

#### Notes for Completion

Where an In-Scope Organisation has determined that the measure applies to the procurement, suppliers wishing to bid for that contract are required at the selection stage to submit a Carbon Reduction Plan which details their organisational carbon footprint and confirms their commitment to achieving Net Zero by 2050.

Carbon Reduction Plans are to be completed by the bidding supplier<sup>1</sup> and must meet the reporting requirements set out in supporting guidance, and include the supplier's current carbon footprint and its commitment to reducing emissions to achieve Net Zero emissions by 2050.

The CRP should be specific to the bidding entity, or, provided certain criteria are met, may cover the bidding entity and its parent organisation. In order to ensure the CRP remains relevant, a Carbon Reduction Plan covering the bidding entity and its parent organisation is only permissible where the detailed requirements of the CRP are met in full, as set out in the Technical Standard<sup>2</sup> and Guidance<sup>3</sup>, and all of the following criteria are met:

- The bidding entity is wholly owned by the parent;
- The commitment to achieving net zero by 2050 for UK operations is set out in the CRP for the parent and is supported and adopted by the bidding entity, demonstrated by the inclusion in the CRP of a statement that this will apply to the bidding entity;
- The environmental measures set out are stated to be able to be applied by the bidding entity when performing the relevant contract; and
- The CRP is published on the bidding entity's website.

Bidding entities must take steps to ensure they have their own CRP as soon as reasonably practicable and should note that the ability to rely on a parent organisation's Carbon Reduction Plan may only be a temporary measure under this selection criterion.

The Carbon Reduction Plan should be updated regularly (at least annually) and published and clearly signposted on the supplier's UK website. It should be approved by a director (or equivalent senior leadership) within the supplier's organisation to demonstrate a clear commitment to emissions reduction at the highest level. Suppliers may wish to adopt the key objectives of the Carbon Reduction Plan within their strategic plans.

A template for the Carbon Reduction Plan is set out below. Please complete and publish your Carbon Reduction Plan in accordance with the reporting standard published alongside this PPN.

<sup>3</sup>Guidance can be found at:

<sup>&</sup>lt;sup>1</sup>Bidding supplier or 'bidding entity' means the organisation with whom the contracting authority will enter into a contract if it is successful.

<sup>&</sup>lt;sup>2</sup>Technical Standard can be found at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\_data/file/991625/PPN\_0621\_Technic al\_standard\_for\_the\_Completion\_of\_Carbon\_Reduction\_Plans\_\_2\_.pdf

 $https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/991623/Guidance_on_adopting_and_applying_PPN_06_21\__Selection_Criteria\__3_.pdf$ 

# **Carbon Reduction Plan Template**

### Supplier name:

APCOA which includes the following UK subsidiaries:

APCOA Parking UK Limited APCOA Parking Services UK Limited APCOA Facilities Management UK Limited APCOA Facilities Management (Harrow) Limited Park & Control UK Limited Gemini Parking Solutions London Limited

Publication date: 27th May 2025

## **Commitment to achieving Net Zero**

APCOA is committed to achieving Net Zero emissions by 2050.

## **Baseline Emissions Footprint**

Baseline emissions are a record of the greenhouse gases that have been produced in the past and were produced prior to the introduction of any strategies to reduce emissions. Baseline emissions are the reference point against which emissions reduction can be measured.

Baseline Year: 2022						
Additional Details relating to the Baseline Emissions calculations.						
Calendar Year 2022 is our baseline year as our operations returned to pre-COVID levels post the pandemic and also, we acquired Gemini Parking in July 2022.						
Baseline year emissions:						
EMISSIONS	TOTAL (tCO <sub>2</sub> e)					
Scope 1	968.8					
Scope 2	340.81					

Scope 3	8,786.31				
(Included Sources)	Category 2: Capital goods – 387.5				
	Category 3: Fuel- and energy-related activities – 289.2				
	Category 5: Waste - 26				
	Category 6: Business travel – 152.6				
	Category 7: Employee commuting – 1438				
	Category 8: Upstream Leased Assets – 6043.9				
	Measured & Verified by First Climate - Measurement report available on request.				
Total Emissions	10,095.91				

## **Current Emissions Reporting**

Reporting Year:2024				
EMISSIONS	TOTAL (tCO <sub>2</sub> e)			
Scope 1	624.28			
Scope 2	0			
Scope 3	4,013.66			
(Included Sources)	Category 1: Goods and services – 480.38			
	Category 2: Capital goods – 504.34			
	Category 3: Fuel- and energy-related activities –159.14			
	Category 5: Waste – 30.88			
	Category 6: Business travel –62.10			
	Category 7: Employee commuting – 1,148.70			
	Category 8: Upstream Leased Assets – 1,628.12			
	Measured and Verified by First Climate - Measurement report available on request			
	We have screened Scope 3 Category 4 – Upstream Transportation and Distribution and this amounted to 17 tCO2e in 2024 which is 0.4% of the total scope 3 which is below the relevance threshold of 5% and therefore can be safely excluded from the inventory boundaries.			
Total Emissions	4,637.94			

