

# ANNUAL CSR REPORT 2022

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**We  
Develop  
Quality**

**Urban liveability**



## Emissions

Q-Park wants to contribute to lowering CO<sub>2</sub> 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<sub>2</sub> 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 the total energy use.

In 2022, we made some improvements regarding how we calculate and publish our carbon footprint.

- I We use energy consumption from our measured Owned + Long-Leased (incl. concession contracts) parking facilities (O+LL PFs), and extrapolate to derive the total energy consumed by our entire O+LL PFs portfolio.
- I We measure energy use from our EV charging points and extrapolate to derive the total energy consumed by all our EV charging points.
- I We deduct the energy consumed by our EV charging points and their carbon footprint

respectively, as this impact belongs to our downstream value chain. This is now attributed to Scope 3.

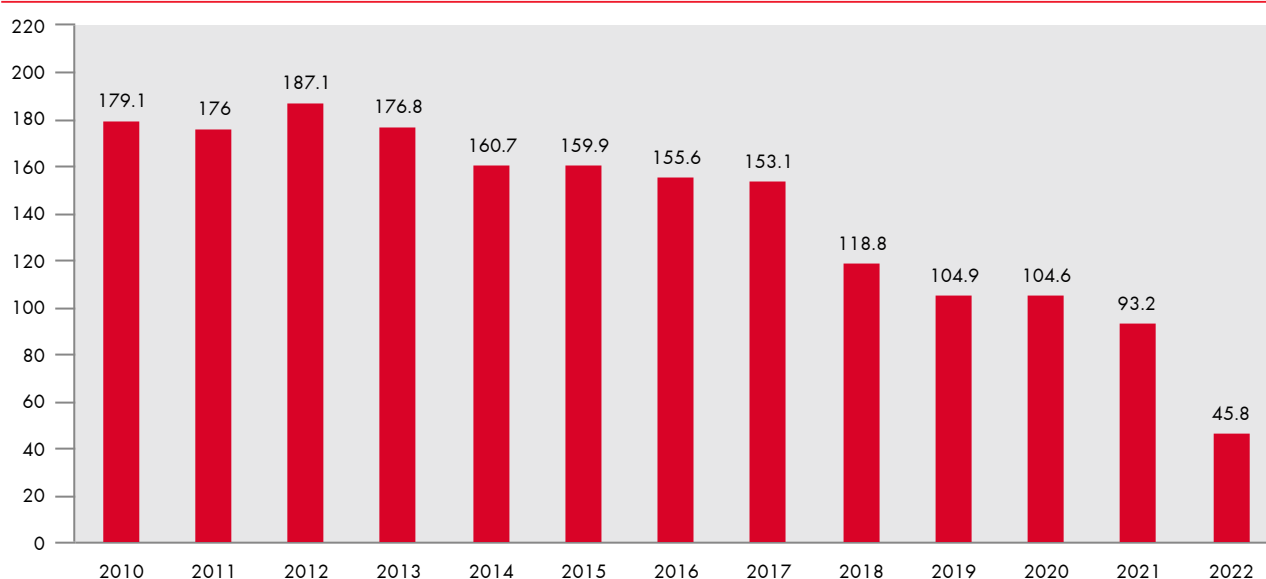
## Results

We are now using market-based emissions calculations. These reflect our initiatives to source green energy, as opposed to our previous location-based reporting which only considered grid averages. In 2022, we also expanded our green energy sourcing, for example with CO<sub>2</sub> certificates and our own green energy production from solar panels and wind turbines installed in our parking facilities.

This has considerably reduced our average carbon footprint per parking space in owned and long-leased parking facilities (O+LL PFs). The average kgCO<sub>2</sub> per parking space is now 45.8 (2021: 93.2), a considerable decrease amounting to 51%.

