Parkingeye Limited

2022 and 2023

Carbon Footprint Analysis
and Net Zero Strategy

Version 1.0

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Emissions Overview

The emissions by scope and subcategory for both reporting years can be seen in tCO2e and as a percentage of the total in **the table below.**

Summary of Emissions (tCO2e).

Reporting Year	2022		2023	
Source	Carbon Emissions (tCO2e)	% of Total Emissions	Carbon Emissions (tCO2e)	% of Total Emissions
Intensity Metrics				
Emissions (tCO2e) per FTE Employee	25.65	-	26.10	-
Emissions (tCO2e) per Turnover (£M)	165.09	-	143.93	-
Scope 1				
Gas Consumption	21.27	0.26%	30.34	0.37%
Transport Fuel (Company Owned Vehicles)	398.15	4.90%	288.18	3.48%
Total Scope 1	**419.42**	**5.16%**	**318.52**	**3.85%**
Scope 2				
Electricity Consumption (Location Based)	95.26	1.17%	77.77	0.94%
Total Scope 2	**95.26**	**1.17%**	**77.77**	**0.94%**
Scope 3				
Purchased Goods and Services	2,904.16	35.72%	2,930.74	35.42%
Capital Goods	2,295.20	28.23%	1,700.94	20.56%
Fuel and Energy Related Activities	109.09	1.34%	81.87	0.99%
Upstream Transportation and Distribution	44.43	0.55%	19.81	0.24%
Waste Generated in Operations	3.04	0.04%	7.85	0.09%
Business Travel	208.09	2.56%	192.57	2.33%
Employee Commuting	249.08	3.06%	243.88	2.95%
Upstream Leased Assets	181.80	2.24%	128.70	1.56%
Downstream Transportation and Distribution	6.36	0.08%	6.50	0.08%
Use of Sold Products	1,614.39	19.86%	2,564.41	31.00%
Total Scope 3	**7,615.64**	**93.67%**	**7,877.27**	**95.21%**
Total Emissions	**8,130.33**	**100.00%**	**8,273.55**	**100.00%**

Comparison to Previous Reporting Years

The emissions are compared to the 2019 and 2021 carbon footprint results in the figure below. The figure showcases a significant decrease in emissions from 2019 to 2021, likely due to the COVID-19 pandemic affecting normal business operations. From 2021 to 2022, there is an increase in emissions, indicating a return to pre-pandemic operations, although they remain below the 2019 levels. From 2022 to 2023, the emissions are very similar, with a slight 1.76% increase between the reporting periods.

Emissions (tCO2e) by Scope
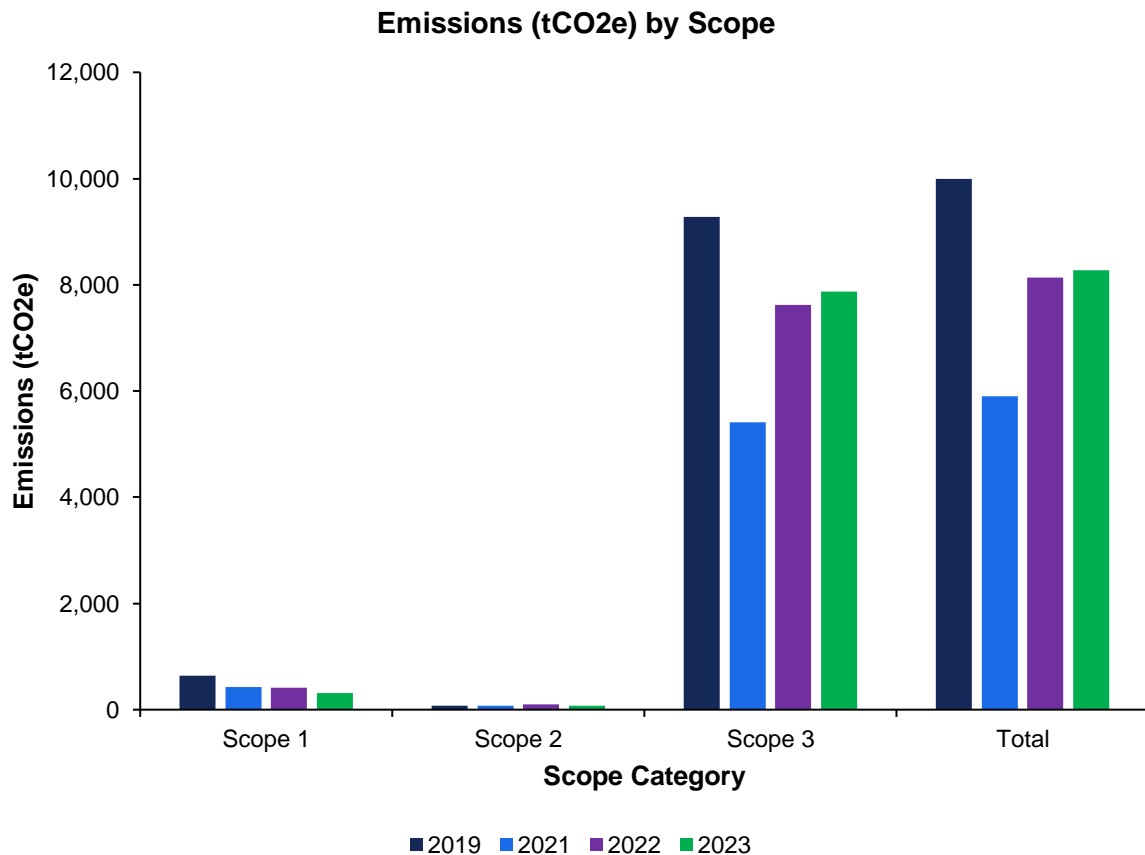
When examining the trends across the scope categories, Scope 3 emissions followed the same pattern as the overall emissions. This is because Scope 3 is the major contributor, overshadowing Scopes 1 and 2. During the same period, Scope 1 emissions consistently decreased each year. Since Scope 1 emissions reflect those under Parkingeye Limited's direct control, this suggests that conscious efforts have been made to reduce the company's environmental impact. Regarding Scope 2, the emissions remained very similar in 2019, 2021, and 2023, whilst 2022 saw the highest recorded impact.

Intensity Metrics

Intensity metrics serve the purpose of facilitating standardised comparisons between different reporting years and amongst different enterprises within a shared sector. They allow companies to evaluate their environmental performance over time whilst accommodating alterations in their operations, such as employee growth or shifts in turnover. However, as a company's turnover or workforce expands, intensity metrics could mask a surge in emissions. Therefore, it is important for businesses to maintain a commitment to reducing overall emissions, rather than solely concentrating on diminishing intensity metrics.

For Parkingeye Limited, the intensity metrics for emissions (tCO2e) per unit turnover (£m) and per full-time equivalent (FTE) employee are compared for the four reporting periods in the table below. Emissions per turnover significantly decreased from 221.73 in 2019 to 150.01 in 2021, likely skewed by the COVID-19 pandemic's impact on normal business operations. This was followed by an increase to 165.09 in 2022 and a subsequent decrease to 143.93 in 2023, the lowest value in the observed period. Emissions per FTE employee showed more fluctuation, with the lowest value recorded in 2021. Overall, these trends suggest efforts to reduce emissions relative to turnover and employee count, despite notable fluctuations during the pandemic years.

