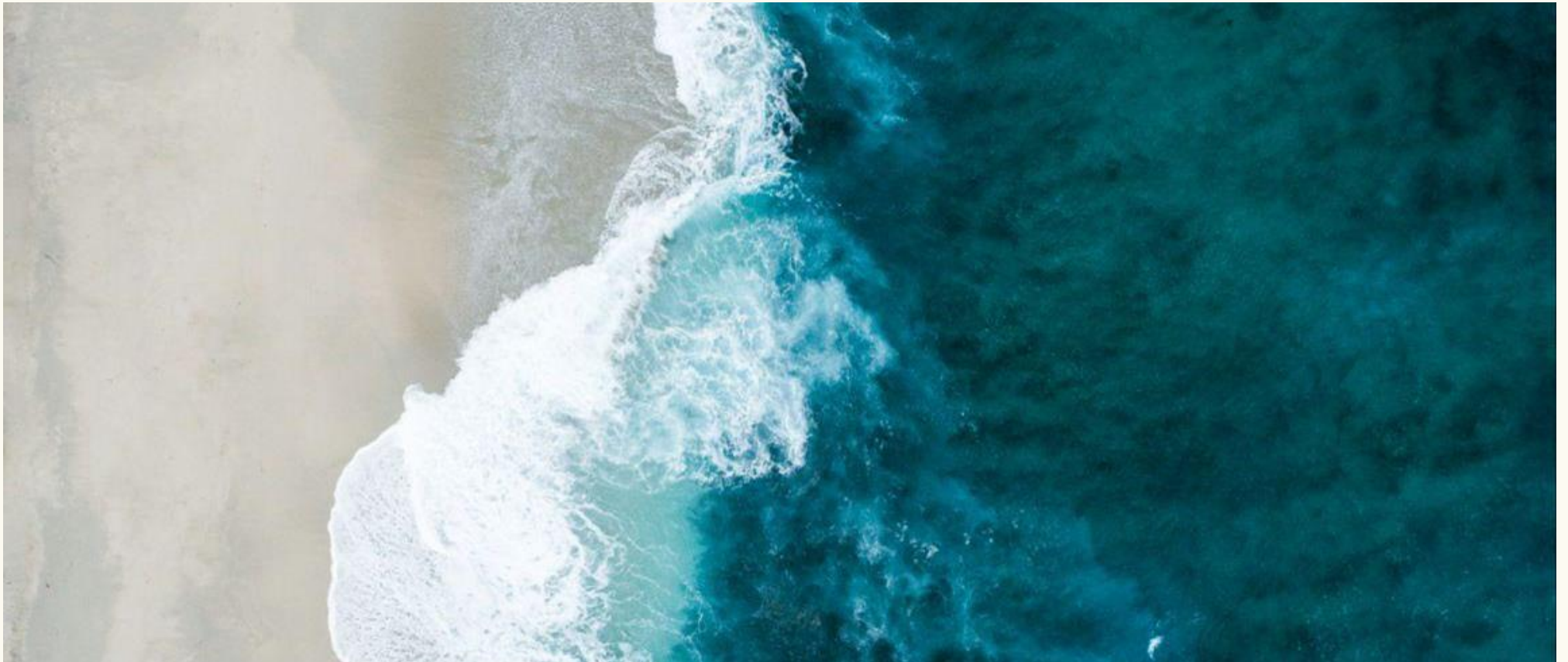


Scheidt & Bachmann UK

Carbon reduction plan

01/01/2025 - 31/12/2025

Published: 25 June 2026



An introduction to Scheidt & Bachmann UK

Scheidt & Bachmann UK

Scheidt & Bachmann UK Ltd is part of the Scheidt & Bachmann Group, a global, family-owned company founded in Germany in 1872. Across the UK, our operations span two key areas: Fare Collection Systems and Parking Systems. Our heritage, technical know-how, and deep-rooted commitment to innovation position us as leaders in intelligent mobility and sustainable transportation systems.

In response to the pressing global challenge of climate change, Scheidt & Bachmann UK Ltd is committed to achieving Net Zero emissions by 2045.

