

Carbon Reduction Plan


Commitment to achieving net zero

ABM Facility Services UK is committed to achieving Net Zero emissions by 2040.

Document control

Organisation	ABM Facility Services UK Limited
Company number	3461565
Registered address	George House, 75 - 83 Borough High Street, London, SE1 1NH

This Carbon Reduction Plan has been reviewed and signed off by:

Signature	
Name	John McPherson
Title	Director
Date	09/05/2023

Emissions footprint and reporting

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 EMISSIONS FOOTPRINT (1st Nov 2019 to 31st Oct 2020)**

EMISSIONS	TOTAL (tCO₂e)
Scope 1	563.31 tCO ₂ (e)
Scope 2	25.70 tCO ₂ (e)
Scope 3 (Included Sources)	41.64 tCO ₂ (e)
Total Emissions	630.65 tCO ₂ (e)

▶ **EMISSIONS REPORTING (1st Nov 2020 to 31st Oct 2021)**

EMISSIONS	TOTAL (tCO₂e)
Scope 1	568.85
Scope 2	25.20
Scope 3 (Included Sources)	49.09
Total Emissions	643.14

▶ **EMISSIONS REPORTING (1st Nov 2021 to 31st Oct 2022)**

EMISSIONS	TOTAL (tCO₂e)
Scope 1	557.59
Scope 2	28.76
Scope 3 (Included Sources)	100.42
Total Emissions	643.14

Emissions reduction targets

ABM Facility Services UK, as part of ABM UK, measured and reported its emissions for the first time for the financial year ending 31 October 2020, in line with the requirements of the Streamlined Energy and Carbon Reporting Procedure. It has since evaluated its 2020/2021, and 2021/2022 emissions.

We are actively seeking to reduce our emissions and in 2020 developed a carbon reduction plan based upon a number of interventions which have been implemented and which have resulted in a number of investment decisions and this is evidenced in the information presented in this report.

In order to continue our progress to achieving Net Zero, we have now produced the following carbon reduction targets. We project that carbon emissions will decrease over the next five years to 216 tCO₂e by end of 2025. This is a reduction of 34%.

▶ **TARGET EMISSIONS (tCO₂e)**

Expected progress against these targets can be seen in the following graph:

▶ **TARGET EMISSIONS (tCO₂e) BY SCOPE**

Below is our proposed plan broken down to include Scopes 1, 2 and 3, and the introduction of carbon offsets to reach net zero by 2040.

