Group neutrality

Summary report

September 2023

Appendix 1: Le Groupe La Poste's report or carbon footprint

Le Groupe La Poste measures all of its residual emissions after reduction using recognised benchmarks and in accordance with standards equivalent to the requirements of the NF EN ISO 14067 standard, in this case the GHG protocol.

In addition to the GHG Protocol, the Group relies on:
- national standards (the methodology of the Bilan Carbone tool proposed by Ademe, for calculating emissions from the majority of energies excluding electricity abroad, and the emission factors and other sources of the Base Carbone)

- international standards: guidelines for sustainable development reporting from the Global Reporting Initiative (GRI); consumption or emission factors provided by the International Energy Agency for calculating emissions related to electricity consumption abroad (based on the average of the last three years); recommendations from the Task Force on Climate-related Financial Disclosure.

Reference period
Environmental reporting covers:
- over a rolling year from December of the previous year (N-1) to the end of November of the current year (N), or
- over a rolling quarter from Q4 of the previous year (N-1) to Q3 of the current year (N).

With the exception of the number of vehicles (fleet derived from Véhiposte files), which relates to a calendar year (1 January - 31 December).

Scope of the reporting system (consolidated group entities)
Le Groupe La Poste's reporting system comprises the subsidiaries of Le Groupe La Poste which are fully consolidated for the purpose of preparing the consolidated financial statements. Reporting is 100% consistent with the scope of consolidation of Group entities.

Scope used to define the footprint (scope 1, 2 and 3)
Scope 1 includes direct emissions resulting from the combustion of energy by the Group. A distinction is made between stationary combustion sources for the use of energy in buildings (gas, domestic heating oil, propane, etc.) and mobile combustion sources, which correspond to the combustion of fuels in vehicles belonging to the Group (diesel, petrol, LPG, HVO, biogas, etc.).

Scope 2 includes indirect emissions linked to the consumption of electricity and district heating. They are considered indirect because the GHG emissions take place during energy production (at the power plant).

Scope 3: In accordance with the GHG Protocol's Value Chain Standard, Scope 3 emissions include all indirect emissions from a company's value chain. Scope 3 emissions are divided into the 15 emission categories listed below:

Upstream scope 3 emissions:
1- Purchased goods and services
2- Capital goods
3- Fuel- and energy-related activities (not included in scope 1 or scope 2)
4- Upstream transportation and distribution
5- Waste generated in operations
6- Business travel
7- Employee commuting
8- Upstream leased assets

Downstream scope 3 emissions:
9- Downstream transportation and distribution
10- Processing of sold products
11- Use of sold products
12- End-of-life treatment of sold products
13- Downstream leased assets
14- Franchises
15- Investments (equity investments, project finance, investments and customer services)

The GHG Protocol guidelines adopted by SBTi state that scope 3 activities can be considered relevant if their size makes a significant contribution to total scope 3 emissions.
There are two points of reference for understanding the "significant" aspect:
- A category is significant if it represents more than 5% of the total scope 3 emissions.
- The total GHG footprint must include at least 80% of total Scope 3 emissions.

In keeping with these guiding principles, the protocol for measuring the Group's official GHG footprint includes 2 categories:
- sub-contractors for all modes of transport (4- Upstream transportation and distribution)
- business travel (6- Business travel)

Functional units within the Transportation scope
Transportation taken into account includes road, rail, air and sea. For leased air capacity to foreign destinations and overseas travel, distances include stopovers.
Company cars are included.
Business trips made by employees using their own vehicles are excluded from the scope of the indicator.
It should be noted that GHG emissions related to the consumption of electricity by electric vehicles owned by the organisation are included in Scope 2 emissions.

