluation status**

Relevant, calculated

**Metric tonnes CO2e**

30461

**Emissions calculation methodology**

This category includes cradle-to-gate emissions resulting from procured goods. Inbound logistics emissions are accounted for in 'upstream transportation and distribution'. Data were provided from a variety of sources – either country or group managers – and included item descriptions (some with material descriptions and unit weights), volumes, costs and country of origin/destination. Appropriate cradle-to-gate emissions factors were sourced from Ecoinvent 3.7.1, and published corporate and academic literature. This category also included emissions from data storage. Assumptions included: Data storage racks use 12 kW of electricity on average. This power consumption was multiplied by 24 hours and 366 days to determine annual electricity consumption.

**Percentage of emissions calculated using data obtained from suppliers or value chain partners**

**Please explain**

**Capital goods**

**Evaluation status**

Not relevant, explanation provided

**Metric tonnes CO2e**

<Not Applicable>

**Emissions calculation methodology**

<Not Applicable>

**Percentage of emissions calculated using data obtained from suppliers or value chain partners**

<Not Applicable>

**Please explain**

JET did not make any significant investment in capital goods that were not captured in other Scope 3 categories.

## Fuel-and-energy-related activities (not included in Scope 1 or 2)

### Evaluation status

Relevant, calculated

### Metric tonnes CO2e

461

### Emissions calculation methodology

Fuels: WTT emissions factors from Defra (2020) were used. Electricity: Transmission and distribution factors from IEA (2019) were used.

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

#### Please explain

## Upstream transportation and distribution

### Evaluation status

Relevant, calculated

### Metric tonnes CO2e

115512

### Emissions calculation methodology

This category includes (1) JET delivery emissions (except for electric vehicles charged at JET facilities) and (2) emissions from inbound logistics of procured goods. Delivery emissions - For Scoober, data was collected using the JET delivery platform and included route data and journey distances. - Delco also provided high-quality delivery data, although delivery mode was reported only as motorised vs non-motorised. Further breakdown of vehicle types were estimated by Delco country managers. - For third-party delivery partners, the vehicle mix was assumed to be the same as for the main 3rd party partner, which provided data. Delivery assumptions 1. In cases where one-way distances were provided for deliveries, a round-trip distance was calculated by doubling this distance. 2. In cases where delivery distances were provided 'as the crow flies', this straight-line distance was multiplied by 1.4 to account for travel along actual roads (Boscoe et al., 2012). 3. For some Delco and 3rd party deliveries, estimates were required for mode (car vs motorbike vs e-bike vs bike) 4. Average emissions factors were used for cars, motorbikes and e-bikes. 5. Emissions of e-vehicles charged at facilities other than Scoober hubs were determined using country electricity EFs and average energy demand per km. Inbound logistics Transport routes and distances were estimated based on the most likely route from the country of manufacture to the destination country. EFs for sea, air and road freight were applied to calculate the emissions associated with transporting goods from the 'factory gate' to JET market. Logistics assumptions • Where country of origin was not provided, goods were assumed to have been manufactured in China. • All goods, except restaurant hardware, being transported from China to European markets (including Israel) were assumed to leave from Shenzhen, arrive by sea freight to the Netherlands, and then onwards by road. • Sea freight distances were calculated by identifying most likely ports of departure/arrival and using an online shipping distance calculator (seadistances.org). • All European distribution (from NL or UK) was by road freight except for NL-IL and NL-PT, which was by sea freight. • All road transport was in 16-32 t, Euro 5 Emission Standard large goods vehicles (LGVs.)

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

#### Please explain

## Waste generated in operations

### Evaluation status

Relevant, calculated

### Metric tonnes CO2e

59

### Emissions calculation methodology

Data on the quantities of waste sent to various disposal streams were provided by office managers. Waste disposal EFs from Defra were used to convert waste data to emissions.