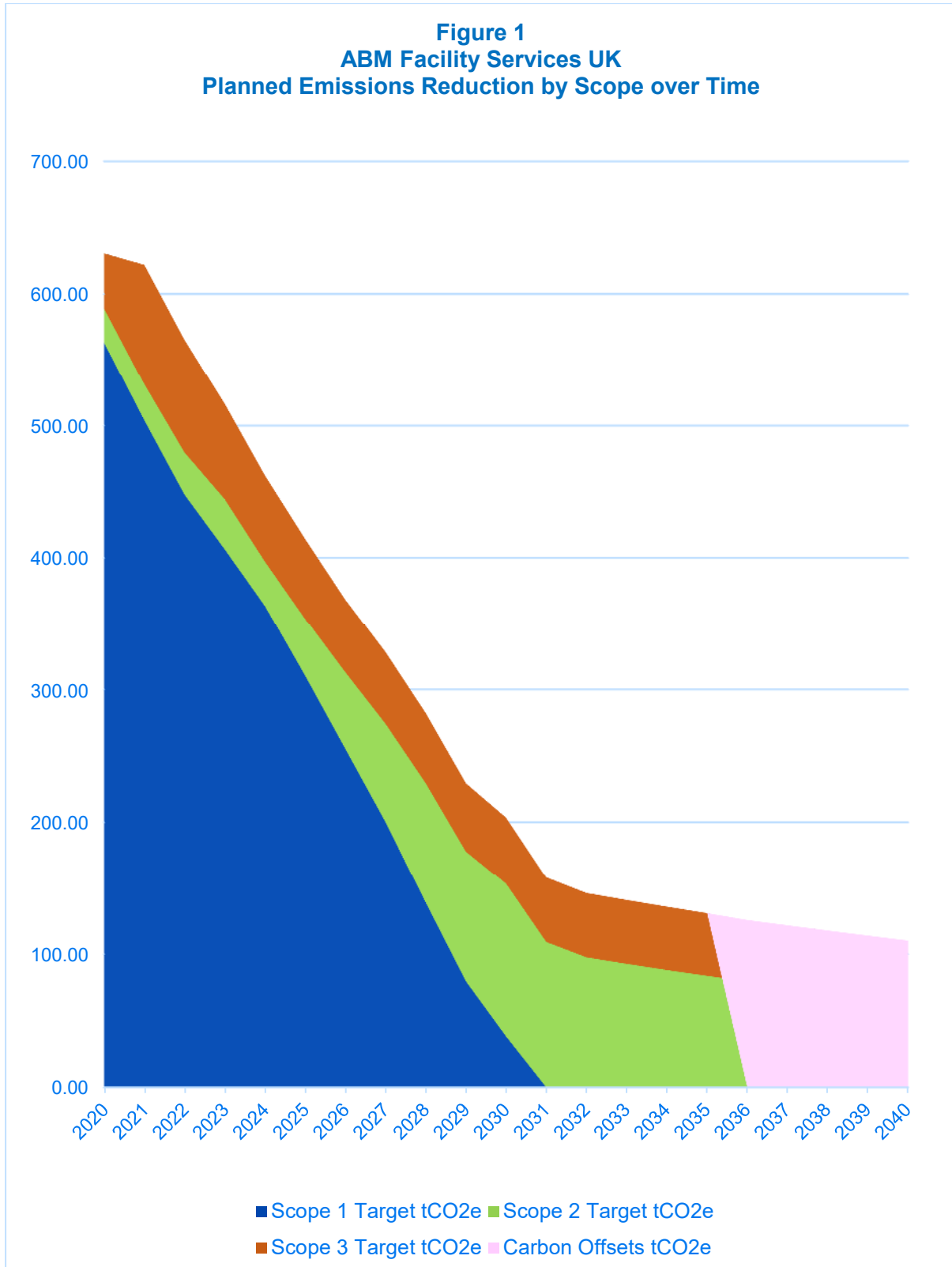


Figure 2
 ABM Facility Services UK Ltd.,
 Actual v Target Total Absolute Emissions tCO2e

