



Climate
services

Carbon Footprint 2025

bluefactory



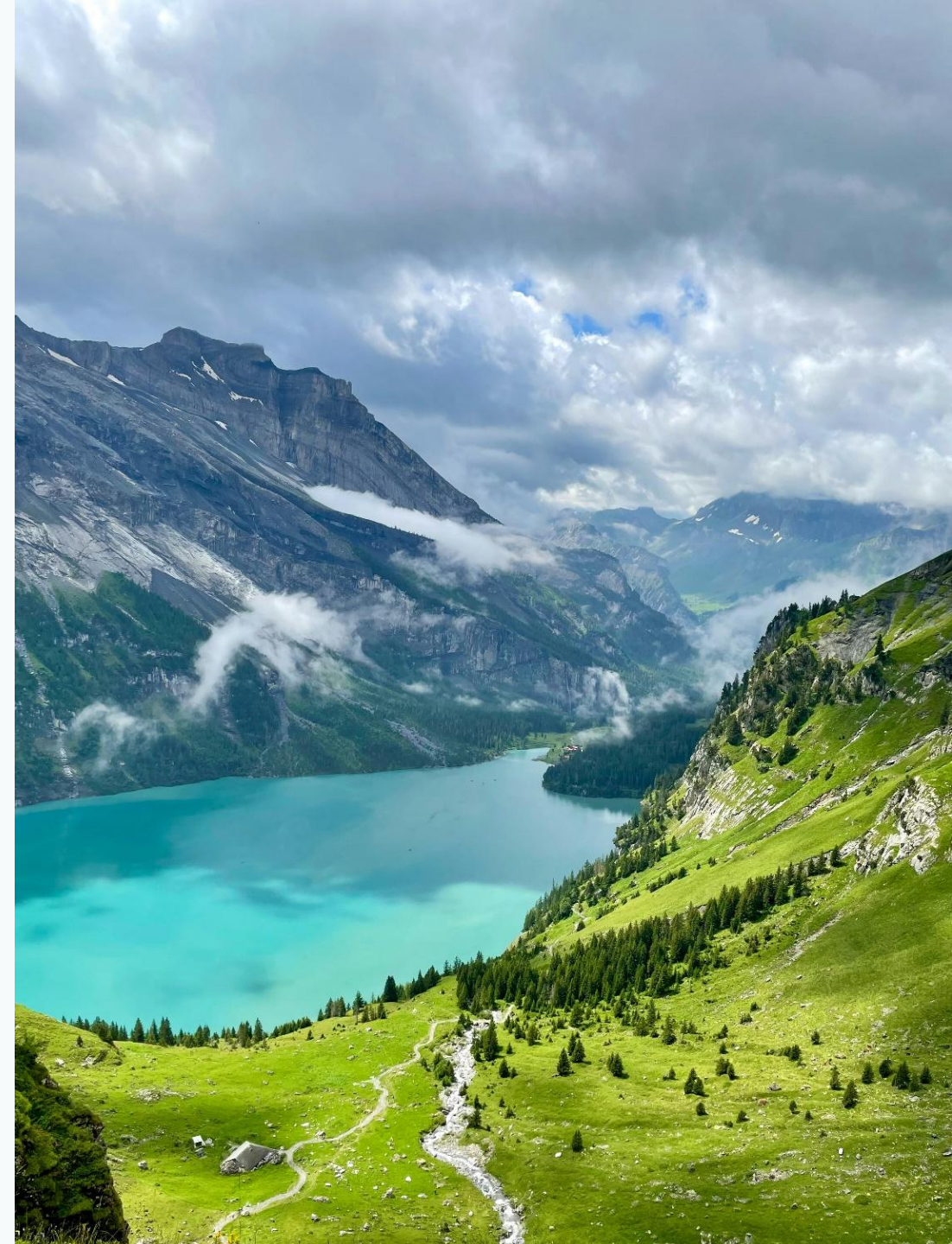
General interpretation

Compared to 2023, Bluefactory's 2025 carbon footprint (896 tCO₂) is characterized by a sharp increase in emissions related to transportation (+301%), which alone account for 83% of the site's operational emissions (including business activities but excluding construction).

Compared to 2023, the report shows a sharp increase in total emissions (+223%), due not only to the increase in headcount (+53%), but also to a rise in carbon intensity per FTE (+100%).

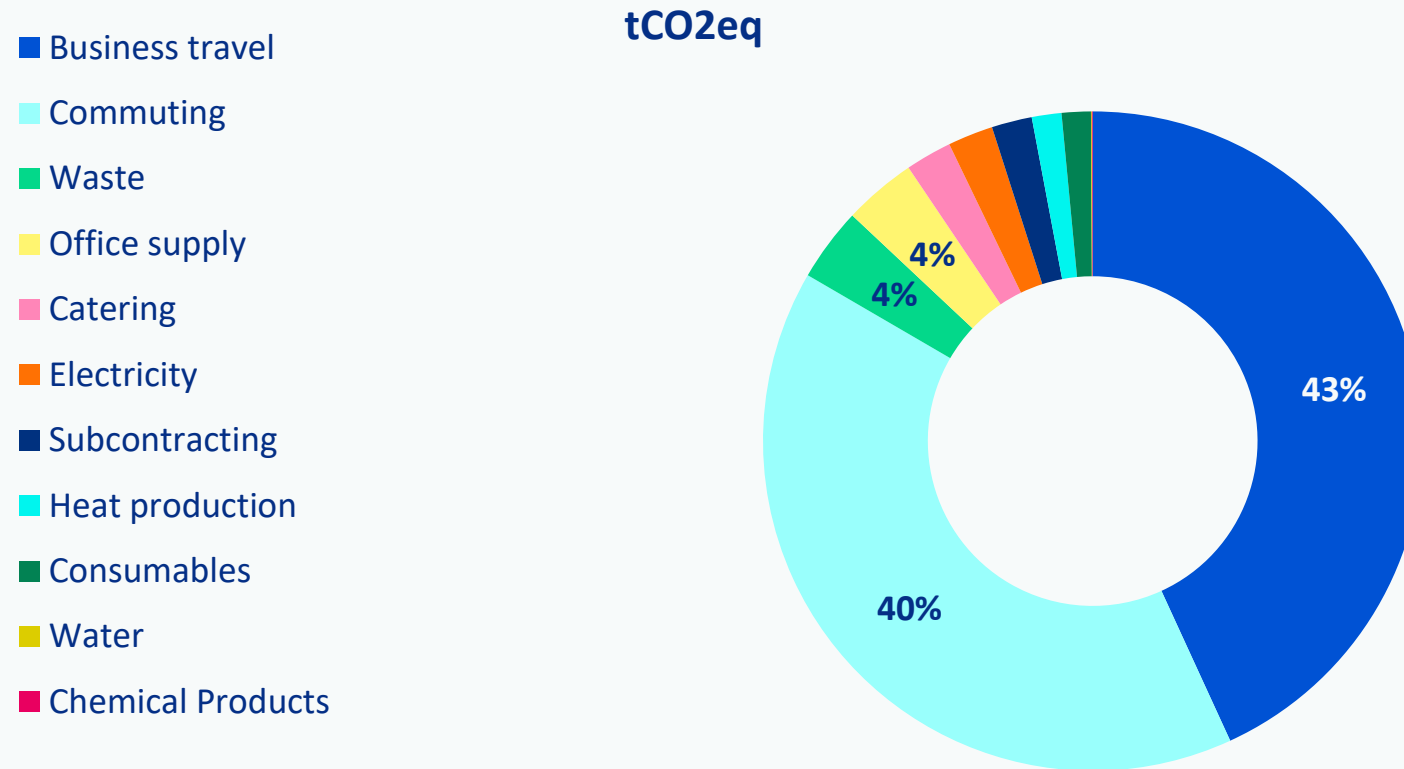
Several factors contribute to this evolution, notably the modal shift toward more emissions-intensive modes of transport for commuting and business travel, and a sharp increase in the distances traveled for business trips, due in particular to frequent air travel (accounting for 49% of total distances traveled for business trips in 2025, compared to 32% in 2023, representing a 287% increase in kilometers traveled by air), as well as the rise in hybrid vehicles (+3'194%), at the expense of electric two-wheelers (-100%) and non-motorized mobility (-88%).

