CONTENTS

OUR ENVIRONMENTAL IMPACT

Our environmental footprint is determined by the amount of energy we consume. In our 2020 Materiality Analysis, energy consumption is considered the eighth most material topic.

We manage our environmental impact by:

- reducing our overall energy consumption;
- introducing energy-saving technology such as LED lighting with smart switching controls;
- decreasing fossil fuel consumed by our fleet;
- procuring more of the energy we consume in our parking facilities and offices from renewable energy sources.

We report greenhouse gas (GHG) emissions according to the GHG Protocol, on scope 1, 2 and 3.

Energy efficiency

Q-Park is a large consumer of electricity, both for lighting and operational equipment, as well as for charging electric cars. We have an energy-saving programme in place to implement measures for reducing energy consumption, demonstrating clear benefits – in financial terms as well as in our environmental impact.

For example, lighting is automatically dimmed to emergency levels and switch to brighter lighting when movement of cars or pedestrians is detected. We also take simple operational measures to decrease energy consumption by temporarily closing off parking decks in quiet periods.

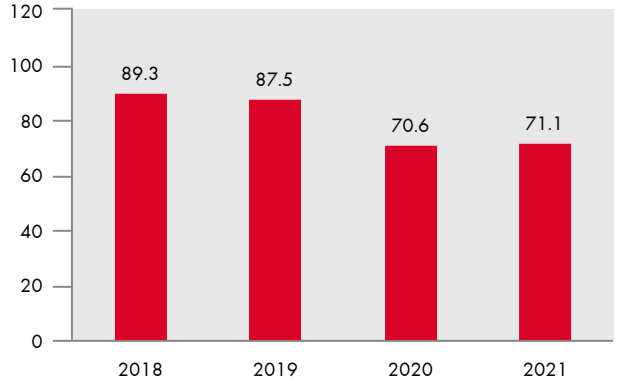
Energy dilemmas

As we provide more EV charging points in our parking facilities, more energy is consumed for EV charging which is simply added to the total energy consumed in our car parks. It is not currently possible for us to differentiate between the energy we provide for EV charging and the energy we consume for operating our parking facilities.

Results

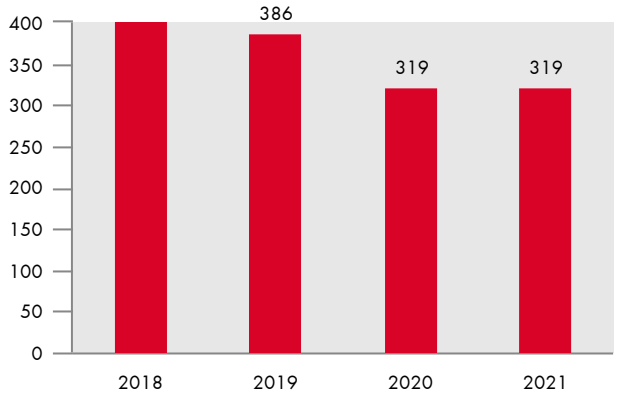
In 2021, the total amount of energy measured, in GWh, we consumed in our owned and long-leased parking facilities (O+LL PFs) increased very slightly by 0.75%. We should note here that both 2020 and 2021 were 'pandemic' years with unusually low levels of car park occupation. This does not reflect our usual pattern of energy consumption for normal operations.

Chart 23: Total GWh consumed by O+LL PFs



The following chart shows that the cumulative reduction in kWh per parking space in O+LL car parks since 2018 is 25%. The marked reduction from 2019 to 2020 is attributable to the LED transformation project.

Chart 24: kWh consumption per O+LL parking space



Emissions

Q-Park wants to contribute to lowering CO_2 emissions as this contributes to the general quality of life, and that in urban areas in particular.

There is, however, a dilemma regarding the CO_2 footprint. On the one hand we are working hard to reduce our kWh consumption through our LED programme and other energy-saving measures. On the other, the more our customers use our EV charging points, the more kWh are added to our consumption.

In 2021, we have collected data from a significant amount of EV charging points and collated this in a dashboard. This data suggests that electricity consumption per EV charging point is between 1,800 and 2,650 kWh per annum.

Knowing we have more than 2,000 EV charging points installed, we estimate that more than 4.5 GWh may have been consumed by EV charging points in 2021. This amounts to more than 6% of our total reported electricity consumption.

In 2022, we will expand and refine our data collection and dashboards so we can report more accurately.