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

#### Please explain

## Business travel

### Evaluation status

Relevant, calculated

### Metric tonnes CO2e

956

### Emissions calculation methodology

Data provided by JET covered business flights, rail travel, taxi travel, hire car travel and private car use for business purposes. No business journeys by private car were reported. Emissions factors used to convert business travel activity data to GHG emissions are from the UK Government (Defra, 2020). Assumptions • Rail travel cost €0.40 per passenger-kilometre on average (i.e. a 50 km journey costs €20). • Taxi travel cost €1.50 per passenger-kilometre on average. • Hire car travel costs €0.50 per passenger-kilometre on average (i.e. €50 for one day including hire and fuel for 100 km).

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

#### Please explain

## Employee commuting

### Evaluation status

Relevant, calculated

### Metric tonnes CO2e

3344

### Emissions calculation methodology

Emissions from commuting were estimated predominantly using the number of office employees living inside or outside of the city that they work in. Assumptions included: • A year consisted of 240 working days. • Employees worked from home from April to December (9 months) • Average round-trip journey distance was 20 km for employees living outside the city and 6 km for employees living inside the city. • For hub-based Scoober couriers, a 10 km round-trip and 80 working days were assumed. • Hub-based Scoober couriers travelled to work by underground (25%), local bus (25%) and non-motorised travel (walking/cycling; 50%). Home working emissions were included in this category. To estimate emissions associated with office employees working from home, it was assumed that: • 240 working days per year (48 weeks x 5 days). • 1920 working hours per year (240 days x 8 hrs). • On average, there are 160 working hours per month (1920 hrs / 12 months). • Employees worked from home from April-December due to the pandemic (9 months). • Home office equipment uses 140 W of electricity (estimate for laptop, phone and printer). Additional lighting uses 10 W. • On average, four additional hours of heating are required in winter months (January-April, October-December) for home working. Gas is used as heating fuel. • Typical domestic gas consumption is 12,000 kWh per year (OFGEM, 2020) and approximately 77% of domestic gas consumption is for heating. • Heating is used for 10 hrs per day for 6 months of the year. • Employees use electricity tariffs with country-average grid emissions intensity.

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

#### Please explain

## Upstream leased assets

### Evaluation status

Not relevant, explanation provided

### Metric tonnes CO2e

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

#### Please explain

JET does not have upstream leased assets generating additional emissions.

## Downstream transportation and distribution

### Evaluation status

Not relevant, explanation provided

### Metric tonnes CO2e

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

#### Please explain

Downstream transportation of JET's main product, a tech platform for ordering restaurant food, is not required.

## Processing of sold products

### Evaluation status

Not relevant, explanation provided

### Metric tonnes CO2e

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

#### Please explain

JET's sold products do not require processing.

## Use of sold products

### Evaluation status

Relevant, calculated

### Metric tonnes CO2e

1093

### Emissions calculation methodology

Data provided included a breakdown of average session duration and total number of sessions by device, user (customer/restaurant) and country. Emissions were estimated based on the electricity demand of devices. Restaurant hardware data were provided for 16 of 24 markets. Emissions were calculated based on use only, using Apple product GHG emissions reports for Macbooks, iPads and iPhones released since 2016. Total use-related emissions over a 3-year (iPhones and iPads) or 4-year (Macbooks) product lifespan were divided by the number of hours of use during this time, to determine emissions per hour of active use. These EFs were then multiplied by total session duration. Assumptions • iPhones are actively used for 2.4 hrs per day on average. • iPads are used for 2.4 hrs per day on average. • Macbooks are used for 3 hrs per day on average. • These Apple products consume similar amounts of electricity to the devices used. • Restaurant hardware has the same energy demand as the average iPad.

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

#### Please explain

## End of life treatment of sold products

### Evaluation status

Not relevant, explanation provided

### Metric tonnes CO2e

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

#### Please explain

Emissions from this category were evaluated as negligible so were not included in the analysis.

## Downstream leased assets

### Evaluation status

Not relevant, explanation provided

### Metric tonnes CO2e

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

#### Please explain

No significant downstream leased assets were identified.

