E3. SBTi Decarbonization Strategy for RIMAC Seguros to 2033

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Background

RIMAC Insurance and Reinsurance is the leading insurance company in the Peruvian market, offering various services to provide support and well-being to its customers. Present for more than 120 years, its purpose consists of actions to protect the world and promote the well-being of employees, customers, suppliers, strategic partners and society. The company provides insurance and reinsurance services in all branches. It has a larger market share in General Risk and Life Insurance, and has a significant presence in the pension insurance and annuity markets. It has offices in Lima and the main provinces of Peru. Among other things, its Aló Rimac emergency center, its Speed system for the rapid attention of vehicle accidents and the e-workshop that allows customers to follow up online from the computer to the repairs of their vehicles.(RIMAC, 2025)(BVL, s.f.)

Within RIMAC's sustainable management there is the calculation of the organizational carbon footprint (HCO) for the year 2023 and 2024. Under an operational control approach, the calculation of the footprint of both years included all the activities under RIMAC's control, and taking into account its 8 headquarters (Lima and in the provinces). The HCO for both years was developed under the ISO 14064-01:2018 methodology, considering categories 1, 2, 3, 4, and 5. In the 2023 results, only greenhouse gases (GHG) such as CO2, SF6 and N2O were presented; while in HCO 2024, gases such as CO2, SF6, N2O and HFC were identified. This was due to the fact that during 2024, refrigerant refills were carried out for refrigeration equipment within the company.

For the base year, despite the fact that there is a calculation of the HCO for 2024, the year 2023 was chosen because RIMAC has implemented reduction measures around electricity consumption. This led to the reduction of its emissions by 2024; In consideration of these mitigation actions, the results of 2023 are chosen for the management of their emissions. The emissions obtained during 2023 were 3,331.39 tCO2e under a market approach. The largest contribution was generated in category 3: Indirect GHG emissions from transport, with a 33% contribution to the footprint under a value of 1,112.34 tCO2e. It is followed by category 1: Direct GHG emissions and removals, with a contribution of 638.16 tCO2e, which represents 19% of the CH. Finally, the third source is category 5: Associated emissions from the use of the company's products, with a contribution of 629.62 tCO2e, which represents 19% of the CH. It is also important to mention that energy consumption has a significant contribution to the HC of 2023, however, the company has a certification for the purchase of renewable energy for its management.

Currently, the project is in the third phase, in which a decarbonization strategy is being developed for the emissions resulting from HCO 2023. Under RIMAC's sustainable approach, a decarbonization plan is developed under the Science Based Targets Initiative (SBTi) methodology. This plan considers the GHGs resulting from the organization in 2023, and proposes emission reduction measures for subsequent years.

In greater detail, measures are proposed for the reduction of total emissions, which express in detail the cost of implementation of each measure, its application time and reduction potential. These measures correspond to RIMAC's main emission sources, i.e. emission sources that together account for 97% of the emissions in its carbon footprint. In the case of non-representative sources, complementary measures have been identified for their mitigation.

These measures will be described within the decarbonization strategy, based on the characteristics of the results and processes within RIMAC. This document includes a description of the methodology to be used, the short- and long-term objectives, the measures to be applied in the case, and recommendations for the application of the measures to achieve the Net-Zero objective.

Plan Objectives

GENERAL OBJECTIVE

- Present a decarbonization strategy based on the results of RIMAC's HCO 2023, under the requirements of the SBTi guidance, in order to keep the global temperature increase to 1.5°C as set out in the Paris Agreement.

SPECIFIC OBJECTIVES

- Establish short- and long-term emission reduction targets, define the indicators of the strategy by measure, and establish an order or prioritization of implementation to meet the established objectives.
- Identify the main areas for improvement, define the measures that can contribute to reducing emissions in these areas and classify them according to their abatement potential and cost.

Criteria

For this analysis, the SBTi methodology was taken into account, in order to evaluate RIMAC's 2023 HCO emissions, and to obtain a basis to propose the reduction measures that apply to the case of RIMAC insurance and reinsurance.

SBTI METHODOLOGY

The Science Based Targets (SBTi) initiative allows medium and large companies, financial institutions, companies in the industrial sector, manufacturing, etc., to play a role in the fight against the climate crisis, through impact reduction goals in relation to their activities. Through the development of standards, tools and guidance, it presents greenhouse gas (GHG) emission reduction targets to companies, commensurate with what is needed to keep global warming below catastrophic levels and reach the goal of net zero emissions by 2050.(SBTi, 2024)

SBTi's corporate standard methodology sets net emissions targets that meet the following criteria:

- Align the percentage reduction to net flows that limit the global terrestrial temperature increase to 1.5°C, with zero or low overshoot
- Remove CO2 from the atmosphere to neutralize residual emissions and potentially maintain net negative emissions that reduce the CO2 accumulated in the atmosphere over time.

These net emissions targets differ in their reduction rate for the short and long term. For the short term, emission reduction rates are annual and dependent on the target year while, for the long term, the reduction rates are reported as a total percentage of reduction on the target year. It is important to note that the SBTi methodology proposes its reduction targets based on the GHG Protocol methodology. That is, it establishes the objectives by scope, thus being scope 1, scope 2 and scope 3. The reduction target for scopes 1 and 2 is mandatory; On the other hand, Goal 3 is established only in case Scope 3 represents more than 40% of the carbon footprint.

Setting net emissions targets also depends on the methodology chosen for the company. For RIMAC, an absolute contraction methodology has been chosen, this allows companies to reduce absolute emissions by an amount that is, at least, consistent with the cross-sectoral trajectory. The rate of reduction of these short-term objectives depends on the base year, whether it is before or after 2020.

- Pre-2020: The minimum reduction rate for short-term objectives is 4.2% per annum for scopes 1 and 2, and 2.5% per annum for scope 3.
- Post-2020: For short-term cross-sectoral absolute targets, an adjustment is applied to reduce emissions by at least the same amount as targets with a base year prior to 2020, or in the same year.

In both cases, for long-term SBTs, the minimum reduction is calculated as a minimum overall amount of 90% for all scopes.

In the case of RIMAC, short-range objectives have been proposed until 2033 (10 years), while for long-range objectives they have been proposed until 2050 (27 years).

BASE YEAR

In order to monitor and compare the evolution of the carbon footprint over time, a base year is determined. According to ISO 14064-1:2018, the base year comprises a specific period with representative and verifiable company data.

For RIMAC plants, the year 2023 is taken as the base year, since there is enough information for the calculation of emissions, in addition to using representative and current data on the activities of each facility.

Emissions Analysis

Prior to the presentation of the reduction measures, an analysis of the emissions generated at the organizational level for the year 2023 is carried out, from graphs that compare the contribution of each emission source to the most representative scope. With this, the targeting of actions or measures is carried out at the level of RIMAC, in consideration of the categories that most affect each of its facilities.

GHG emission source	Arequipa [tCO2e]	Chiclayo [tCO2e]	Cusco [tCO2e]	Piura [tCO2e]	Park Tower 1 [tCO2e]	Park Tower 2 [tCO2e]	Trujillo [tCO2e]	Wilson [tCO2e]	Total RIMAC [tCO2e]
Category 1	0	0,01	0	0	349,69	285,49	0	2,96	638,16
Own fuel consumption for fixed equipment	0	0	0	0	5,9	17,37	0	2,86	26,13
Own fuel consumption of mobile equipment	0	0	0	0	184,47	184,47	0	0	368,34
Extinguisher	0	0,01	0	0	0,06	0,06	0	0,1	0,25
Refrigerant gas	0	0	0	0	0	0	0	0	0
Septic tank	0	0	0	0	159,55	83,89	0	0	243,44
Category 2	1,5	0,06	0,01	0,03	298,61	470,26	16,51	112,03	899
Electrical power consumption	1,5	0,06	0,01	0,03	298,61	470,26	16,51	112,03	899
Category 3	8,05	3,19	5,27	10,51	532,98	470,4	4,03	77,9	1112,34
Air Travel	5,16	1,58	3,82	8,42	308,86	356,27	0	7,67	691,78
Contracted mobility	0	0	0	0	0,38	0	0	0	0,38
Local mobility - taxi	0	0	0	0	0,19	0,82	0	0,25	1,27
Messaging	0	0	0	0	11,82	0	0	0	11,82
Solid waste transport	0	0	0	0	0,27	0,57	0	0,08	0,92
Transportation home to work	2,84	1,58	1,42	2,05	205,6	108,09	3,95	67,95	393,49
Home office	0,05	0,03	0,03	0,04	5,86	3,08	0,07	1,94	11,11
Lodging	0	0	0	0	0	1,58	0	0	1,58
Category 4	0,28	0,03	0,03	0,07	225,75	88,76	2,3	33,62	350,86
Electric Power: T&D Loss	0,19	0,01	0	0	37,88	59,65	2,09	14,21	114,03
Drinking water consumption	0,06	0,02	0,03	0,06	1,79	2,28	0,19	0,28	4,7
Paper consumption	0,02	0	0	0	8,63	8,83	0	17,19	34,68
Shopping- merchandising and cafeteria	0	0	0	0	117,26	0	0	0	117,26
Solid waste generation	0,01	0	0	0,01	0,2	18,01	0,02	1,95	20,2
Category 5	0	0	0	0	0	629,62	0	0	629,62
Third Party Fuel Consumption - Ambulances	0	0	0	0	0	25,87	0	0	25,87
Third Party Fuel Consumption - Tow Trucks, Motorcycles, MAD Cars	0	0	0	0	0	603,76	0	0	603,76
Total	9,84	3,29	5,32	10,62	1407,03	1944,55	22,84	226,51	3629,98

Table 1. Summary of RIMAC's emissions per installation.