Results

Our carbon footprint per parking space in owned and long-leased parking facilities (O+LL PFs) is slightly higher compared to 2020. Average kgCO_2 per parking space is 93 (2020: 91), an increase of 1.86%. This increase can be attributed to more EV charging points in our portfolio and fewer coronavirus measures in 2021 than in 2020, reflecting an increase in travel.

Since we started measuring our emissions in 2010, we have already achieved a 51% reduction.

The charts in this section show a continued downward trend in all emissions categories in 2021.

Chart 25: CO_2 emissions (tonnes) per type of structure

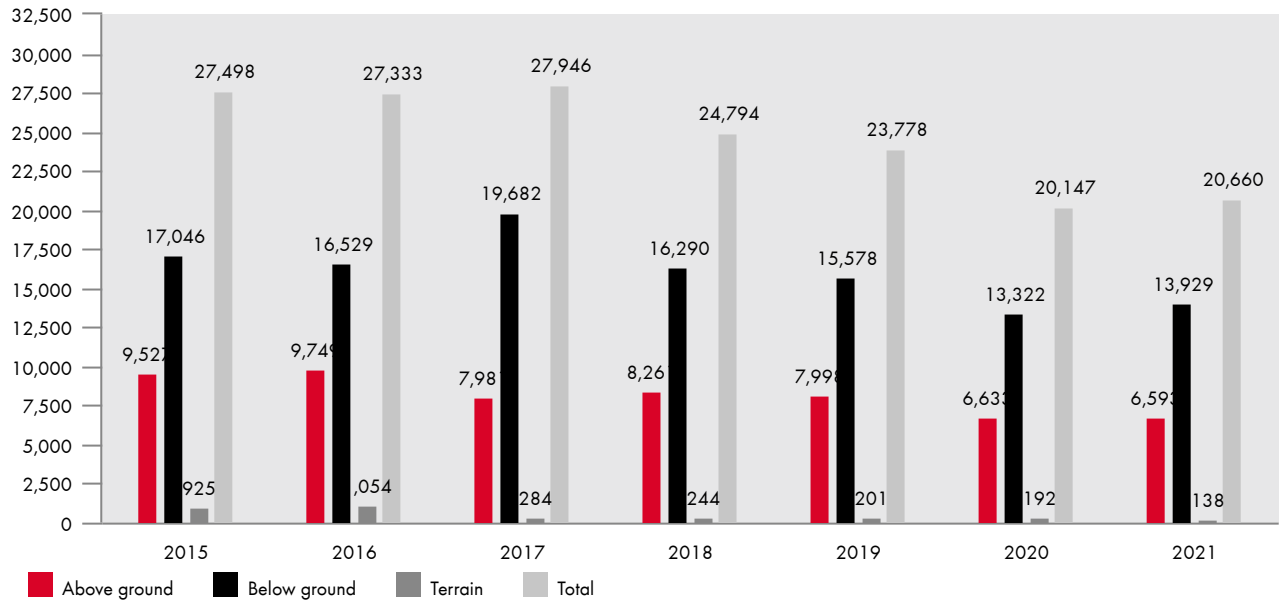
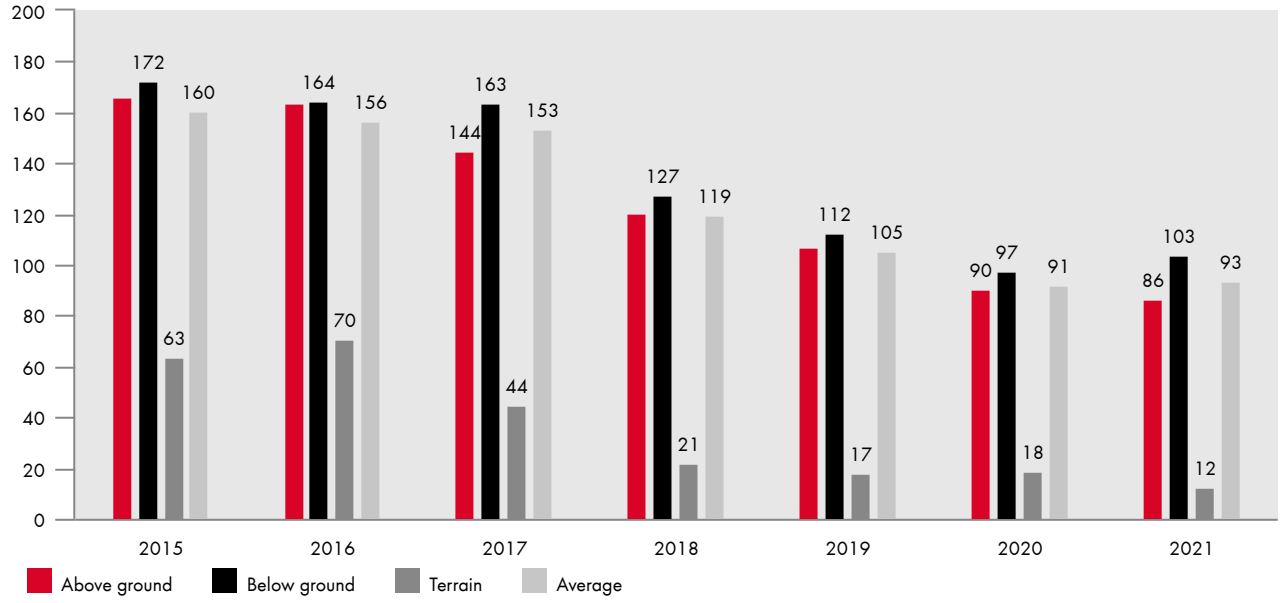