## Franchises

### Evaluation status

Not relevant, explanation provided

### Metric tonnes CO2e

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

#### Please explain

JET does not have franchises.

## Investments

### Evaluation status

Not evaluated

### Metric tonnes CO2e

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

#### Please explain

JET is a minority shareholder of iFood in Colombia and Brazil, and we have limited control and oversight in those markets.

**Other (upstream)**

**Evaluation status**

**Metric tonnes CO2e**

<Not Applicable>

**Emissions calculation methodology**

<Not Applicable>

**Percentage of emissions calculated using data obtained from suppliers or value chain partners**

<Not Applicable>

**Please explain**

**Other (downstream)**

**Evaluation status**

**Metric tonnes CO2e**

<Not Applicable>

**Emissions calculation methodology**

<Not Applicable>

**Percentage of emissions calculated using data obtained from suppliers or value chain partners**

<Not Applicable>

**Please explain**

C6.7

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**(C6.7) Are carbon dioxide emissions from biogenic carbon relevant to your organization?**

No

C6.10

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**(C6.10) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.**

**Intensity figure**

1.786

**Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)**

4283

**Metric denominator**

unit total revenue

**Metric denominator: Unit total**

2398

**Scope 2 figure used**

Market-based

**% change from previous year**

**Direction of change**

<Not Applicable>

**Reason for change**

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C7. Emissions breakdowns

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C7.1

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**(C7.1) Does your organization break down its Scope 1 emissions by greenhouse gas type?**

No

C7.2

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**(C7.2) Break down your total gross global Scope 1 emissions by country/region.**

Country/Region	Scope 1 emissions (metric tons CO2e)
Austria	13
Australia	10
Belgium	83
Bulgaria	55
Canada	378
Switzerland	31
Germany	219
Denmark	37
Spain	23
France	159
Ireland	109
Israel	1
Italy	442
Netherlands	444
Norway	20
Poland	138
Portugal	1
Romania	108
United Kingdom of Great Britain and Northern Ireland	207

**C7.3**

**(C7.3) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.**

By activity

**C7.3c**

**(C7.3c) Break down your total gross global Scope 1 emissions by business activity.**

Activity	Scope 1 emissions (metric tons CO2e)
Offices	1372
Scoober hubs	84
Corporate vehicles	1023

**C7.5**

**(C7.5) Break down your total gross global Scope 2 emissions by country/region.**

Country/Region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)	Purchased and consumed electricity, heat, steam or cooling (MWh)	Purchased and consumed low-carbon electricity, heat, steam or cooling accounted for in Scope 2 market-based approach (MWh)
Austria	28	28	124	0
Australia	6	6	8	0
Belgium	48	37	268	58
Canada	412	412	2979	0
Switzerland	15	9	149	56
Denmark	8	0	79	79
Spain	4	4	18	0
France	3	3	60	7
Ireland	13	13	46	0
Israel	90	90	182	0
Italy	19	19	75	0
Netherlands	610	477	1788	387
Norway	0	0	26	0
Poland	207	207	324	0
Portugal	1	1	4	0
Romania	52	29	160	70
United Kingdom of Great Britain and Northern Ireland	99	95	479	20
Germany	357	357	1051	0
Bulgaria	20	17	44	7

C7.6

(C7.6) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.

By activity

C7.6c

(C7.6c) Break down your total gross global Scope 2 emissions by business activity.

Activity	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Offices	1288	1102
Scoober hubs	696	696
Corporate EVs (not charged at JET facility)	6	6

C7.9

(C7.9) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

This is our first year of reporting, so we cannot compare to last year

C8. Energy

C8.1

(C8.1) What percentage of your total operational spend in the reporting year was on energy?

More than 0% but less than or equal to 5%

C8.2

(C8.2) Select which energy-related activities your organization has undertaken.