As such, Scheidt & Bachmann UK Ltd has engaged in the following project to calculate, report, and identify opportunities to reduce its greenhouse gas (GHG) emissions.

Report overview

This report, in accordance with PPN 006, details the results of Scheidt & Bachmann UK Ltd.'s 2025 GHG inventory, which quantified the GHG emissions across the reporting period of 01/01/2025 - 31/12/2025. Also documented is Scheidt & Bachmann UK Ltd.'s long-term strategy to monitor, manage, and minimise its environmental impact in alignment with achieving its ambitious Net Zero commitment.

This report was prepared with the support of Ecologi to ensure that emissions were quantified in alignment with the [Greenhouse Gas Protocol Corporate Accounting and Reporting Standard](#) and supplementary [Corporate Value Chain \(Scope 3\) Standard](#).



Ecologi is a leading climate action platform specialising in emissions measurement, reduction, and reporting, as well as helping businesses fund high impact, high integrity climate solutions. Ecologi equips businesses with the expertise and tools to curate and implement emissions reduction strategies on their journey to Net Zero.

01/01/2025 - 31/12/2025

Carbon Reduction Plan

Methodology

Scheidt & Bachmann UK Ltd were responsible for the internal management controls governing the collection and entry of data for processing. The subsequent emissions calculations and this report were generated with the support of Ecologi in accordance with the [Greenhouse Gas Protocol Corporate Accounting and Reporting Standard](#) and supplementary [Corporate Value Chain \(Scope 3\) Standard](#).

Emissions have been calculated using the appropriate UK emission conversion factors published annually by the UK government, Department for Energy Security and Net Zero (DESNZ). These are supplemented by emissions factors from Small World Consulting's environmentally extended MRIO dataset, used for spend-based emissions calculations. The methodology for homeworking emissions aligns with Anthesis' published in their 2021 White Paper.

Reported emissions figures are expressed as tonnes of carbon dioxide equivalent (tCO₂e) and include GHG emissions from all seven GHGs named by the Kyoto

Protocol: CO₂, N₂O, CH₄, HFCs, PFCs, SF₆ and NF₃.

The GHG inventory assesses emissions for the reporting period 01/01/2025 - 31/12/2025.

The boundary of the report includes all UK-based operations during the reporting period. An operational control approach has been adopted, and emissions are categorised within the relevant Scope, as prescribed by the GHG Protocol.

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](#).

Greenhouse Gas Inventory

- 01/01/2025 - 31/12/2025

Scope	Emissions category	2025 (tCO ₂ e)
Scope 1	Stationary combustion	9.95
	Mobile combustion	366.11
	Fugitive emissions	-
	Process emissions	-
	Total - Scope 1	376.05
Scope 2	Purchased electricity (Market-based)	2.15
	Purchased electricity (Location-based)	18.22
	Purchased steam, heating & cooling	-
	Total - Scope 2 (Market-based)	2.15

Scope	Emissions category	2025 (tCO ₂ e)
Scope 3	Upstream transportation and distribution	117.19
	Waste generated in operations	0.28
	Business travel	60.14
	Employee commuting (including homeworking)	70.45
	Downstream transportation and distribution	-
	Total - Scope 3	248.06
Total		626.26

1. A company has operational control over an operation if it, or one of its subsidiaries, has the full authority to introduce and implement its operating policies at the operation. Under the operational control approach, a company accounts for 100% of emissions from operations where it has operational control.
2. Scope 3 categories reported on include the required subset of Scope 3 emissions in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard.

Greenhouse Gas Inventory: 01/01/2025 - 31/12/2025

Scope	Emissions category	2025 (tCO ₂ e)	2024 (tCO ₂ e) (Base year)
Scope 1	Stationary combustion	9.95	9.34
	Mobile combustion	366.11	372.03
	Fugitive emissions	-	-
	Process emissions	-	-
	Total - Scope 1		376.05
Scope 2	Purchased electricity (Market-based)	2.15	6.83
	Purchased electricity (Location-based)	18.22	20.16
	Purchased steam, heating & cooling	-	-
	Total - Scope 2 (Market-based)	2.15	6.83