Own fleet
The fleet of vehicles owned or used by Le Groupe La Poste includes the following:
- The number of combustion or electric powered two-wheelers;
- The number of electric 3-wheel motorised vehicles (Staby);
- The number of combustion or electric powered four-wheelers;
- The number of light vehicles, cars or small commercial vehicles of type B, VB, VPH, VP, VS in the Véhiposte catalogue, combustion or electric powered, Class 1 (GVWR less than or equal to 3.5t);
- The number of light vehicles, large commercial vehicles of type Y, K, H in the Vehiposte catalogue: combustion or electric powered Class 2 (GVWR less than or equal to 3.5t);
- The number of alternative vehicles (CNG, LNG, LPG, E85, bioethanol, hydrogen);
- The number of small trucks: from 3.6 tonnes to 12 tonnes;
- The number of large trucks: from 12 tonnes to 39 tonnes;
- The number of combination vehicles: over 40 tonnes;
- The number of semi-trailers

Within these vehicles, the following are considered to be alternative:
- The number of vehicles running on NGV;
- The number of vehicles running on LNG;
- The number of vehicles running on LPG;
- The number of vehicles running on E85;
- The number of vehicles running on hydrogen;
- The number of vehicles running on bioethanol

For each type of vehicle, fuel consumption and kilometres travelled are provided by the entities or imported from the file transmitted by Véhiposte.

Domestic upstream road transportation

GHG emissions related to non-international road transportation of mail are calculated on the basis of fuel consumption by sub-contractor vehicles.

The fuel consumption of sub-contractors is communicated for transportation by contract (via contractually validated transportation plans) and spot transportation.

The emission factors presented below are applied to the fuel consumption reported (CO2 emitted = litres of fuel consumed x emission factor).

Kilometres travelled by sub-contractor vehicles are also reported by vehicle category.

The following types of vehicle are covered:

- Double-deckers
- Semi-trailers
- Large and small trucks (former HGVs)
- Swap bodies
- Distributor vehicles
- Light vehicles

List of fuels managed (updated in the 2022 campaign):

	Unit
Fuels used in domestic sub-contracted transportation	
Diesel or Gasoil	litre
Petrol	litre
NGV (Natural Gas Vehicles)	kg
CNG (Compressed Natural Gas)	kg
LNG (Liquefied Natural Gas)	kg
BioCNG (Compressed Natural Gas from biomass or methanisation)	kg
BioLNG (Liquefied Natural Gas from biomass or methanisation)	kg
B100 (equivalent to biodiesel)	kg
HVO (hydrotreated vegetable oil)	kg

International road transportation

GHG emissions related to international road transportation are calculated on the basis of the kilometres travelled by suppliers' vehicles.

Vehicle consumption factors are applied to the kilometres to determine the diesel consumption of these vehicles (Diesel consumed = kilometres travelled x consumption factor).

Emission factors are applied to the calculated fuel consumption (CO2 emitted = litres of diesel consumed x emission factor).

The data applies to the following types of vehicle:

- Light vehicles
- Heavy goods vehicles with a GVWR of less than 19 tonnes
- Semi-trailers
- Double deck trailers

Upstream air transportation

The following indicators are reported for sub-contracted air transportation:

- Tonne-kilometres
- Fuel consumption
- Kilometres travelled

<u>International air freight</u>

GHG emissions from air transportation are calculated on the basis of tonne-kilometres transported on short-haul routes (<1,000 kilometres), medium-haul routes (between 1,000 and 3,500 kilometres) and long-haul routes (>3,500 kilometres).

There is an emission factor for each type of flight.

CO2 emitted = t.km transported x emission factor

Domestic air freight

GHG emissions from domestic air transportation are calculated on the basis of fuel consumption by service providers for Chronopost, Colissimo and La Poste Courrier (CO2 emitted = litres of jet fuel consumed x emission factor).

Upstream rail transportation

Domestic rail transportation "TGV holds"

"TGV holds" transportation can be broken down into three phases:

- Road transportation from the postal site to the SNCF pick-up site
- Rail transportation
- Transportation from arrival station to postal site

GHG emissions related to road transportation on the postal site are included in the road transportation sub-contracted by La Poste.

Emissions related to rail transport and between the arrival station and the postal site are calculated and supplied by the sub-contractor.

For more information, please refer to the BSCC Transport Department's protocol for calculating CO2 emissions for rail transport: "TGV holds".

