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# CARBON REDUCTION PLAN

**APOLLO HEALTHCARE TECHNOLOGIES**

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**Apollo Healthcare Technologies is committed to achieving Net Zero emissions by 2045.**

**Net  
Zero**

# BASELINE EMISSIONS FOOTPRINT

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 formal strategies to reduce emissions. Baseline emissions are the reference point against which emissions reduction can be measured.



## Baseline Year: 2023

Emissions	Source	(tCO2e)
Scope 1	Space heating	0.00
Scope 1	Fuel	11.49
Scope 2	Electricity	0.00
Scope 3	Category 4 - Upstream transportation and distribution out to customers	1.29
	Category 5 - Waste generated in operations	0.83
	Category 6 - Business travel	4.40
	Category 7 - Employee commuting	8.73
	Category 8 - Upstream leased assets - building	4.68
<b>Total Emissions</b>	Overall total	<b>31.42</b>

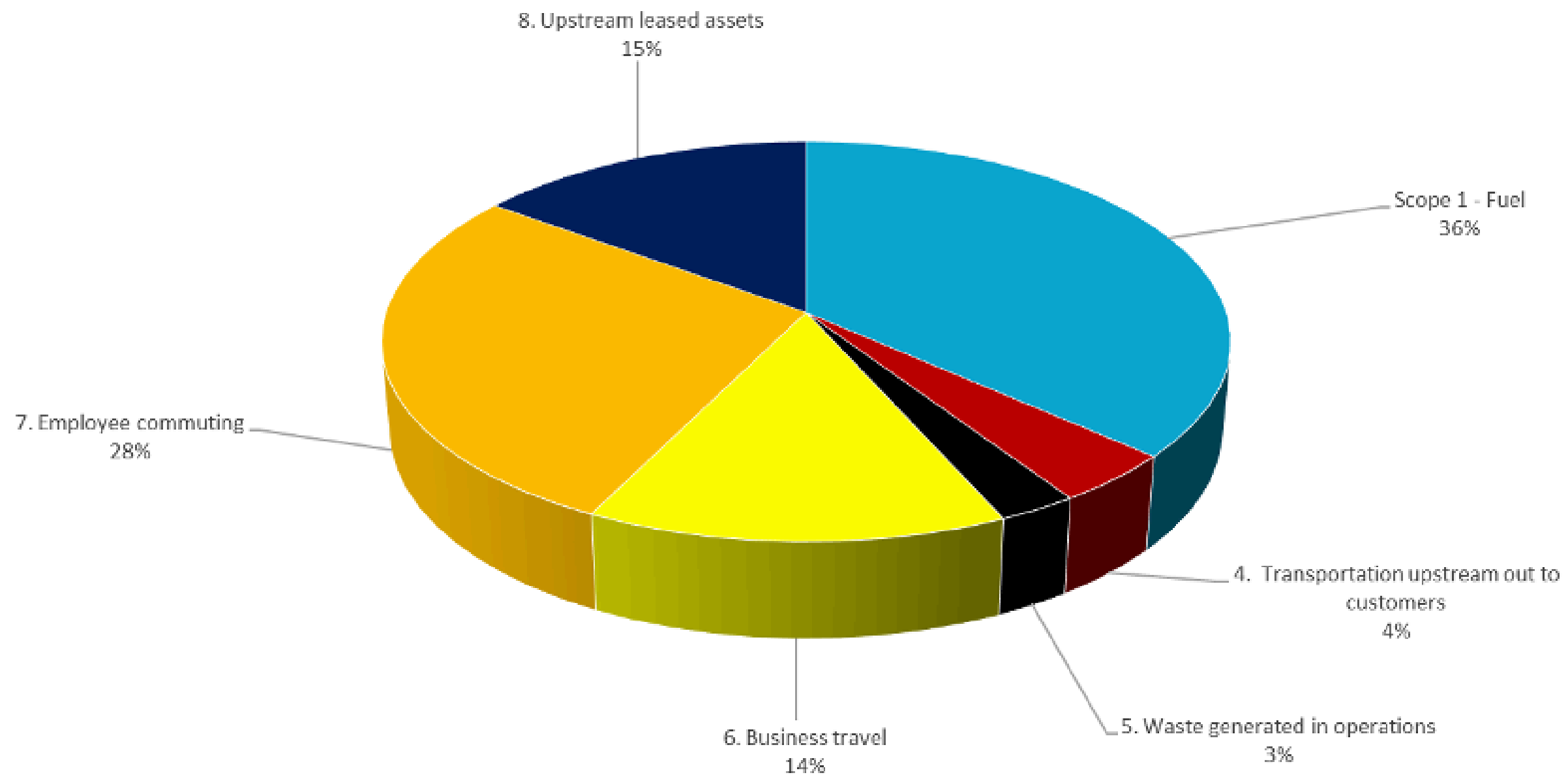
### Additional Details relating to the Baseline Emissions calculations