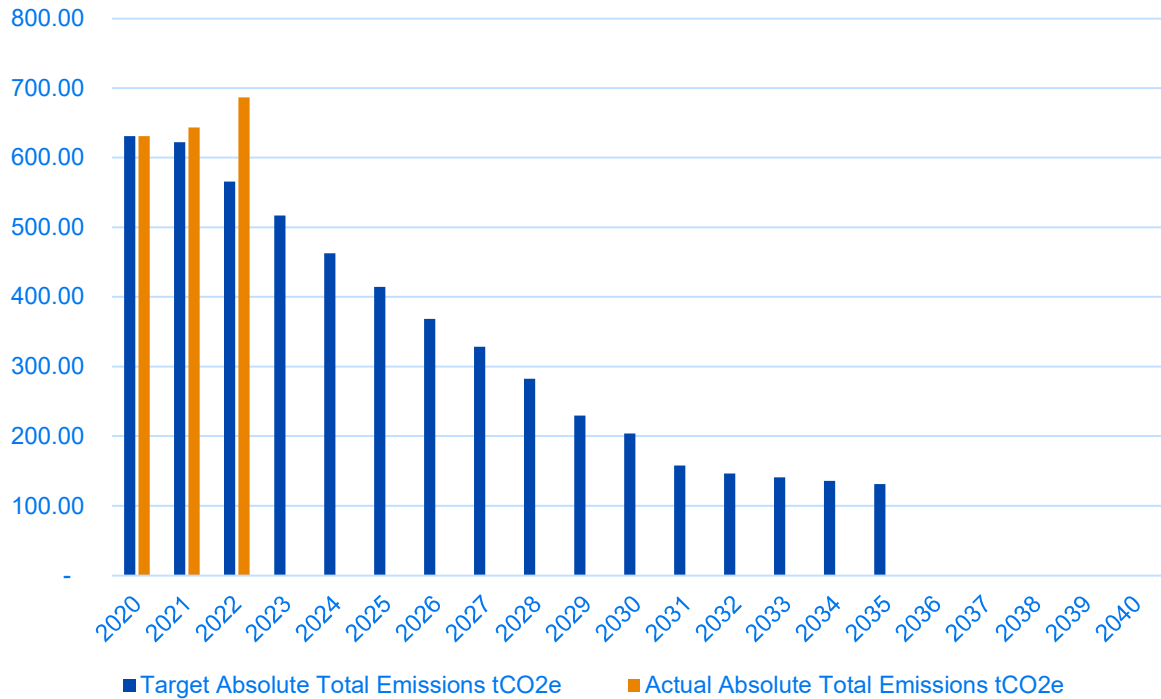
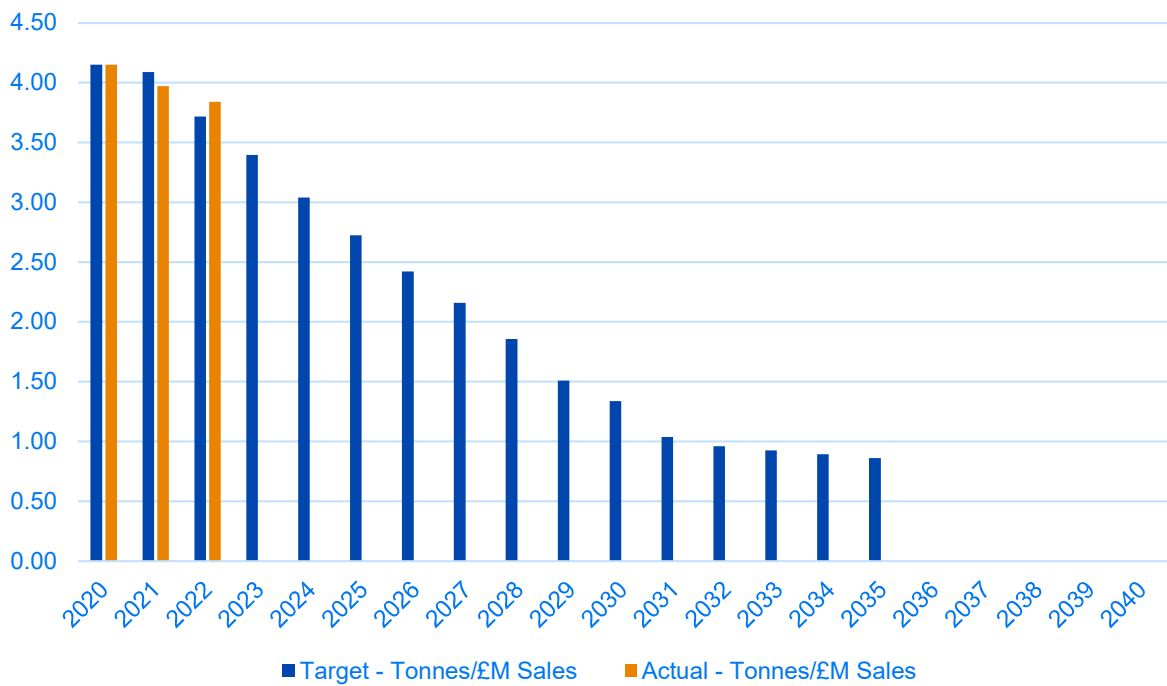


Figure 3
 ABM Facility Services UK Limited
 Target v Actual tCO2e - relative to £M Sales



▶ STATUS OF OUR CARBON REDUCTION ACTIONS

Our emissions relative our sales figures have though reduced significantly over the last 2 years as can be evidenced in Figure 3.