Domestic rail transportation Rail-Road (swap bodies)

Rail-road transport (swap bodies) can be broken down into three phases:

- Road transportation from the postal site to the SNCF pick-up site
- Rail transportation
- Transportation from arrival station to postal site

Road kilometres and vehicle fuel consumption are known and reported.

For the rail section: the total number of km is calculated specifically to determine the amount of CO2 emissions:

- All rail kilometres are taken into account, treating them as if they were road journeys.
- Calculation of CO2 emissions > Result tonnes of CO2 with regard to litres of diesel consumed (average observed: 0.3l/km)
- As electric traction emits 8 times less CO2 than road, the result obtained is divided by 8.

Upstream sea transportation

For sea transportation, only four routes are operated. 20-foot containers are used on these routes to the French overseas departments. Services to the French West Indies and French Guiana are operated by container ships of between 1,900 and 3,849 TEU. According to the ADEME carbon base, the emission factor for this category is 20.4g of CO2 per t.km. Services to Réunion are operated by container ships with a tonnage of between 3,850 and 7,499 TEUs. According to the ADEME carbon base, the emission factor for this category is 13.7g of CO2 per t.km.

The distances to these 4 delivery points are those published in the OAG guide and also used for air transportation.

CO2 emitted = (Weight in tonnes x distance x emission factors)

Functional units within the Buildings scope

With regard to energy consumption in buildings, the energies taken into account are electricity, gas, fuel oil, district heating, propane and LPG. They cover scopes 1, 2 and 3.

Reporting on the energy consumption of buildings is based on the amounts invoiced from 1 December of the previous year to 30 November of the current year; the average prices used to convert these amounts into kilowatt-hours are either taken from statistical databases or calculated from representative samples of invoices. For some buildings, consumption figures have been extrapolated on the basis of floor area occupied.

The energy consumption of buildings sold during the financial year is not taken into account.

Functional units within the scope of Business Travel

Greenhouse gas emissions related to business travel are calculated on the basis of data supplied by travel agencies. This data concerns the number of kilometres covered by employees during business trips in France and abroad, by train and by plane.

Emissions factors used

Emissions factors are used to convert physical data into a quantity of greenhouse gas emissions. The emissions factors used in environmental reporting are updated annually by the Corporate Social Responsibility Department at the end of December. Once validated, they are sent to the Group's various contributing entities and integrated into the Group's internal data collection and calculation tool.

Emission factors

Indicators	Phase concerned	Country	2021 financial year	2022 financial year	Change	Source
Electricity consumption	Upstream and production (excluding line losses)	Mainland France	0.0545	0.0518	-5%	Ademe - carbon base
Natural gas consumption - mainland France	Combustion	Mainland France	0.187	0.187	0%	Ademe - carbon base
Natural gas consumption - Europe	Combustion	Europe	0.205	0.205	0%	Ademe - carbon base
Domestic fuel consumption - mainland France	Combustion on a LHV reference	Mainland France	0.272	0.272	0%	Ademe - carbon base
Domestic fuel consumption - Europe	Combustion on a LHV reference	Europe	0.266	0.266	0%	Ademe - carbon base
District heating consumption	Production (excluding line losses)		0.172	0.18	5%	CPCU
Wood consumption for heating	Combustion	Mainland France	0.0188	0	-100%	Ademe - carbon base
Propane consumption	Combustion	Europe	0.23	0.23	0%	Ademe - carbon base
Propane consumption	Combustion	Mainland France	0.233	0.233	0%	Ademe - carbon base
LNG consumption	Combustion	Mainland France	2.58	2.58	0%	Ademe - carbon base
Consumption of NGV CNG, Compressed Natural Gas for road vehicles	Combustion	Mainland France	2.41	2.41	0%	Ademe - carbon base
LPG consumption for road vehicles	Combustion	Mainland France	1.6	1.6	0%	Ademe - carbon base
Petrol consumption at the pump (EIO - SP 95 - SP 98) - France	Combustion	Mainland France	2.2	2.2	0%	Ademe - carbon base
Diesel consumption - Road diesel - France	Combustion	Mainland France	2.49	2.49	0%	Ademe - carbon base
BioNGV consumption	Combustion	Mainland France	0.02	0.02	0%	Ademe - carbon base
B100 consumption	Combustion	Mainland France		0		Ademe - carbon base
HVO consumption	Combustion	Mainland France		0		Ademe - carbon base
H2 consumption	Combustion	Mainland France		0		Ademe - carbon base
Jetfuel consumption - France and Europe	Combustion (Kyoto gases, excluding water vapour)	France	2.55	2.55	0%	Ademe - carbon base
		Europe	2.53	2.53	0%	Ademe - carbon base
Business travel by train - France	Tractive force	France	0.02364	0.02364	0%	Bilan Carbone V8.3
Business travel by train - Abroad	Tractive force	Abroad	0.0497	0.0497	0%	Bilan Carbone V8.3
Business travel by plane - All distances	Combustion (Kyoto gases, excluding water vapour)		0.16	0.16	0%	Bilan Carbone - V8.3
Commuting to and from work	Combustion	France	0.64	0.64	0%	Insee 2011
Air freight in t.km	Combustion (Kyoto gases, excluding water vapour)	short-haul (<1000 kms)	1.41	1.17	-17%	Ademe - carbon base
		medium-haul (>= 1000 to <= 3500 kms)	1.03	0.847	-18%	Ademe - carbon base
		long-haul (> 3500 kms)	0.83	0.687	-17%	Ademe - carbon base