The scope has been expanded to now include the impact of the two restaurants on the site (+20 tCO₂).





Breakdown by category





Results by category

Categories		Data	Unit	tCO2eq
Business trips	43%	3'273'079	km	388
Commuting	40%	5'410'236	km	359
Waste	4%	65'020	kg	32
Office supplies	4%		divers	32
Catering	2%		divers	20
Electricity	2%	1'183'691	kWh	20
Subcontracting	2%	5	FTE	18
Heat production	1%	196'869	kWh	13
Consumables	1%		divers	13
Water	0%	5'049'000	l	0
Chemical products	0%	777	kg	0
Total (Operations)	100%			896
Embodied energy – solar panels				20
Embodied energy – Halle bleue				45
Embodied energy – wood-iD				5
Embodied energy – Bâtiment B				88
Embodied energy – Outdoors (urban renaturation)				4
Total Embodied energy				162

Unit: “Miscellaneous” means that this category includes multiple units that cannot be converted to an equivalent value.
Example: “Office supplies” includes computers (number) and kilograms of paper (weight).



Main impacts by category

Categories	Main indicator	Data	Unit	tCO ₂ eq	% tCO ₂ eq	% Category
Business trips	BT - Flight economy >4000km	998'090	km	117.9	13%	30%
Commuting	CO - Private vehicle, gasoline, 5-8l	432'809	km	110.0	12%	31%
Waste	WS - Incinerated municipal waste	45'252	kg	30.3	3%	94%
Electricity	EL - Electricity renewable scope 3.03	19	tCO ₂	19.0	2%	96%
Subcontracting	SC - Cleaning service	4	FTE	14.0	2%	79%
Heat production	HE - Fuel oil	25'000	kWh	6.6	1%	51%
Water	WA - Tap water	5'049'000	l	0.4	0%	100%
Chemical products	CP - Cleaning products	777	kg	0.4	0%	100%

This table presents, for each category for which physical values have been quantified (weight, distance, etc.), the primary indicator (the one contributing most to emissions in that category). In other words, these are the reduction levers that should be prioritized to effectively reduce emissions. Categories for which values were extrapolated or obtained directly in tCO₂eq are therefore not included in this list. % tCO₂eq represents the indicator's contribution relative to the total emissions, and %Category represents the indicator's contribution within its category.

Breakdown by scope

For the bluefactory site, 6.9% of emissions fall directly under scope 1.

In addition, 93.1% of emissions are indirect, of which 0.1% come from scope 2 and 93% from scope 3 for the 2025 operational emissions inventory.

Note : Company vehicles are classified under scope 1, even if they do not belong to BFF SA. The carbon footprint of the bluefactory site represents the sum of the individual companies' carbon footprints (some of which do own vehicles, classified under scope 1).

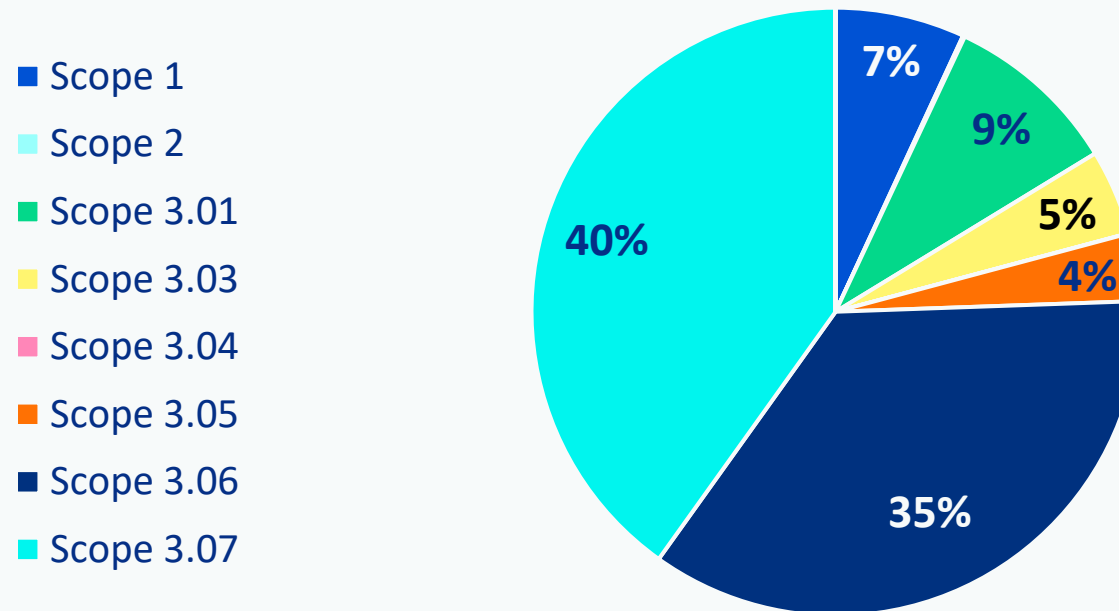
Emissions by scope	tCO2eq	%
Scope 1		
Fossil fuels & Company vehicles	62	6.9%
Scope 2		
Purchased energy / Location-based	3	
Purchased energy / Market-based	1	0.1%
Scope 1+2		
Location-based	64	
Market-based	63	
Scope 3	833	93%
1. Purchased Goods and Services	83	9.3%
2. Capital Goods		
3. Fuel- and Energy-Related Activities (location-based)	41	4.5%
4. Transportation & Distribution	0	0.0%
5. Waste Generated in Operations	32	3.6%
6. Business Travel	318	35.4%
7. Employee Commuting	359	40.1%
8. Leased Assets		
Total	896	100%





Breakdown by scope

The scope categories with the highest emissions in the assessment are scope 3.07 (commuting, accounting for 40% of the total) and scope 3.06 (business travel*, accounting for 35% of the total). Mobility alone accounts for three-quarters of the bluefactory site's emissions, underscoring the importance of a mobility plan.