Our absolute emissions have increased as we emerged from working within COVID-19 pandemic conditions (Figure 1 and 2) Our sales figures increased by 7% in FY 2021 and again in FY 2022 by a further 10%. After COVID-19 isolation was formally lifted nearly every client wanted to see us in person and required;

- a) An enhanced level of cleaning service in an effort to attract people back into their office, retail and transportation facilities and services. They required a heightened level of cleanliness and visible presence to make customers feel safe.
- b) Additional work completing to reduce their carbon emissions to meet their carbon reduction plans,
- c) Both of which required us to mobilise more equipment and people to their sites more often and for longer periods.

However, whilst our sales increased by 18% relative to our baseline year our absolute emissions only increased by 7%. The following environmental management measures and projects have been implemented since our 2020 baseline was determined.

Our Primary Targeted Actions

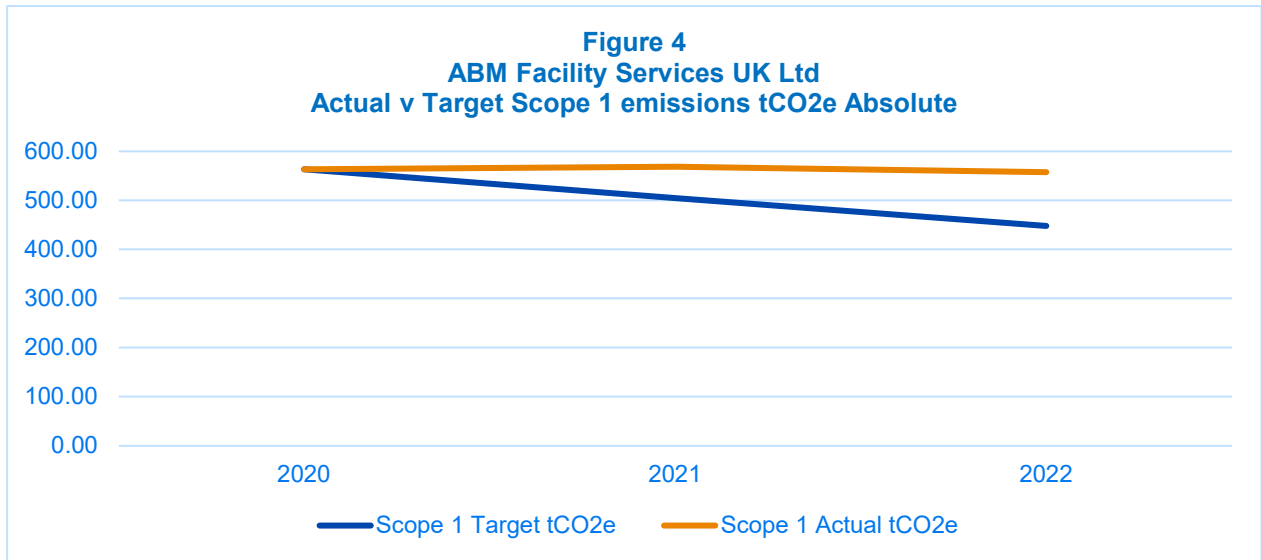
Our significant energy use is Greenhouse gasses associated with transportation, of people and equipment to reactive works so we planned to reduce the emissions associated with this activity to an annually reduced plan. Our actions to accommodate this included;

1. A Company-Wide Battery Electric Vehicle Company Car Policy and whilst we were initially ahead of schedule on the implementation programme in its 1st year in 2020/2021 we have now fallen 20 vehicles behind. The reasons for this are;
 - a. We have had 9 EV vehicles on order for nearly 12 months. We are still awaiting delivery of these from our EV fleet provider and have awaited the completion of this order before ordering further as operating conditions have changed around the energy crisis.
2. Implementation of a phased fleet replacement program with EV Vehicles. We aimed to complete this by 2030.
 - a. We started with our plan to provide 40 new EV Vehicles and 40 new fuel efficient vehicles, initially into Local Government services, but then found we could not even order this amount. We changed our plan to what we thought was an achievable initial 5 new EV Vans. We then found we couldn't even order these. This means we have had to temporarily