Indicators	Phase concerned	Country	2021 financial year	2022 financial year	Documentary sources
Electricity consumption - Outside France	Upstream and production (excluding online losses)	France	**0.0545**	**0.0518**	Ademe - carbon base
		Germany	**0.461**	**0.461**	Ademe - carbon base
		Argentina	**0.367**	**0.367**	Ademe - carbon base
		Belgium	**0.22**	**0.22**	Ademe - carbon base
		Bulgaria	**0.579**	**0.535**	Ademe - carbon base
		Brazil	**0.0868**	**0.0868**	Ademe - carbon base
		Croatia	**0.305**	**0.236**	Ademe - carbon base
		Cyprus	**0.697**	**0.697**	Ademe - carbon base
		Spain	**0.238**	**0.238**	Ademe - carbon base
		Estonia	**1.014**	**1.01**	Ademe - carbon base
		Greece	**0.718**	**0.718**	Ademe - carbon base
		Hungary	**0.317**	**0.317**	Ademe - carbon base
		Ireland	**0.458**	**0.458**	Ademe - carbon base
		Italy	**0.406**	**0.406**	Ademe - carbon base
		Latvia	**0.227**	**0.12**	Ademe - carbon base
		Luxembourg	**0.41**	**0.41**	Ademe - carbon base
		Lithuania	**0.548**	**0.337**	Ademe - carbon base
		Netherlands	**0.415**	**0.415**	Ademe - carbon base
		Poland	**0.781**	**0.781**	Ademe - carbon base
		Portugal	**0.255**	**0.255**	Ademe - carbon base
		Czech Republic	**0.589**	**0.589**	Ademe - carbon base
		Romania	**0.499**	**0.413**	Ademe - carbon base
		United Kingdom	**0.457**	**0.457**	Ademe - carbon base
		Slovakia	**0.197**	**0.197**	Ademe - carbon base
		Slovenia	**0.325**	**0.325**	Ademe - carbon base
		Switzerland	**0.027**	**0.0296**	Ademe - carbon base

In the case of electricity from renewable sources: the emission factor for electricity from renewable sources is provided by the energy supplier as part of the system of guarantees of origin; failing this, the factor applied corresponds to the average emission factor for the renewable energy mix in the country of consumption. If there are several energy suppliers, the emission factor is the average of the factors supplied by the energy suppliers, weighted according to the supplier mix.

Average energy prices

Average energy prices are used to calculate consumption in kWh on the basis of invoiced amounts. Average prices used for environmental reporting purposes are updated annually by the Corporate Social Responsibility Department at the end of December. Once approved, the prices are sent to the Group's various contributing entities and incorporated into the Group's internal data collection and calculation tool.

The energies concerned and the methodologies used are detailed below.