Scope	Emissions category	2025 (tCO ₂ e)	2024 (tCO ₂ e) (Base year)
Scope 3	Upstream transportation and distribution ¹	117.19	70.72
	Waste generated in operations	0.28	1.24
	Business travel ²	60.14	220.06
	Employee commuting (including homeworking) ²	70.45	16.05
	Downstream transportation and distribution ⁴	-	-
	Total - Scope 3		248.06
Total		626.26	696.27

¹ The increase in Upstream transportation and distribution emissions reflects a combination of business growth and increased transport activity. During the reporting period, the number of jobs completed increased, resulting in a corresponding increase in transport-related tonnage and associated emissions. Tonnage per job has remained broadly consistent with previous reporting periods, indicating that the increase is primarily attributable to higher operational activity rather than a reduction in efficiency.

²The changes in Business travel and Employee commuting emissions are partially attributed to an improvement in data quality and completeness in this reporting year. Primary activity data is used to account for all business travel activities as opposed to spend data used in previous reporting year, resulting in a more accurate reflection and a likely reduction in business travel emissions; employee commuting data is also included in this reporting year, whereas it has been excluded in the previous reporting year due to data unavailability, resulting in a more complete and accurate reflection of employee commuting and homeworking emissions.

³All inbound and outbound shipments are paid for by the company and accounted for under Upstream transportation and distribution; therefore no emissions are reported under this category.

Total emissions

626.26

tCO₂e

Revenue emissions intensity

31.00

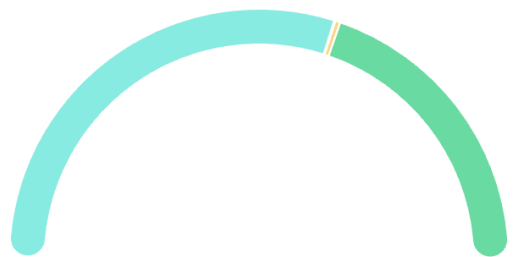
tCO₂e per £1m revenue

FTE emissions intensity

4.26

tCO₂e per FTE

2025 Scope breakdown



● Scope 1	376.05 tCO ₂ e
● Scope 2	2.15 tCO ₂ e
● Scope 3	248.06 tCO ₂ e

Scope 3 emissions by category



● Upstream transportation and distribution	117.19 tCO ₂ e
● Waste generated in operations	0.28 tCO ₂ e
● Business travel	60.14 tCO ₂ e
● Employee commuting (including homeworking)	70.45 tCO ₂ e
● Downstream transportation and distribution	- tCO ₂ e

Emissions Reduction Targets

In alignment with the UK Government’s 2050 Net Zero targets and global efforts to limit global warming and the worst effects of climate change, Scheidt & Bachmann UK Ltd is committed to achieving the SBTi-aligned near-term Scope 1, 2, and 3 targets by 2030 and Net Zero emissions across the entire value chain (Scopes 1, 2, and 3) by 2045. Where possible, ambitious emissions reduction actions will be implemented to advance the achievement of Net Zero.

Scheidt & Bachmann UK Ltd's projected emissions reductions are charted to illustrate how progression towards these targets may look.