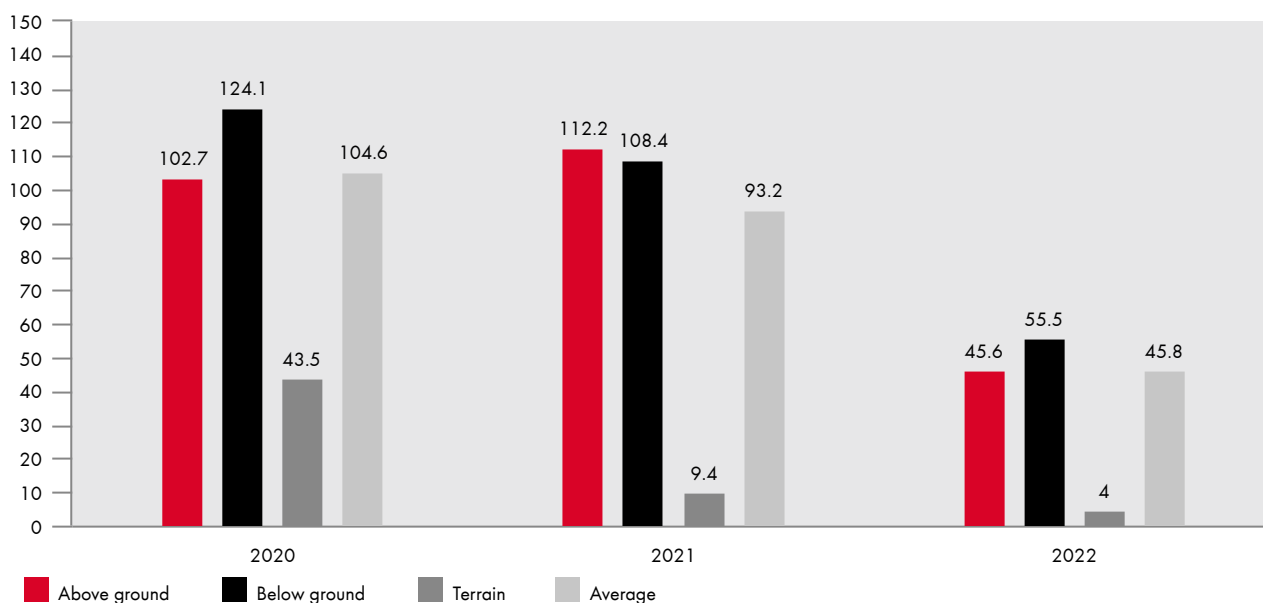
Since we started measuring our emissions in 2010, we have already achieved a 74% reduction in our carbon footprint. Please note that the energy consumption drop in 2018 is mainly attributable to our LED Programme.

Chart 19: Average CO<sub>2</sub> footprint (kg CO<sub>2</sub>) per parking space - market based



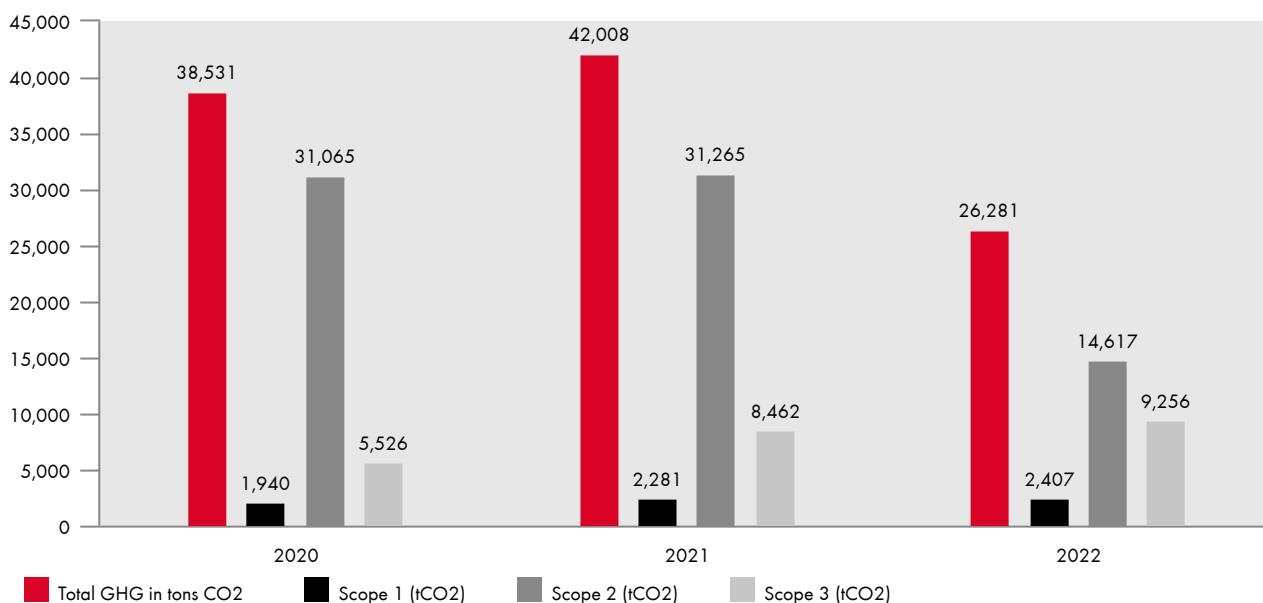
The following chart shows the breakdown of emissions per parking space per type of car park structure.

