

Carbon Reduction Plan

Supplier name: **CitySprint (UK) Ltd**

Publication date: **30th November 2024**

1. Commitment to achieving Net Zero

CitySprint (UK) Ltd is committed to achieving Net Zero emissions by 2040 – ten years ahead of the Paris Agreement – by drastically reducing the company's absolute greenhouse gas (GHG) emissions by 90% by 2040 and compensating residual emissions (approximately 10%) through carbon capture projects.

2. Baseline Emissions Footprint

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

Baseline Year: 2020
Additional details relating to the baseline emissions calculations.
CitySprint's baseline was first assessed in 2016. The location-based result of 44,161.46 tonnes of CO ₂ e and the market-based result of 43,555.67 tonnes of CO ₂ e were recorded with most emissions (97.7%) related to subcontracted courier services falling into Scope 3.
To enhance the accuracy of emission factors and scope boundaries, 2020 was selected as the official baseline year for CitySprint's Net Zero commitment. This was because 2020 represented the lowest carbon emissions recorded since 2016.
CitySprint operates under the "Operational Control" approach for GHG reporting, covering all sources of environmental impact within its operational control. The boundaries for data collection are as follows:
Scope 1: Fuel combustion gas (mix of natural gas and biomethane) - owned or leased transport (diesel fleet).

Baseline Year: 2020

Additional details relating to the baseline emissions calculations.

Scope 2: Consumption of purchased electricity, heat steam and cooling, and electric vehicle (EV) charging outside of service centre locations.

Scope 3: Transmission and distribution of energy (electricity on sites and EV charging outside of service centre locations), freighting goods (sub-contracted courier travel) and business travel (employee car travel).

Certain indirect GHG sources, such as rail, commuting and taxi journeys have been excluded as they represent less than 1% of CitySprint’s total emissions.

*As CitySprint has been purchasing energy from renewable sources, the emissions totals have been split out between location and market-based columns so that the reduction in emissions is highlighted. The transmission and distribution emissions relating to electricity are zero in the market-based columns because CitySprint are on a 100% renewable tariff.

Baseline year emissions: 2020

EMISSIONS	TOTAL (tCO2e) location based	TOTAL (tCO2e) market based
Scope 1	97.37 site gas 303.22 diesel fuel	97.37 site gas 303.22 diesel fuel
Scope 2	244.18 electricity generation	00.0 electricity generation
Scope 3 (Included Sources)	30,332.30 courier journeys 79.22 cash opt out car travel 18.08 employee-owned car travel 21.00 electricity transmission	30,332.30 courier journeys 79.22 cash opt out car travel 18.08 employee-owned car travel 00.00 electricity transmission
Total Emissions	31,095.38	30,830.02

3. Current Emissions Reporting

Reporting Year: 2023		
EMISSIONS	TOTAL (tCO₂e) location based	TOTAL (tCO₂e) market based
Scope 1	66.53 site gas 466.13 diesel fuel	29.98 site gas 466.13 diesel fuel
Scope 2	208.66 electricity generation 16.25 electricity generation for EVS (charging outside of service centre locations)	00.0 electricity generation 16.25 electricity generation for EVS (charging outside of service centre locations)
Scope 3 (Included Sources)	21,660.50 CitySprint journeys 1439.60 EcoSpeed journeys 414.44 Absolutely journeys 107.38 cash opt out car travel 56.53 employee-owned car travel 18.37 electricity transmission 1.42 electricity transmission (charging outside of service centre locations)	21,660.50 CitySprint journeys 1439.60 EcoSpeed journeys 414.44 Absolutely journeys 107.38 cash opt out car travel 56.53 employee-owned car travel 00.0 electricity transmission 1.42 electricity transmission (charging outside of service centre locations)
Total Emissions	24,455.81	24,192.22

4. Emissions reduction targets

CitySprint aims to reach Net Zero by 2040 – ten years ahead of the Paris Agreement – by reducing the company's absolute greenhouse gas (GHG) emissions by 90% by 2040 against the 2020 baseline and compensating residual emissions (approximately 10%) through carbon capture projects. The target is consistent with the UK Government's commitment under the Climate Change Act and will play a significant role in the decarbonisation of the United Kingdom as a whole.

Progress against the first 2016 baseline target (35% by 2023) and the actual 2020 baseline target (90% by 2040) can be seen in the graph below. The environmental management measures and projects described in 5.1 have been completed or implemented since the first 2016 baseline. The carbon emission reductions achieved by these schemes equate to 19,363 tCO₂e, a 44% reduction against the first 2016 baseline., whilst the progress against the new 2020 baseline equates to 21% or 6.541 tCO₂e.