Near-term absolute target: Scopes 1 & 2

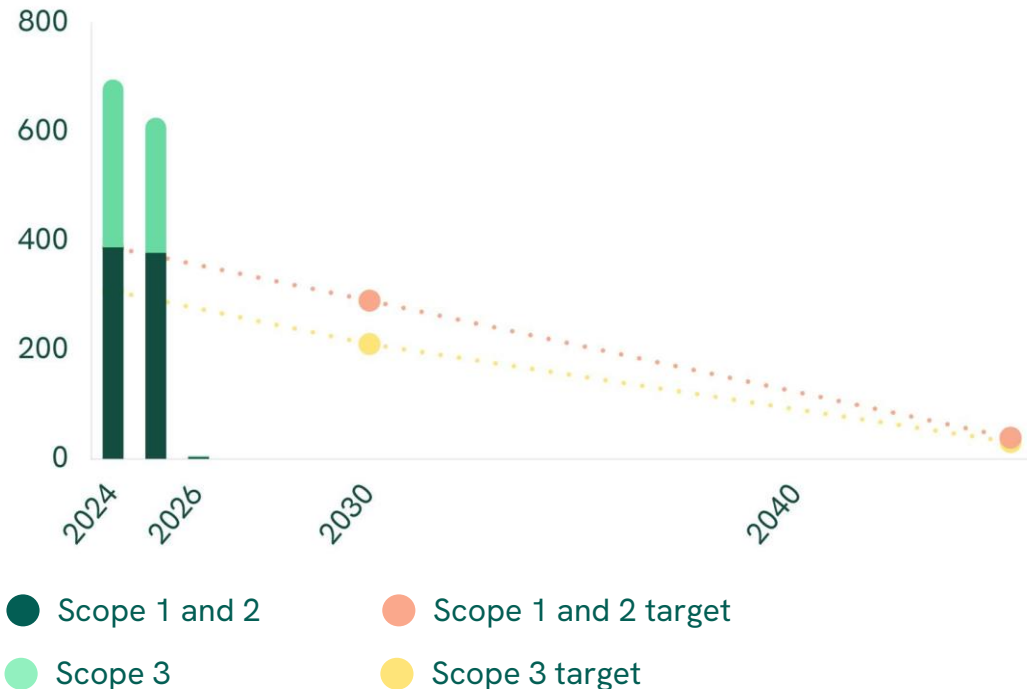
**25.2%
by 2030**

Near-term intensity target: Scope 3

**31.6%
by 2030**

Long-term target: Scopes 1, 2 & 3

**Net-zero
by 2045**



Current reduction initiatives

The following emissions management measures are already in place as Scheidt & Bachmann UK Ltd works towards Net Zero.

Energy efficiency and office sustainability

We are upgrading all offices to LED lighting, with Stockport and Chessington already completed, and Manchester following soon. We implement daily office shutdowns and use motion sensors and timers to reduce energy waste. We have also improved insulation in Chessington to reduce heating demand.

We are assessing the feasibility of SMART energy systems, and planning for an energy audit to identify further efficiency opportunities.

Product digitisation

As part of our broader digitalisation strategy Scheidt & Bachmann UK Ltd are reducing carbon emissions through the digitalisation of our products.

For example, Parking Systems' **Entervo Infinite** cloud-based parking management system reduces the need for on-site hardware, lowering manufacturing, transport, installation and maintenance emissions while reducing customers' operational carbon footprint.

Similarly, FCS' **cloud-based account-based ticketing platform** uses a serverless architecture that scales to demand, reducing energy consumption and eliminating the need for on-premises infrastructure. In addition, its **plain paper ticketing solution** replaces legacy magnetic stripe tickets with barcode-based tickets and uses a compact printer with fewer mechanical parts, reducing material use, maintenance and waste.

These initiatives support lower carbon emissions through reduced resource consumption, energy use and physical infrastructure and promotes emission reduction through our new offerings.



Sustainable travel and employee commuting

We have trialled electric vans but found infrastructure limiting currently. We also have an EV salary sacrifice scheme in place and exploring the option of cycle-to-work initiative.

As a hybrid company, we also encourage virtual meetings and the use of public forms of transport to reduce travel emissions where appropriate. We are exploring a Sustainable Travel Policy to formalise our approach.



Sustainability data management

We have enhanced emissions reporting and data accuracy year on year through steps such as centralising business travel data through Travel Perks and tracking primary activity data such as mileage and number of hotel nights used.

As our knowledge and tools evolve, we remain committed to continuous improvement leveraging insights to drive measurable progress toward sustainability.



Engaging with suppliers

Our UK supplier Engagement Form outlines our commitment to Net Zero and encourages sustainability alignment.

We aim to simplify reporting by reducing supplier numbers, particularly in waste and logistics. We also collect emissions data from logistics partners and is assessing reporting requirements for multi-tier suppliers. Updating supplier onboarding to prioritise emissions data is a key next step.

Proposed reduction initiatives

Scheidt & Bachmann UK Ltd is committed to embedding practices within its business to mitigate environmental impact. The following strategy outlines further decarbonisation interventions contributing to Scheidt & Bachmann UK Ltd.'s roadmap for achieving Net Zero across the entire value chain.