*Limitations: Some companies provided data on their business travel in tCO₂eq, based on their expenses. The breakdown of these trips between scope 1 and scope 3.06 could not therefore be determined, and this impact was accounted for under scope 3.06. This amounts to 118.5 tCO₂eq, which is equivalent to the impact of long-haul flights (13% of the total, 30% of emissions in the “business travel” category).



Greenhouse Gas Protocol

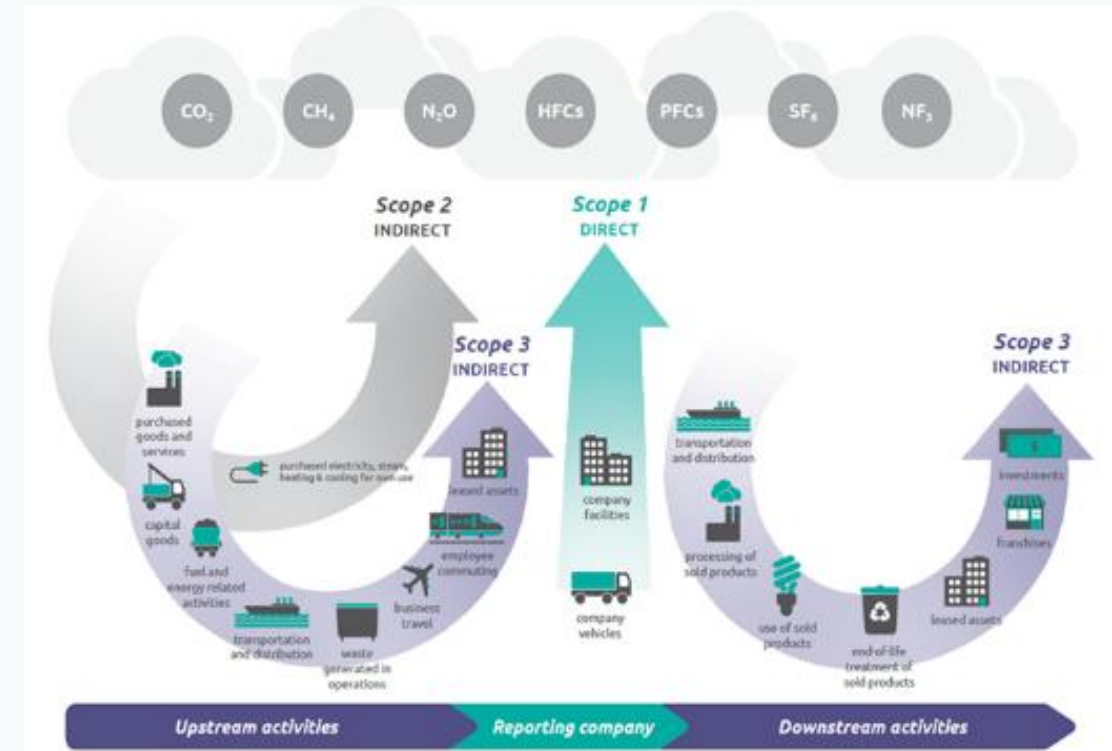
The Greenhouse Gas Protocol is the international standard for establishing an organization's carbon footprint. This concept is incorporated into ISO 14064. Under this framework, emissions are categorized into three groups known as “scopes.”

Scope 1 includes direct emissions related to the combustion of fossil fuels, such as heating buildings using fuel oil or natural gas, or fuel consumption by company vehicles.

Scope 2 represents emissions resulting from purchased energy, such as electricity consumption or heat from district heating.

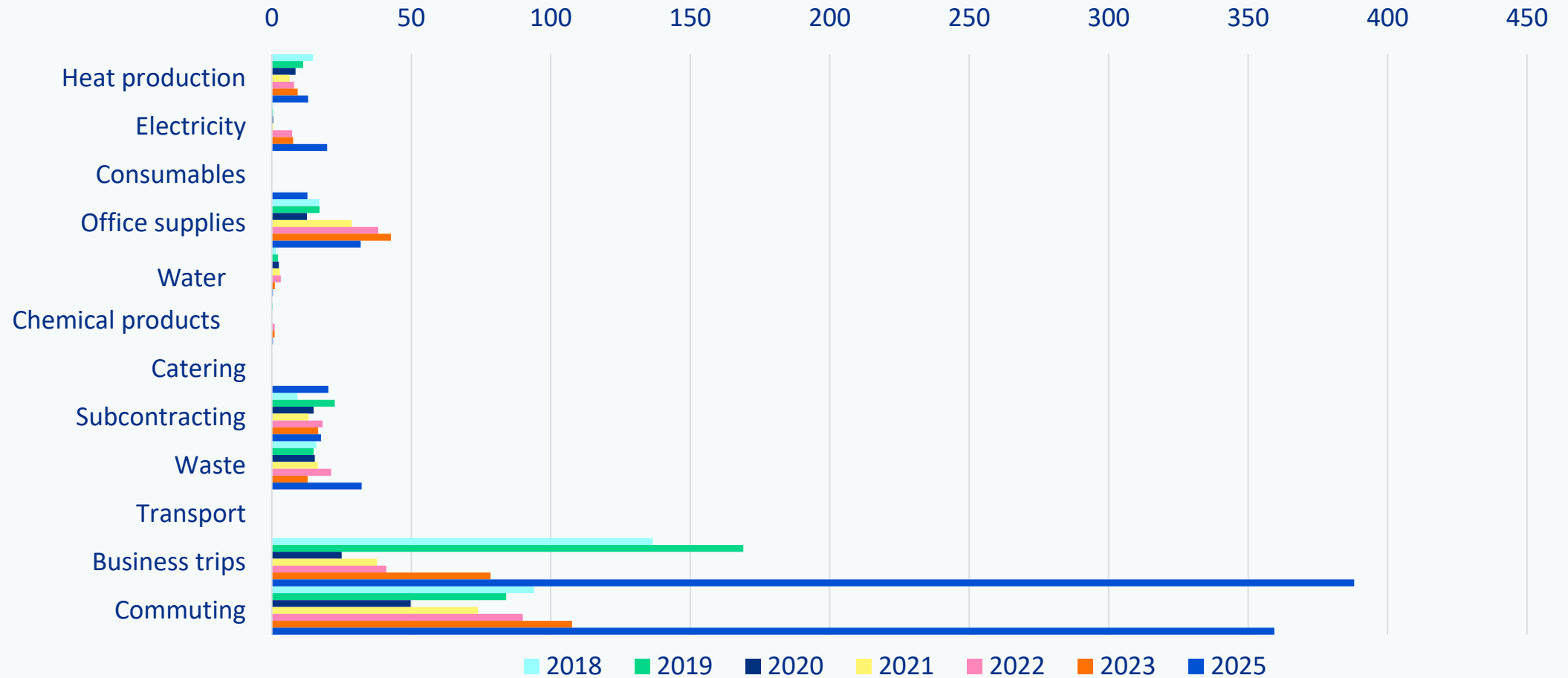
Scope 3, meanwhile, includes indirect emissions generated by purchased services or goods, such as mobility, transportation, waste, or office equipment.

