Unipart Carbon Reduction Plan

Company Name: Unipart

Publication Date: May 2026

Document Purpose

Our reduction plan provides transparency and demonstrates our progress towards building a robust carbon reduction programme.

Commitment to achieving Net Zero

Unipart commits to achieving net-zero[1] Scope 1 and 2 emissions by 2030 and net-zero[1] Scope 3 emissions by 2040.

Unipart has signed up to the UN Race to Zero Campaign. As part of this campaign, Unipart is required to achieve net zero emissions as soon as possible, and by 2050 at the latest, and set an interim target which reflects maximum effort towards reaching a 50% reduction by 2030.

'Our Carbon Pledge - Race to Zero' is our business wide initiative to decarbonise our operations. Our Carbon Pledge commits us to Science Based Targets (SBT) in line with 1.5 degree warming.

In August 2023, Unipart had its Scope 1 and 2 near-term emissions reduction target approved by the Science Based Targets initiative (SBTi) and validated Unipart's Scope 1, 2 and 3 long-term target as align with SBTi's 1.5℃ science-based, net zero pathways by 2050 or sooner.

[1] To achieve net-zero we are aiming for an at least 90% reduction in absolute emissions compared to our base year – any residual emissions will be offset with carbon sequestration offsets, as per the Science-Based Targets Initiative's Net-Zero Standard guidance.

Baseline Emissions Footprint

Baseline emissions are a record of the greenhouse gases that have been produced in the past. Baseline emissions are the reference point against which emissions reduction can be measured.

Baseline Years:

Scope 1, 2 and 3 – FY2021 (1st January – 31st December)

Additional Details relating to the Baseline Emissions calculations.

The GHG emissions scope boundary, used to establish our 2021 baseline, was determined via an operational control model following the Greenhouse Gas Protocol guidelines. The baseline includes all Scope 1 and 2 emissions in accordance with SECR requirements. Scope 3 emissions have been calculated as per the Greenhouse Gas Protocol Corporate Value Chain (Scope 3) Standard Guidance.

Baseline year emissions:

EMISSIONS	**TOTAL (tCO_2e)**	
Scope 1	**10,612**	
Scope 2	**5,621 (market-based)**	
Scope 3 (Category 4, 5, 6, 7 and 9)	**68,045**	
	4. Upstream Transportation and Distribution	53,576
	5. Waste generated in operations	758
	6. Business travel	394
	7. Employee commuting	13,158
	9. Downstream Transportation and Distribution	159
Total Emissions	**84,278 (market-based)**	

Current Emissions Reporting

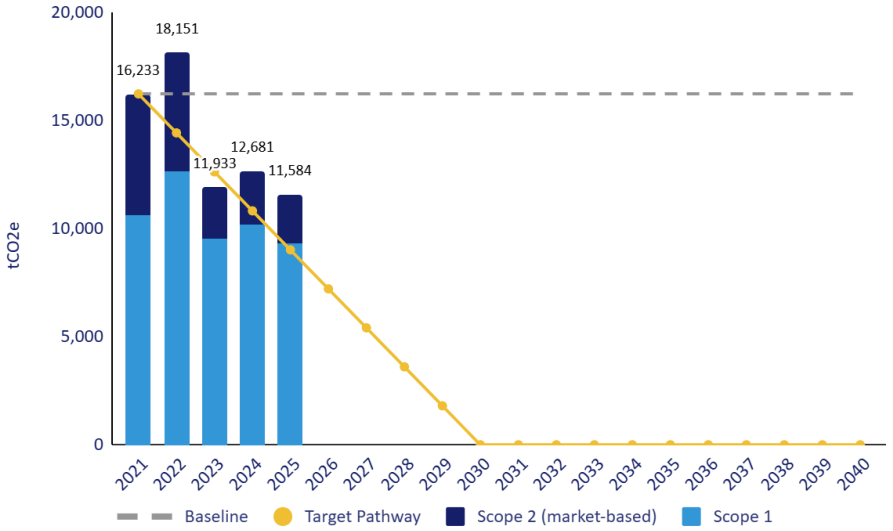
The table below summarises our emissions by Scope for the most recent reporting period; 1st January 2025 – 31st December 2025.

