

# Carbon Reduction Plan

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

Publication date: **24<sup>th</sup> June 2025**

## 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.

<b>Baseline Year: 2020</b>
<b>Additional details relating to the baseline emissions calculations.</b>
2020 is the selected baseline year for CitySprint's Net Zero commitment.  The baseline has been reassessed last year to improve accuracy by incorporating vehicle fuel types into our reporting tool and by including historical Well-to-Tank (WTT) emissions. As a result, the emissions values presented in this report are higher than those reported in previous Carbon Reduction Plans.  The WTT emissions reflect the upstream environmental impact associated with the extraction, refining, and transportation of fuels prior to their use in powering our transport fleet.  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:

## Baseline Year: 2020

### Additional details relating to the baseline emissions calculations.

Scope 1: Fuel combustion gas (mix of natural gas and biomethane) - owned or leased transport (diesel fleet).

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 journeys) and business travel (employee car travel), Well-to-Tank (WTT) emissions (sub-contracted courier journeys).

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 (tCO <sub>2</sub> e) location based	TOTAL (tCO <sub>2</sub> e) market based
<b>Scope 1</b>	97.37 site gas 253.07 diesel fuel	97.37 site gas 253.07 diesel fuel
<b>Scope 2</b>	244.18 electricity generation	00.0 electricity generation
<b>Scope 3 (Included Sources)</b>	31,376.60 TTW emissions 7,566.32 WTT emissions 41.84 cash opt out car travel 13.35 employee-owned car travel 21.00 electricity transmission	31,376.60 TTW emissions 7,566.32 WTT emissions 41.84 cash opt out car travel 13.35 employee-owned car travel 00.00 electricity transmission
<b>Total Emissions</b>	<b>39,613.73</b>	<b>39,251.19</b>

### 3. Current Emissions Reporting

Reporting Year: 2024		
EMISSIONS	TOTAL (tCO <sub>2</sub> e) location based	TOTAL (tCO <sub>2</sub> e) market based
<b>Scope 1</b>	68.70 site gas 390.18 diesel fuel	68.70 site gas 390.18 diesel fuel
<b>Scope 2</b>	209.0 electricity generation 11.60 electricity generation for EVS (charging outside of service centre locations)	00.0 electricity generation 11.60 electricity generation for EVS (charging outside of service centre locations)
<b>Scope 3 (Included Sources)</b>	21,085.00 TTW emissions 5,275.42 WTT emissions 730.37 EcoSpeed journeys 933.91 Absolutely journeys 140.4 cash opt out car travel 52.78 employee-owned car travel 18.57 electricity transmission 1.03 electricity transmission (charging outside of service centre locations)	21,085.00 TTW emissions 5,275.42 WTT emissions 730.37 EcoSpeed journeys 933.91 Absolutely journeys 140.4 cash opt out car travel 52.78 employee-owned car travel 00.0 electricity transmission 1.03 electricity transmission (charging outside of service centre locations)
<b>Total Emissions</b>	<b>28,916.98</b>	<b>28,689.41</b>

### 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 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 2016. The carbon emission reductions achieved by these schemes equate to 10,561.78 tCO<sub>2</sub>e, a 27% reduction against 2020 baseline.

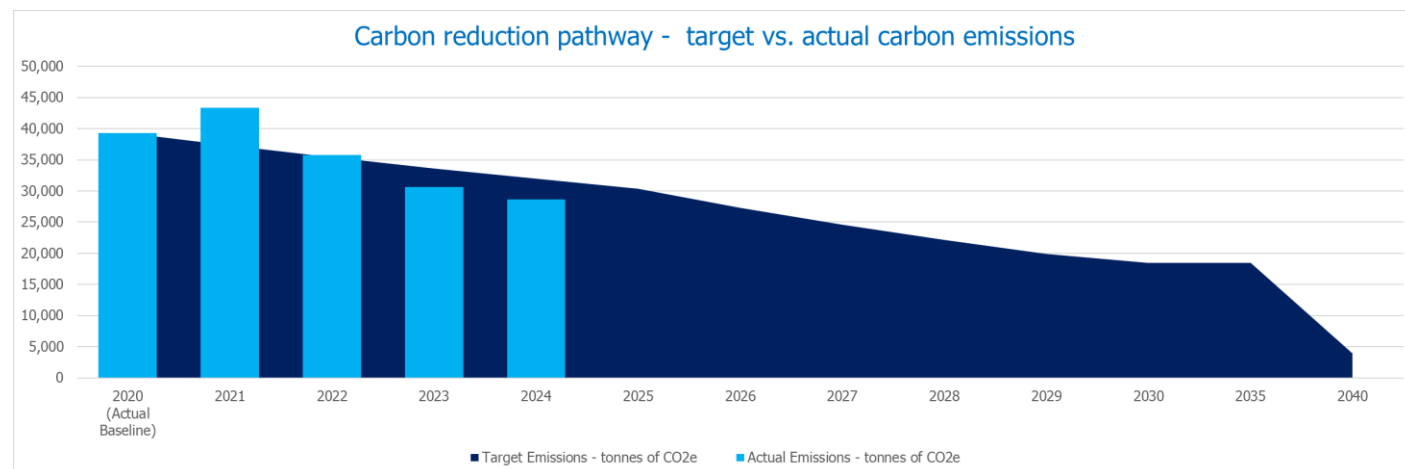


Figure A- CitySprint's absolute carbon reduction targets.

## 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 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. As part of our commitment, CitySprint has embraced the Climate Fresk workshop, a science-based, interactive initiative designed to help participants understand the causes and consequences of climate change. To date, more than 40 CitySprint colleagues, including the Extended Leadership Team, have taken part in a Climate Fresk session. The CSR team plans to expand participation further in 2025, with the goal of engaging over 40 additional colleagues involved in key account operations.

Aiming the recognition of the sites with outstanding actions, the Sustainability Competition continue in place and awarded quarterly the sites that had the best performance regarding 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.

### 5.1. Future Carbon Reduction Initiatives

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

**1. SameDay 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. 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

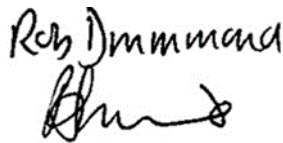
This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standards for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard<sup>1</sup> and use the appropriate Government emission conversion factors for greenhouse gas company reporting<sup>2</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>3</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:*



---

**Rob Drummond**  
**Operations Director - Board**  
**Date: 24<sup>th</sup> June 2025**

---

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

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

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