Source: Own elaboration

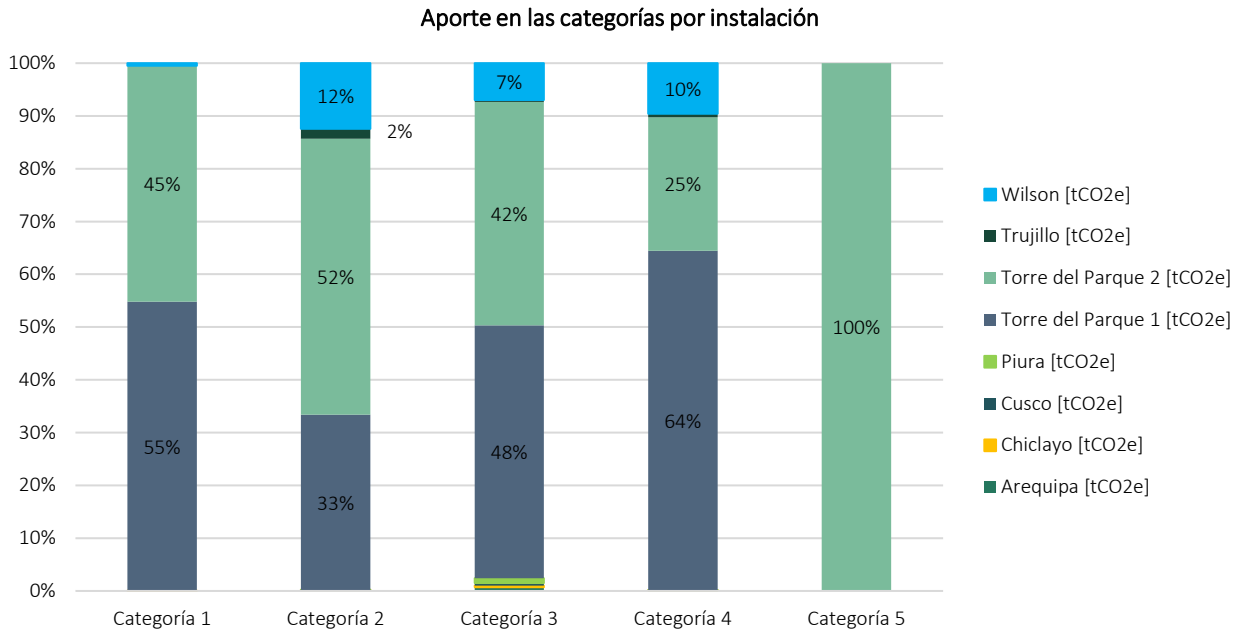

Figure 1. Contribution of each installation by ISO 14064-01:2018 categories
Source: Own elaboration

With respect to Table 1, the results of category 2 of electricity consumption are presented under a location-based approach. A breakdown per plant for emissions under a market approach was not added in this document because there is no detail in the HCO 2023 report. To this end, Table 2 shows the results of total RIMAC 2023 emissions, taking into account a market approach. This approach affects electricity consumption because it does not account for energy consumed from renewable sources.

GHG emission source	Total RIMAC [tCO2e]
Category 1	638,16
Category 2	600,39
Category 3	1112,34
Category 4	350,86
Category 5	629,62

Table 2. Summary of RIMAC's total emissions in 2023.
Source: Own elaboration

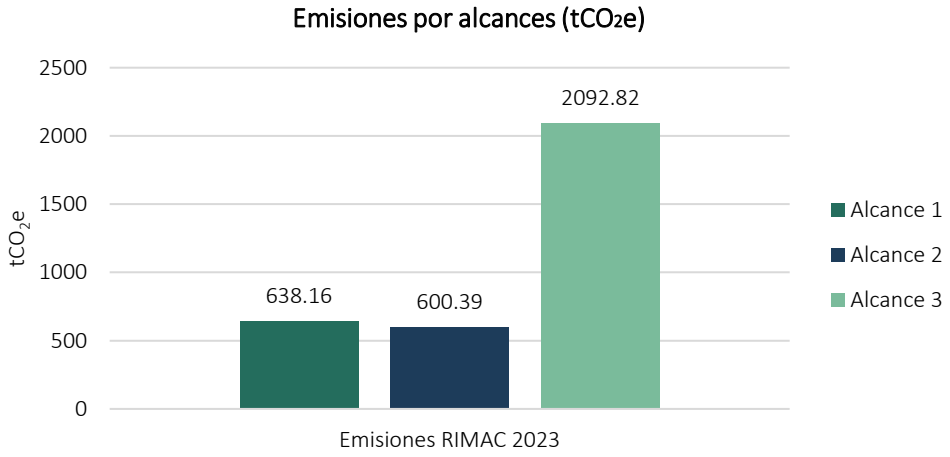

Figure 2. Emission sources by plant, organized by GHG Protocol scopes
Source: Own elaboration

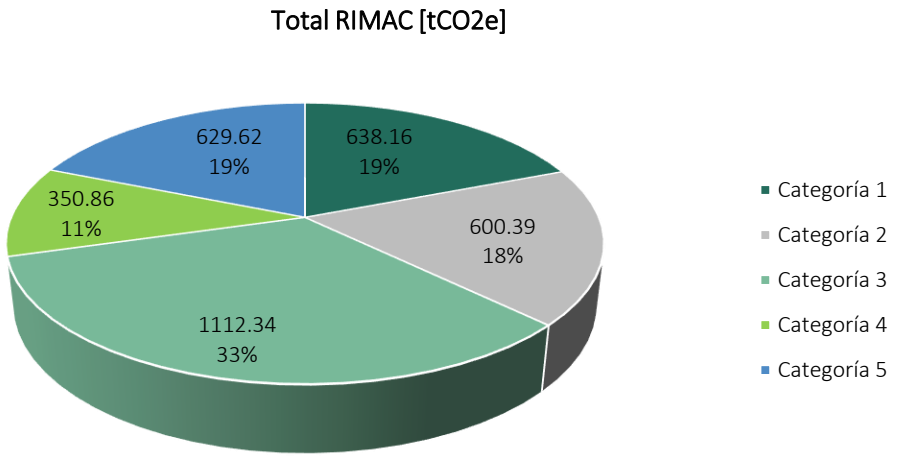

Figure 3. Emissions organized by categories ISO 14064-01:2018 of the HCO 2023
Source: Own elaboration

As a result of RIMAC's global footprint, it is scope 3 that makes a significant contribution and accounts for 63% of total footprint emissions. However, it cannot necessarily be replicated in all facilities, so it is important to detail how emissions behave, mainly in the Lima facilities, being that they are the ones that present a greater contribution to RIMAC's HCO.

Torre del Parque 1 is one of the top 3 locations in the city of Lima. Located in the San Isidro district, it has 10 floors, floors of up to 1,299 m², thermoacoustic glass curtain wall, a sloping design and a green roof, making it a modern and environmentally responsible office building in San Isidro. It has a centralized air conditioning system and LEED GOLD certification that verifies the reduction of energy consumption. Torre del Parque 1 contributes 39% of RIMAC's HCO, represented by 1407.03 tCO(Urbanova, 2025)$_{2e.}$ Of its total emissions, scope 3 contributes 54% of the footprint of this facility, represented by 532.98 tCO2e. Scope 1 also represents a significant contribution of 25% of its footprint, which is summarized at 349.69 tCO2e.

Torre del Parque 2, like Torre del Parque 1, is a building occupied by commercial establishments that activate and create a livelier destination for pedestrians. It is a 10-story building, centralized air conditioning, a FITWELL certification, and a LEED Gold certification that allowed for a 22% energy reduction in energy, 53% in water, and there was a 55% recycling level in materials during construction. In addition, it is the only facility that has solar panels of all RIMAC facilities. Torre del Parque 2 contributes 1944.55 tCO(Urbanova, 2025)(Elda, 2022)$_{2e,}$ and represents 54% of RIMAC's global footprint in 2023. The main scope that influences this facility is scope 3, with a contribution of 61% of the facility's footprint, represented by 629.62 tCO2e. Second, scope 2 represents a contribution of 470.26 tCO2e, 24% of the carbon footprint of that facility. **It is important to note that the Park Tower 2 has 42 solar panels, and by 2023 49,696,172 kWh of renewable sources were generated.**

Science-based goal setting

These are the results of the calculation of the objectives based on the SBTi methodology, taking as the main data the results of the carbon footprint, both in the short and long term. The evaluation period for the short term of the measures was set at 10 years, while the evaluation period for the long term is set at 2050. This under the requirements of the SBTi methodology, which are aligned with the increase in global temperature up to 1.5°C.

SHORT TERM (2033)

The short-term objectives take into account the emissions of the three scopes. For the 3 objectives, the same percentage of reduction is presented. The base year refers to the total emissions of that year, while the target year refers to the emissions that are achieved through reduction, according to the established percentage. For RIMAC, the established percentage is 54.6% during the 10 years.

Guy	Base Year (2023)	Target year (2033)	% SBT reduction	Detail

Scope 1 emissions (tCO2e)	638	290	54,6%	Scope 1 SBTi Short-Term Formula
Scope 2 emissions (tCO2e)	600	273	54,6%	Scope 2 SBTi Short-Term Formula
Scope 1+2 emissions (tCO2e)	1.238,57	562	54,6%	Scope 1+2 SBTi Short-term formula
Scope 3 emissions (tCO2e)	2.092,82			Scope 3 SBTi Short-Term Formula -
Absolute emissions - 1.5C (tCO2e)	3.331,37			Total SBTi Short-term formula -1.5°C

Table 3. Results of SBTi objectives for short-term scope 1, 2, and 3 (2033)

Source: Own elaboration

LONG TERM (2050)

In the long term, the three targets have an absolute reduction of 90% of their initial emissions from the first year to be taken into account, that is, from the base year 2023.