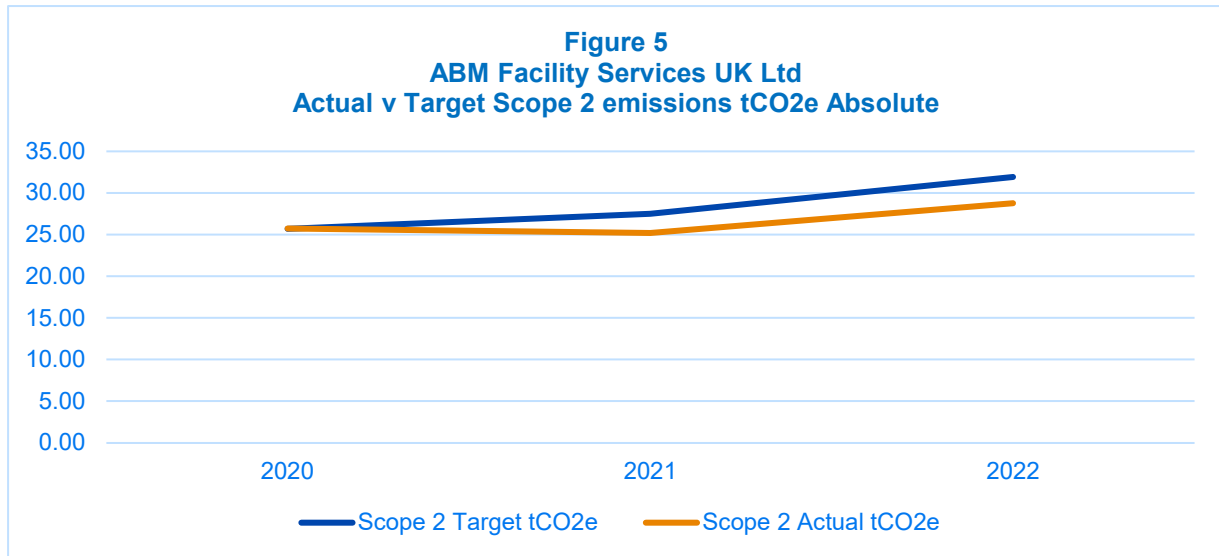
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Author:	Katrina Hazell

change our plans to accommodate traditionally powered diesel vehicles equipped with new fuel efficiency technology, stop/start and driver behavioural change trackers.

3. Continued evolution of our usage of our electrical equipment and heating and offices in accordance with our ISO 50001 – measures already introduced include retrofitting light systems, removing redundant equipment, server rooms, restricting office heating systems by temperature and timing etc.
4. We planned for all ABM electricity supplies to be converted to a certified renewable supply through procurement of our directly metered supplies at our leased properties. For context our total electricity supply falls well below the thresholds required to qualify for a renewable power purchase agreement (PPA). We had commenced with this renewably sourced electricity project when Russia invaded Ukraine, causing alongside a humanitarian crisis, destabilisation of the energy market and an energy crisis. This meant that it was impossible to procure rates for electricity that were not significantly price loaded for geopolitically sized risks and as a consequence our repeated requests of the electricity market to price our needs, merely increased the prices of electricity to those unaffordable for a facilities management company (over £1/kWhr).
5. Our pilot of the “Lightfoot” and RAC telematics systems has helped us to reduce our diesel emissions as it has encouraged our drivers to drive more efficiently – demonstrating that, where implemented, 7.5% of fuel efficiency was observed. It is assisting us with driver intervention where idling penalties are observed and ensuring that “green driving” is undertaken.
6. Following this review, we have installed Lightfoot or RAC driver behaviour trackers in approximately 110 of our operating vehicles in 2022 and 2023. This has helped us reduce our Scope 1 emissions by 1% relative to baseline. But our expected reduction of Scope 1 emissions from conversion to EV has not been realised due to the lack of availability of EVs and charging infrastructure sited at our work places.