Intensity Ratios

Reporting Year	2019	2021	2022	2023
Emissions per Turnover (tCO2e/£m)	221.73	150.01	165.09	143.93
Emissions per FTE Employee (tCO2e/FTE)	27.17	18.93	25.65	26.10

Scope 1 Emissions

Scope 1 emissions are direct emissions from operations that Parkingeye Limited directly control. In 2022 and 2023, these emissions included natural gas consumption as well as emissions from transport fuels in company owned and operated vehicles.

The below table details Parkingeye Limited's Scope 1 consumption and emissions in FY 2022 and FY 2023. Emissions decreased from 419.42 tCO2e in 2022 to 318.52 tCO2e in 2023, a reduction of 24.1%. This decrease can be attributed to a reduction in transport fuel, since natural gas increased between the reporting periods.
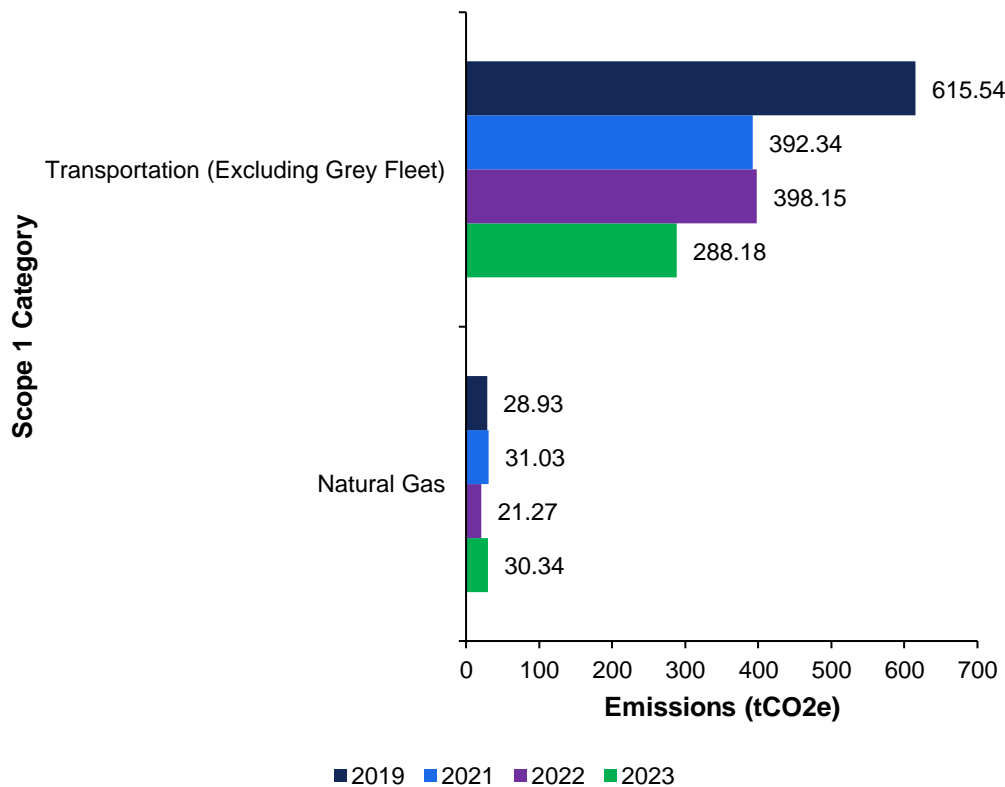
Summary of Scope 1 Emissions

Scope 1	2022		2023	
	Total Energy kWh	**Total Emissions tCO2e**	**Total Energy kWh**	**Total Emissions tCO2e**
Natural Gas	116,539	21.27	165,838	30.34
Fuel	1,661,322	398.15	1,205,564	288.18
Total	**1,777,861**	**419.42**	**1,371,402**	**318.52**

Comparison to 2019 and 2021

The chart below presents a comparison of Scope 1 emissions for 2019 to 2023. Among the four years in which a full carbon footprint assessment has been conducted for Parkingeye Limited, the highest Scope 1 emissions were recorded in 2019. In contrast, the highest emissions associated with natural gas were associated with 2021. While the natural gas emissions were relatively stable over the years, transportation saw a large decrease from 2019 to 2023.

Historical and Present Scope 1 Emissions

Transportation (Excluding Grey Fleet): 615.54, 392.34, 398.15, 288.18

Natural Gas: 28.93, 31.03, 21.27, 30.34

Scope 1 Category

Emissions (tCO2e)

■2019 ■2021 ■2022 ■2023

Methodology

Emissions from natural gas usage were primarily calculated from invoices in both reporting years. When the invoices covered more days than the reporting period, the consumption was extrapolated to cover only 365 days. In 2023, there was one site where invoices were not used for the carbon footprint assessment; instead, a direct comparison methodology using 2022 data was applied for 38 Eaton Avenue. This approach was necessary due to ongoing disputes with suppliers and related inconsistent meter readings.

Regarding the transportation data, it was provided in the format of fuel card reports for both years. These reports detailed the transaction date, fuel type, quantity, and cost. The total litres of petrol and diesel fuel were extracted from these reports to calculate emissions.

Then, for natural gas, diesel and petrol consumption, relevant DEFRA 2022 and 2023 emissions factors were used to convert the primary data into emissions.

Scope 2 Emissions

Scope 2 consisted of emissions from purchased electricity only during both FY 2022 and FY 2023. As shown in the table below, from 2022 to 2023, emissions decreased by 18.4%. Since the emissions factor for electricity increased during the same period, the decrease in emissions can be attributed to a reduction in electricity consumption used by the sites. Interestingly, the 2023 emissions are very similar to those recorded in 2019 and 2021, which were 79.27 tCO2e and 77.86 tCO2e, respectively.

Scope 2 Emissions Breakdown

Scope 2 Category	Purchased Electricity	
Reporting Year	2022	2023
Total energy kWh	492,628.33	375,550.93
Emissions Factor	0.19	0.21
Total Emissions tCO2e	95.26	77.77

The graph below breaks down the consumption by site for both years, including only the sites that were present in both years. The figure indicates that higher consumption was recorded in 2022 for all sites except 40 Eaton Avenue and 36-38 Eaton Avenue. The consumption for the site with the highest energy usage, 38 Eaton Avenue, appears constant.