Guy	Base Year (2023)	Target year (2050)	% Absolute Reduction
Emissions Scopes 1+2 (tCO2e)	1.238,57	123,86	90%
Scope 3 emissions (tCO2e)	2.092,82	209,28	90%
Absolute Emissions - 1.5C (tCO2e)	3.331,37	333,14	90%

Table 4. Outcomes of SBTi Objectives for Long-Term Scope 1, 2, and 3 (2050)

Source: Own elaboration

Reduction measures

Below are RIMAC's proposed total emissions reduction measures ordered according to the categories that contribute the most to the global carbon footprint. Through these measures, it is possible to meet the objectives established in the SBTi tool, both in the short and long term.

SCOPE 1, 2 AND 3 EMISSIONS

The proposed measures correspond to the categories that have the greatest influence on RIMAC's HCO. 9 main measures were established that address scopes 1, 2, and 3; Each proposed measure has a short-term (2033) and long-term (2050) implementation objective. In this case, the measures relate to the emission sources of mobile combustion, fugitive emissions, septic tank, energy consumption, product manufacturing, business trips, commuting and outsourced services.

The short-term period represents a period of 10 years, that is, until 2033; while in the long term it extends until 2050 in correspondence to the period of the long-term objectives of the SBTi measure.

For each influential category within the carbon footprint, a measurement sheet is presented, in which the action to reduce the emission is explained in detail. This file provides information to the company to understand what the measure is about, associated costs and established time. The variables included in each measurement sheet are explained below:

- **Measure Name:** The action to be taken for the reduction of each measure
- **Description:** Here is a detail of the action, the steps to be taken, considerations and recommendations to start with the action of the measure.
- **Short-term actions (2023-2033):** Explains the steps to take for the short-term period. The steps to be considered relate to the proposed action.
- **Long-term actions (2023-2033):** Explains the steps to take for the long-term period. The steps to be considered relate to the proposed action.
- **Scope of the impacted footprint:** Presents the scope to which the measure will be applied to reduce its emissions.
- **Monitoring indicator:** An indicator is established to monitor the progress of the measure. It is related to the proposed action for the measure and its implementation time (short or long term).
- **Responsible:** Indicates the person or area in charge of carrying out the established measure.
- **Suggested implementation time:** Mention the estimated time it takes to implement the measure.
- **Assigned Objective:** Refers to the short-term and long-term objectives of the SBTi methodology. In this it refers to whether the measure is implemented within the short-term or long-term objectives.
- **Reduction potential (t CO2e):** Presents the amount of emissions (in t CO2e) that will be reduced through the proposed measure.
- **Approximate total benefit (USD):** Gives an approximate economic value of the economic value saved by the implementation of the measure, either by reduced use of fuel or electricity. The value presented is in dollars.
- **Approximate Implementation Cost (USD):** Presents the cost of implementing the measure. The cost of the measure will be limited according to what is established within the "Description" of the measure. The value presented is in dollars.
- **Cost of efficiency (USD/t CO2e):** Refers to the cost of implementation over the abatement potential. That is, how much it costs to reduce one ton of emissions to the measure.

The calculations to obtain the associated costs within each measurement sheet are presented in the currency of US dollars (USD).

Business travel

For business travel, a measure with short and long-term objectives is presented. This measure presents an internal flight policy that defines mandatory criteria for approving corporate flights, with the aim of reducing emissions from RIMAC employees' flights. These mandatory criteria seek to limit the trips made in the year and present replacement options for them.

Name:	Internal Sustainable Flight Policy		
Description:	An internal policy should be established that clearly defines mandatory criteria for approving corporate flights. It is suggested that the policy include: mandatory justification of flights versus virtual options, preference for direct flights to minimize emissions, annual limits on air travel by area, and mechanisms for continuous evaluation of compliance. The policy will be communicated to all employees through informational workshops. Its effectiveness will be evaluated quarterly using key indicators, such as a percentage reduction in flights made compared to the previous year.		
Short-term implementation actions	• First, an internal committee will be formed with representatives from the administrative, operations and sustainability areas. At the formation meeting, a brief capsule will be made on RIMAC emissions and the contribution of emissions from flights.• The committee will establish a schedule of activities for the realization of the internal flight policy and its criteria.• The committee will establish the main criteria that provide a guideline for the policy. Based on these guidelines, a draft of the policy will be created, including main points for authorizing air travel, a prior approval procedure, preference for airlines with environmental commitments, and specific annual reduction goals.• For the review of the form, the draft will be shared with managers and collaborators from the different areas. From this socialization, feedback will be made based on the comments and suggestions of the managers and collaborators.• Based on this feedback, the document will be updated, with the aim of formally approving the air travel policy.		
Long-term implementation actions	• Once the internal flight policy has been approved, the personnel involved will be trained to socialize and communicate the policy. With this, the policy will be implemented.• Quarterly follow-up reports will be prepared to evaluate its effectiveness and make the necessary adjustments.		
Scope of the impacted footprint	Scope 3 – Indirect emissions from transport (Business Travel)	Suggested Deployment Time	6-12 months
		Assigned Target	Short term (2033) and long term (2050)
Responsible:	Finance and Sustainability Area	Reduction potential (t CO2e):	622,60
Tracking indicator:	• Number of approved vs. rejected air travel according to new criteria.• % reduction in air travel compared to the previous year• t CO_2e reduced due to reduction in air travel.	Approximate Implementation Cost (USD)	-119.912,42
Approximate Total Profit (USD)	119.912,42	Cost efficiency (USD/t CO2e)	-192,60

Table 5. Measure 1 "Internal Sustainable Flight Policy" on Business Travel Emissions

Source: Own elaboration

Use of Sold Products

It refers to the third-party service with respect to the tow trucks, motorcycles and mechanics that RIMAC offers in its portfolio of services as an insurance company. A measure with short and long-term objectives is presented, and describes the development of incentives for suppliers who implement sustainable practices and actions in the services offered (cranes, mechanical assistance, etc.). With this, priority will be given to those suppliers who have made changes in their service with respect to a more sustainable and environmentally friendly service.

Name:	Sustainable management of third-party vehicles (tow trucks, mechanical assistance, MAD)
Description:	An incentive scheme will be developed for current and future suppliers of auxiliary services (cranes, mechanical assistance, MAD) that adopt sustainable practices, from renewal of fleets with fossil fuel, legal modifications for fuel replacement to one with a lower emission factor, to the replacement of their fleet with electric or hybrid vehicles (depending on the technology in the country allows it). These incentives will include preferences in future hires, recognition at corporate events and better commercial conditions. A mandatory and periodic environmental monitoring system will be established, integrated into the contracts, to continuously evaluate their performance in reducing emissions
Short-term implementation actions	• First, the suppliers will be identified and an analysis of each supplier will be made. This will allow suppliers to be classified under sustainability criteria in their service. The criteria may be related to the age of the vehicles used, internal sustainable policy, type of fuel used by the vehicles, etc.• With this information, an economic and non-economic incentive program will be designed, which will include bonuses in contracts, public recognition, contractual preferences and specific environmental clauses.• Once the incentives are ready, The program will be formally communicated to all providers. Training and

	follow-up sessions will be scheduled for the instruction of these incentives, which will include a capsule of RIMAC emissions and the contribution by third-party transport emissions.		
Long-term implementation actions	• After socialization, environmental clauses will be formally incorporated into new contracts and contract renewals.• Follow-up will be established through specific reports that reflect the progress of each supplier in terms of reducing emissions. The periodicity of these reports is at the discretion of RIMAC.		
Scope of the impacted footprint	Scope 3 – Indirect emissions associated with the use of the company's products (Use of products sold)	Suggested Deployment Time	1-2 years
		Assigned Target	Short term (2033) and long term (2050)
Responsible:	Area in charge of supplier management (Purchasing)	Reduction potential (t CO2e):	566,66
Tracking indicator:	• Number of suppliers with active environmental clauses in contracts.• % of suppliers reporting progress in reducing emissions.	Approximate Implementation Cost (USD)	0,00
Approximate Total Profit (USD)	0,00	Cost efficiency (USD/t CO2e)	0,00

Table 6. Measure 2 "Sustainable management of third-party vehicles (tow trucks, mechanical assistance, MAD)" on emissions from the use of products sold

Source: Own elaboration

Energy consumption

For the reduction of energy consumption, two measures were proposed that work both in the short and long term. The first measure considers the contracting of certified renewable electricity, with the aim of supplying RIMAC's electricity demand with renewable energy. On the other hand, the second measure speaks of a program to reduce electricity consumption in rented offices, promoting energy efficiency through efficient electrical products in offices rented mostly in the provinces.