Water per m3	Source: INSEE: Average annual retail prices in mainland France - Distribution of 120 M3 of water (including subscription and VAT), including public bodies (resource conservation, pollution and VNF tax) and Average annual retail prices in mainland France - Sewerage of 120 M3 of water (including VAT), including public bodies (network upgrading).
District heating per 100 kWh LHV	The district heating prices shown are those of Compagnie Parisienne de Chauffage Urbain (CPCU). They are given in current euros (including VAT). A household can take out a T100 long-use (LU) or T110 medium-use (MU) subscription. A distinction is made between the fixed annual premium per kW billed, which depends on the type of subscription, and the price of steam consumption, which depends on the type of subscription and the season. The power billed is equal to the subscribed power up to 400 kWh. Above that, consumers benefit from a 30% discount. Complete prices (fixed premium plus consumption), corresponding to typical consumers, are also provided. They are given in euros (including VAT) / 100 kWh LHV. The annual price is calculated as the average of twelve monthly prices. The heating value of steam is 697 kWh per tonne. Link: http://developpement-durable.bsocom.fr/Statistiques/TableViewer/tableView.aspx?ReportId=13166
Propane per 100 kWh LHV	Source: Extract from the PEGASE database of the French Ministry of the Ecological Transition and Solidarity -, Petroleum products, price for a household, in euros including VAT, 100 kWh LHV of propane. Note: In the absence of data on the extraction date, it is assumed that the value for November 2021 is identical to that for October 2021 for the calculation of the rolling average price, and that those for the last two months of 2021 are identical to those for October 2021 for the calculation of the annual average price. Until 2015, the calculation was based on the price: 100 kWh LHV of propane in a tank: for a delivery of 1 tonne in a returnable tank, with refilling at the gas supplier's initiative. Lower Heating Value (LHV) of propane is 12.88 kWh per kg. As this series has been discontinued, the calculation is now based on the rate for 100 kWh LHV of propane. Link: http://developpement-durable.bsocom.fr/Statistiques/TableViewer/tableView.aspx?ReportId=13165
Wood pellets 100 kWh LHV of wood in bags	Source: Extract from the PEGASE database of the French Ministry of the Ecological Transition and Solidarity -, Wood pellets, average price for a household, in euros including VAT, 100 kWh LHV of wood in bags. Link: http://developpementdurable.bsocom.fr/Statistiques/TableViewer/tableView.aspx?ReportId=13167 Note: It is assumed that the price of pellets in bags remains unchanged between September and December.
Domestic fuel 100 kWh LHV	Source: Extract from the PEGASE database of the French Ministry for Ecological Transition and Solidarity - 13-12-2021, Petroleum products, price for a household, in euros including VAT, 100 kWh LHV of domestic fuel. Note: In the absence of data on the extraction date, it is assumed that the value for November 2021 is identical to that for October 2021 for the calculation of the rolling average price, and that those for the last two months of 2021 are identical to those for October 2021 for the calculation of the annual average price. Link: http://developpement-durable.bsocom.fr/Statistiques/TableViewer/tableView.aspx?ReportId=13165

Data before tax	2021 average price		2022 average price		Difference		Definition
	year calendar	rolling year	year calendar	rolling year	year calendar	rolling year	
Water per m^3	3.6962	3.6962	3.8305	3.8305	3.63%	3.63%	rolling year 31/12/21 30/11/22
District heating per 100 kWh LHV	0.08595	0.08595	0.08595	0.08595	0.0%	0.0%	No data since February 2019 CPCU tariff unchanged in 2021 + unchanged since 2016
Propane per 100KWh LHV	0.1264	0.1252	0.1326	0.1320	4.91%	5.42%	No data for Nov. Dec. (assumption adopted Nov., Dec. similar to Oct.)
Wood pellets 100 kWh LHV of wood in bags	0.05931	0.05998	0.09421	0.09021	58.8%	50.4%	Assumption: Oct. Nov. Dec. Same as Sept.
Domestic fuel for delivery from 2000 to 4999 litres	0.7559	0.7347	1.2447	1.2440	64.7%	69.3%	Hypothetical! Dec. Same as Nov.
Domestic fuel per 100 kWh LHV	0.07559	0.07347	0.12447	0.12440	64.7%	69.3%	Hypothetical! Dec. Same as Nov.