Electricity Consumption by Site in 2022 and 2023
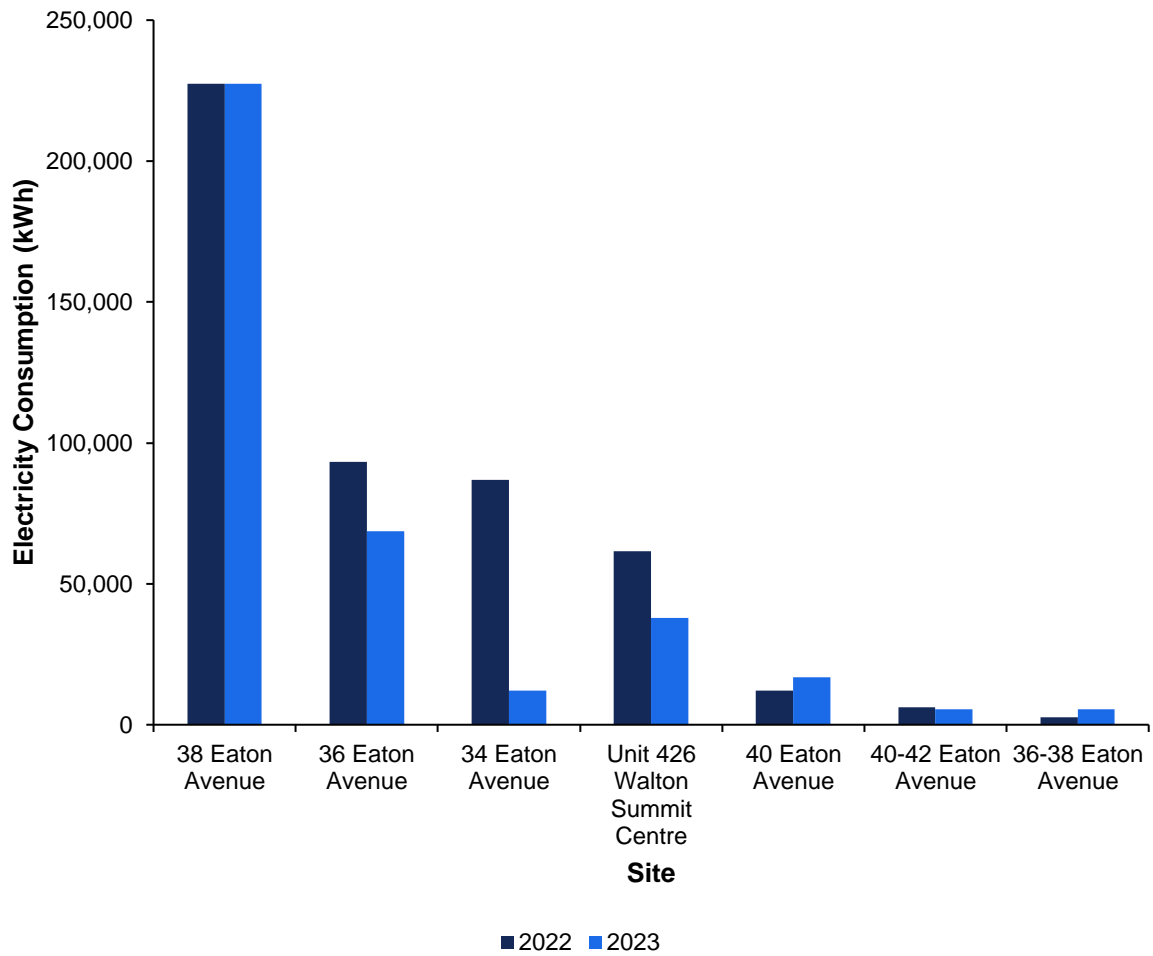
Methodology

As with natural gas, invoices were the primary source of data for electricity in both years. When invoices did not cover the entire reporting period, extrapolation was used to ensure the data corresponded to the reporting periods.

Consumption values were then used alongside the DEFRA 2022 and 2023 emissions factors for purchased electricity, to calculate emissions.

Scope 3 Emissions

Of the 15 Scope 3 emissions categories, the following were identified as being relevant, significant, and material to Parkingeye Limited's operations:

- Category 1:   Purchased Goods and Services
- Category 2:   Capital Goods
- Category 3:   Fuel and Energy Related Activities
- Category 4:   Upstream Transportation and Distribution
- Category 5:   Waste Generated in Operations
- Category 6:   Business Travel
- Category 7:   Employee Commuting
- Category 8:   Upstream Leased Assets
- Category 9:   Downstream Transportation and Distribution
- Category 11:   Use of Sold Products

The figure below details the breakdown of material Scope 3 emissions for 2022 and 2023, revealing that the category with the highest emissions in both years was *Purchased Goods and Services*. In 2022, this was followed by *Capital Goods* and then *Use of Sold Products*. However, in 2023, the order reversed, with *Use of Sold Products* exceeding *Capital Goods*.

Scope 3 Emissions Breakdown
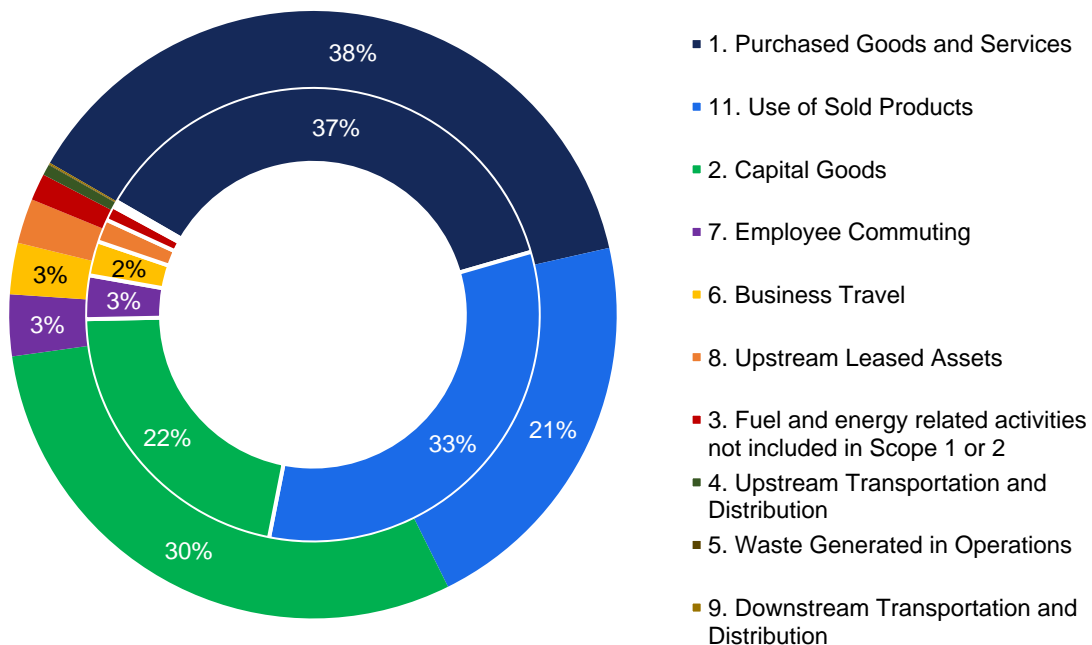
The outer ring represents 2022 while the inner ring is 2023.

Purchased Goods and Services

The category *Purchased Goods and Services* includes the extraction, production, and transportation of goods and services purchased or acquired by the reporting company in the reporting year, not otherwise included in categories 2-8 (World Resources Institute).

The emissions produced from this category amounted to 2,904.16 tCO2e in FY 2022 and 2,930.74 tCO2e in FY 2023. In both years, this category accounted for the largest proportion of overall emissions of all analysed categories, representing 35.72% and 35.42% of the carbon footprint, in 2022 and 2023 respectively. These findings are reflective of typical business operations, as *Purchased Goods and Services* often is responsible for the largest amount of a business' emissions.

