

Yunex Traffic

Carbon Reduction Plan FY25

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"At Yunex Traffic, we are committed to making a positive contribution to society. We fully embrace our responsibility towards our planet by reducing our carbon emissions. As a global company, with a significant presence in the UK, we aim to do so through making a difference in both our own operations and our supply chain."

Wilke Reints

Managing Director UK, Yunex Traffic

2026, Yunex Traffic

Purpose of this Document

This Carbon Reduction Plan is specific to the United Kingdom (UK) entity of Yunex Traffic and follows our previous Carbon Reduction Plan. It is in alignment with our Global ESG Strategy, as outlined in our Yunex Traffic Global Sustainability Report.

Following our carve-out from Siemens Mobility Limited in 2021 and subsequent integration into the Mundys Group in 2022, we revised our ESG Strategy and consequently, our carbon reduction strategy in 2023. This also resulted from changes in respective data systems, processes and data collection methods, which led to significant changes in the reported data for Financial Years (FY) 2022 and 2023. In 2024, we adjusted our baseline year to FY23 to measure our future progress against. This was to remain in alignment with our global sustainability strategy.

We have reviewed the feasibility of our existing targets and recognise the importance of setting goals that are both ambitious and achievable. Our initial goals were based on anticipated technological advancement; however, progress has been slower than projected, prompting a reassessment of our targets. After careful consideration, we have therefore adjusted our net zero target.

From FY25 onwards, we are aligning our net zero commitment with our Global Net Zero Plan by adopting a revised target year of 2040. This updated target remains ambitious while reflecting a realistic pathway to meaningful and measurable progress.

2026, Yunex Traffic

Our Global Strategy:

To help limit global warming to 1.5°C, we are committed to a reduction pathway that will work across the entire supply chain and the products we produce. In this way, we are ensuring that climate-protection efforts are in harmony with the Paris Climate Agreement's highest level of ambition.

Our cities are getting bigger and more complex. At Yunex Traffic, we aim to make mobility safer, more efficient, and more sustainable with forward-looking infrastructure and transport solutions. Thus, Environmental, Social and Governance (ESG) is embedded into our everyday operations.

Globally, we aim to be net zero across our own operations by 2040 (Scope 1 and 2). To realise this goal, we have set ambitious targets, with the recommendations of the Science Based Targets initiative (SBTi).

UK Commitment to Achieving Net Zero

We embrace our environmental responsibility by not only helping our customers reduce carbon emissions through our products, but also by reducing greenhouse gas emissions in our own operations.

To do this, Yunex Traffic in the UK have set ourselves ambitious targets:

By 2040:

- we aim for net zero vehicles to account for 100% of our fleet
- we aim to source 100% renewable energy
- we aim to have net zero operations
- we aim to cover 60% of our Scope 3 upstream emissions via a supplier engagement target

By 2050:

- we aim to have a net zero supply chain
- we aim to be a net zero entity across all scopes



Emissions Overview

The table below shows a comparison of our scope emissions across previous years and our current figures. Our new FY23 baseline is highlighted. Reasonings for key changes in data are detailed below the table.

For consistency, the Scope 3 emission figures presented in the tables below reflect only the 'included sources' required under PPN 006. Yunex Traffic's organisational reporting covers a wider range of Scope 3 categories and measures in line with our parent company's approved Science Based Targets.

Emissions are reported in Tonnes of Carbon Dioxide Equivalent (tCO2e). Each reporting period FY runs from October to September.

Scope	Category	FY23	FY24	FY25
Scope 1	Fleet (Commercial and Company Cars)	1746	1358	1298[1]
	Gas (Yunex Traffic)	216	287	263
Scope 1 Total:		**1962**	**1645**	**1560**
Scope 2	Electricity (Yunex Traffic)	41	136	145 [2]
Scope 2 Total:		**41**	**136**	**145**
Scope 3	Upstream Transport and Distribution	118	91	70
	Downstream Transport and Distribution	472	335	358 [3]
	Waste Generated in Operations	7	5	4
	Business Travel	104	156	165 [4]
	Employee Commuting/Home Working	391	428	419
Scope 3 Total:		**1091**	**1015**	**1015**
Total Emissions		**3131**	**2749**	**2720**

Changes in data:

[1] Decreased emissions from petrol and diesel usage due to transition to electric vehicles.