Name:	Contracting of certified renewable electricity		
Description:	An agreement will be established with certified renewable energy suppliers to supply a significant part of RIMAC's electricity consumption. This measure does not require structural modifications and can be applied to installations rented through specific contracts with local suppliers that ensure the certification of the renewable origin of the electricity supplied. An annual target percentage of renewable energy to be acquired will be defined and will be evaluated through periodic reports that confirm the effective reduction in emissions associated with electricity consumption.		
Short-term implementation actions	• First, the energy consumption of RIMAC's main headquarters will be analyzed. With this information, a percentage of electricity will be established for its contracting of renewable origin.• A list of local suppliers will be made and contact will be established with them to request formal quotes.• The contracting of renewable energy with the selected supplier will be carried out once the negotiations are completed and costs have been clarified. installation schedule and subscription period.		
Long-term implementation actions	• From the contracting and the start of the supply, the renewable electricity supply will be monitored monthly, verifying compliance with the established annual target percentage.• Quarterly reports will be prepared to evaluate the results obtained and ensure compliance with the contractual conditions.		
Scope of the impacted footprint	Scope 2 - Indirect emissions from imported energy	Suggested Deployment Time	6-12 months
		Assigned Target	Short term (2033) and long term (2050)
Responsible:	Sustainability Area	Reduction potential (t CO2e):	540,35
Tracking indicator:	• % of energy contracted from renewable sources over the total consumed.• t CO_2e reduced by substitution of conventional energy.	Approximate Implementation Cost (USD)	13.178,68
Approximate Total Profit (USD)	0,00	Cost efficiency (USD/t CO2e)	24,39

Table 7. Measure 3 "Certified renewable energy procurement" on Energy consumption emissions

Source: Own elaboration

Name:	Electricity Consumption Reduction Program in Rented Offices		
Description:	A program will be implemented focused on reducing electricity consumption in rented offices outside Lima, through simple and effective actions: replacement of current luminaires with portable LED lighting, smart timers in electrical equipment, internal campaigns on energy saving and periodic training of staff on good practices. Electricity consumption will be monitored monthly to evaluate and report the reduction achieved, providing periodic feedback to employees.		
Short-term implementation actions	• An operational group responsible for the project will be formed at the beginning with representatives from administration and maintenance.• For the evaluation of the energy efficiency of the offices, this group will carry out rapid audits in each facility to identify immediate opportunities for energy savings. Adjustments to lighting, air conditioning or electronic equipment are included.• From the energy efficiency assessment, the results will be classified into changes in equipment or elements, and actions of staff habits.• From equipment changes, a prioritization of the elements to be replaced and a replacement schedule will be made.• As a starting point, simple habit actions will begin to be implemented, such as the modification of equipment operating hours and internal campaigns to turn off unused devices.		
Long-term implementation actions	• Based on the establishment of habit actions and equipment changes, monthly monitoring of electricity consumption will be established through meter readings, in order to evaluate the effectiveness of the actions and apply timely adjustments.• Internal reports will be prepared according to the period established by the group, to follow up and communicate the progress of the project.		
Scope of the impacted footprint	Scope 2 – Indirect emissions from imported energy	Suggested Deployment Time	6-12 months
		Assigned Target	Short term (2033) and long term (2050)
Responsible:	Administration and Maintenance Area	Reduction potential (t CO2e):	60,04
Tracking indicator:	• % reduction in monthly electricity consumption compared to the baseline.• t CO_2e avoided by energy efficiency.	Approximate Implementation Cost (USD)	-2.063,43
Approximate Total Profit (USD)	2.063,43	Cost efficiency (USD/t CO2e)	-34,37

Table 8. Measure 4 "Program to reduce electricity consumption in rented offices" on energy consumption emissions

Source: Own elaboration

Fugitive Emissions

For this category, a measure that encompasses short- and long-term actions was considered; it also focuses on refrigerant emissions for the calculation year 2024 since 2023 did not present information on this source. The measure will be to carry out an inventory of the current types of refrigerants in use, then the progressive replacement with alternative gases with lower global warming potential (GWP) will be prioritized. The selection of these gases will focus on those compatible with existing equipment, avoiding significant technical modifications. This is how it is planned to change the refrigerant R-410A and R-134A for nobler refrigerants such as R-452B or R-513A.

Name:	Progressive replacement of current refrigerants
Description:	The first step for the execution of this measure will be to carry out an inventory of the current types of refrigerants in use, then the progressive replacement by alternative gases with lower global warming potential (GWP) will be prioritized. The selection of these gases will focus on those compatible with existing equipment, avoiding significant technical modifications. A specific schedule will be defined to execute these replacements in coordination with current preventive maintenance.
Short-term implementation actions	• As a first step, a detailed inventory of refrigerants will be carried out in all facilities that use air conditioning systems in the offices. You can review the maintenance bills for the last year to find the data of the refrigerant used. This list of refrigerants will serve as a database and baseline for mitigation actions.• For each refrigerant, the following information will be sought: global warming potential (GWP), source of information and cost per refrigerant.• Based on the list of refrigerants, look for an alternative for each existing refrigerant. The search should focus on the substitute refrigerant, availability in Peru and cost per refrigerant.• Of the substitute refrigerants, the right ones for the change will be selected and negotiations will be carried out with local suppliers.
Long-term implementation actions	• A refrigerant replacement schedule is made, prioritizing the replacement of refrigerants in the agencies under the criteria established by RIMAC.• Before starting the substitution, continuous training will be scheduled for technical personnel for the handling of the new

	gases.• The progressive replacement of refrigerants is carried out once the agreements with local suppliers and the schedule have been finalized.		
Scope of the impacted footprint	Scope 1 - Direct Emissions (Fugitive Emissions)	Suggested Deployment Time	1-2 years
		Assigned Target	
Responsible:	Maintenance Area	Reduction potential (t CO2e):	205,31
Tracking indicator:	• % high GWP refrigerants replaced out of the total identified.• t CO_2e avoided by gas substitution.	Approximate Implementation Cost (USD)	2.451,50
Approximate Total Profit (USD)	0,00	Cost efficiency (USD/t CO2e)	11,94

Table 9. Measure 5 "Progressive replacement of current refrigerants" on Fugitive Emissions emissions

Source: Own elaboration

Commuting

A measure is presented that has a short- and long-term objective. This move invites RIMAC workers to make sustainable transportation choices, such as public transportation, to avoid the use of individual vehicles. It presents a series of economic and non-economic incentives for workers to be motivated to participate and thus reduce emissions per commuting.

Name:	Comprehensive sustainable mobility program with incentives for employees		
Description:	A comprehensive program will be implemented that includes economic incentives (subsidies or monthly bonuses) and non-economic incentives (public recognition, flexible hours, additional days off) for employees who choose to switch to a more sustainable means of transportation (public transportation, bicycles, shared or electric vehicles). The management will be led by the Human Talent department, carrying out awareness campaigns, periodic participation records and satisfaction surveys and impact evaluation.		
Short-term implementation actions	• An evaluation period is established, with the aim of carrying out a diagnosis to identify the current patterns of mobility of employees. This evaluation will consist of surveys and internal analysis. • For this proposal, the Human Talent department will define specific incentives, such as subsidies for public transportation, bonuses for carpooling or bicycles, and non-economic recognition. Incentives are necessary for staff to access the change of personal mobilisation.		
Long-term implementation actions	• With the incentives defined, a draft of the internal communication plan will be prepared to widely disseminate the initiative.• The draft of the communication plan must be pre-approved by managers and Human Talent, in relation to the type of economic and non-economic incentives proposed. The plan will be updated from the comments and observations.• The updated communication plan will be implemented in conjunction with a quarterly monitoring of participation and effectiveness. It is necessary to collect the information under surveys and internal records to make the necessary adjustments.		
Scope of the impacted footprint	Scope 3 – Indirect emissions from transport (Commuting)	Suggested Deployment Time	6-12 months
		Assigned Target	Short term (2033) and long term (2050)
Responsible:	Sustainability and Human Talent Area	Reduction potential (t CO2e):	393,49
Tracking indicator:	• % of beneficiaries of the programme out of the total.• Number of sustainable daily trips registered (bicycle, public transport, etc.). • t CO_2e avoided monthly.	Approximate Implementation Cost (USD)	45.000,00
Approximate Total Profit (USD)	0,00	Cost efficiency (USD/t CO2e)	114,36

Table 10. Measure 6 "Comprehensive sustainable mobility program with incentives for employees" on commuting emissions

Source: Own elaboration

Mobile combustion

This measure presents the reduction of emissions by RIMAC's vehicle fleet, with short and long-term objectives. This measure presents incentives for executives who obtain fuel rebates for their vehicles, in order to decide on sustainable or low-emission transportation.

Name:	Incentives for emission reductions for fuel reimbursement to executives		
Description:	A specific incentive scheme will be implemented aimed at senior executives who currently receive fuel rebates for the use of their private vehicles. This program will include alternatives such as additional bonuses for using hybrid or electric vehicles, partial subsidies for the acquisition or lease of low-emission vehicles, and non-economic recognitions such as internal mentions for the adoption of sustainable mobility. A detailed record of fuel consumption and monthly mileage will be kept to assess the reduction achieved.		
Short-term implementation actions	• A list of eligible candidates will be made among the executives who access these reimbursements for their participation in the program, in coordination with the Human Talent and Finance areas. This synergy between departments will facilitate the identification of the executives who receive high fuel rebates most frequently during the year.• Once the candidates have been defined, the specific criteria and conditions of the incentives will be chosen, as well as the monitoring mechanisms. For the monitoring mechanisms, it is recommended to carry out a trial period of 6 months, and from there determine the periodicity of evaluation of results according to the level of effort to be applied.• Once the criteria and conditions of incentives, and their monitoring mechanisms, have been determined, the official communication will be made to the executives. It is necessary to complement communication with contextual training on the company's emissions and the extent to which they affect emissions from the use of private vehicles. This information session allows sharing RIMAC's sustainable culture and opens the space to address queries or concerns about the operation of the incentives.• The 6-month trial period begins, in which a detailed monthly monitoring of the fuel consumption and mileage reported by each candidate will be carried out. The information will be stored in a database in order to see the performance by candidate. • At the end of the probationary period, it is important to provide general feedback on the incentive program and identify barriers and opportunities for improvement by analyzing the performance of each candidate. This feedback will allow the team in charge to implement new improvement actions for the next evaluation period. • A report of results and an application methodology will be generated for future evaluations during the trial period.		
Long-term implementation actions	• The team determines the timing for the next evaluations of the program. From these periods, internal reports will be generated that reflect progress, providing personalized feedback and making the necessary adjustments for continuous improvement.		
Scope of the impacted footprint	Scope 1 - Direct Emissions (Mobile Combustion)	Suggested Deployment Time	6-12 months
		Assigned Target	Short term (2033) and long term (2050)
Responsible:	Sustainability, Finance and Human Talent Area	Reduction potential (t CO2e):	313,87
Tracking indicator:	• % of executives participating in the program out of the total eligible.• t CO_2e avoided by changes in vehicle type.	Approximate Implementation Cost (USD)	3.115,98
Approximate Total Profit (USD)	0,00	Cost efficiency (USD/t CO2e)	9,93