Consumption factor

Consumption factors are used to measure a vehicle's fuel consumption based on the distance travelled. They are used in particular to calculate the fuel consumption of international sub-contractor transportation and its greenhouse gas emissions. The consumption factors used in environmental reporting are updated annually by the Corporate Social Responsibility Department at the end of December. Once validated, they are sent to the Group's various contributing entities and integrated into the Group's internal data collection and calculation tool.

Indicator	Business sector	Source	Financial year 2019	Financial year 2020
Diesel consumption - sub-contractor light commercial vehicles	Courrier	ADEME and Courrier	16l/100 km	12l/100km
	ColiPoste	ADEME	16l/100 km	12l/100km
	Group	ADEME	12.4l/100 km	12.4l/100 km
Diesel consumption - light vehicles reimbursed to distributors	Mediapost	ADEME GVWR class <1.5 t diesel	0.0664 l/km	0.0664 l/km
	Neopress			
Diesel consumption - sub-contractor HGVs	Courrier	ADEME GVWR class up to 19 t diesel	0.27l/km	0.24l/km
	Group			
Diesel consumption - sub-contractor semi-trailers	Courrier	ADEME GVWR class for 40 t diesel		0.30l/km
	Group		0.342 l/km	0.342 l/km
Diesel consumption - sub-contractor double-deck trucks	Courrier	Courrier		0.414l/km
	Group	ADEME GVWR class for 40 t diesel	0.342 l/km	0.342 l/km

Extrapolations

To ensure that the publication of the Group's greenhouse gas emissions covers 100% of the scope of consolidation of the entities, extrapolation is applied to companies not yet included in the reporting. Unless otherwise decided, this extrapolation is based on a ratio: emissions in KgeqCO2 per €1,000 of sales (for 2022 this ratio is 67.6 Mt CO2e/million euros of sales). By convention, extrapolated data is allocated to scope 3 in the Group's emissions table.

2021 and 2022 report

- The Group's 2021 and 2022 footprint by scopes and areas (buildings and transport)

	2021.DEC – 2021.12	2022.DEC – 2022.12	2021-2022 change
Total emissions	**2,681,991.68537**	**2,392,988.178079**	**-11%**
GHG emissions Scope 1	**441,505.56**	**432,359.75**	**-2%**
Including transportation	321,023.77	320,901.71	**0%**
Including buildings	120,481.79	111,458.04	**-7%**
GHG emissions Scope 2	**63,414.72**	**49,907.99**	**-21%**
GHG emissions Scope 3	**2,177,071.40**	**1,910,720.43**	**-12%**
Including transportation	2,040,649.09	1,799,477,66	**-12%**
Including buildings	1,372,84	2,852.86	**108%**
Including extrapolations	135,049.47	108,389.91	**-20%**

- The Group's 2021 and 2022 footprint by entity

2021 footprint

2021					
	Deferred emissions (Mt CO2e)	Extrapolated emissions (Mt CO2e)	Structure in % of extrapolations	Total emissions (Mt CO2e)	Weight of extrapolation
BSCC	587,959	32,915	24%	620,873	5%
GeoPost	1,621,332	88,154	65%	1,709,485	5%
Asendia	270,964	8,434	6%	279,398	3%
Bnum	2,426	4,606	3%	7,033	65%
LBP	12,912	-	0%	12,912	0%
Network	35,147	-	0%	35,147	0%
Corporate	16,203	941	1%	17,144	5%
Total	2,546,942	135,049	100%	2,681,992	5%

2022 footprint

2022					
	Deferred emissions (Mt CO2e)	Extrapolated emissions (Mt CO2e)	Structure in % of extrapolations	Total emissions (Mt CO2e)	Weight of extrapolation
BSCC	516,761	549	0%	517,310	0%
GeoPost	1,510,948	105,353	78%	1,616,301	7%
Asendia	186,884	-	0%	186,884	0%
Bnum	3,026	2,488	2%	5,513	45%
LBP	18,778	-	0%	18,778	0%
Network	33,082	-	0%	33,082	0%
Corporate	15,121	-	0%	15,121	0%
Total	2,284,598	108,390	80%	2,392,988	5%