The table below displays the total inflation-adjusted spend and emissions for this category in both years, as well as in 2019 and 2021. revealing that 2023 had higher spend and emissions compared to the other years, although the results across all years were similar.
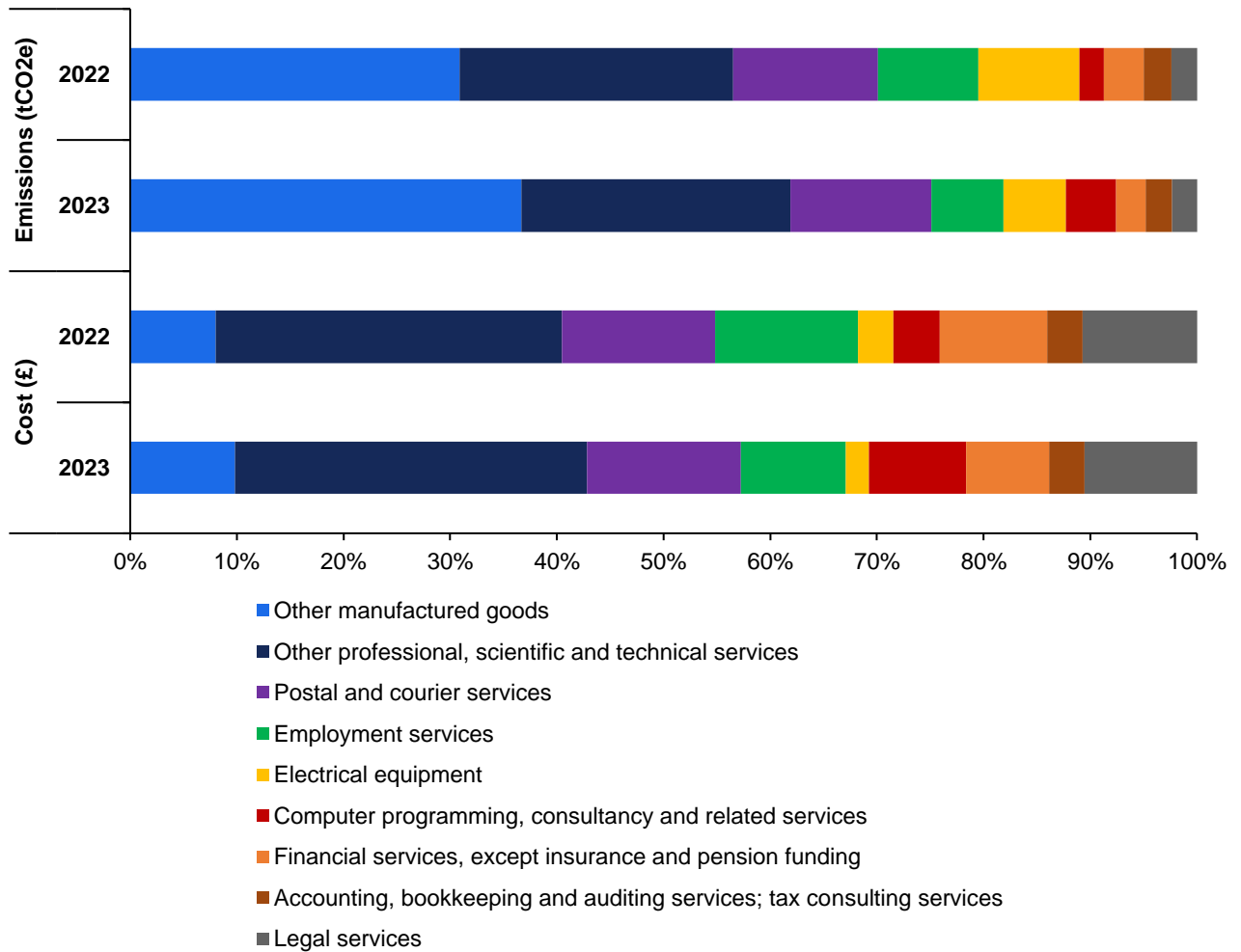
Purchased Goods and Services Spend and Emissions

Reporting Year	2019	2021	2022	2023
Total Inflation-adjusted Spend (£)	15,384,206.62	15,426,576.25	15,553,781.21	15,465,652.30
Emissions (tCO2e)	2,849.16	2,293.29	2,904.16	2,930.74

The figure below provides a detailed breakdown of emissions, highlighting the emissions categories with the highest emissions in both reporting years. Consistently, the nine categories with the highest emissions remained the same each year, with *'other manufactured goods'*, *'other professional, scientific and technical services'*, and *'postal and courier services'* occupying the top three spots.

The figure illustrates that *'other manufactured goods'* contribute significantly more to emissions than to spend, meaning these goods are emissions intensive. This emissions factor was selected as the most relevant DEFRA factor when no other suitable option was available, such as for '*stock and consumables for engineers'*. It has a relatively high emissions factor because it accounts for an average of producing a wide variety of products with varying emissions intensities. In contrast, *'other professional, scientific, and technical services'* contribute more to spend than to emissions. This is because services generally have much lower associated emissions due to the absence of physical product manufacturing. Examples of services categorised under *'other professional, scientific, and technical services'* include *'strategic advice'*, '*sustainability partners'*, and '*European translation services'*.

Breakdown of Top Nine Categories Spend (£) and Emissions (tCO2e)

Legend:
- Other manufactured goods
- Other professional, scientific and technical services
- Postal and courier services
- Employment services
- Electrical equipment
- Computer programming, consultancy and related services
- Financial services, except insurance and pension funding
- Accounting, bookkeeping and auditing services; tax consulting services
- Legal services

Exclusion Rationale

Some expense types were excluded from the analysis as they either did not constitute a purchased good or service, or because their emissions were captured elsewhere in the analysis. Examples of these items included:

- Travel – assumed to be accounted for in *Business Travel*
- Various postal services – assumed to be accounted for in *Upstream Transportation and Distribution* and *Downstream Transportation and Distribution*
- Gas and electricity – already accounted for in Scopes 1 and 2

Some items were moved to *Upstream Leased Assets*, based on information Parkingeye Limited provided. Examples of these items include plant hire, forklift leases, body cameras and skip hires.

All negative payments were excluded and deemed inapplicable.

Methodology

Vendor posting documents were provided for both 2022 and 2023. In these documents, Parkingeye Limited categorised expenditures into Opex, which was used for *Purchased Goods and Services* calculations, and Capex, which was used for *Capital Goods* calculations.

After removal of the items listed previously in the report, the Opex expenditures were assigned relevant DEFRA spend categories, which detail emissions per unit of spend for various expenditure types. For items present in the 2019 and 2021 carbon footprints, the same spend category was selected to ensure consistency between results. The emission factors were then adjusted for inflation before being used to convert the expenditure into emissions.