It is subdivided into 15 subcategories that can be selected based on the company's activities. The emissions considered relevant to this project, as well as the results by scope, are shown in the previous slide.





Evolution by category



Emissions from commuting (home-to-work) and business travel (business trips, client visits) rose sharply between 2023 and 2025. A marked post-COVID recovery began in 2021 and has been steadily increasing ever since.



Evolution 2018–2025

Categories	2018	2019	2020	2021	2022	2023	2025	2023-2025
Heating (fossil - heating oil)	15	11	9	6	8	9	8.1	-10%
Heating Bât B (renewable - HP/district heating)							4.9	N/A
Electricity	0	0	1	1	7	8	20	158%
Consumables							13	
Office supplies	17	17	13	29	38	43	32	-25%
Water	2	2	3	3	3	1	0	-66%
Chemical Products	0	0	0	0	1	1	0	-63%
Catering							20	
Subcontracting	9	23	15	13	18	17	18	6%
Waste	16	15	15	17	21	13	32	150%
Business trips	137	169	25	38	41	78	388	395%
Commuting	94	84	50	74	90	108	359	234%
Total	290	322	129	180	228	277	896	223%

In 2023, 72% of the electricity consumed came from hydropower, while 38% was self-generated using solar panels installed on-site. In 2025, 80% of the electricity consumed was purchased, compared to 20% self-generated (accounted for as 0 since the panels are included in embodied energy). The impact of office supplies (particularly computer equipment) is likely underestimated due to the low response rate from companies to the survey. The impact of meals served on-site (catering) was accounted for for the first time in 2025. A distinction between consumables (toilet paper, etc.) and office supplies (printing paper, IT equipment, etc.) was introduced in 2025.



Key indicators

Business growth will generally lead to an increase in emissions. The concept of CO₂ performance involves normalizing these emissions relative to a baseline, making it possible to compare changes in these indicators over time.

Note that it is not recommended to compare indicators or emissions with other companies without knowing the precise scope included in their reports and the methods used to account for emissions.

According to federal statistics, the average distance per commute is 13.7 km, or 6'028 km annually.

People working at bluefactory travelled 64% more distances than the national average. This corresponds to 37 km / person / day all modes of transport combined.

Key indicators	Bluefactory - 2025
Total footprint (tCO ₂ eq)	896
Employees (number)	658
Full-time equivalents (FTE)	546
Energy reference area (m ²)	27'969
km/FTE Commuting	9'904
km/FTE Business travel	5'995
Emissions par employee (tCO ₂ eq/employee)	1.4
Emissions per FTE (tCO ₂ eq/FTE)	1.6



Evolution of key performance indicators

Key performance indicators	2022	2023	2025	Development 2023-2025
Total footprint (tCO ₂ eq)	228	277	896	223%
Employees (number)	403	430	658	53%
Full-time equivalents (FTE)	281	334	546	63%
Energy reference area (m ²)	9'071	20'554	27'969	36%
km/FTE Commuting	5'103	9'836	9'904	1%
tCO ₂ /FTE Commuting	0.32	0.32	0.66	106%
km/FTE Business travel	2'224	3'748	5'992	60%
tCO ₂ /FTE Business travel	0.15	0.24	0.71	196%
Emissions par employee (tCO ₂ eq/employee)	0.6	0.6	1.4	133%
Emissions per FTE (tCO ₂ eq/FTE)	0.8	0.8	1.6	100%

There has been an increase in emissions (+223% tCO₂) that exceeds the increase in on-site staff (+63% FTE). This trend is primarily due to the increased impact of business travel per FTE (+196%), accompanied by a significant increase in the distance traveled per FTE (+60%). The impact of commuting in tCO₂/FTE has also increased (+106%), mainly due to an increase in the impact in kgCO₂/km traveled (on average, people travel just as much, but using modes of transportation with higher emissions). It is also possible that behaviors have changed less than they appear to, and that this increase is due to improvements in the quality of the data collected. The results would therefore now be more representative of reality, and potentially underestimated in previous years.



Conclusion





Recommended next steps

Mobility Plan

The main source of impact comes from commuting and business travel.

Developing a [mobility plan](#) helps understand employees' transportation habits and constraints, allowing to offer solutions tailored to their needs.

At the same time, various incentives for active commuting and public transportation can be implemented

2Tonnes Workshop

Holding [2tonnes workshop](#) with company staff—both management and employees—would help raise awareness of environmental issues, provide training on the scale of these challenges, and teach best practices for reducing individual, collective, and company-wide emissions.

These workshops would thus help engage individuals in the decarbonization effort.

Action Plan

Developing an [action plan](#) makes it possible to identify and quantify planned and potential measures, as well as to project emissions trends through 2050 and determine whether the targets can be met with the planned measures or whether additional measures are needed.

Sustainability is a chance.

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Appendices to the report:

Spotlight on the most impactful categories





Appendice 1 – Commuting

Commuting accounts for 359 tCO₂eq, covering 5,410,236 km (40% of the total emissions).

- Of these trips, 1,375,415 km are traveled by internal combustion engine vehicles, amounting to 322 tCO₂eq, which represents 89.7% of the impact in this category.
- The majority of travel is done via public transportation, accounting for 59% of the distance traveled (3,214,299 km), which constitutes only 5% of the category's emissions.

With 193 responses out of 658 employees, the probability that the sample accurately represents the behavior of all employees (confidence level) is estimated at 90%, with a 5% margin of error (potential discrepancy between sample responses and the reality of all site employees, after extrapolation). This represents an improvement in data quality compared to the 2023 report, which had a confidence level below 80%.

Commuting			
Indicator	Value	Unit	tCO ₂ eq
CO - Private vehicle, gasoline, 5-8l	432'809	km	110.0
CO - Private vehicle, gasoline, >8l	266'527	km	84.6
CO - Private vehicle, gasoline, 3-5l	270'252	km	42.9
CO - Private vehicle, Diesel, 5-8l	119'364	km	32.1
CO - Motorcycle	134'440	km	19.2
CO - Private vehicle, Diesel, 3-5l	93'887	km	15.8
CO - City public transport bus	121'150	km	14.0
CO - Company car, gasoline, 5-8l	50'038	km	12.7
CO - Plug-in petrol hybrid private vehicle	85'170	km	11.3
CO - Private vehicle, Electric	260'539	km	5.5
CO - Plug-in petrol hybrid company vehicle	34'379	km	3.4
CO - Regional public transport bus	67'184	km	2.5
CO - Company car, gasoline, >8l	7'393	km	2.3
CO - Main line train	2'508'769	km	1.8
CO - Regional train	503'031	km	0.7
CO - Trolley / Tram	14'165	km	0.2
CO - Plug-in diesel hybrid private vehicle	2'887	km	0.2
CO - E-bike	88'656	km	0.1
CO - Company car, Electric	3'697	km	0.1
CO - Motor scooter	569	km	0.1
CO - Taxi	49	km	0.0
CO - Electric motorcycle	708	km	0.0
CO - Private vehicle, bioethanol (E85), 5-8 l	87	km	0.0
CO - On foot	244'274	km	0.0
CO - Bicycle	100'212	km	0.0