- The Group's 2021 and 2022 footprint by country or geographical area where emissions occur

Continents/Countries	2021	2022
Mt CO2e		
America	496	2,022
Asia	960	1,082
France	974,266	892,985
Germany	320,414	275,132
Belgium	18,602	15,339
Spain	84,459	98,144
Great Britain	319,914	274,061
Ireland	22,201	14,171
Luxembourg	15	16
Netherlands	48,107	43,867
Portugal	15,123	15,688
Switzerland	280,886	196,580
Italy	238,826	226,086
Croatia	4,296	4,277
Estonia	5,079	5,734
Hungary	8,888	9,145
Latvia	4,097	4,118
Lithuania	12,454	13,054
Poland	151,983	157,423
Czech Republic	19,566	21,717
Romania	888	738
Slovakia	12,678	10,591
Slovenia	2,742	2,627
Total excluding extrapolation	2,546,942	2,284,598

Validation and certification of the measurement of the Group's GHG footprint by Independent Third Party Bodies (Statutory Auditors)

- 2021 footprint validation

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The Directors
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July 11th, 2022

To whom it may concern,

The purpose of this letter is to clarify matters set out in the assurance report. It is not an assurance report and is not a substitute for the assurance report.

This letter and the verifier's assurance report, including the opinion(s), are addressed to you and are solely for your benefit in accordance with the terms of the contract. We consent to the release of this letter by you to CDP in order to satisfy the terms of CDP disclosure requirements but without accepting or assuming any responsibility or liability on our part to CDP or to any other party who may have access to this letter or our assurance report.

In accordance with our engagement contract with you dated October 12th 2021 (the "contract") and for the avoidance of doubt, we confirm that our Assurance report to you dated March, 15th 2022 (the "assurance report") incorporated the following matters:

1 Emissions data verified - broken down by Scope 1, Scope 2 and Scope 3 categories with figures given; option to include other relevant data that has been verified with figures.

Scope 1, scope 2 and scope 3 greenhouse gas emissions data were verified (Section 3.2.4 Working to accelerate the ecological transition for all – pages 139 of 2021 Universal Registration Document):

- Scope 1: Direct emissions: 441,506 tons CO_2 equivalent (100% of scope 1 emissions)
- Scope 2: Indirect emissions: 63,415 tons CO_2 equivalent (100% of scope 2 emissions)
- Scope 3: Other indirect emissions (associated with subcontracted buildings and transports; business trip): 2,177,071 tons CO_2 equivalent (100% of scope 3 emissions)

The boundaries of the verified data include all divisions of La Poste S.A. (Service-Mail-Parcels, GeoPost/DPD Group, La Banque Postale, La Poste Network, Digital Services and Real Estate).

2 Period covered (e.g. '12 months to DD MM YY')

12 months to 31.12.2021

3 Verification standard used

- ISAE 3000
- Article A.225-1 *et seq.* of the French Commercial Code
- Professional guidance of the French Institute of Statutory Auditors (Compagnie nationale des commissaires aux comptes or CNCC) applicable to such engagements

4 Assurance opinion (incl. level of assurance and any qualifications)

Limited assurance level for scope 1, scope 2 and scope 3

No limitation

5 Verification provider and accreditations (if relevant)

KPMG S.A.

Accreditation Cofrac inspection, number 3-1049, scope available at www.cofrac.fr

6 Lead verifier name and relevant accreditations/professional membership (if relevant)

Anne Garans, Partner, Sustainability Services

7 This letter should be prepared on the verifier's letterhead or include the signature of the lead verifier (or authorized signatory/ organization responsible for issuing the assurance report / statement) in the box below.