[2] FY23 was the first year to include electric vehicle electricity consumption in Scope 2 Emissions and this has increased in FY24 and FY25 with the increased consumption of electricity with our growing electric fleet. This is projected to increase with our increased usage of electric vehicles, until improved collection renewable tariff data from retail and home charging points.

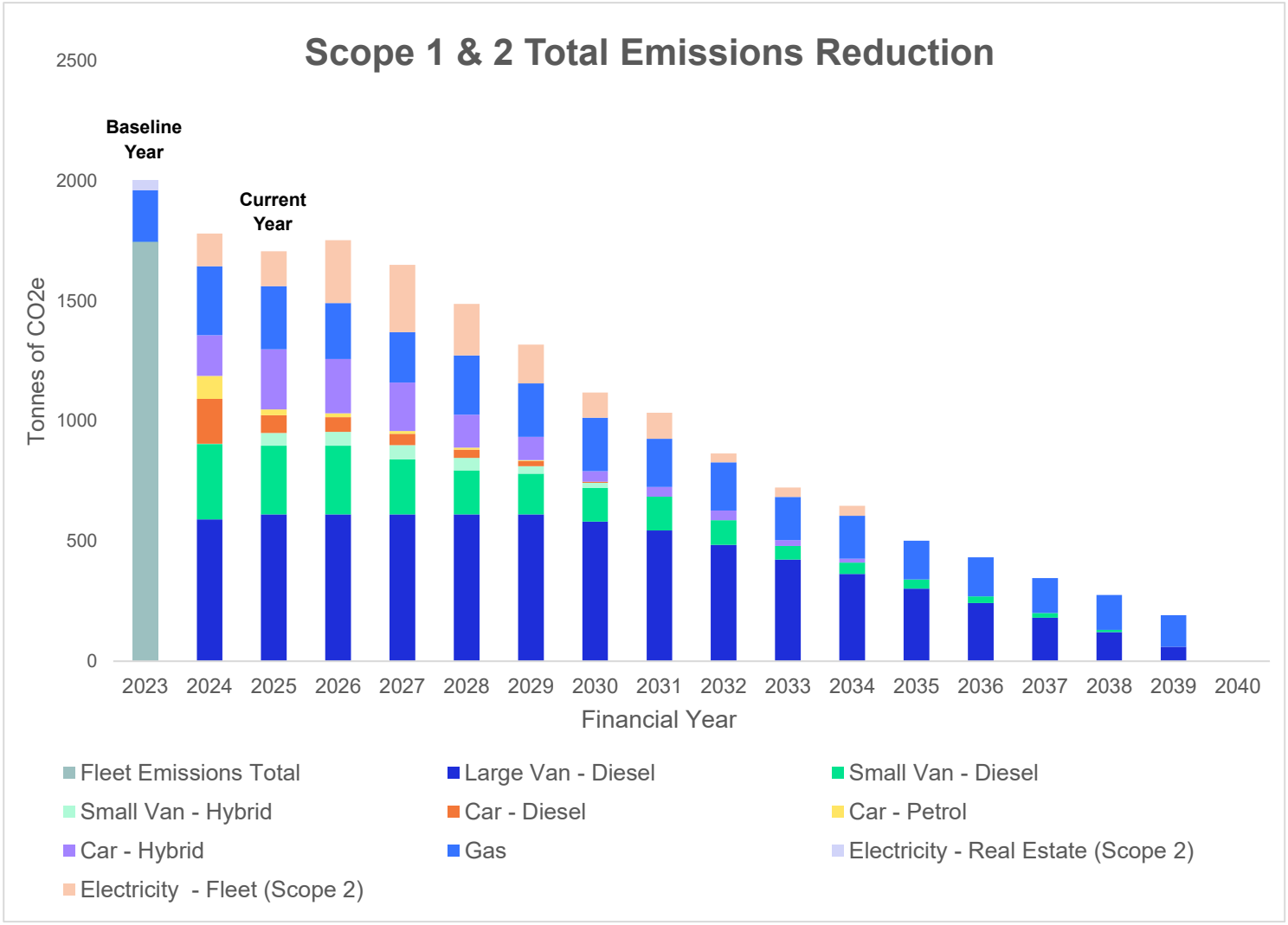
[3] Additional air freight usage, prompted by various procurement and logistics factors, led to a minor increase in overall Downstream emissions.