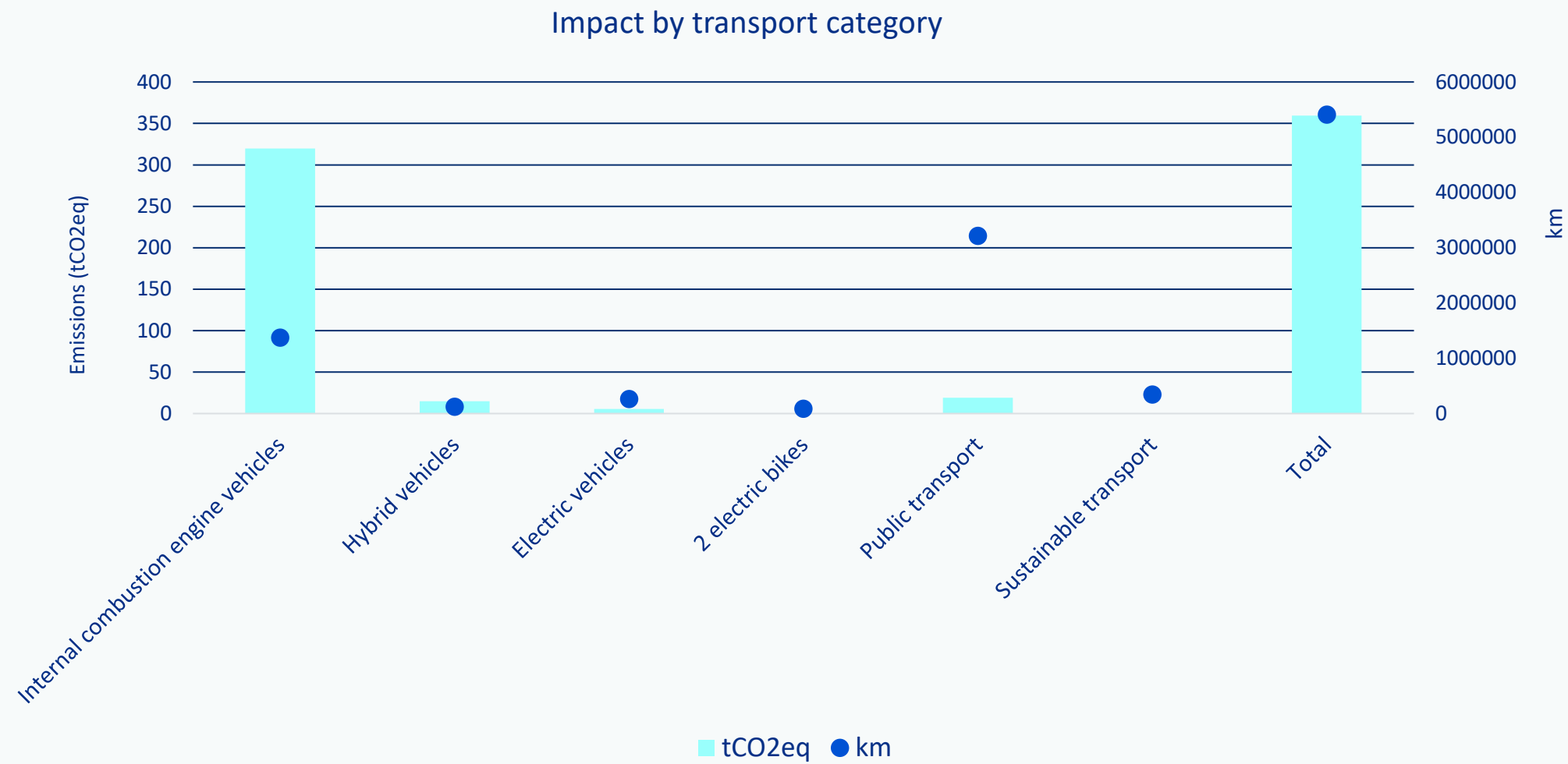


Analysis of Commuting

Impact by transport mode - Commuting					
Transport mode	Data	Unit	% km	tCO2eq	% tCO2eq
Combustion vehicles	1'375'415	km	26%	319.7	89%
Hybrid vehicles	122'436	km	2%	14.9	4%
Electric vehicles	264'236	km	5%	5.6	2%
Electric two-wheelers	89'364	km	2%	0.1	0%
Public transportation	3'214'299	km	60%	19.2	5%
Soft mobility	344'486	km	6%	0.0	0%
Total	5'410'236	km	100%	359	100%