7. We are continuing with the planned replacement of the other 47% of our fleet with new more fuel-efficient vehicles.
8. We will continue with our certifications to ISO14001.
9. We have ensured that our staff can work at home safely using digital meeting spaces and this has resulted in reduced travelling and increased digitally enabled meetings.
10. As a company we have now signed up to the Science Based Target Initiative through our parent company ABM Industries Inc.
11. We are now also corporate partners with IEMA (Institute of Environmental Managers and Assessors).
12. We are in the midst of completing User Acceptance Testing of a new Greenhouse Gas emissions accounting system, which will allow us to report emissions both locally and globally alongside our parent company in the USA in a more timely fashion.
13. Our Scope 2 emissions have not increased as expected due to the lack of availability of EVs for our operational implementation. This has meant that less of our logistics than expected has been powered by grid electricity (Scope 2).



14. Our business flights have increased significantly to accord with the wish of our clients to see us in person at their facilities.
15. We have now increased the extent of our GHG emissions reporting for Scope 3 to account for operational variances as a consequence of COVID-19 working processes. These include for example:
 - a. Transmission & Distribution losses
 - b. Fuel usage from temporary fleet as a consequence of EV shortages
 - c. Business travel, specifically hotel stays, a factor that has arisen post-pandemic lock downs
16. Without the above additional items included within scope 3, our recorded Scope 3 emissions would have fallen below the predicted target by 3 tCO₂e.
17. The use of the limited number of EVs in the business allowed us to reduce our scope 1 emissions by 3.5tCO₂e.
18. For all of the above reasons we plan now to develop a new net zero plan to accommodate our changed operating conditions, lack of availability of EVs and charging facilities, and to commence with the introduction of a sustainable travel policy that can be accommodated by our business budgets set to account for the cost of living crisis. This new net zero plan will be submitted as soon as it is completed.

▶ PLANNED CARBON REDUCTION MEASURES

- A. Re-evaluate our Carbon Net Zero plan to allow for the current market place conditions in accessing Electric Vehicles, and other low emissions vehicles, to meet our contractual obligations.
- B. Continue with our phased implementation of operational EVs to a new plan.
- C. Continue with a rationalisation of the buildings we continue to lease to deliver our services from.
- D. Re-commence our planned procurement of renewable electricity through procurement activities.
- E. Develop a Sustainable Travel & Logistics Management Plan with priority choices by distances to include:
 - a. Switching from Air Travel to Rail Travel in an affordable manner in the UK
 - b. Requiring team members who use personal cars for work related travel to switch to rail and other public transport
 - c. Changing sources of energy, where appropriate, in our operating fleet to those biofuels, EVs and eventually (where appropriate) hydrogen
- F. Develop a plan to collaborate with our remaining Landlords to define a renewables and buildings energy efficiency implementation plan to commence at the next phased renewal of our office tenancies.
- G. Continue with our ISO 50001 and ISO14001 certifications.
- H. Identifying and working with suitable environmental & community organisations with the requisite certifications for providing carbon offsetting.


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Declaration

This update to our Carbon Reduction Plan has been completed in accordance with UK Government Procurement Policy Notice 06/21 (PPN 06/21)¹ and its 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 standard² and uses the appropriate Government emission conversion factors for greenhouse gas company reporting³.

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) Standard⁴.

Signature	
Name	John McPherson
Title	Director
Date	09/05/2023

¹ <https://www.gov.uk/government/publications/procurement-policy-note-0621-taking-account-of-carbon-reduction-plans-in-the-procurement-of-major-government-contracts>

² <https://ghgprotocol.org/corporate-standard>

³ <https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>

⁴ <https://ghgprotocol.org/standards/scope-3-standard>