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	Yes
Consumption of purchased or acquired electricity	Yes
Consumption of purchased or acquired heat	No
Consumption of purchased or acquired steam	No
Consumption of purchased or acquired cooling	No
Generation of electricity, heat, steam, or cooling	No

C8.2a

(C8.2a) Report your organization's energy consumption totals (excluding feedstocks) in MWh.

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	LHV (lower heating value)	0	8209	8209
Consumption of purchased or acquired electricity	<Not Applicable>	685	7179	7864
Consumption of purchased or acquired heat	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired steam	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired cooling	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of self-generated non-fuel renewable energy	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Total energy consumption	<Not Applicable>	685	15388	16073

C8.2b

**(C8.2b) Select the applications of your organization's consumption of fuel.**

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	No
Consumption of fuel for the generation of heat	Yes
Consumption of fuel for the generation of steam	No
Consumption of fuel for the generation of cooling	No
Consumption of fuel for co-generation or tri-generation	No

**C8.2c**

**(C8.2c) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.**

**Fuels (excluding feedstocks)**

Natural Gas

**Heating value**

LHV (lower heating value)

**Total fuel MWh consumed by the organization**

3910

**MWh fuel consumed for self-generation of electricity**

<Not Applicable>

**MWh fuel consumed for self-generation of heat**

<Not Applicable>

**MWh fuel consumed for self-generation of steam**

<Not Applicable>

**MWh fuel consumed for self-generation of cooling**

<Not Applicable>

**MWh fuel consumed for self-cogeneration or self-trigeneration**

<Not Applicable>

**Emission factor**

0.20374

**Unit**

kg CO2e per kWh

**Emissions factor source**

Defra conversion factors, 2020

**Comment**

**Fuels (excluding feedstocks)**

Burning Oil

**Heating value**

LHV (lower heating value)

**Total fuel MWh consumed by the organization**

1

**MWh fuel consumed for self-generation of electricity**

<Not Applicable>

**MWh fuel consumed for self-generation of heat**

<Not Applicable>

**MWh fuel consumed for self-generation of steam**

<Not Applicable>

**MWh fuel consumed for self-generation of cooling**

<Not Applicable>

**MWh fuel consumed for self-cogeneration or self-trigeneration**

<Not Applicable>

**Emission factor**

2.54039

**Unit**

kg CO2e per liter

**Emissions factor source**

Defra conversion factors, 2020

**Comment**

**Fuels (excluding feedstocks)**

Biogas

**Heating value**

LHV (lower heating value)

**Total fuel MWh consumed by the organization**

1

**MWh fuel consumed for self-generation of electricity**

<Not Applicable>

**MWh fuel consumed for self-generation of heat**

<Not Applicable>

**MWh fuel consumed for self-generation of steam**

<Not Applicable>

**MWh fuel consumed for self-generation of cooling**

<Not Applicable>

**MWh fuel consumed for self-cogeneration or self-trigeneration**

<Not Applicable>

**Emission factor**

0.00021

**Unit**

kg CO2e per kWh

**Emissions factor source**

Defra conversion factors, 2020

**Comment**

---

**Fuels (excluding feedstocks)**

Diesel

**Heating value**

LHV (lower heating value)

**Total fuel MWh consumed by the organization**

2423

**MWh fuel consumed for self-generation of electricity**

<Not Applicable>

**MWh fuel consumed for self-generation of heat**

<Not Applicable>

**MWh fuel consumed for self-generation of steam**

<Not Applicable>

**MWh fuel consumed for self-generation of cooling**

<Not Applicable>

**MWh fuel consumed for self-cogeneration or self-trigeneration**

<Not Applicable>

**Emission factor**

2.54603

**Unit**

kg CO2e per liter

**Emissions factor source**

Defra conversion factors, 2020

**Comment**

---

**Fuels (excluding feedstocks)**

Petrol

**Heating value**

LHV (lower heating value)