EMISSIONS	TOTAL (tCO_2e)	
Scope 1	**9,324**	
Scope 2	**2,260 (market-based)**	
Scope 3 (Category 4, 5, 6, 7 and 9)	**38,870**	
	4. Upstream Transportation and Distribution	24,521
	5. Waste generated in operations	507
	6. Business travel	953
	7. Employee commuting	12,819
	9. Downstream Transportation and Distribution	69
Total Emissions	**50,454 (market-based)**	

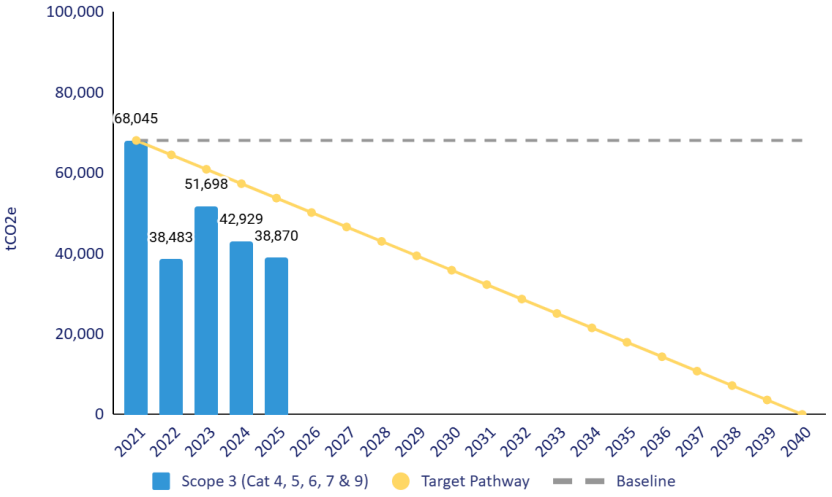
Emissions reduction targets

Unipart aims to achieve net-zero[1] Scope 1 and 2 emissions by 2030, compared to a 2021 baseline, and net-zero[1] Scope 3 emissions by 2040, compared to a 2021 baseline. A market-based approach will be used for our Scope 2 emissions baseline and target. In August 2023, Unipart had its Scope 1 and 2 near-term emissions reduction target approved by the Science Based Targets initiative as consistent with levels required to meet the goals of the Paris Agreement. The SBTi also validated Unipart's Scope 1, 2 and 3 long-term target as aligned with SBTi's 1.5°C science-based net-zero pathways by 2050 or sooner.

Our baseline emissions and Scope 1 and 2 target pathway can be seen in the graph below:



Our baseline emissions[2] and Scope 3[3] target pathway can be seen in the graph below:



[2] The baseline forecast assumes no change in the level of Scope 3 emissions associated with Unipart.
[3] Scope 3 emissions include Category 4, 5, 6, 7 and 9.

Carbon Reduction Projects

Completed Carbon Reduction Initiatives

The following environmental management measures and projects have been completed or implemented since the 2021 baseline. The carbon emission reduction achieved by these activities equate to 1,288 tCO2e savings on Scope 1 & 2 emissions, a 12.14% reduction against the 2021 Scope 1 & 2 baseline and the measures will be in effect when performing the contract.

- Worked with a third-party expert to quantify our full Scope 3 GHG emissions inventory and verified them to the ISO 14064 standard.
- Developed a net-zero strategy across all 3 scopes of emissions
- Net-zero workshops held with the Sustainability steering group
- Full electric mechanical handling equipment (MHE) with the phasing out of all diesel trucks
- Reduction in single used plastics (SUPs) and cardboard in packaging
- 97% UK Unipart sites moved to renewable electricity tariffs
- HVAC monitoring and management of energy consumption
- Replacement of 90 HGVs to a more fuel-efficient Euro-6 fleet
- Implemented sub-metering across 15 Unipart sites
- Removal of gas heating across some sites
- Air conditioning upgrades
- LED lighting upgrades
- Installation of temperature control systems and mitigations
- Reduced the petrol and diesel company car options such that 90% of the current fleet are now fully electric or hybrid vehicles
- Installed 115 EV charging points and introduced a Car Charging Policy
- Introduced a Cycle to Work Scheme and Car Share Policy

Organisational governance for carbon reduction initiatives used include: ISO14001 certification, ISO 14064 verification and Unipart's commitment to carbon reduction in line with the Science Based Targets Initiative and the UN Race to Zero scheme. These will continue to be used when performing the contract.