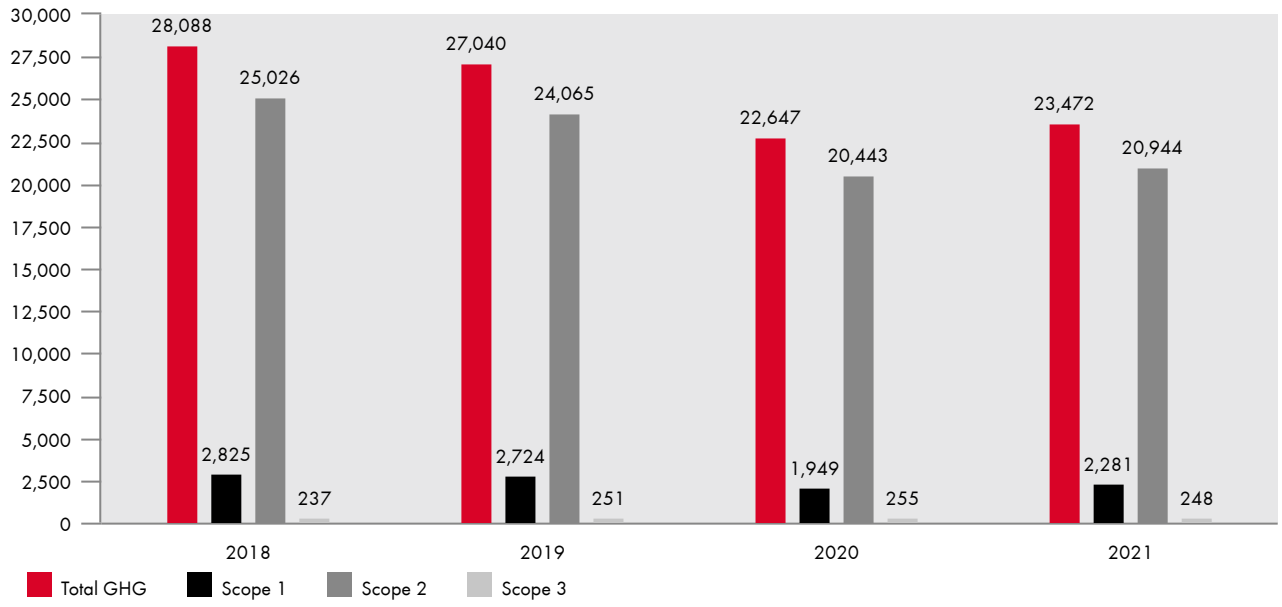
Chart 26: CO_2 emissions (kg) per parking space per type of structure



To calculate our total emissions and emissions per parking space, we collect detailed gas and electricity usage figures for a total of 518 O+LL PFs across all the countries in which we operate.

Using the DEFRA conversion factors, and extrapolating collected data to our total number of O+LL PFs, we derive to the emissions shown in the charts on this page.

Chart 27: Total greenhouse gas emissions (GHG) in tons CO_2



Car fleet

Our car fleet is slowly changing as we replace diesel cars at the end of their useful life span.

Results

In 2021 we retired another 20 diesel cars as their lease contracts expired. These vehicles were replaced with a mix of petrol, hybrid and all electric vehicles. Our fleet now consists of 24 PHEVs and 69 EVs.

Chart 28: Car fleet composition