In both years, *Purchased Goods and Services* also included some items reallocated from *Business Travel*, such as service fees and meal allowances. Additionally, expenditures attributed to printers, scanners, and labels were moved from *Downstream Transportation and Distribution* to this category for the 2023 footprint. Similar to the Opex expenditure, a spend-based methodology was employed, using DEFRA spend categories and inflation factors to calculate emissions.
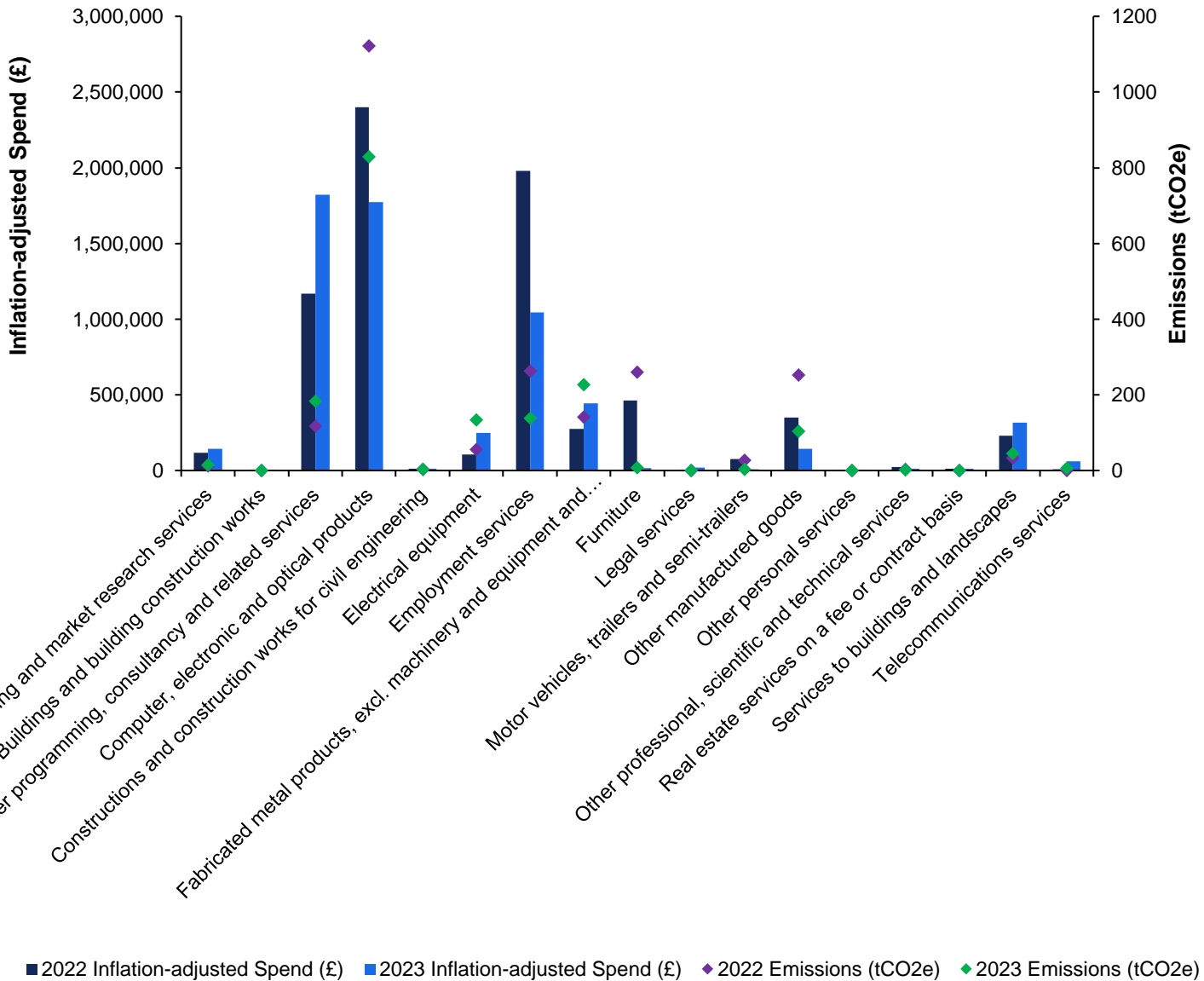
Capital Goods

Capital Goods emissions originate from the extraction, production, and transportation of capital goods purchased or acquired by the reporting company in the reporting year (World Resources Institute).

In FY 2022, this category had the second-highest emissions among all Scope 3 categories, accounting for 28.23% of the total emissions at 2,295.20 tCO2e. In contrast, in FY 2023, this category was the third-largest emissions contributor, with 1,700.94 tCO2e (20.56% of the total). Compared to 2019 and 2021, 2019 had the highest emissions across all reporting years at 3,644.03 tCO2e, while 2021 had the lowest emissions at 1,251.87 tCO2e.

Similar to Purchased Goods and Services, capital goods purchases were assigned relevant spend categories to calculate emissions. The figure below breaks down emissions and inflation-adjusted spend per spend category. In both years, the highest spends were associated with *'computer, electronic and optical products'*, *'computer programming, consultancy and related services',* and *'employment services'.* This contrasts with the categories with the highest emissions, due to the varying emissions intensities of different spend categories. For example, goods such as computer products, furniture, and other manufactured goods tend to have higher emissions factors compared to services like computer programming and employment services.

Capital Goods Inflation-adjusted Spend (£) and Emissions (tCO2e) per Category

Legend: 2022 Inflation-adjusted Spend (£), 2023 Inflation-adjusted Spend (£), 2022 Emissions (tCO2e), 2023 Emissions (tCO2e)

Exclusion Rationale

A few items were moved to *Upstream Leased Assets* from this category. This included plant hire and van finance purchases. Also, any negative spends were removed from the analysis.

Methodology

Emissions from *Capital Goods* were calculated using Capex data detailed in the vendor posting documents. Similarly to *Purchased Goods and Services,* the expenditures were assigned the most relevant DEFRA category. The associated emissions factors were adjusted for inflation before being used to calculate emissions. Consistency was maintained by assigning the same category to items present in the 2019, 2021 and/or 2022 carbon footprints, where appropriate.

Fuel and Energy Related Activities

This category includes Transmission and Distribution (T&D) losses for electricity to the sites (associated with grid losses), and Well to Tank (WTT) emissions for fuel usage (associated with the extraction, refining, and processing of the fuel). The emissions were calculated using input data from Scope 1 and 2, and the relevant DEFRA emissions factors. Overall emissions are displayed in the table below; emissions from WTT accounted for most emissions in this category, 92% of the category's total emissions in both years.

Emissions from Transmission and Distribution (T&D) Losses and Well to Tank (WTT) Losses

Reporting Year	2022	2023
T&D Losses (tCO2e)	8.71	6.73
WTT Losses (tCO2e)	100.38	75.14
Total (tCO2e)	109.09	81.87

The emissions that arose from WTT losses were far greater than the T&D losses. This disparity was due to the higher emission factors associated with WTT activities compared to T&D operations. The process of producing and extracting fuel has more energy intensive steps and a greater potential for emissions compared to the relatively more efficient process of transmitting and distributing electricity. In contrast to fuel production, electricity does not require a chemical transformation process prior to use, thereby avoiding a significant source of energy loss and emissions. Additionally, modern electricity grids are rather efficient, with T&D losses typically less than 10%. Moreover, electricity is increasingly being generated closer to its point of use, further reducing transmission losses. The difference in emissions between T&D and WTT processes provides a further rationale for transitioning from Fuel based cars and heating to electric alternatives.