[4] Change in travel booking platform from Egencia to ATPI, with more robust carbon emission calculations.

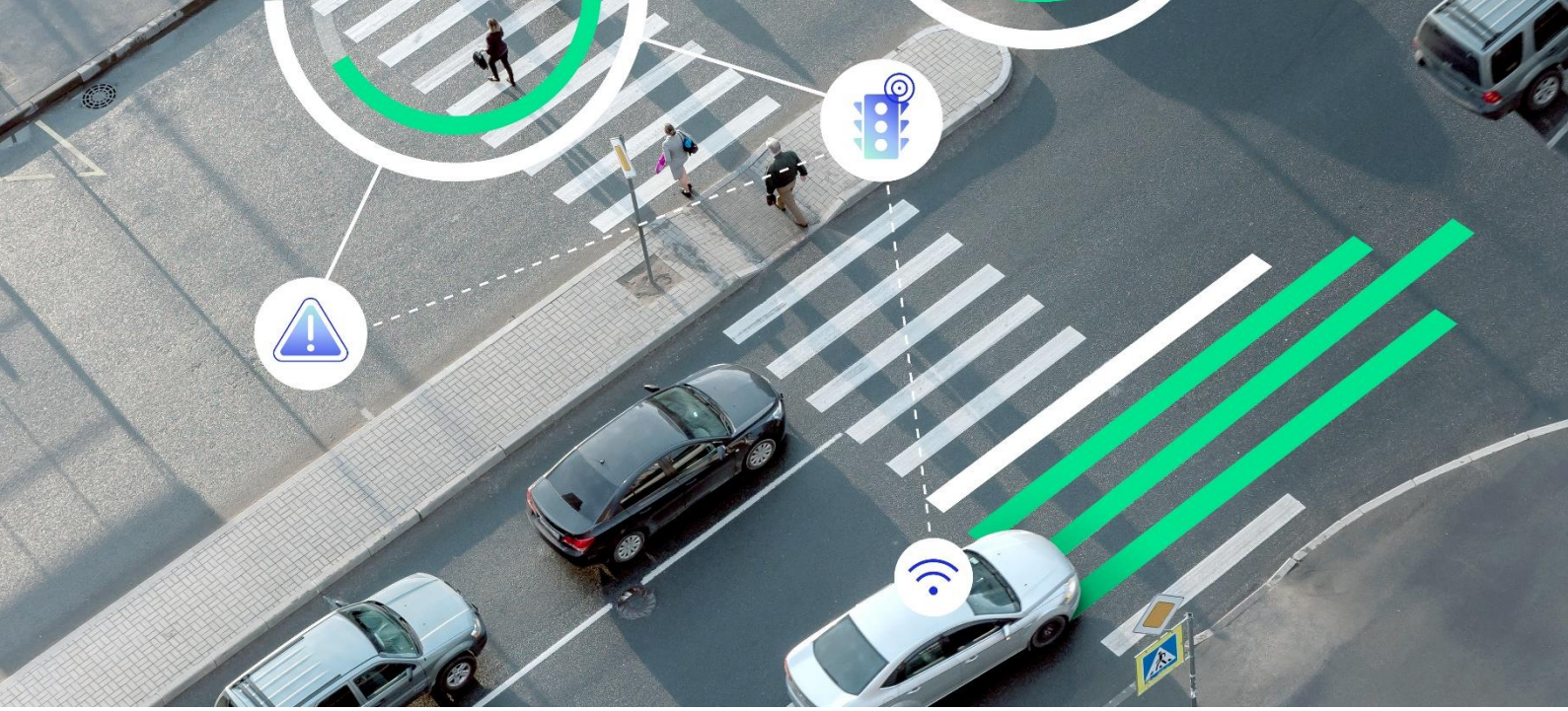
Emission Reduction Targets

Yunex Traffic has identified emissions targets associated with our Scope 1 and 2; these targets form the initial steps of our journey towards net zero.

With our baseline year of FY23*, we project that Scope 1 and 2 emissions will reduce by 44% by FY30 and 100% by FY40 through the carbon reduction projects outlined in the emissions reduction workstreams.



***Due to the carve-out from Siemens Mobility, fleet data for FY23 is less accurate and subsequently not split by vehicle type. From FY24 onwards, improved methodology and data collection enable detailed category splits, aligning with Streamlined Energy and Carbon Reporting (SECR).**



Emission Reduction Workstreams

Multiple emission reduction workstreams are taking place across Yunex Traffic**.** These range from our relatively high carbon hotspots of fleet and gas consumption, where we have lease and investment decisions, through to working with our supply chain on alternative efficient solutions to facilitate a reduction in overall carbon emissions.

Net Zero Own Operations by 2040

Fleet Shift to Electric & Alternative Fuel Vehicles

While our extensive fleet provides an advantage in rapid fault resolution, we recognise the environmental impact of fossil fuel usage. Our commercial vehicle and company car journeys are our largest source of carbon emissions. Through a combination of measures, we are driving this down with an aim to reduce it to zero by 2040. Our global goal is to convert approximately 50% of our total fleet (700 vehicles) to sustainable alternatives by 2030.

In the UK, we are contributing to this with a target of 100% net zero fleet by 2040. We have a plan to phase out hybrid vehicles by 2030 and all ICE (Internal Combustion Engine) vans by 2035, achieving a zero-emission fleet before 2040. We will do this through replacement at end of lease, supported by comprehensive installation of charge points at our workplaces and employees' homes.