## Emission Dashboard – 2021 to 2024

Environmental Dashboard	2021	2022	2023	2024
Protocol	GHG	GHG	GHG	GHG
Carbon Emission Measurement	2021 (tCO2e)	2022 (tCO2e)	2023 (tCO2e)	2024 (tCO2e)
Total Emissions	8,603.36	10,095.91	11,644.25	4,637.94
GHG Scope 1 (tCO2e)				
Stationary Combustion	42.2	66.3	45.3	21.2
Mobile Combustion	627.4	902.5	679.8	603.0
Fugitive Emissions				
Total scope 1	669.6	968.8	725.2	624.3
GHG Scope 2 (tCO2e)				
Steam, Heat, Cooling				
Electricity	277.2	340.8	0.0	0.0
Total scope 2	277.2	340.8	0.0	0.0
GHG Scope 3 (tCO2e)				
Category 1: Purchased goods and ser-				
vices	148.4	391.9	213.9	480
Category 2: Capital goods	123.1	387.5	403	504
Category 3: Fuel- and energy-related ac-				
tivities	250.2	346.3	184	159
Category 5: Waste	53.0	26.0	20	31
Category 6: Business travel	93.1	152.6	157	62
Category 7: Employee commuting	932.5	1438.2	1315	1149
Category 8: Upstream Leased Assets	6056.2	6043.9	8626	1628
Category 9: Use of Product				
Total scope 3	7656.5	8786.3	10919.1	4013.7

## **Emissions reduction targets**

In order to continue our progress to achieving Net Zero, we have adopted the following carbon reduction targets.

We project that carbon emissions will decrease over the next five years to 7,824.34 tCO<sub>2</sub>e by 2029. This is a reduction of 24% which we have already met in 2024.

By 2050, our overall emissions target is 4,312.10 tCO2e which is a 90% reduction from the 2022 base year.

We also have a target to be Carbon Neutral (Scope 1 and 2) by 2025 but have achieved this in 2024.

Progress against these targets can be seen in the graph below:



## **Carbon Reduction Projects**

#### **Completed Carbon Reduction Initiatives**

The following environmental management measures and projects have been implemented since the 2022 baseline. The carbon emission reduction achieved by these schemes equate to 5,457.98 tCO<sub>2</sub>e, a 54% reduction against the 2022 baseline and the measures will be in effect when performing the contract

- 1. Delivering Sustainable Transportation
- **Target to have 95% of our Fleet Electric by 2030** APCOA UK have now fully adopted a policy requiring all new operational vehicle orders to be electric. In cases where this is not yet feasible, primarily due to limited charging infrastructure, non-electric vehicles may be leased.
- At December 2024, 45.8% of the fleet was composed of Hybrid and Electric Vehicles

#### 2. Providing Sustainable Energy Solutions

- **Renewable Electricity** APCOA UK have purchased renewable electricity for all sites where we are responsible for the purchase of electricity. This is via EDF energy, and the contract is agreed until 2027
- **Understanding our Scope 3.8 Emissions –** Detailed surveys and verification of our indirect electricity emissions. Review with our clients to understand which proportion of this footprint was renewable or not.
- **Sustainable Aviation Fuel** We continue to fund a 5% blend of sustainable aviation fuel on all flights

- Use of Solar All pay and display machines implemented are solar powered. We have also reviewed our ANPR camera technology and made use of solar powered camaras in 3% of our estate in 2024.
- Use of Voltage Optimizer in our Car Parks Voltage Optimisers are a clever energysaving technique that is used to regulate the incoming power supply. By reducing the voltage supplied to the optimum level you can reduce the amount of electricity you use, cutting your carbon emissions at the same time. In 2024 we installed these devices in 1 large multi-storey car park, containing 750 spaces, resulting in the average consumption reducing by 7%.
- **LED lighting** is continued being used in multi-storey car parks which reduces electricity consumption by circa 9%
- 3. Urban Mobility Hubs Reducing Travel Through Localisation
- APCOA launched our first Mobility Hub in 2023, specific to 2024 we opened additional Hubs in Sheffield and Manchester. These hubs include, EV charge points, click and collect lockers, cycle racks, paperless parking systems, information boards displaying local bus and train timetables for green onward travel routes.