Methodology

The consumption data used for calculating Scope 1 and 2 emissions was also employed to estimate emissions for Fuel and Energy Related Activities, using relevant DEFRA 2022 and 2023 well-to-tank (WTT) and transmission and distribution (T&D) emissions factors.

Employee Commuting

Employee Commuting involves emissions associated with the transportation of employees between their homes and their worksites during the reporting period (in vehicles not owned or operated by the reporting company) (World Resources Institute). This category also includes emissions associated with gas and electricity consumption by employees working from home.

This category accounted for 3.06% of Parkingeye Limited's total emissions in 2022 and 2.95% in 2023. The breakdown by commuting and homeworking emissions is shown in the table below. Both commuting and homeworking contributed similarly to the emissions, with commuting being slightly higher.

Breakdown of Employee Commuting Emissions.

Reporting Year	2022	2023
Homeworking Emissions (tCO2e)	121.34	118.86
Commuting Emissions (tCO2e)	127.73	125.02

The commuting emissions are broken down further in the figure below. Only the 2023 data is included, as the commuting survey was conducted for 2023. The 2022 results were extrapolated from this survey and are therefore proportional.

The figure below presents the results of the commuting survey, detailing the total distance travelled per year and the associated emissions. It is important to note that these figures represent only the employees who filled in the survey, prior to extrapolation to reflect all FTE employees. This data also does not include company cars, as these are accounted for in Scope 1.

Emissions (tCO2e) and Total Distance Travelled (km) by Transportation Method in 2023
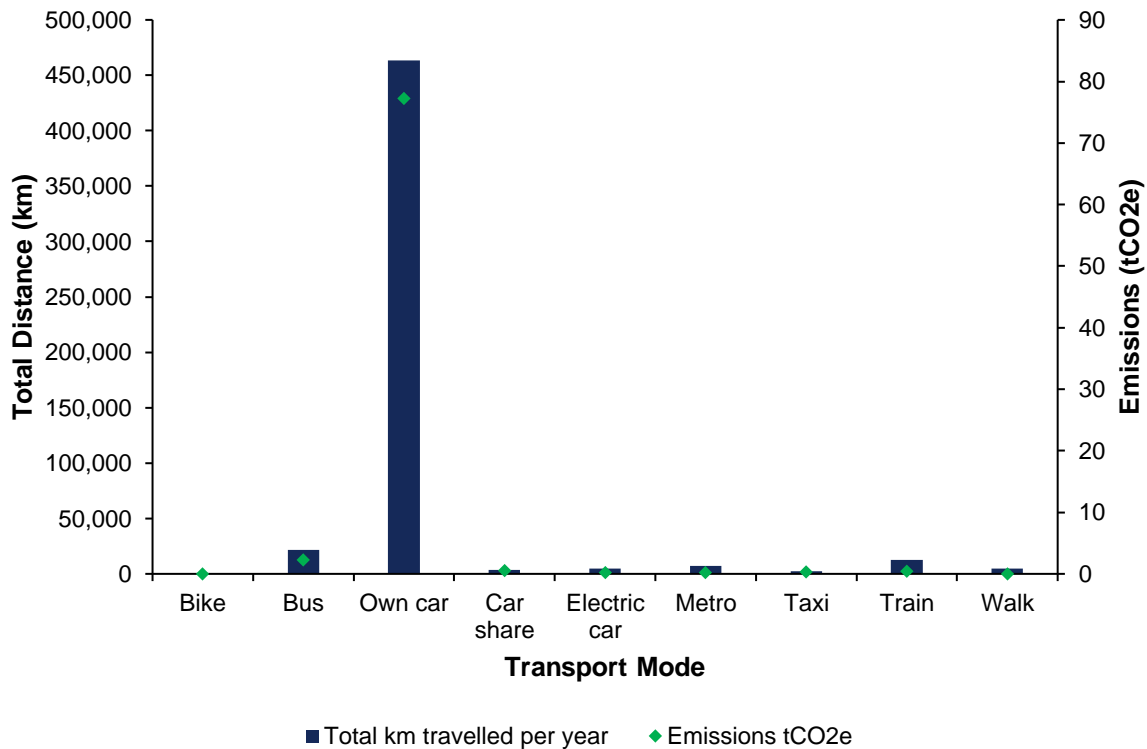
The figure shows that commuting by personal cars accounted for the highest emissions (95% of the commuting total) among the transport types. This is due to both the large distance travelled and the high emissions factor. There were no emissions from commuting to work by bicycle or walking, and only a small quantity of emissions from bus, car sharing, electric cars, metro, taxi, and trains.

Methodology

For 2023, a commuting survey was sent to FTE employees. Of Parkingeye Limited's 317 total employees, 206 responded to the survey - a response rate of 65%. The results of the survey were extrapolated to cover all FTE employees.

In the survey, respondents provided their transport method, distance travelled, and frequency of commuting to work in a week. This was converted into emissions by calculating total distance travelled per year, and then assigning this to the appropriate DEFRA 2023 emissions factors. Emissions from homeworking were calculated using the total homeworking hours per year, and the appropriate DEFRA 2023 homeworking emission factors.

Some of the survey respondents disclosed that they used company vehicles to commute to work. Emissions were not calculated for these responses, as emissions from company vehicles were already accounted for in Scope 1 via fuel card data. When respondents

reported using more than one transport mode for commuting, this was taken into consideration; the weekly distance was categorised between the transport modes and emissions were calculated for each transportation method.

For the 2022 footprint, it was decided to use the results of the 2023 commuting survey instead of conducting a new one. The DEFRA factors were updated to 2022, and the emissions were extrapolated based on the number of FTE employees in 2022.
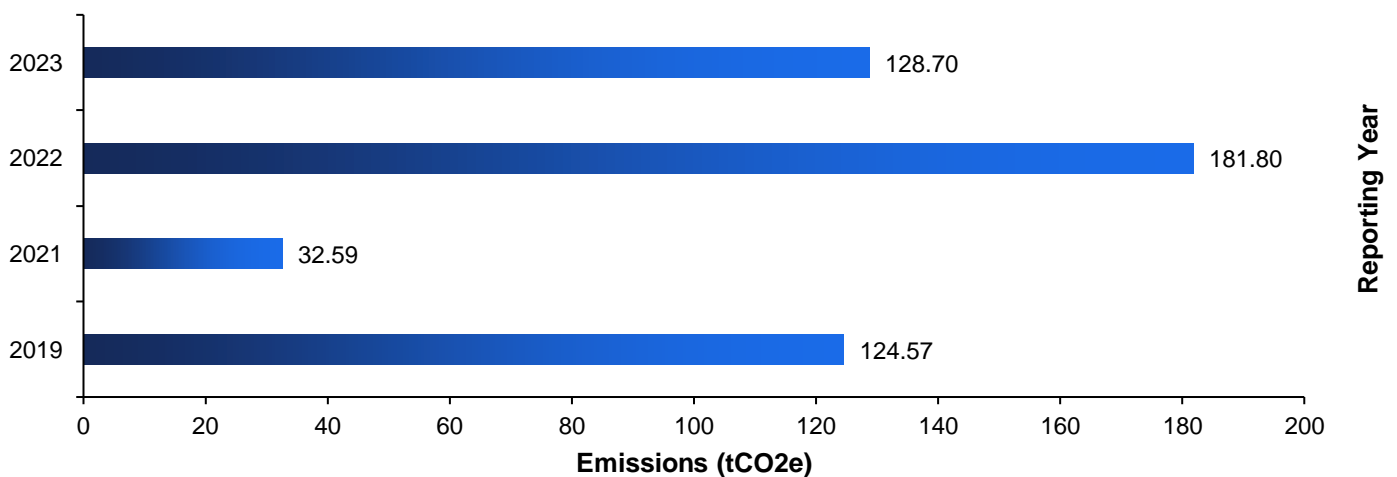
Upstream Leased Assets

Upstream Leased Assets emissions are defined as coming from the operation of assets leased by the reporting company (lessee) in the reporting year (World Resources Institute).