Fleet Projections

The following assumptions and risks have been stated to provide clarity and transparency in our planning:

Fleet Reduction Assumptions:

- Suitable large vans available from 2028. We will continue to trial new vans and are actively working to find the most suitable vehicles for our needs to meet our goal.
- Other Internal Combustion Engine (ICE) Vehicles replaced with Battery Electric Vehicles (BEVs) at end of lease (4 and 5 year leases)
- Hybrid cars will be replaced at slower rate to accommodate drivers and areas with lower charging infrastructure
- Mileages based on an average of 16,000 miles per annum

Fleet Make-Up Assumptions:

- The fleet size will remain unchanged from 2025. While this may not fully reflect business growth, we will make annual adjustments to the model as needed.
- The baseline has been amended to closing fleet numbers in September 2025
- Fleet replacement will follow a like-for-like strategy, with a high probability of migrating from small vans to large vans, which will be reflected in future plans.

Risks

- Ensuring the availability of suitable electric commercial vehicles is crucial; without this, diesel vehicles may not be replaced as planned.
- Home charging restrictions have not been factored into the plan:
    - Without home charging, the commercial viability of electric vehicles is challenged.
    - Over 50% of the population in London currently cannot install home chargers, but public charging infrastructure is expanding.
    - Outside London, home charging is more feasible, and efforts are underway to support the transition to electric vehicles based on job roles and charger availability.

Incentivising Electric Vehicle (EV) Uptake

Yunex Traffic promotes low-emission alternatives with monthly payroll incentives, a salary sacrifice scheme, and the introduction of affinity schemes, while applying disincentives for high-emission car drivers.