Chart 20: CO<sub>2</sub> footprint (kg CO<sub>2</sub>) per parking space per type of structure - market based



The following chart shows the breakdown of emissions in Scope 1, 2 and 3. Please note that we show market-based emissions calculations, we have recalculated the amounts for 2020 and 2021 accordingly.

Chart 21: Total greenhouse gas emissions (GHG) in tons CO<sub>2</sub> - market based



# OTHER INFORMATION

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## Changes in CSR reporting

### GRI 2021

We report in accordance with GRI 2021 and have included the GRI 2021 table in the Overviews section. In previous years we reported in accordance with GRI 2016.

### Energy consumption

We use energy consumption from our measured Owned + Long-Leased (incl. concession contracts) parking facilities (O+LL PFs), and extrapolate to derive the total energy consumed by our entire O+LL PFs portfolio. We have recalculated our energy consumption and GHG emissions for 2020, 2021 and 2022 accordingly.

### Emissions

#### Market-based emissions calculations

We use market-based emissions calculations. These reflect our initiatives to source green energy, as opposed to our previous location-based reporting which only considered grid averages.

#### Energy consumed by EV charging points

We deduct the energy consumed by our EV charging points and their carbon footprint respectively, as this impact belongs to our downstream value chain. This is now attributed to Scope 3.

#### Conversion factors

We use AIB total supplier mix factors instead of DEFRA factors for location-based kgCO<sub>2</sub>/kWh, for all countries in which we operate except for the UK. We use AIB 2021 factors for the years 2021 and 2022, and AIB 2020 factors for 2020 for the Netherlands, Germany, France, Belgium, Ireland and Denmark.

Rational for these conversion factor choices:

- I The AIB total supplier mix factors are preferred (by the GHG Guidance Scope 2) as they include the net physical energy imports/exports.
- I The AIB total supplier mix factors are very reliable for EU countries whereas DEFRA appears to be more reliable for the UK.

## Supply chain

Our parking services mainly consist of providing parking spaces in purpose-built parking facilities or in off-street car parks. This can be pay-on-exit parking behind barriers, or parking paid by means of Pay & Display parking tickets, or via a parking service app. We also offer customers the opportunity to pre-book a parking space.

As we don't produce goods but deliver a service, our supply chain mainly consists of PMS suppliers, real estate and operational maintenance suppliers. We also invest substantial amounts in ICT systems and business intelligence to prepare Q-Park for further digitisation and other developments. Most if not all suppliers are located in Western Europe.

## Governance, policies and codes

All static information regarding Q-Park governance, policies and codes can be found on our corporate website as this information does not depend on the reporting year.

 [Click here for our Corporate governance.](#)

 [Click here for our Integrity Policy.](#)

 [Click here for our CSR Code.](#)

### We value your feedback

We value your feedback on our Annual CSR Report 2022 as this will help us to further improve its quality. Should you have any questions or comments, please send them in an e-mail to [cmc@q-park.com](mailto:cmc@q-park.com).