For Parkingeye Limited, this category included various leases, such as vehicle leases, forklift leases, and printer leases. Emissions from this category decreased from 181.80 tCO2e in FY 2022 to 128.70 tCO2e in FY 2023. Since the same emissions factor, 'rental and leasing services,' was used, the emissions are directly proportional to spend. Therefore, the higher emissions in 2022 were due to a greater spend on leased assets.

The emissions are compared to those in 2019 and 2021 in the figure below. The emissions in 2019 and 2023 are very similar. The lowest emissions were recorded in 2021, likely due to fewer items being categorised under *Upstream Leased Assets* in that reporting year.

Historical Upstream Leased Assets Emissions (tCO2e) Comparison

Methodology

Some expenditure detailed in the vendor postings documents were transferred to *Upstream Leased Assets* in both years, based on confirmations from Parkingeye Limited. The individual

items that was reallocated are detailed earlier in the report. The DEFRA factor for *'Rental and leasing services'*, alongside inflation factors, was used to convert spend into emissions.

Processing of Sold Products

The *Processing of Sold Products* category includes emissions from the processing of intermediate products sold in the reporting year by downstream companies (e.g., manufacturers) (World Resources Institute).

This category has been excluded from this report due to it not being applicable to Parkingeye Limited.

Use of Sold Products

The *Use of Sold Products* category includes emissions from the end use of goods and services sold by the reporting company in the reporting year (World Resources Institute).

In 2023, the *Use of Sold Products* category accounted for 2,564 tCO2e, representing a 59% increase in emissions from the 2022 reporting year. This increase was due to a greater number of products sold and higher electricity consumption over the products' lifetime, as shown in the table below.

Use of Sold Products Overview

Reporting Year	2022	2023
Number of Products Sold	5,586	7,803
Total Lifetime kWh	8,348,298	12,384,001
Emissions (tCO2e)	1,614	2,564

In 2019, the emissions were greater than in 2022 but lower than in 2023, at 2,043 tCO2e. In contrast, 2021 had the lowest emissions of all four reporting years, at 1,318 tCO2e.

Methodology

Parkingeye Limited provided data detailing the products sold during 2022 and 2023, including product descriptions and their electricity usage in kW. It was confirmed that the average lifetime of their products is 5 years. This information was used to estimate the electricity consumed over each product's lifetime. DEFRA emissions factors for purchased electricity were then applied to calculate the emissions.

Net Zero Strategy

This section of the report provides an update on Parkingeye Limited's Net Zero Strategy, highlighting the organisation's continued efforts to reduce its carbon footprint and achieve

Net Zero emissions. It includes a carbon emissions trajectory and suggests various carbon reduction actions that can be implemented to meet the previously established Net Zero target year of 2050. By transparently tracking and reporting emissions, Parkingeye Limited sets a benchmark for the car park management sector, demonstrating its commitment to environmental stewardship and a sustainable future.

Introduction to Carbon Reduction Measures

Several key carbon reductions measures have been identified. These are primarily divided into actions that mostly need to be delivered internally (Corporate) and those which rely on third parties to deliver on (External). Parkingeye Limited will be able to make supply chain decisions which encourage a sustainable approach to maximise the benefit of external actions.

The recommended actions are further divided into three distinct implementation phases:

- Short: 0-5 years
- Mid: 5-10 years
- Long: 10-20 years

Please note that FY 2019 has been used as the baseline year for the emissions trajectory and proposed carbon reduction actions. Consequently, the timelines are projected from 2019 rather than from the most recent reporting year.

Emissions Targets

Parkingeye Limited have set their Net Zero target year as 2050.

Carbon Reduction Projection

The Carbon Reduction Plan (CRP) implementation trajectory (solid green line) in the figure below shows that Parkingeye Limited should reach their lowest potential emissions by 2040 by implementing all short-, medium- and long-term CRP actions. Once they have reached their residual emissions, Parkingeye Limited will be required to offset their remaining emissions to achieve Net Zero status.

An explanation of each aspect of the graph is as follows:

- Actual emissions – solid dark blue line – Parkingeye Limited's calculated emissions from 2019 onwards.

- BAU projected emissions on growth – dotted red line – represents the projected CO_2e emissions if only company revenue changes in the future, predicted using a business growth factor. It does not consider changes in external environment, conditions, or infrastructure nor any sustainability changes within the company.

- Organic projection – solid purple line – represents the projected CO_2e emissions with no changes made within the company, but does include changes to the external environment, conditions, and infrastructure such as:

  - *Capital Goods* suppliers carrying out their own carbon reduction measures
  - Reduction in carbon emissions of public transport (*Business Travel*)
  - Reduction in carbon emissions of public transport (*Commuting*)
  - Reduction in carbon content of national grid electricity

- Glideslope target emissions – dotted green line – represents a linear reduction in emissions from the baseline year to reach Net Zero carbon emissions by 2050.

- Corporate CRP implementation projection – solid green line – represents the predicted effects of full implementation of the Carbon Reduction Plan (CRP) included in this report against the Organic projection.

Overall performance post offsetting – dotted blue line – represents the path to achieving Net Zero emissions by offsetting all residual emissions. In this case it has been assumed that Parkingeye Limited would implement full offsetting of residual emissions in 2040.