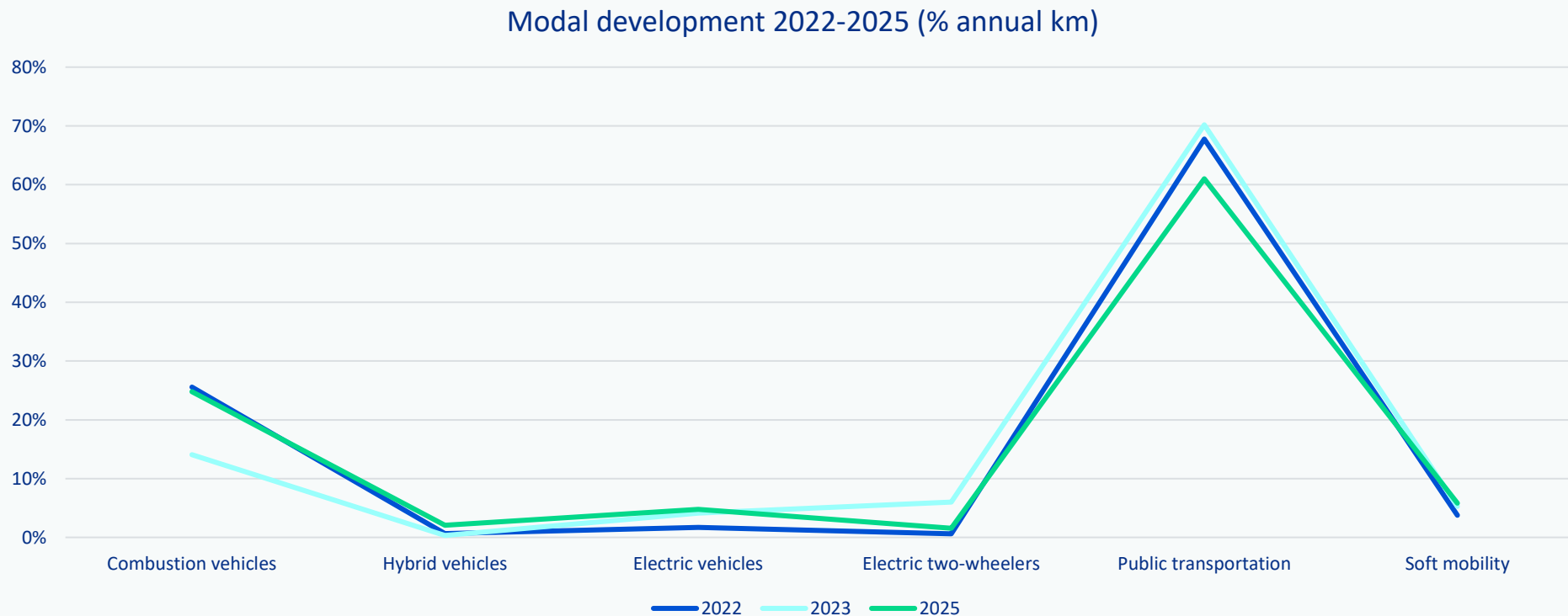


Commuting – Distances Traveled and Impact by Mode



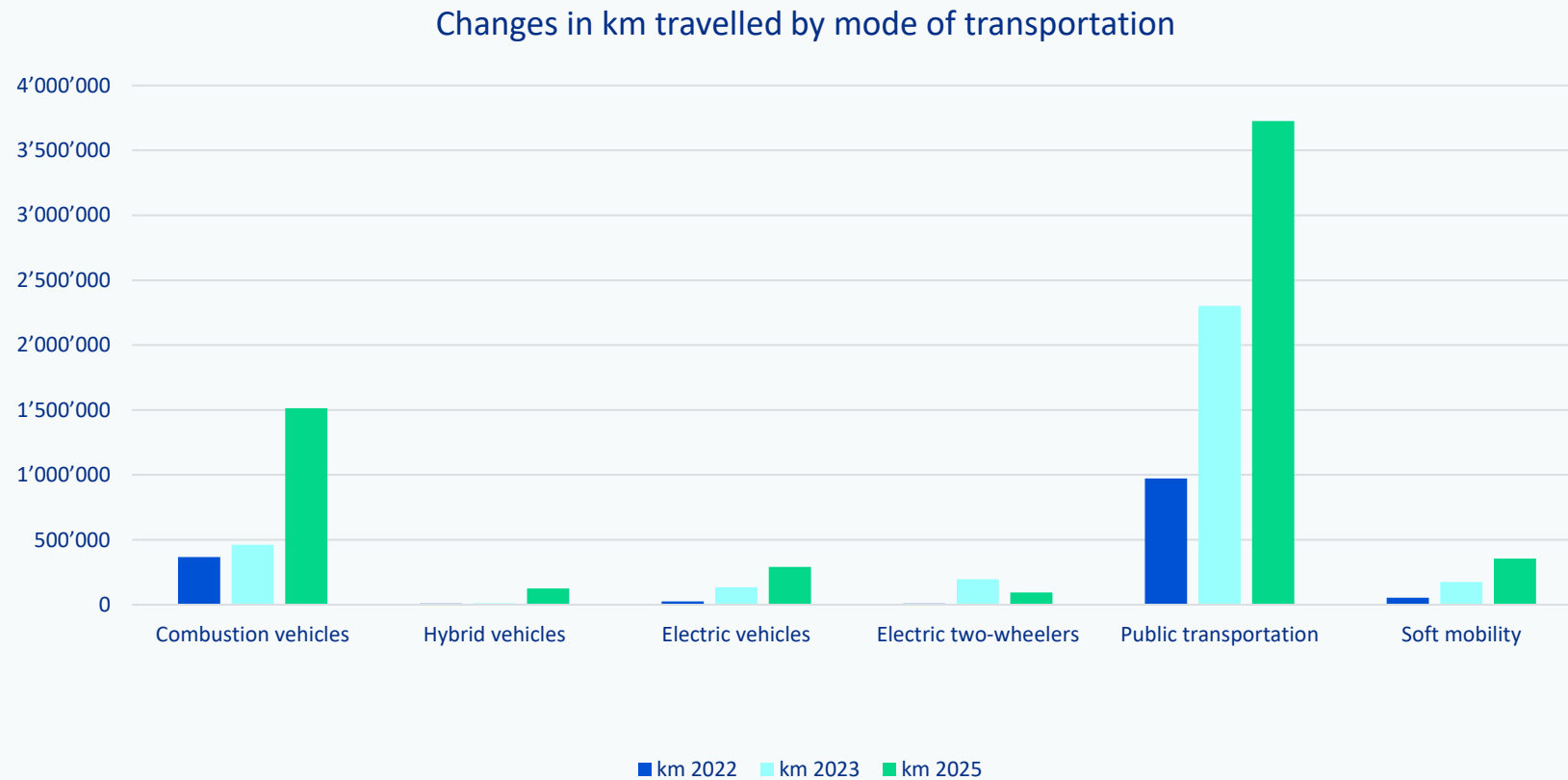


Relative modal development of commuting



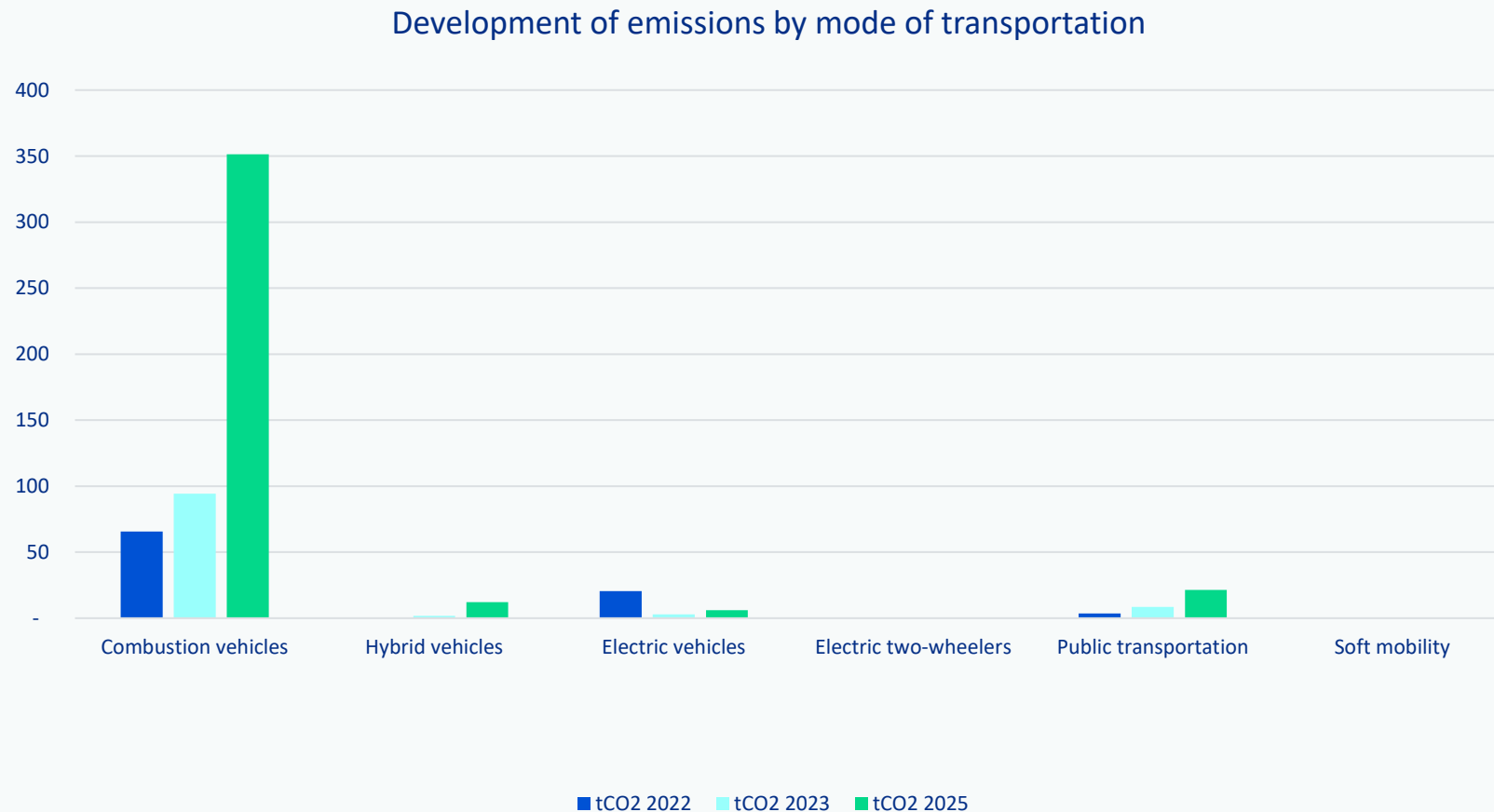


Modal development of distances - Commuting





Modal development of commuting emissions





Appendice 2 – Business travel

Business travel generated 388 tCO₂eq in 2025, accounting for 43% of the bluefactory site's operational carbon footprint, including the activities of tenant companies.

Long-haul flights (>4,000 km) are the largest source of emissions in this category, accounting for 118 tCO₂eq—13% of the total emissions and 30% of emissions from business travel—while representing 47% of total kilometers traveled.

The second-most impactful mode of transportation is gasoline-powered vehicles with fuel consumption of >8 l/100 km. The increasing prevalence of this type of vehicle among internal combustion engine cars has a significant impact on emissions per kilometer traveled.

Conversely, the second most prevalent mode of transport in terms of distance traveled after air travel is public transportation, which accounts for 33% of the kilometers traveled but generates only 1% of the emissions caused by business travel.