We have installed electric charge points at a number of operational depots. Yunex Traffic has recently partnered with Fuuse to allow on-site charging at a reduced rate compared to public charging, whilst offering employees a portion of electricity free to incentivise EV uptake.

Reducing Driver Emissions

We utilise telematics to monitor driver behaviours and provide feedback on driving performance, fuel consumption, and emissions.

The use of virtual meetings is encouraged to avoid travel. We use systems to minimise operational journeys, including remote interrogation and rectification of traffic signal faults, and where attendance is necessary, use map-based fault management systems to direct the most appropriate response.

Scope 2 Emissions from Electric Vehicles

As of 2023, we started including our electricity consumption of our electric vehicles in our fleet as part of our Scope 2 emissions. Our reduction projections are based on the expectation that our UK retail charging networks will be 100% renewable from 2035 onwards in line with the UK Government's aim to fully decarbonise the UK grid by 2035.

Additional measures to reduce Scope 2 emissions include increasing vehicle charging at our depots to guarantee the use of EV chargers powered by renewable energy.

We will also improve data collection on the amount of renewable energy used by public and home chargers utilised by our fleet, to enable our transition to Net Zero by 2040.



Decarbonising Real Estate

Office Space Reductions

As a technology company, we have embraced a flexible work approach, advocating for a 50/50 balanced work split between office and remote work. This results in new opportunities to reduce our office space and use our facilities more efficiently.

Renewable Energy

To align with our net-zero goals, we have a global company target of using 90% renewable electricity by 2030, with an aim to switch to renewable electricity in all countries, where possible.

In the UK, we ensure our electricity supply is certified as renewable, utilising UK-REGOs from both bundled and unbundled procurement, ensuring we achieve our net-zero goal of 2040.

Where new sites are acquired, we consider the age and energy efficiency of the building at the outset and actively look to acquire properties with more efficient Energy Performance Certificate (EPC) ratings. During the selection process for a new site we consider the location and the impact on travel distances. We also consider sustainability when closing and fitting out new premises. We lease commercial real estate and aim to make energy-efficient improvements during the lease term where practicable.

Employee Awareness and Training

We prioritise training our employees on energy-saving practices and promote the adoption of energy-efficient alternatives.

These comprehensive strategies form the core of our commitment to achieving net-zero operations, reflecting our dedication to sustainable practices and environmental stewardship. Our goal to integrate sustainability into our design, engineering, and manufacturing processes is supported by our in-house Environmental Champions Network.

This network addresses topical issues and advocates for continuous improvements across our UK and global operations.

Reduction of Waste to Recovery

We operate on a zero waste to landfill contract and apply the waste hierarchy to maximise reuse and recycling. This includes optimising resource use, partnering with local waste contractors, and reducing waste incineration.
We run reuse initiatives internally and with suppliers, and work with organisations such as the *Dorset Scrapstore* charity and *Fenori CL UK* to divert materials from energy recovery or recycling.

Net Zero Supply Chain by 2050

As the path to sustainability is a shared journey, we are also focused on reducing emissions that are produced when working with our stakeholders.

To reach our goal of Net Zero emissions of our supply chain by 2050, we have established intermediate targets, with recommendations of the Science Based Targets initiative (SBTi), to be achieved by 2028, which include a supplier engagement target covering 60% of our scope 3 upstream emissions.

Key strategies to achieve these targets:

Inform and Train Suppliers

Education is foundational to drive meaningful change. We actively engage with and educate our suppliers, fostering a shared understanding of the importance of emissions reduction and sustainable practices.

Supplier-Specific CO2 Data and Evaluation

Transparency is crucial in driving progress. Therefore, we work closely with our suppliers to gather specific carbon dioxide emissions data, allowing for a thorough evaluation of their environmental impact. This information serves as a basis for targeted improvement efforts.

Support Supplier Targets

We are dedicated to supporting our suppliers in setting and achieving their own science-based decarbonization targets (e.g. Science Based Target initiative). By providing guidance and resources, we aim to create a collaborative ecosystem committed to sustainable practices.