Table 11. Measure 7 "Executive Fuel Rebate Emissions Reduction Incentives" on Mobile Combustion Emissions

Source: Own elaboration

Septic tank

A measure with short and long-term objectives is presented. The measure presents a program to reduce emissions from septic tanks used at RIMAC through the use of microorganisms that reduce anaerobic decomposition and methane release. For this, a technical analysis will be carried out prior to the introduction of microorganisms.

Name:	Reducing methane emissions in a septic tank
Description:	This measure contemplates the implementation of a specific program to reduce the emissions generated by anaerobic decomposition in the septic tanks used by RIMAC. The first step will be to carry out a technical evaluation of the current state of the septic tank to optimize its operation. Subsequently, the introduction of a regular dosing system of specialized microorganisms that favor the aerobic decomposition of organic matter is proposed, significantly reducing the generation of methane. The personnel in charge of maintenance must be trained and a periodic monitoring and evaluation plan of results will be established.
Short-term implementation actions	• As a first step, an exhaustive technical inspection will be carried out to evaluate the current state of the septic tank.• With the results of the technical inspection, a supplier specialized in septic system maintenance will be hired, who will apply biodegradable products that favor aerobic degradation and reduce methane emissions.• A quarterly

	schedule of preventive maintenance will be implemented, with constant monitoring of its execution and recording of improvements in performance and reduction of emissions.		
Long-term implementation actions	• Semi-annual reports will be prepared detailing the results obtained.		
Scope of the impacted footprint	Scope 1	Suggested Deployment Time	1-2 years
		Assigned Target	Short term (2033) and long term (2050)
Responsible:	Maintenance Area	Reduction potential (t CO2e):	354,14
Tracking indicator:	t CO_2e avoided by application of biological treatment.	Approximate Implementation Cost (USD)	1.850,00
Approximate Total Profit (USD)	0,00	Cost efficiency (USD/t CO2e)	5,22

Table 12. Measure 8 "Reduction of methane emissions in septic tank" on emissions from septic tank

Source: Own elaboration

Manufacturing of purchased products

This measure is constituted for both the short and long term. For its construction, the merchandising of the cafeteria and the paper acquired in 2023 were taken into consideration. The measure contemplates the establishment of a sustainable purchasing policy, which is suggested to contain: preference for local suppliers, environmental footprint assessment (emissions, energy efficiency, waste management), required environmental certifications and incentives for current suppliers who measure and reduce the impact of the production of their products.

Name:	Sustainable Procurement Policy		
Description:	This measure contemplates the establishment of a sustainable purchasing policy, which is suggested to contain: preference for local suppliers, environmental footprint assessment (emissions, energy efficiency, waste management), required environmental certifications and incentives for current suppliers who measure and reduce the impact of the production of their products. An internal committee will be created responsible for approving and monitoring purchases under these criteria, training the responsible personnel. Effectiveness will be evaluated biannually by means of indicators on the percentage of purchases aligned with these criteria.		
Short-term implementation actions	• First, a committee will be formed with purchasing, sustainability and finance personnel.• This committee will establish the specific environmental criteria that suppliers must meet, such as certifications or verifiable sustainable practices.• With the established criteria, the policy will be formally drafted, including the selection processes, supplier evaluation and annual sustainability goals in purchasing.• Socialization and approval will take place in a meeting with managers and personnel of interest. From this socialization, feedback will be obtained from the opinions and comments of the guests.		
Long-term implementation actions	• An update of the policy will be made, in order to obtain the approval of the document. • Upon approval, procurement personnel will be trained and the effective application of the policy will begin.• Every few months, an evaluation and follow-up will be carried out through specific reports on progress and compliance with the defined environmental criteria.		
Scope of the impacted footprint	Scope 3 – Indirect emissions from products used by the organization (Manufacture of purchased products)	Suggested Deployment Time	6-12 months
		Assigned Target	Short term (2033) and long term (2050)
Responsible:	Finance/Purchasing Area	Reduction potential (t CO2e):	190,74
Tracking indicator:	• Percentage of suppliers that meet established environmental criteria.• Number of items acquired with sustainable criteria out of the annual total.	Approximate Implementation Cost (USD)	0,00
Approximate Total Profit (USD)	0,00	Cost efficiency (USD/t CO2e)	0,00

Table 13. Measure 9 "Sustainable Procurement Policy" on Manufacturing Emissions

Source: Own elaboration

RECOMMENDATIONS FOR MEASURES TO ACHIEVE NET ZERO

The measures proposed above operate on emission sources that represent 97% of RIMAC's carbon footprint. **In this context, emissions representing that remaining 3% are categorized as residual emissions and are addressed through long-term measures to achieve carbon neutrality, as proposed by SBTi.** These residual emissions consist of these emission sources: **"Stationary combustion", "Use of fire extinguishers", "Contracted mobility + Taxis", "Courier", and "Waste according to the final treatment".** The emission source "Business travel" was also included as a proposal for a complementary measure to the main measure. On the other hand, "Electric Energy: T&D Loss" is included as it is reduced when reducing emissions from electrical energy in the 2 main measures.

With regard to the reduction target, 3 scenarios are presented for the reduction of emissions from each category. These scenarios are:

- **Optimistic Net Zero Scenario:** It has an average reduction target of 70%, with reference to the reduction targets of all the proposed measures.
- **Realistic Net Zero Scenario:** It has an average reduction target of 70%, with reference to the reduction targets of all the proposed measures.
- **Pessimistic Net Zero Scenario:** It has an average reduction target of 70%, with reference to the reduction targets of all the proposed measures.

With this implementation of scenarios, RIMAC has a wider range of options in terms of the application of the long-term measures for residual emissions, or the categories that were not addressed in the main measures.

Category	GHG emissions (t CO2e)	Action	Reduction target (%)	Reduction potential(t CO2e)
Fuel - fixed equipment	26,13	Fuel replacement of stationary diesel-to-LPG equipment	70,00%	18,29
Use of fire extinguisher	0,25	Replacing CO2 extinguishers with PQS extinguishers	100,00%	0,25
Contracted Mobility + Taxis	1,65	Replace the use of taxis with Uber Planet or similar	100,00%	1,65
Messaging	11,82	Migrate to suppliers with electric fleets	100,00%	11,82
Solid waste generation	21,12	Reduce and deliver waste to authorized environmental managers carbon neutral	100,00%	21,12
Electric Power: T&D Loss	114,03	Reduction associated with energy consumption reduction due to energy efficiency (M7)	10,00%	11,40
Air Travel	691,78	Flights contracted with sustainable suppliers that use SAF or neutralize their carbon footprint	10,00%	69,18
TOTAL	**866,77**			**133,71**

Table 14. Actions described for residual emissions and each emission source (optimistic scenario)

Source: Own elaboration

Category	GHG emissions (t CO2e)	Action	Reduction target (%)	Reduction potential(t CO2e)
Fuel - fixed equipment	26,13	Fuel replacement of stationary diesel-to-LPG equipment	50,00%	13,07
Use of fire extinguisher	0,25	Replacing CO2 extinguishers with PQS extinguishers	100,00%	0,25
Contracted Mobility + Taxis	1,65	Replace the use of taxis with Uber Planet or similar	100,00%	1,65
Messaging	11,82	Migrate to suppliers with electric fleets	50,00%	5,91
Solid waste generation	21,12	Reduce and deliver waste to authorized environmental managers	80,00%	16,89
Electric Power: T&D Loss	114,03	Reduction associated with energy consumption reduction due to energy efficiency (M7)	8,00%	9,12
Air Travel	691,78	Flights contracted with sustainable suppliers that use SAF or neutralize their carbon footprint	10,00%	69,18
TOTAL	**866,77**			**116,07**

Table 15. Actions described for residual emissions and each emission source (realistic scenario)

Source: Own elaboration

Category	GHG emissions (t CO2e)	Action	Reduction target (%)	Reduction potential(t CO2e)
Fuel - fixed equipment	26,13	Fuel replacement of stationary diesel-to-LPG equipment	30,00%	7,84
Use of fire extinguisher	0,25	Replacing CO2 extinguishers with PQS extinguishers	100,00%	0,25
Contracted Mobility + Taxis	1,65	Replace the use of taxis with Uber Planet or similar	100,00%	1,65
Messaging	11,82	Migrate to suppliers with electric fleets	30,00%	3,55
Solid waste generation	21,12	Reduce and deliver waste to authorized environmental managers	50,00%	10,56
Electric Power: T&D Loss	114,03	Reduction associated with energy consumption reduction due to energy efficiency (M7)	5,00%	5,70
Air Travel	691,78	Flights contracted with sustainable suppliers that use SAF or neutralize their carbon footprint	8,00%	55,34
TOTAL	**866,77**			**84,88**

Table 16. Actions described for residual emissions and each emission source (pessimistic scenario)

Source: Own elaboration

ADDITIONAL RECOMMENDATIONS

Additionally, it is recommended that RIMAC promote these following recommendations at the organizational level, to begin with the measures presented above:

- Train staff in sustainable behaviors or the sustainability plan or sustainable practices that are being promoted within their operations.
- Digitize processes, such as consumer invoices for products or services, to train and promote sustainable practices.
- Encourage the sharing of electric vehicles between employees who live in the same sector (carpooling).
- Waste separation can be strengthened through educational campaigns for staff.
- Finally, it is important to promote these actions as part of RIMAC's sustainable identity and to continuously monitor the results in order to adjust strategies and make it part of the organizational culture.