Specific reference is given to emissions hotspots and priority areas identified within the emissions inventory published above. Interventions include both short and long-term actions dedicated to the pursuit of the overarching Net Zero ambition.

1 Electrify fleet

We are trialing electric vehicles for field service while continuing to remove business policy barriers, including mileage restrictions on EV fleet decisions, to facilitate broader EV adoption across our operations. At the same time, we recognise that current range and infrastructure limitations present operational challenges for field service, so we will keep assessing EV suitability as the technology evolves and reassess opportunities to transition more of our fleet to electric. Our goal is to achieve a full transition to an electric fleet by 2030.

2 Improve energy efficiency in facilities

We will conduct a comprehensive energy audit to identify opportunities for improving building efficiency and action the findings to prioritise cost-effective measures that deliver both emissions reductions and financial savings. This strategic approach ensures that impact is maximised while making meaningful progress toward sustainability goals.

3 Introduce sustainable travel

Air travel is the predominant source of our travel emissions, and we will strive to reduce air travel by extending the use of public transport and prioritising rail wherever feasible. For long-distance air travel that is unavoidable, we will prioritise economy-class over premium and business classes. We will also promote the use of video conferencing and virtual collaboration tools as a default option to reduce the need for physical travel.

We will formalise these practices within the company's travel policy and provide clear guidance and incentives to promote sustainable travel behaviours and balance emissions reduction with business objectives.

4 Optimise Logistics and Distribution

We will look to reduce our logistics footprint by optimising our inbound and outbound distribution networks, focusing specifically on emissions intensive HGV and van transit. We will consolidate and reduce the frequency of shipments required through improved inventory management and predictive demand modelling, and further collaborate with our third-party logistics providers to maximise vehicle load factors and ensure peak operational efficiency.

We will also incorporate sustainable criteria into its procurement process and prioritise logistics partners utilising low carbon transportation such as electric vehicles.

5 Engage supply chain

We are committed to working with our suppliers to drive emissions reductions across the value chain. Our UK Supplier Engagement Form currently outlines our Net Zero commitment and encourages suppliers to align with similar goals. We will also review high-impact procurement categories and design targeted engagement approach for key suppliers to support in the adoption of Net Zero targets and action plans.

To strengthen our sustainable procurement approach, we will update onboarding requirements to make emissions commitments a critical factor in supplier selection and collaboration.

6

Broaden GHG footprint scope

As we iterate on our annual emissions assessment, we will also look to expand the coverage of the assessment to all Scope 3 categories relevant to our operations, particularly Purchased Goods and Services, Use and End-of-life Treatment of Sold Products. This is not only to meet future PPN requirement for full Scope 3 disclosure, but also to help us develop a better understanding of our value chain impact.

As a provider of smart mobility and digital infrastructure solutions, we recognise that our primary environmental footprint stems from upstream hardware manufacturing and cloud hosting services, as well as downstream product deployment and system operations. Moving forward, we will work with Ecologi to systematically collect and model activity data to accurately estimate our value chain emissions, building on our commitment to engineering energy-efficient systems, optimising digital operations, and identifying targeted actions to eliminate carbon hotspots across our value chain.

Our data sources

- AIB Residual Mix 2024
(<https://www.aib-net.org/facts/european-residual-mix/2024>)
- Anthesis & DEFRA 2025 (<https://www.anthesisgroup.com/insights/whitepaper-estimating-energy-consumption-ghg-emissions-for-remote-workers/>)
- DEFRA 2021 (<https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2021>)
- DEFRA 2024 (<https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2024>)
- DEFRA 2025 (<https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2025>)

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 and use 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, 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.

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

Signed on behalf of Scheidt & Bachmann UK Limited

Ken Cameron, Managing Director

DocuSigned by:

27A1F81E1E974B1...

Alan Grix, Managing Director

Signed by:

BBB44C4559BA44B...

Date: 25/06/2026



Ecologi

Thanks for your time.
We're here if you'd like to get in touch

emily.tradd@ecologi.com