Environmental reporting data completeness has improved considerably since the 2021 baseline year, resulting in 5% reduction in Scope 1 emissions where actual natural gas consumption data has been used instead of estimates. This is the same for international sites that were previously estimated within Category 8, but now fall within Scope 1 and 2.

Identified opportunities considered for implementation.

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

- All HGV's to move to HVO fuel reducing CO2 emissions by 90%.
- Collaborating with the supply chain to understand, manage and reduce our wider environmental impacts

- Review procurement and logistics contracts to ensure our supply chain are on a similar emissions reduction pathway
- Implementing a circular economy strategy across our business designing out waste & pollution, keeping products and materials in use and regenerating natural systems
- Continuing to educate employees on how they can reduce their emissions footprint while at work, travelling to work, and at home
- Electrification of gas heating systems across Unipart sites
- Further LCAs for all new manufactured and distributed products
- Renewable energy tariffs or solar PV for our international sites electricity provision

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[3] and uses the appropriate Government emission conversion factors for greenhouse gas company reporting[4].

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, and 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[5].

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:

Name ……Jen Hunt……..

Role ……Sustainability Director….

Signature ……

Date: ……

[3] https://ghgprotocol.org/corporate-standard
[4] https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting
[5] https://ghgprotocol.org/standards/scope-3-standard

Appendix

Methodology

Scope 1 and 2 greenhouse gas emissions have been calculated according to the 2019 UK Government environmental reporting guidance. Consistent with the guidance, relevant emissions factors published in the 2021 UK Government's Department for Business, Energy and Industrial Strategy (BEIS) "Greenhouse gas reporting: conversion factors" have been used. The CO_2 equivalent conversion factor has been used throughout and, where applicable, the kWh gross calorific value (CV) was used.

Scope 1 and 2 emissions have been calculated using both a location-based and market-based approach:

- Location-Based: This method calculates emissions associated with fuel and electricity consumption by using UK average emissions intensities. BEIS provides UK emissions factors for fuel and grid electricity annually, which are used in location-based reporting.
- Market-Based: This method calculates emissions associated with fuel and electricity consumption by using contract-specific emissions intensities. Market-based reporting enables companies who purchase lower carbon fuel and electricity to demonstrate the benefit of their investment.

Transport-related emissions from fuel combustion were calculated using the BEIS "Greenhouse gas reporting: conversion factors" 2021 database.

Scope 3 emissions have been calculated based on the guidance in the Greenhouse Gas Protocol "Corporate Value Chain (Scope 3) Standard".

For all of Unipart Logistics operations, applicable Scope 3 categories were identified based on an operational control boundary. Scope 3 emissions for applicable categories were calculated following methodologies outlined in the GHG Protocol "Technical Guidance for Calculating Scope 3 Emissions", with further guidance taken from the GHG Protocol's detailed methodology chapters for each applicable Scope 3 category.

The majority of conversion factors were sourced from the BEIS Greenhouse gas reporting: conversion factors, v1.0 2021 database. Where a spend-based approach was used, as per the GHG Protocol guidance, conversion factors were taken from the University of Leeds and Department for Environment, Food and Rural Affairs' UK Footprint Results (1990 – 2018)' study or the Department for Environment, Food and Rural Affairs' Indirect emissions for the supply chain' database.

Scope 3 Well to Tank (WTT) and T&D losses are included within each relevant Scope 3 category and WTT and T&D losses related to Scope 1 and 2 fuel use, are included under Scope 3 – Category 3.