Through the implementation of the prioritized measures and complementary measures, RIMAC's GHG emissions will be reduced until 2050, the year in which residual emissions will be reached, i.e. emissions that cannot be reduced. To achieve *Net Zero* status, SBTi allows residual emissions to be offset by purchasing carbon credits (e.g. reforestation credits) using the ISO 14068 methodology. Another alternative is the development of your own carbon sequestration project, for example through afforestation and reforestation activities, reforestation of a forest area affected by a fire or carbon capture through technology.

Decarbonization scenarios

Because the reduction measures could have barriers to their implementation, decarbonization scenarios have been designed to identify each year if the reduction in emissions is progressing as planned or if it is necessary to implement additional actions that allow decarbonization to be put back on track. The considerations for each scenario are detailed below:

- **Business as Usual (BaU):** Linear projection of baseline emissions without implementation of reduction measures.
- **Optimistic Net Zero Scenario (NZEO):** Linear projection of emissions taking into account the full implementation of reduction measures. In this scenario, 100% of the implementation of the measures is taken into consideration, that is, 100% of their reduction potential is achieved and the SBTi objective is met.
- **Realistic Net Zero Scenario (NZER):** Linear projection of emissions taking into account the almost total implementation of reduction measures. In this scenario, a % of implementation of the measures is taken into consideration, with which the SBTi objective is met.
    - For short-term goals, the percentages are:

        - Scope 1+2: 90% implementation of measures
        - Scope 3: 85% implementation of measures
    - For long-term goals, the percentages are:
        - Scope 1+2: 100% implementation of measures
        - Scope 3: 100% implementation of measures

- **Pessimistic Net Zero Scenario (NZEP):** Linear projection of emissions taking into account the average implementation of reduction measures. In this scenario, a % of implementation of the measures is taken into consideration, with which the SBTi objective is met.
    - For short-term goals, the percentages are:
        - Scope 1+2: 85% implementation of measures
        - Scope 3: 75% implementation of measures
    - For long-term goals, the percentages are:
        - Scope 1+2: 100% implementation of measures
        - Scope 3: 90% implementation of measures

- **Science-Based Target (SBT):** Linear projection of emissions to meet the science-based targets defined by SBTi.

The scenarios allow RIMAC to have options for applying the measures and to see which scenarios do or do not meet the SBTi objective according to the scope. In this way, it has greater scope in terms of the application and choice of measures, with reference to the effort given by scenario, scope and percentage of implementation.

SHORT-TERM DECARBONIZATION SCENARIOS

Below are the values of RIMAC's GHG emissions projection until 2033 and the comparison of compliance with the annual objectives under the previously defined scenarios. Two variables are described in the following table:

- **Distance to SBT:** Reduction of the emission of the scenario with respect to the SBT limit. If it is green, there is a reduction surplus exceeded the SBT limit, but if it is red, the SBT limit was not reached and it is the missing value.
- **Absolute target:** Percentage reduction of emission compared to the absolute SBT target. If it is green, it is above the absolute SBT target, but if it is red, it did not reach the absolute SBT reduction target.

	Bau	NZEO	NZER	NZEP	SBT
Scope 1+2	1.641,76	642,45	742,38	792,35	745,36
Scope 3	2.092,82	1.234,14	1.362,94	1.448,81	1.412,65
Total footprint	3.734,58	1.876,59	2.105,32	2.241,16	2.158,01

Distance to SBT (NZEO)	Distance to SBT (NZER)	Distance to SBT (NZEP)	Absolute Target % (NZEO)	Absolute Target % (NZER)	Absolute target % (NZEP)	Absolute Target % (SBT)
102,91	2,98	-46,99	60,9%	54,8%	51,7%	54,6%
178,51	49,71	-36,16	41,0%	34,9%	30,8%	32,5%
281,42	52,69	-83,15	49,8%	43,6%	40,0%	42,2%

Corporate Net Zero Guide Requirement - SBTi				
Scenario		NZEO	NZER	NZEP
MIN SBT OBJECTIVE	4,2%	MEETS	MEETS	NOT COMPLIANT

Table 17. Short-term decarbonization scenarios
Source: Own elaboration

LONG-TERM DECARBONIZATION SCENARIOS

Below are the values of RIMAC's GHG emissions projection until 2050 and the comparison of compliance with absolute targets under previously defined scenarios. Two variables are described in the following table:

- **Distance to SBT:** Reduction of the emission of the scenario with respect to the SBT limit. If it is green, there is a reduction surplus exceeded the SBT limit, but if it is red, the SBT limit was not reached and it is the missing value.
- **Absolute target:** Percentage reduction of emission compared to the absolute SBT target. If it is green, it is above the absolute SBT target, but if it is red, it did not reach the absolute SBT reduction target.

	Bau	NZEO	NZER	NZEP	SBT
Scope 1+2	1.641,76	149,51	154,73	159,96	164,18
Scope 3	2.092,82	204,16	216,58	419,88	209,28
Total footprint	3.734,58	353,67	371,31	579,84	373,46

Distance to SBT (NZEO)	Distance to SBT (NZER)	Distance to SBT (NZEP)	Absolute Target % (NZEO)	Absolute Target % (NZER)	Absolute target % (NZEP)	Absolute Target % (SBT)
14,67	9,44	4,22	90,9%	90,6%	90,3%	90,0%
5,12	-7,30	-210,60	90,2%	89,7%	79,9%	90,0%
19,79	2,15	-206,39	90,5%	90,1%	84,5%	90,0%

Corporate Net Zero Guide Requirement - SBTi				
Scenario		NZEO	NZER	NZEP
MIN SBT OBJECTIVE	90,0%	MEETS	MEETS	NOT COMPLIANT

Table 18. Long-term decarbonization scenarios
Source: Own elaboration

Finally, RIMAC's emissions scenarios for each of the science-based targets are graphically shown.

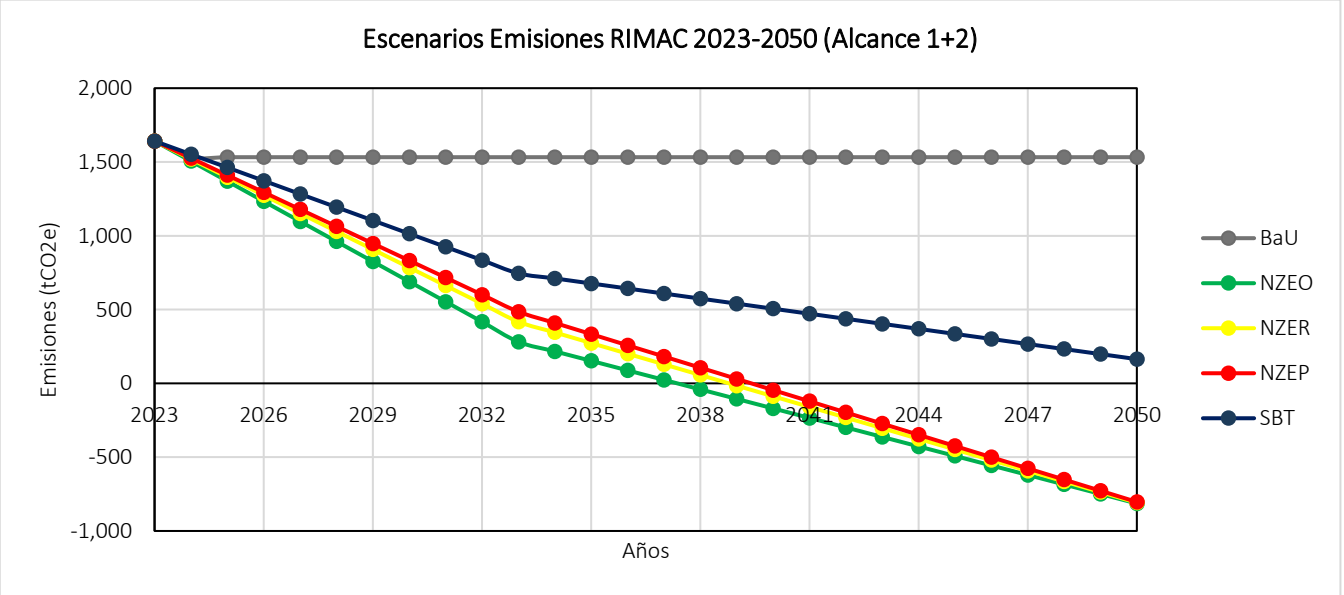

Figure 4. RIMAC Emissions Scenarios 2023-2050 (Scope 1+2)
Source: Own elaboration