Figure 13: Carbon Reduction: Projected vs Actual
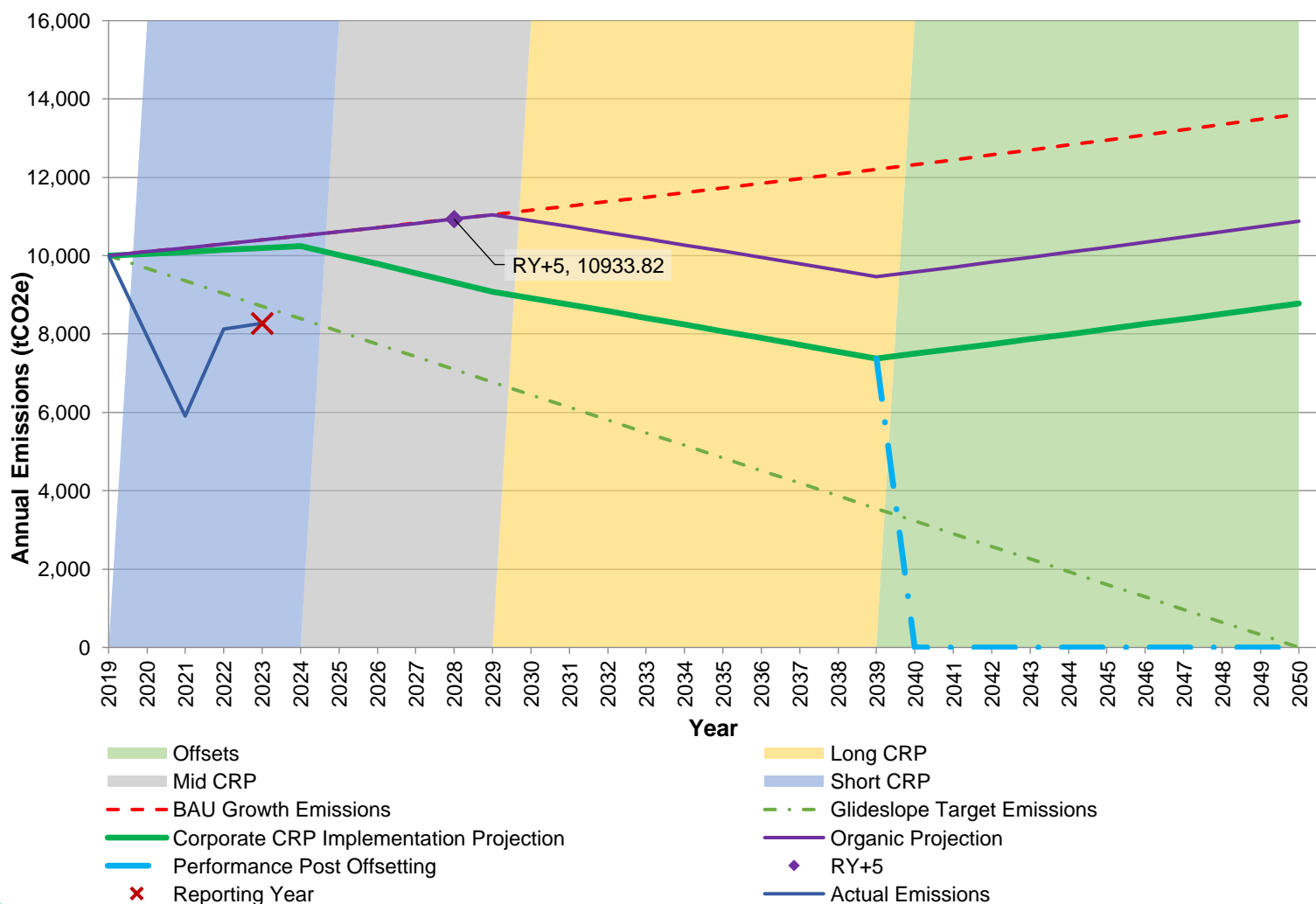
Overview of Carbon Reduction Actions

Mitigation actions to reduce greenhouse gas emissions are shown below in the table below. This table shows the delivery classification (whether corporate or external) and time horizon of the reduction actions, as well as the forecasted percentage reductions in emissions per applicable scope.

Overview of Carbon Reduction Actions

Mitigation actions to reduce greenhouse gas emissions are shown below in the table below. This table shows the delivery classification (whether corporate or external) and time horizon of the reduction actions, as well as the forecasted percentage reductions in emissions per applicable scope.

Carbon Reduction Action Overview

Reduction Action	Time Horizon	External or Corporate?	Affecting Category	% Reduction in Emissions for Applicable Scope
Off-peak transport policies for all company vehicle activity	Short	Corporate	S1: Transport fuels	10.00%
Reduction of business flights through e-meetings and other collaborative solutions	Short	Corporate	S3: Business travel (air)	80.00%
A reduction in business travel emissions by not using own car but cycling/walking/carpooling	Short	Corporate	S3: Business travel (car & taxi)	25.00%
A reduction in business travel emissions by use of public transport instead of taxis / cars or by switching to electric	Short	Corporate	S3: Business travel (car & taxi)	35.00%
Off-peak transport policies for all vehicular activity - Employee Commuting	Short	Corporate	S3: Employee commuting	10.25%
Green commuting policies including car share programmes, working from home, awareness training etc.	Short	Corporate	S3: Employee commuting	25.63%
Increase recycling of equipment removed from site for spares and parts	Short	Corporate	S3: Waste	15.00%
Reduce purchases with plastic wrapping	Short	Corporate	S3: Waste	15.00%
Reduce the use of paper across entire business	Short	Corporate	S3: Waste	15.00%
Setup of a recycling station at Head Office	Short	Corporate	S3: Waste	15.00%
Decarbonise all heating assets using opportunities suggested as part of ESOS Phase 3	Mid	Corporate	S1: Natural gas	62.43%
Reduction of company car usage by granting car allowances	Mid	Corporate	S1: Transport fuels	10.00%
Green driving policies for staff driving company vehicles	Mid	Corporate	S1: Transport fuels	10.00%
Implement energy saving opportunities suggested as part of ESOS Phase 3	Mid	Corporate	S2: Electricity	13.30%
Reduction in hotel stays due to utilising online video conferencing where possible	Mid	Corporate	S3: Business travel (hotels)	25.00%
Reduction of business train travel	Mid	Corporate	S3: Business travel (rail)	20.00%
Circular economy approach to all capital goods purchases	Mid	Corporate	S3: Capital goods	25.00%
Domestic energy efficiency behavioural change	Mid	Corporate	S3: Employee commuting	14.62%
Carbon reduction partnerships with key suppliers	Mid	Corporate	S3: PG&S	5.00%
Supply chain "greening" to identify lower carbon suppliers	Mid	Corporate	S3: PG&S	10.00%
Supply chain deep-dive to identify market perversions in production and delivery or goods or services	Mid	Corporate	S3: PG&S	0.39%
Carry out delivery consolidation actions on all items delivered to site	Mid	Corporate	S3: Upstream T&D	25.00%

Reduction Action	Time Horizon	External or Corporate?	Affecting Category	% Reduction in Emissions for Applicable Scope
Improvement of energy efficiency in produced goods	Mid	Corporate	S3: Use of Sold Products	10.00%
Implement eco-driving training, as recommended as part of ESOS Phase 3	Mid	Corporate	S1: Transport fuels	6.30%
Implement a grey fleet management system as recommended as part of ESOS Phase 3	Mid	Corporate	S3: Business travel (car & taxi)	5.00%
Conversion of fleet to EV	Long	Corporate	S1: Transport fuels	36.60%
Reduction in carbon emissions of public transport (business travel)	Mid	External	S3: Business travel (rail)	50.00%
Reduction in carbon emissions of public transport (commuting)	Mid	External	S3: Employee commuting	1.07%
Reduction in carbon content of national grid electricity	Long	External	S2: Electricity	50.00%
Capital goods suppliers carry out their own carbon reduction measures	Long	External	S3: Capital goods	25.00%
Haulage/delivery companies move towards zero-emission vehicles	Long	External	S3: Downstream T&D	30.00%
Suppliers carry out their own carbon reduction measures	Long	External	S3: PG&S	50.00%
Haulage/delivery companies move towards zero-emission vehicles	Long	External	S3: Upstream T&D	30.00%

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Signed on behalf of the Supplier

Signature:

Philip Boynes - Chief Executive Officer

Date: 1st August 2024