- 2022 footprint validation

KPMG S.A.
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The Directors
La Poste S.A.
9, rue du Colonel Pierre Avia
75757 Paris Cedex 15

5th July 2023

To whom it may concern,

The purpose of this letter is to clarify matters set out in the assurance report. It is not an assurance report and is not a substitute for the assurance report.

This letter and the verifier's assurance report, including the opinion(s), are addressed to you and are solely for your benefit in accordance with the terms of the contract. We consent to the release of this letter by you to CDP in order to satisfy the terms of CDP disclosure requirements but without accepting or assuming any responsibility or liability on our part to CDP or to any other party who may have access to this letter or our assurance report.

In accordance with our engagement contract with you dated 23rd December 2022 (the "contract") and for the avoidance of doubt, we confirm that our Report set out as Independent Third Party on the consolidated non-financial report to you dated 16 March 2023 (the "assurance report") incorporated the following matters:

1. Emissions data verified - broken down by Scope 1, Scope 2 and Scope 3 categories with figures given; option to include other relevant data that has been verified with figures.

Scope 1, scope 2 and a part of the scope 3 greenhouse gas emissions data were verified (Section 4.3.4.3 – pages 176 of the 2022 Universal Registration Document):

Scope 1: Direct emissions: 432,360 tons CO_2 equivalent (100% of scope 1 emissions)

Scope 2: Indirect emissions: 49,908 tons CO_2 equivalent (100% of scope 2 emissions)

Scope3: Indirect emissions (associated with subcontracted buildings and transports, business trip): 1,910,720 tons CO_2 equivalent (100% of scope 3 emissions)

The boundaries of the verified data include all divisions of La Poste S.A. (Service-Mail-Parcels, GeoPost/DPD Group, La Banque Postale, La Poste Network, Digital Services and Real Estate).

The scope 3 include:

- Upstream transportation and distribution: 1,789,253 tons CO_2 equivalent
- Business travel: 10,224 tons CO_2 equivalent
- Upstream leased assets: 2,853 tons CO_2 equivalent
- Extrapolations (calculated based on the ratio: tons CO2 equivalent divided by the turnover of known data, multiplied by the turnover of unknown data): 108,390 tons CO_2 equivalent

KPMG

2. Period covered (e.g. '12 months to DD MM YY')

12 months to 31.12.2022

3. Verification standard used

- ISAE 3000 (revised) - Assurance Engagements Other than Audits or Reviews of Historical Financial Information

- Article A.225-1 *et seq.* of the French Commercial Code

- Professional guidance of the French Institute of Statutory Auditors (Compagnie nationale des commissaires aux comptes or CNCC) applicable to such engagements

4. Assurance opinion (incl. level of assurance and any qualifications)

Limited assurance level for scope 1, scope 2 and scope 3

No limitation

5. Verification provider and accreditations (if relevant)

KPMG S.A.

Accréditation Cofrac Validation et Vérification, n°3-1884, available on www.cofrac.fr

6. Lead verifier name and relevant accreditations/professional membership (if relevant)

Anne Garans, ESG expert

7. This letter should be prepared on the verifier's letterhead or include the signature of the lead verifier (or authorized signatory/ organization responsible for issuing the assurance report / statement) in the box below.

For reference, the law states:

"Art. D. 229-107. - The advertiser referred to in Article D. 229-106 shall produce a greenhouse gas emissions report for the product or service concerned covering its entire life cycle. This report is updated every year. "This assessment is carried out in accordance with the requirements of standard NF EN ISO 14067, or any other equivalent standard with the requirements of this standard. An order from the French Minister for the Environment may supplement these requirements in order to ensure that the methodology of the emissions balance is consistent with that of the environmental display provided for in Article L. 541-9-11 of this Code."

"An appendix presenting the results of the assessment provided for in Article D. 229-107, as well as a summary of the methodology used to draw up this assessment. This summary specifies, in particular, the perimeter used to define the product or service concerned, the functional or declared units used, the boundaries of the system under consideration, the methods used to treat the use and end-of-life stages, and the emissions data taken into account for electricity or gas consumed from the networks. It specifies the country(ies) or geographical area(s) in which the emissions take place, and the emissions due to international transport, insofar as these data are available;"