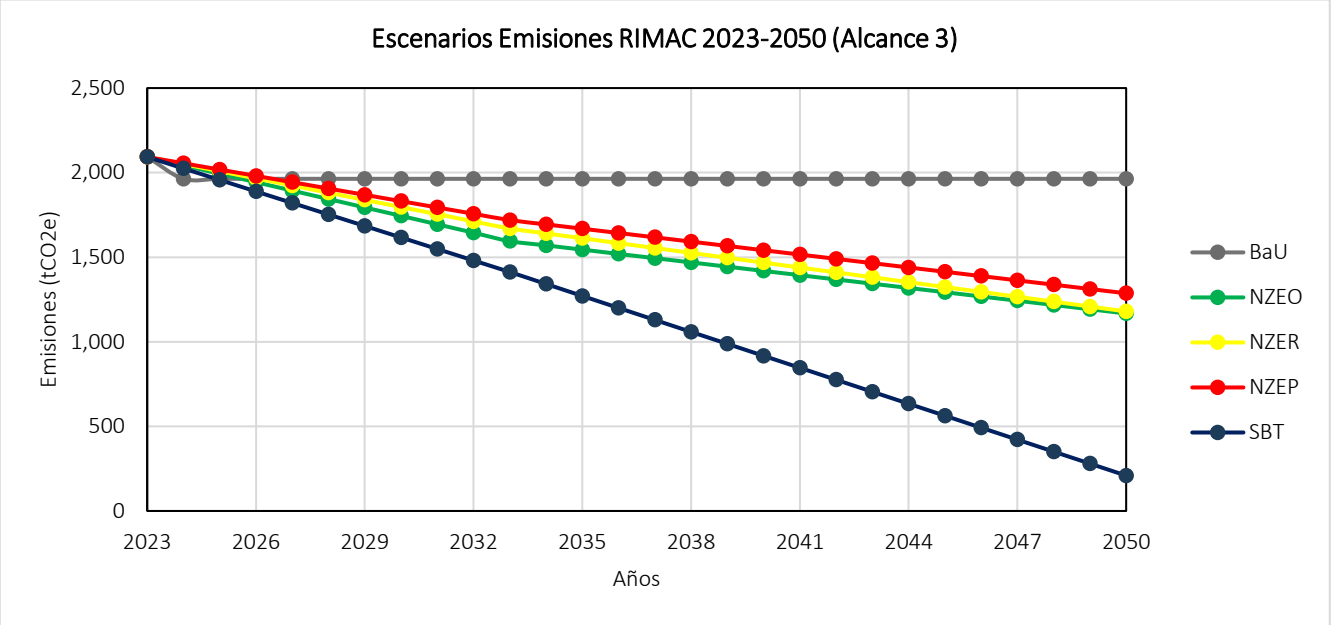

Figure 5. RIMAC Emissions Scenarios 2023-2050 (Scope 3)
Source: Own elaboration

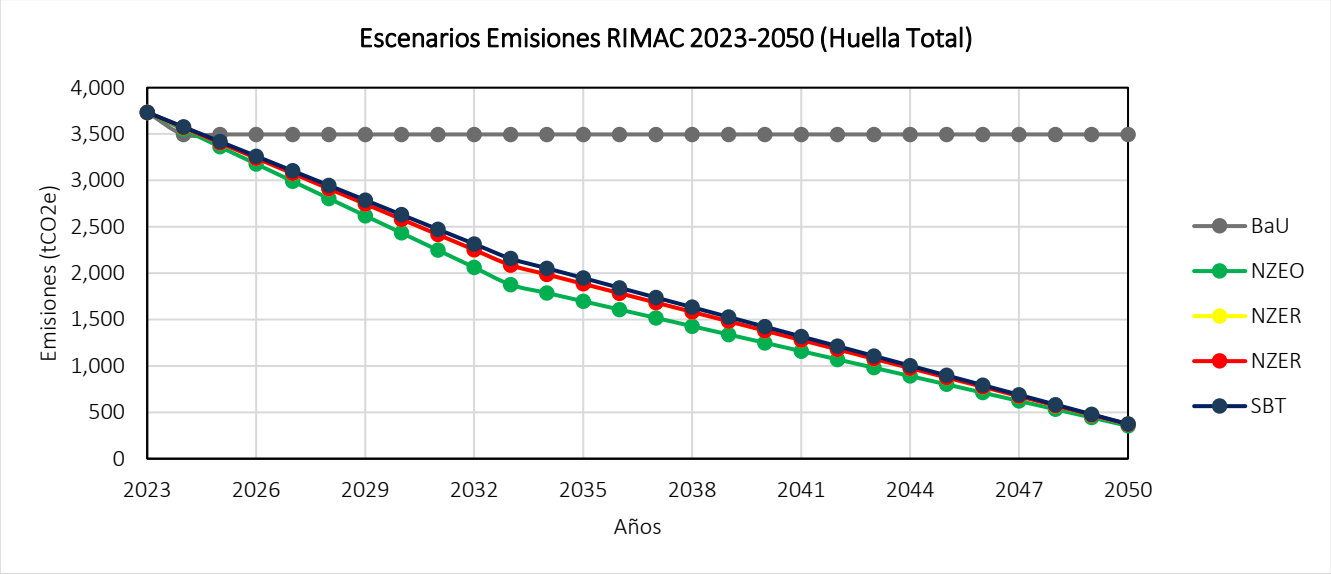

Figure 6. RIMAC Emissions Scenarios 2023-2050 (Total Footprint)
Source: Own elaboration

MARGINAL COST ABATEMENT CURVES (MACC)

It is important to prioritize the implementation of reduction measures in such a way that those measures with greater efficiency in terms of investment and return in terms of GHG emission reductions are brought forward so that the Decarbonization Strategy is viable to implement. A tool that facilitates the prioritization of measures is the Marginal Cost Abatement Curves (MACC), this is a visual representation of the cost-efficiency analysis. A MACC curve illustrates two key aspects for each measure or action:

- **Marginal abatement cost (on the vertical axis):** Represents the cost per ton of CO_2e avoided or reduced. It can be positive (if the measure has a cost) or negative (if it generates savings).
- **Emission reduction potential (on the horizontal axis):** Indicates the amount of emissions that can be reduced.

Below are the MACC curves of RIMAC's Decarbonization Strategy:

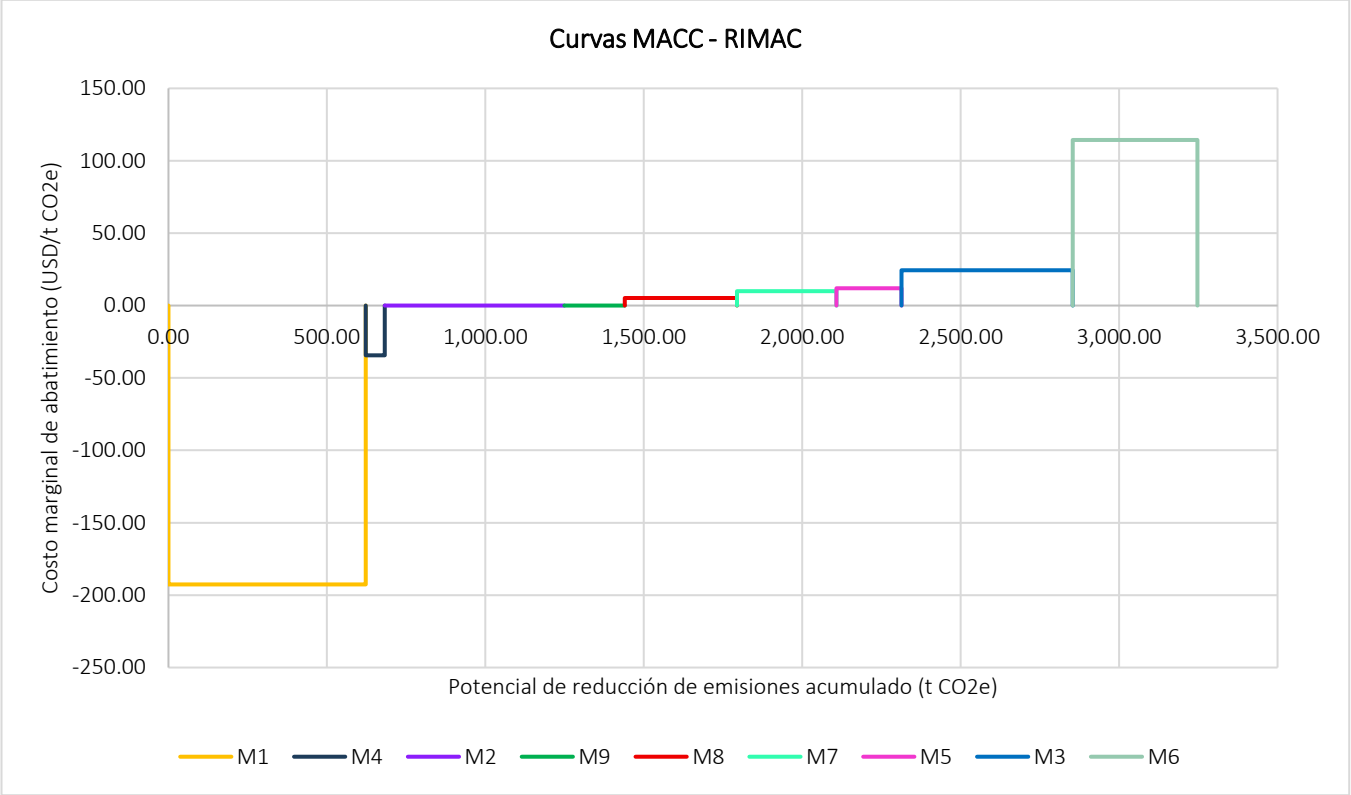

Figure 7. MACC Curves RIMAC Decarbonization Strategy

Source: Own elaboration

Each vertical bar on the curve corresponds to a specific measurement. The width of the bar represents the potential for emission reduction, and the height represents the marginal cost. With respect to the MACC Curves, measure 1 corresponds to the most efficient due to its reduction potential and estimated savings; This is related to the internal policy of sustainable flights and the reduction of flights for more efficient alternatives. On the contrary, measure 6 is described as an intermediate measure of reduction and high estimated cost, so it represents a low efficiency in terms of its implementation. In general, the measures to be prioritised in terms of their efficiency and ease are measure 4 on reducing electricity consumption in offices, measure 2 on sustainable management of third-party vehicles and measure 9 on Sustainable Procurement Policy. These last two measures have no implementation cost and reduce the reduction to a large extent.