**Total fuel MWh consumed by the organization**

1873

**MWh fuel consumed for self-generation of electricity**

<Not Applicable>

**MWh fuel consumed for self-generation of heat**

<Not Applicable>

**MWh fuel consumed for self-generation of steam**

<Not Applicable>

**MWh fuel consumed for self-generation of cooling**

<Not Applicable>

**MWh fuel consumed for self-cogeneration or self-trigeneration**

<Not Applicable>

**Emission factor**

2.16802

**Unit**

kg CO2e per liter

**Emissions factor source**

Defra conversion factors, 2020

**Comment**

---

## C8.2e

(C8.2e) Provide details on the electricity, heat, steam, and/or cooling amounts that were accounted for at a zero emission factor in the market-based Scope 2 figure reported in C6.3.

**Sourcing method**

Green electricity products (e.g. green tariffs) from an energy supplier, not supported by energy attribute certificates

**Low-carbon technology type**

Low-carbon energy mix

**Country/area of consumption of low-carbon electricity, heat, steam or cooling**

Belgium

**MWh consumed accounted for at a zero emission factor**

58

**Comment**

---

**Sourcing method**

Green electricity products (e.g. green tariffs) from an energy supplier, not supported by energy attribute certificates

**Low-carbon technology type**

Low-carbon energy mix

**Country/area of consumption of low-carbon electricity, heat, steam or cooling**

Bulgaria

**MWh consumed accounted for at a zero emission factor**

7

**Comment**

---

**Sourcing method**

Green electricity products (e.g. green tariffs) from an energy supplier, not supported by energy attribute certificates

**Low-carbon technology type**

Low-carbon energy mix

**Country/area of consumption of low-carbon electricity, heat, steam or cooling**

Switzerland

**MWh consumed accounted for at a zero emission factor**

56

**Comment**

---

**Sourcing method**

Green electricity products (e.g. green tariffs) from an energy supplier, not supported by energy attribute certificates

**Low-carbon technology type**

Low-carbon energy mix

**Country/area of consumption of low-carbon electricity, heat, steam or cooling**

Denmark

**MWh consumed accounted for at a zero emission factor**

79

**Comment**

---

**Sourcing method**

Green electricity products (e.g. green tariffs) from an energy supplier, not supported by energy attribute certificates

**Low-carbon technology type**

Low-carbon energy mix

**Country/area of consumption of low-carbon electricity, heat, steam or cooling**

France

**MWh consumed accounted for at a zero emission factor**

7

**Comment**

---

**Sourcing method**

Green electricity products (e.g. green tariffs) from an energy supplier, not supported by energy attribute certificates

**Low-carbon technology type**

Low-carbon energy mix

**Country/area of consumption of low-carbon electricity, heat, steam or cooling**

Netherlands

**MWh consumed accounted for at a zero emission factor**

387

**Comment****Sourcing method**

Green electricity products (e.g. green tariffs) from an energy supplier, not supported by energy attribute certificates

**Low-carbon technology type**

Low-carbon energy mix

**Country/area of consumption of low-carbon electricity, heat, steam or cooling**

Romania

**MWh consumed accounted for at a zero emission factor**

70

**Comment****Sourcing method**

Green electricity products (e.g. green tariffs) from an energy supplier, not supported by energy attribute certificates

**Low-carbon technology type**

Low-carbon energy mix

**Country/area of consumption of low-carbon electricity, heat, steam or cooling**

United Kingdom of Great Britain and Northern Ireland

**MWh consumed accounted for at a zero emission factor**

20

**Comment****C9. Additional metrics****C9.1**

**(C9.1) Provide any additional climate-related metrics relevant to your business.**

**C10. Verification****C10.1**

**(C10.1) Indicate the verification/assurance status that applies to your reported emissions.**

	Verification/assurance status
Scope 1	No third-party verification or assurance
Scope 2 (location-based or market-based)	No third-party verification or assurance
Scope 3	No third-party verification or assurance

**C10.2**

**(C10.2) Do you verify any climate-related information reported in your CDP disclosure other than the emissions figures reported in C6.1, C6.3, and C6.5?**