Note: Since some companies calculated their travel emissions using monetary factors, emissions in tCO₂eq were included in the report, but the kilometers traveled by these companies could not be broken down among the various modes of transportation listed opposite, which slightly skews the ratios presented.

Business travel			
Indicator	Value	Unit	tCO ₂ eq
BT - Business travel tCO ₂	119	tCO ₂	118.5
BT - Flight economy >4000km	998'090	km	117.9
CV - Company car, gasoline, >8l	177'438	km	43.4
BT - Flight economy 1000-4000km	337'133	km	36.4
BT - Flight economy <1000km	201'097	km	21.7
CV - Fossil fuel production - DP	15	tCO ₂	15.4
PV - Private vehicle, gasoline, 5-8l	42'030	km	10.7
PV - Private vehicle, gasoline, >8l	15'725	km	5.0
CV - Plug-in petrol hybrid	73'933	km	4.4
CV - Plug-in diesel hybrid	73'933	km	3.7
BT - Regional public transport bus	53'448	km	2.0
PV - Private vehicle, Electric	73'993	km	1.6
PV - Private vehicle, gasoline, 3-5l	5'325	km	0.8
CV - Non plug-in petrol hybrid	10'321	km	0.8
PV - Private vehicle, Diesel, 3-5l	5'027	km	0.7
BT - Mainline train	889'768	km	0.6
BT - City public transport bus	4'603	km	0.5
PV - Private vehicle, Diesel, 5-8l	1'492	km	0.4
PV - Plug-in petrol hybrid	3'697	km	0.4
PV - Motorcycle	1'479	km	0.2
CV - Company car, gasoline, 3-5l	1'397	km	0.2
BT - Regional train	121'673	km	0.2
BT - Trolley / Tram	156	km	0.0
BT - Intercity express FR	150	km	0.0
PV - E-bike	5	km	0.0
CV - Company car, Electric	169'185	km	0.0
PV - Walking	2'321	km	0.0
PV - Bicycle	177	km	0.0