#### • Environmental Services and Climate Resilience

The **Ancoats Mobility Hub**, developed by **Manchester City Council**, is a pioneering example of climate-resilient infrastructure that supports sustainable mobility, improved air quality, and long-term environmental stewardship. As the operational and mobility management partner, **APCOA** plays a central role in delivering services aligned with environmental policy, climate resilience, and net zero targets.

- **Sustainable Transport Integration**: The hub offers 150 secure bike parking spaces with changing facilities, 102 electric vehicle charging points, and up to 30 spaces for car club and car share schemes, encouraging a shift away from private car ownership.
- Through **smart parking systems**, **real-time emissions monitoring**, and **EV charging infrastructure**, within the hub enables a shift from high-emission, single-occupancy vehicles to shared, electric, and active modes of transport.
- The hub features **shared mobility bays**, **secure cycle parking**, and **micromobility integration**, all managed through the **APCOA digital platform**. This supports modal shift, traffic decongestion, and reduced localised pollution.
- **Smart Logistics**: A last-mile delivery hub and parcel lockers centralize deliveries, reducing traffic and emissions in the area

This project exemplifies APCOA's commitment to embedding environmental compliance and climate resilience into mobility infrastructure. Through operational efficiency, smart technology, and policy alignment, we enable cities like Manchester to achieve measurable, long-term environmental improvements and a healthier urban ecosystem.

#### 4. Improving Air Quality

Ancoats Mobility Hub - Green Infrastructure: The building incorporates over 400 square meters of living green walls and 400 rooftop solar panels, contributing to carbon reduction and improved air quality. The Ancoats Hub incorporates green infrastructure, permeable surfaces, and urban greening to improve water drainage and support biodiversity net gain to ensure resilience against urban heat, flood risk, and ecological degradation.

#### • Implementation of Air Quality Monitors across our Local Government Contracts

 20 ATMOTUBE Pro wearable Air Quality Monitors and 1 ATMOCUBE – Indoor Air Quality & Environmental Monitoring Device were delivered to the London Borough of Kingston. These are wearable, portable devices that monitor the air quality and safety. This device detects PM1, PM2.5, and PM10 pollutants like smoke, dust, pollen, soot, and mould plus a wide range of Volatile Organic Compounds (VOCs).

#### • Anti Idling Campaigns across our Local Government On Street Contracts

#### 5. Accelerating Electrification

- Since January 2024, APCOA UK has facilitated 49,471 EV charging sessions providing 1,047,826 kWh of electricity to customers saving 555.35 tCO2e compared to a regular internal combustion engine vehicle.
- As of December 2024, APCOA UK managed and operated 1,240 EV Charge points 1,197 were AC chargers, and 43 DC chargers

#### 6. Leveraging Digital - Sustainable Operations

- Where possible, APCOA purchases uniforms made from recycled polyester. In 2024, 629.29kg of recycled polyester was used for staff uniforms.
- Completed a rollout of ANPR and Digital services across 286 car parks removal of 330 P&D machines at two major rail contracts.
- Company policy around waste management implemented at 100% of operational bases maintained in 2024 with a target to maintain year on year.

#### Looking Forward to 2025

In the future we hope to implement further measures such as:

- Continue with the electrification of our fleet, targets of 60% EV fleet by the end of 2025 and 100% EV/Hybrid of 2030
- Review our green travel plans and incentive schemes for employee commuting.
- Continue to work with our clients to understand the green measures they are implementing in their car parks which has an indirect impact on our Scope 3 emissions.
- Review applying SBTI reduction targets with a Group decision to be made in 2025.
- Deliver an additional 60 ATMONTUBE and 3 ATMOCUBE to the London Boroughs of Lambeth, Wandsworth & Kingston
- Build on the Voltage Optimiser pilot scheme in 2025
- Install 163 additional EV Charge points in June/July 2025.
- Maintain recycling at 100% of operational bases in 2025.

#### **APCOA UK Accreditations**

- ISO14001 Certificate Number: 208312013
- EcoVadis Bronze January 2025.

## **Declaration and Sign Off**

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standard for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard<sup>4</sup> and uses the appropriate Government emission conversion factors for greenhouse gas company reporting<sup>5</sup>.

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard<sup>6</sup>.

This Carbon Reduction Plan has been reviewed and signed off by the board of directors (or equivalent management body).

#### Signed on behalf of the Supplier:

#### Kim Challis Regional Managing Director

Date: 27/5/2025

<sup>&</sup>lt;sup>4</sup><u>https://ghgprotocol.org/corporate-standard</u>

<sup>&</sup>lt;sup>5</sup>https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting <sup>6</sup>https://ghgprotocol.org/standards/scope-3-standard