No, we do not verify any other climate-related information reported in our CDP disclosure

**C11. Carbon pricing**

## C11.1

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**(C11.1) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?**

No, and we do not anticipate being regulated in the next three years

## C11.2

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**(C11.2) Has your organization originated or purchased any project-based carbon credits within the reporting period?**

No

## C11.3

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**(C11.3) Does your organization use an internal price on carbon?**

No, and we do not currently anticipate doing so in the next two years

## C12. Engagement

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### C12.1

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**(C12.1) Do you engage with your value chain on climate-related issues?**

Yes, our suppliers

Yes, other partners in the value chain

### C12.1a

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**(C12.1a) Provide details of your climate-related supplier engagement strategy.**

**Type of engagement**

Engagement & incentivization (changing supplier behavior)

**Details of engagement**

Other, please specify (We integrate climate considerations in the screening of branded goods suppliers)

**% of suppliers by number**

**% total procurement spend (direct and indirect)**

**% of supplier-related Scope 3 emissions as reported in C6.5**

**Rationale for the coverage of your engagement**

We are keen on engaging our suppliers on sustainability topics through screenings and material choice. For the suppliers of branded goods, such as packaging, courier merchandise, and clothing, we integrate sustainability considerations along the decision making process. When it comes to material choice we are looking for circular materials and certified materials, such as GRS certified polyester and FSC certified paper for disposable bags and packaging. We source bags and jackets made of recycled content. Similarly, all the foam in our hot foods bags and rucksacks are manufactured from recycled foam.

**Impact of engagement, including measures of success**

By keeping a high sustainability standard for the JET branded goods we aim to encourage more sustainable behavior for suppliers.

**Comment**

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### C12.1d

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**(C12.1d) Give details of your climate-related engagement strategy with other partners in the value chain.**

We rely on close partnerships with our restaurant partners as well as other industry leaders such as large scale FMCGs, to achieve our sustainability ambition.

Restaurant engagement:

We work closely with our restaurant partners on sustainability issues and we consider them an integral part of our responsible business framework. For example:

- When it comes to finding sustainable packaging alternatives we work with restaurants in different countries to pilot and identify optimal solutions that will be both environmentally beneficial and practical for restaurants. In the UK, we piloted a seaweed coated cardboard box. During the trial we offered 30,000 boxes to restaurants for free and asked for their feedback on usability. We also have two ongoing reusable packaging trials in Germany and the UK.
- We also communicate with restaurant partners on key upcoming legislation, for example we sent 2 newsletter communications about the upcoming EU Single Use Plastic Directive, informing them about potential impacts and how to best adapt.
- We support restaurants fulfilling their own deliveries, as they explore opportunities to deploy more environmentally friendly delivery options. We have a partnership with Eskuta in the UK since 2018, through which we have subsidized the purchase of over 900 bikes and e-scooters by our restaurant partners

Strategic partnerships:

We are using our network of partners to drive industry change. Through our partnership with Unilever in the UK, Germany and The Netherlands are working on a route to market to offer Vegetarian Butcher's plant-based products to our restaurant network and support them in the form of cooking workshops with meat alternatives.

**C12.3**

**(C12.3) Do you engage in activities that could either directly or indirectly influence public policy on climate-related issues through any of the following?**

Please select

**C12.4**

**(C12.4) Have you published information about your organization's response to climate change and GHG emissions performance for this reporting year in places other than in your CDP response? If so, please attach the publication(s).**

**C15. Signoff**

**C-FI**

**(C-FI) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored.**

**C15.1**

**(C15.1) Provide details for the person that has signed off (approved) your CDP climate change response.**

	Job title	Corresponding job category
Row 1	Management Board	Board/Executive board

**Submit your response**

**In which language are you submitting your response?**

English

**Please confirm how your response should be handled by CDP**

	I am submitting to	Public or Non-Public Submission
I am submitting my response	Investors	Non-public

**Please confirm below**

I have read and accept the applicable Terms