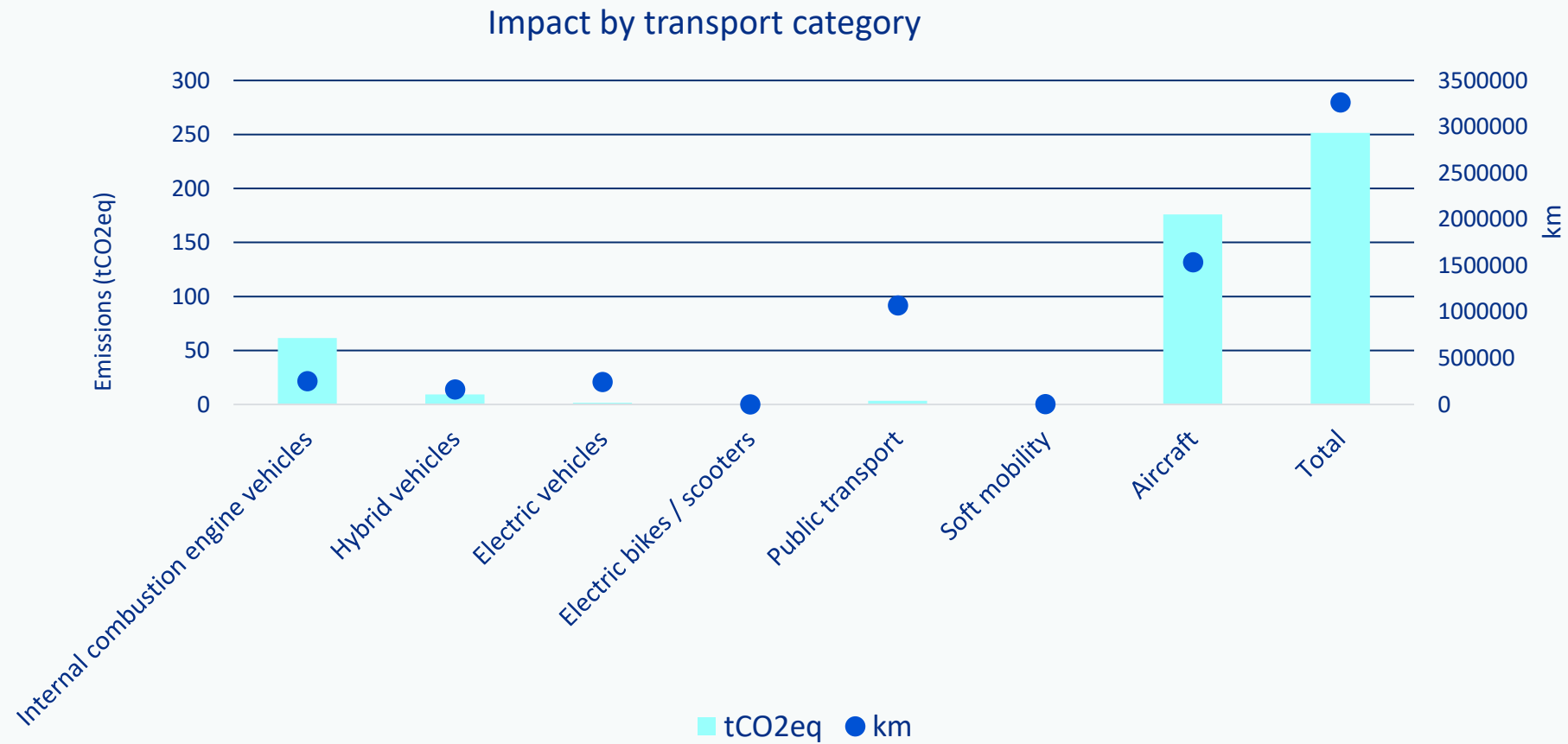
Analysis of business travel

Impact by transport category - Business travel					
Transport mode	Data	Unit	% km	tCO ₂ eq	% tCO ₂ eq
Combustion vehicles	259'396	km	8%	64.0	24%
Hybrid vehicles	161'884	km	5%	9.2	3%
Electric vehicles	243'178	km	7%	1.6	1%
Electric two-wheelers	5	km	0%	0.0	0%
Public transportation	1'069'798	km	33%	3.3	1%
Soft mobility	2'498	km	0%	0.0	0%
Miscellaneous (tCO ₂)	15	tCO ₂	0%	15.4	6%
Airplane	1'536'320	km	47%	176.0	65%
Total*	3'273'079	km	100%	269.5	100%

** For the reasons mentioned above, the total here does not include data reported directly in tCO₂eq by companies that have measured their carbon footprint, amounting to 119 tCO₂eq. The “Miscellaneous” subcategory accounts for indirect emissions (Scope 3.3) related to the production of fossil fuels for company vehicles (whose direct combustion emissions are accounted for under Scope 1).*



Business travel (modality)



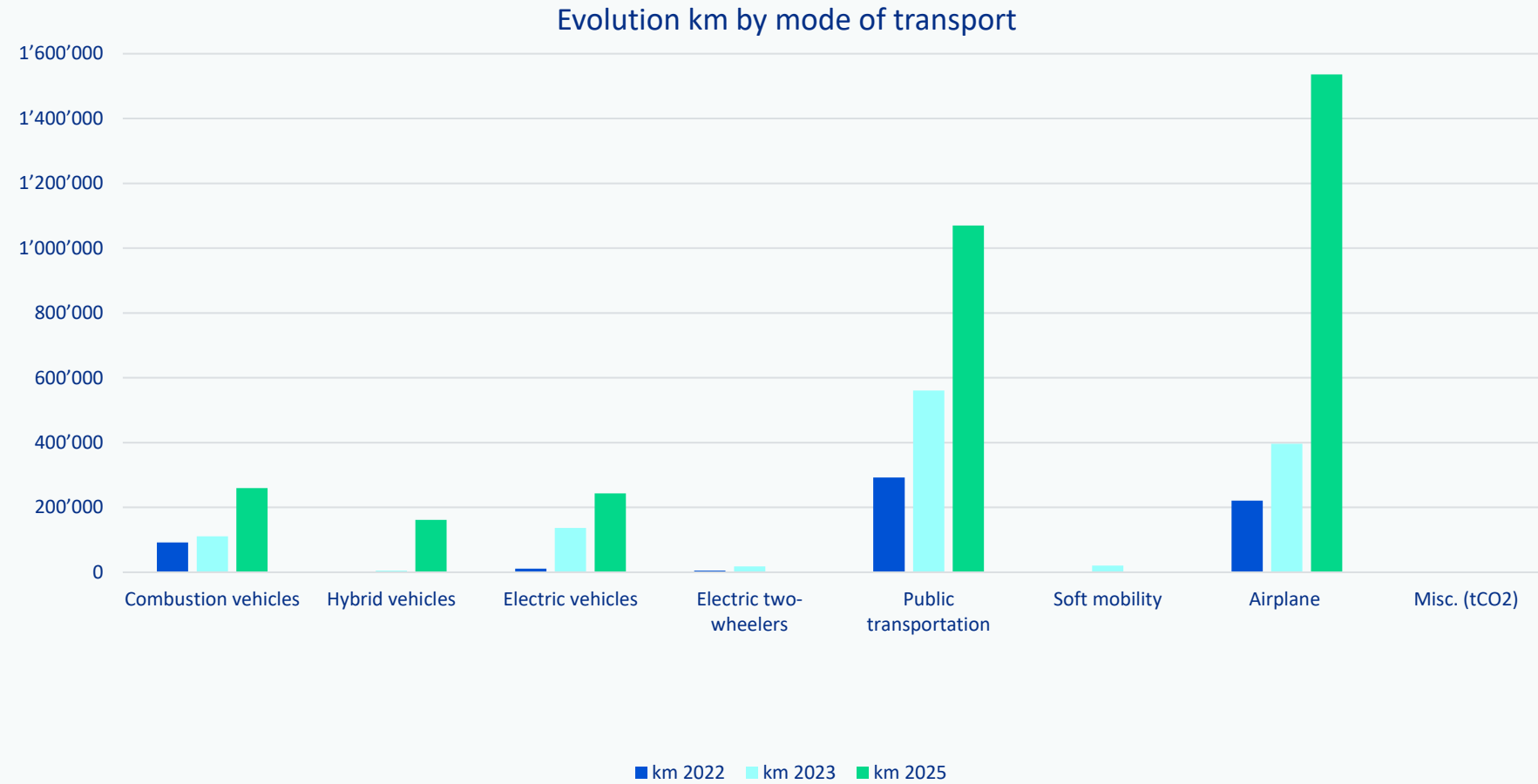


Modal development of business travel

Mode of transport	Km 2023	% km 2023	Km 2025	% km 2025	Development 2023-2025
Combustion vehicles	111'185	9%	259'396	8%	133%
Hybrid vehicles	4'914	0%	161'884	5%	3194%
Electric vehicles	136'523	11%	243'178	7%	78%
Electric two-wheelers	18'429	1%	5	0%	-100%
Public transportation	561'000	45%	1'069'798	33%	91%
Soft mobility	20'976	2%	2'498	0%	-88%
Airplane	396'829	32%	1'536'320	47%	287%
Total	1'249'794	100%	3'273'079	100%	162%



Development of business trips





Development of business trips