Recommendations

Since not all mitigation measures involve immediate economic benefits, it is key that RIMAC explores complementary financing strategies that facilitate the viability and scalability of its emissions reduction plan. These strategies make it possible to transform climate commitments into responsible investment opportunities, improving the financial return of environmental initiatives. Below are key recommendations aimed at reduction, neutralization and sustainable financing:

One of the most relevant strategies is to **take advantage of tax incentives** designed to promote sustainable practices. In Peru, there are mechanisms such as **Law No. 27345[1] for the Promotion of Energy Efficiency**, which provides benefits for companies that implement efficient technologies, including deductions in income tax or accelerated depreciation of equipment. In addition, the **Law on the Promotion of Investment in Renewable Energies (Law No. 28832[2])** can facilitate the adoption of clean sources for central operations or data centers of insurers. These incentives reduce the net cost of implementing measures such as migrating to solar-powered servers or electrifying inspection fleets.

In addition, it is recommended to explore the **issuance or participation in Green Bonds**, a tool increasingly used in the Peruvian financial market. The Superintendence of the Securities Market (SMV) has published guidelines for the issuance of these instruments, aligned with the **Green Bond Principles (ICMA).** An insurer could link these bonds to projects such as the redesign of offices with energy efficiency criteria, the offsetting of operational emissions or the financing of low-carbon digital solutions. In addition to attracting investment with sustainable objectives, this strategy positions the company within the sustainable finance ecosystem, strengthening its reputation and attracting institutional clients committed to ESG criteria.

Another alternative is to take advantage **of green financial products** offered by banks in Peru, such as **green loans, sustainable leasing, or climate-responsible financing lines**. These instruments offer preferential conditions—such as reduced interest rates, grace periods, or longer terms—that make viable initiatives that require significant investment, such as switching to climate-resilient infrastructure, upgrades to HVAC systems, or migrating to energy-efficient cloud software.

In the field of **emissions neutralization**, the option of participating in the **voluntary carbon market** stands out, through the purchase of credits from forestry, conservation or energy efficiency projects certified under standards such as VCS or Gold Standard. Likewise, an insurer can develop its own compensation strategy through alliances with local projects, such as the restoration of ecosystems in areas vulnerable to climate change or reforestation in protected areas. This action not only neutralises remaining emissions, but can also generate **social and reputational co-benefits**, in line with international climate commitments such as **Carbon Neutral 2050**.

Finally, the **mapping of multilateral and bilateral climate funds**, such as **the Green Climate Fund (GCF),** the **GEF** or the **Adaptation Fund**, which offer resources to projects that promote resilience and low emissions, is recommended. The insurer could submit proposals focused on the development of climate-responsible insurance products (e.g., parametric insurance for extreme events), or on strengthening its operational infrastructure against climate risks, which reinforces its role within the financial system in the face of the challenges of climate change.

Conclusions

For the reduction plan, 9 measures were established that cover the main sources of emissions in RIMAC's activities. These measures have two phases of application: a short-term one that runs from 2023 to 2033, and a long-term one, which goes until 2050 from the base year. For the application of these measures, different variables have been analysed to take into account,

[1] Law for the Promotion of Energy Efficiency in Peru
https://www.osinergmin.gob.pe/seccion/centro_documental/PlantillaMarcoLegalBusqueda/Ley%20N°%2027345%20-%20Law%20Promotion%20Use%20Efficient%20of%20the%20Energy.pdf

[2] Law for the Promotion of Investment in Energy with Renewable Resources (established in 2006 and updated in subsequent years)
https://www.osinergmin.gob.pe/seccion/centro_documental/PlantillaMarcoLegalBusqueda/Ley%20N%2028832%20-%20LASE.pdf

such as their capacity to reduce emissions, how economically profitable it is for the company, the information available from the company and its carbon footprint results. This has been done to assess the level of implementation of the measures presented and in what order their integration towards a zero-emissions goal in their operations is favourable. The main measures and long-term measures for residual emissions are described below.

The first measure "Internal Sustainable Flight Policy" is responsible for the source of issuance "Business Travel", which represents 21% of RIMAC's total footprint. This is because the main activity of the company requires field work for the visit and connection with its customers, so the trips of the collaborators are justified. Therefore, this measure allows the company to decide on the trips to be made according to specific criteria in a travel policy. The cost of this measure has an implementation cost of -119,912.42 USD, and its suggested time for the creation of this policy is between 6-12 months. This measure is interesting when trying to reduce emissions from travel by establishing a protocol that includes other options to comply with these visits and communication without necessarily traveling. The measure applies both in the short and long term, i.e. it has an emissions compliance target from 2023, to 2033 and to 2050.

The second measure "Sustainable management of third-party vehicles (cranes, mechanical assistance, MAD)" is responsible for establishing processes for selecting service providers according to sustainability criteria, in order to reduce emissions through supplier management. This measure corresponds to the category "Use of products sold", as a measure for the management and selection of more sustainable suppliers in their processes, according to a list of criteria to be evaluated. It has no implementation cost and its suggested implementation time ranges from 1 to 2 years, with respect to the establishment of criteria, application, testing, feedback, updating and improvement. This measure has an application objective from 2023, 2033 and 2050.

The third measure "Contracting of certified renewable electricity" seeks to reduce emissions in the "Energy consumption" category. RIMAC's activities require energy consumption, so the option of acquiring a percentage of renewable energy under contract is presented. Its implementation cost is 13,178.68 USD, the suggested implementation time ranges from 6 to 12 months, while renewable energy suppliers are chosen and prices are formally quoted for the percentage of energy to be acquired. This measure has an application objective from 2023, 2033 and 2050.

The fourth measure "Program for the reduction of electricity consumption in rented offices" corresponds to the emission source "Energy consumption". It focuses on the analysis of points of improvement, whether actions or changes for energy-efficient equipment/elements within each office. With this in consideration, the implementation cost for the changes and actions that contribute to energy efficiency is -2,063.43 USD, which would mean savings for RIMAC. The suggested implementation time ranges from 6-12 months, while the implementation target starts from 2023, towards 2033 and until 2050.

The fifth measure "Progressive replacement of current refrigerants" corresponds to the emission source "Fugitive Emissions" and details the change from current refrigerants to refrigerants with a lower impact or global warming potential. It focuses on two options: R-452B and R-134A, and both refrigerants are adapted for the replacement of current refrigerants (R-410A and R-134A). Its implementation cost is 2,451.50 USD, which includes the change of refrigerant used in the organization. This measure has a suggested implementation time of 1 to 2 years, and its reduction objective is both short and long term.

The sixth measure "Comprehensive sustainable mobility program with incentives for employees" corresponds to the source "Commuting in-itinere". This measure proposes an incentive program for RIMAC employees to choose more sustainable transportation options over the option of moving by own vehicle. It tries to motivate employees through incentives, sowing a culture of change in the actions of its employees that are aligned with the company's sustainable criteria. The cost of implementation is 45,000 USD, as it includes economic incentives such as vouchers for public transport. The suggested implementation time is 6 to 12 months, and it has a short-term and long-term reduction target.

The seventh measure "Incentives for emission reductions for fuel reimbursement to executives" corresponds to the source "Mobile combustion" and focuses on incentives for executives who decide on more sustainable mobilization options before the fuel reimbursement of their own vehicles. The implementation cost is 3,115.98 USD, and represents the organization's selection of sustainable transportation, such as UBER Planet, for frequent routes. It has a suggested implementation time of 6 to 12 months, and has both short- and long-term reduction goals.

The eighth measure "Reduction of methane emissions in septic tank" corresponds to the source of Septic tank and describes the use of bacteria that prevent anaerobic digestion and methane production. The implementation cost is 1,850 USD, and represents the value of the bioactivator for the septic tanks that RIMAC manages. It has a suggested implementation time of 1 to 2 years, and has both short- and long-term reduction goals.

The ninth measure "Sustainable purchasing policy" corresponds to the source "Manufacture of purchased products" for merchandising (cafeteria) and paper inputs. Its priority is to choose suppliers under sustainable criteria so that RIMAC can reduce

its emissions in terms of the inputs acquired. It does not have an implementation cost, has a suggested implementation time of 6 to 12 months, and has both short- and long-term reduction objectives.

Also, an order of prioritization of the application of the measures according to evaluation criteria has been included, through the application of MACC Curves. This evaluation to establish an order has been carried out in consideration of the efficiency costs and reduction potential of each measure proposed for RIMAC, and the needs it presents according to the carbon footprint data for 2023 and 2024.

The measures presented propose to RIMAC an emissions reduction route, focused on the areas of greatest interest due to the contribution it has as an emission by the company. These measures allow RIMAC to carry out an emissions roadmap towards carbon neutrality and evaluate its goals in terms of the operation of these measures, both in 2033 and 2050.

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