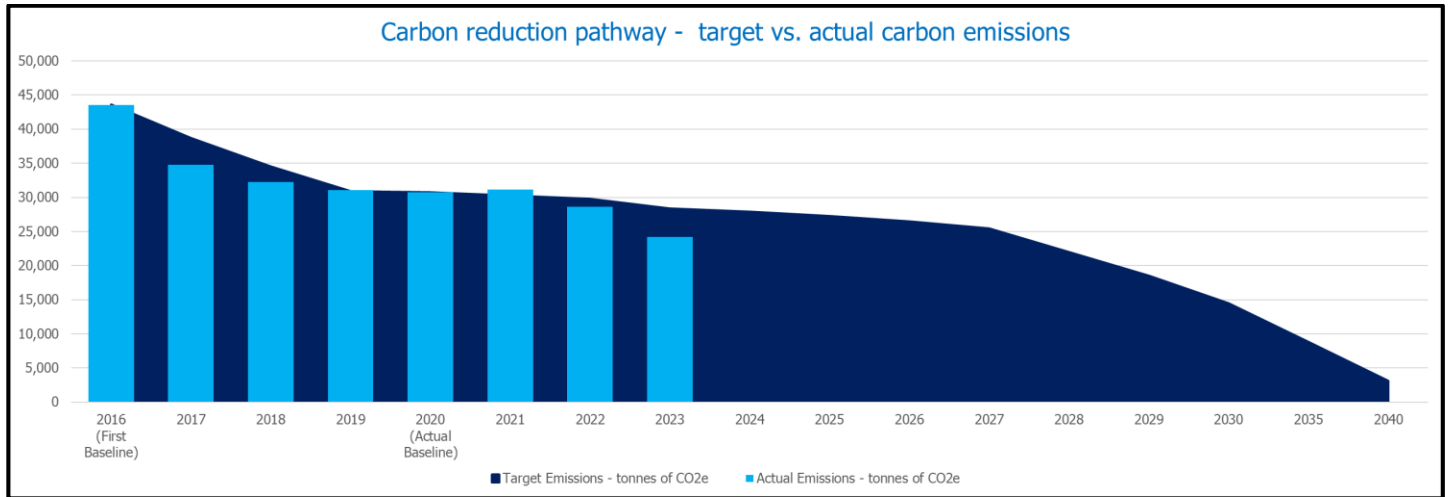


Figure A- CitySprint’s absolute carbon reduction targets.

5. Carbon Reduction Projects

5.1. Completed Carbon Reduction Initiatives

CitySprint has implemented a wide range of initiatives to reduce emissions. The journey began in 2007 with the achievement of ISO 14001 certification, followed shortly by the introduction of bespoke carbon reporting for customers—marking CitySprint as an early adopter of environmentally conscious practices. By 2010, the company had transitioned all its locations to 100% renewable electricity and neutral gas, establishing a foundation for sustainable energy use across its estate.

In 2018, CitySprint expanded its low-carbon solutions further by introducing a hydrogen fuel cell vehicle into its fleet and deploying e-cargo bikes for deliveries in Central London. These efforts complemented the alignment of the company’s 2022–2024 CSR strategy with six sustainable development goals, ensuring that its initiatives contribute to global efforts to combat climate change.

To support its absolute emissions reduction targets, CitySprint has also undertaken measures to optimise vehicle use. By allocating the most appropriate resources for each job, the company has improved operational efficiency, reduced fuel consumption, and minimised empty return journeys. For strategic clients, CitySprint leverages advanced route planning software to conduct detailed analyses, enabling significant improvements in journey efficiency.

Since 2020, CitySprint has accelerated the adoption of alternative and low-emission transport solutions, adding 40 electric vans to its fleet in 2022–2023 alongside electric cars, motorbikes, and

27 cargo bikes. This transition highlights CitySprint's ongoing commitment to reducing reliance on fossil-fuelled vehicles while ensuring operational resilience and flexibility.

Energy efficiency has been another critical focus area. A comprehensive energy reduction programme has been implemented, concentrating on improving infrastructure and minimising waste. Practical measures, such as transitioning to LED lighting, improving building insulation, adopting high-efficiency equipment, and fostering an energy-conscious culture among colleagues, have collectively contributed to reducing the organisation's energy footprint.

CitySprint has also worked to embed environmental awareness into its organisational culture. Every colleague is introduced to the company's Environmental Policy and Code of Conduct as part of their induction process, underlining the shared responsibility for sustainable practices. To reinforce this culture, a Sustainability Competition has been launched across service centres, with quarterly awards recognising centres that demonstrate outstanding performance in areas such as energy use, recycling rates, and other sustainability initiatives.

In addition to these internal efforts, CitySprint actively communicates its sustainability progress to external stakeholders. The company publishes annual brochures and participates in leading sustainability initiatives, such as the Carbon Disclosure Project (CDP) and EcoVadis.

5.2. Future Carbon Reduction Initiatives

Going forward our efforts to transition to Net Zero will focus on three key areas:

1. Same-day delivery: CitySprint aims to further optimise vehicle use by introducing co-loading solutions and route optimisation for more customers. We also plan to increase the proportion of alternative vehicles in our fleet —such as electric vans, cars, motorbikes, and cargo bikes— with the aim of reducing absolute GHG emissions by 90% by 2040. This transition will be supported by engaging with third-party and self-employed couriers to encourage the adoption of alternative vehicles options. Our approach will ensure we maintain the resilience and flexibility our clients expect, while also establishing the necessary infrastructure to support the couriers effectively.

2. Company cars: CitySprint will electrify the fleet of company cars by increasing the share of electric vehicles to 100% by 2040. To support this transition, we have introduced an EV salary sacrifice scheme, encouraging colleagues to adopt EVs and contribute to the shift towards sustainable transport.

3. Buildings: CitySprint will continue purchasing renewable electricity and neutral gas sources to power 100% our sites. We will also maintain a strong focus on energy efficiency, including ongoing efforts to raise awareness among colleagues about reducing energy waste and embracing sustainable practices in their daily work.

Declaration and Sign Off

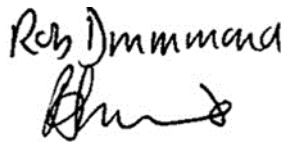
This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standards for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard¹ and use the appropriate Government emission conversion factors for greenhouse gas company reporting².

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.³

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:



Rob Drummond
Operations Director - Board
Date: 30th November 2024

¹<https://ghgprotocol.org/corporate-standard>

²<https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>

³<https://ghgprotocol.org/standards/scope-3-standard>