Completed Carbon Reduction Initiatives

Governance & Management

- ***EcoVadis Certification:*** Achieved Committed status in the EcoVadis sustainability assessment, strengthening environmental governance.
- ***ISO14001 Certification:*** Maintained ISO14001 certification, supported by internal and external audits to ensure continual improvement.
- ***Internal Control over Sustainability Reporting:*** Established Internal Controls for core ESG KPIs to meet evolving legislative requirements.
- ***Environmental Champions Network***: Created an internal network to drive sustainability actions and identify carbon reduction opportunities across operations.
- ***Sustainability Reporting:*** Published the second Global Sustainability Report outlining ESG targets, priorities, and progress.

Energy & Buildings

- ***Motherwell Depot Consolidation:*** Reduced estate footprint by combining Glasgow and Edinburgh depots into a single, energy-efficient site in Motherwell featuring solar PV and an anticipated EPC A rating, with estimated annual savings of 266,316 kWh.
- ***Building Sustainability***: Improving sustainability performance of leased buildings through initiatives such as LED lighting retrofits.

Fleet, Transport & EV Transition

- ***EV Expansion:*** Reached 55% EV fleet adoption and expanded *Fuuse* EV charging infrastructure to all depots, including Aberdeen, Lowton, and Motherwell.
- ***EV Charging Data & Incentives***: Partnered with *Fuuse* at Poole to enhance carbon reporting, revenue recovery, and employee uptake through reduced rates and free kWh.
- ***Employee EV Support***: Offered EV salary-sacrifice leasing and joined Original Equipment Manufacturer affinity schemes to provide discounted EV options.
- ***Telematics & Efficiency***: Improved fuel efficiency and driver behaviour through telematics, achieving a 4% reduction in fuel consumption.

Waste, Circularity & Resource Efficiency

- ***Recycling & Reuse Initiatives***: Implemented PPE recycling at 8 depots (~8 tonnes recycled in year one) and reused ~18 tonnes of packaging since 2023 through supplier engagement and on-site cardboard shredding.
- ***Waste Segregation & Circularity***: Standardised waste segregation processes and partnered with the *Dorset Scrap Store* charity to divert reusable materials and support the circular economy.

Data, Measurement & Training

- ***Environmental Data & Tracking***: Improved carbon-related environmental data accuracy and monitored environmental improvement initiatives across the business.
- ***Sustainability Trainin***g: Delivered sustainability leadership training, available companywide from December 2024.

Future measures to be taken

- **Expand Fuuse partnership**: Extend EV charging points to our London depots.
- **Sustainability Rating**: EcoVadis certificate to be renewed after expiry.
- **Sustainability Report:** Third global report to be published in 2026. Continued transparency on target progress measures.
- **Short-Term ESG Incentives:** Incentives to be continued, now contributing to 5% of the annual bonus.
- **Waste Champions:** Establishment of waste champions in the UK to increase efficiency and promote recycling and reuse.
- **Bournemouth Site Move:** Relocation of our UK Headquarters and Manufacturing Facility to a more energy-efficient site, incorporating heat pumps and renewable energy to reduce operational emissions.
- **Logistics Optimisation:** Reduce vehicle mileage and emissions through centralised logistics and improved distribution efficiency.



Declaration and Sign Off

This Carbon Reduction Plan has been completed in accordance with PPN 006 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[13] and uses the appropriate government emission conversion factors for greenhouse gas company reporting.

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements (where required), 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.[15]

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

1 The Greenhouse Gas Protocol – Corporate Accounting and Reporting Standard

2 Department for Business, Energy & Industrial Strategy – Government Conversion Factors for Company Reporting of Greenhouse Gas Emissions

3 The Greenhouse Gas Protocol – Corporate Value Chain (Scope 3) Accounting and Reporting Standard



Managing Director UK

Wilke Reints

Uniting what’s next in traffic

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