The figures in this report refer to emissions under Apollo Healthcare Technologies operational control. The conversion factors used are for location-based reporting. Part of this plan is to improve the scope and accuracy of data going forward. All data has been compiled with reference to and using data from: <https://ghgprotocol.org/corporate-standard> · <https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting> (2023 data set) The figures and information used in calculations have been provided as accurate to the best of our knowledge and as far as practicable we have assumed that figures are representative of our operations. We undertake a continual process of improving our data quality. In the case that we identify any material changes, we may recalculate the data in the future.

# EMISSIONS BREAKDOWN

As baseline

2023 emissions breakdown



# DATA ASSESSMENT I

Scope / Category	Relevance(materiality based)	Data quality (1 = certain,5 = uncertain)
Scope 1 - Space heating	Not applicable	-
Scope 1 - Company fuel	High -fleet fuel litres from fuel card supplier	1
Scope 1 - Fugitive emissions	Not applicable	-
Scope 2 - Electricity	Not applicable	-
1. Purchased goods and services	High - no data available*	-
2. Capital goods	Not applicable	-
3. Transmission and distribution (gas and electricity)	Not applicable	-
4. Upstream transportation and distribution	High - outbound data provided direct from supplier as carbon data by delivery. Upstream from supplier data not available*.	3
5. Waste generated in operations	Medium - supplier provided data	3
6. Business travel	High - from expense data and personal vehicle records	3



# DATA ASSESSMENT II

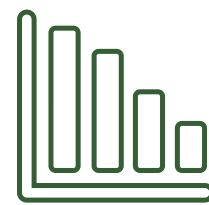
Scope / Category	Relevance(materiality based)	Data quality (1 = certain,5 = uncertain)
7. Employee commuting	High - from typical weekly commute sample, extrapolated for full year	4
8. Upstream leased assets	High - estimated from floor space leased	5
9. Downstream transportation and distribution	Low - no data available*	-
10. Processing of sold products	Not applicable	-
11. Use of sold products	Not applicable	-
12. End-of-life treatment of sold products	Low - no data available*	-
13. Downstream leased assets	Not applicable	-
14. Franchises	Not applicable	-
15. Investment	Not applicable	-

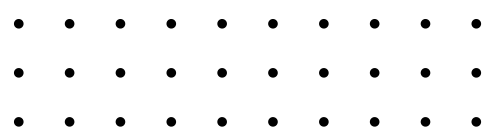
# DATA IMPROVEMENT PLAN

Our ambition is to:

- Scope 1/2 Capture and record meter and invoice data monthly.
- 3.1, 3.2, 3.4 Engage suppliers to encourage and support them to provide emissions data
- 3.7 Capture commuting data through time and attendance
- 3.8 Engage with landlord to improve accuracy of data – metering etc

Longer term we will work with customers to understand the emissions associated with end of life treatment of products.



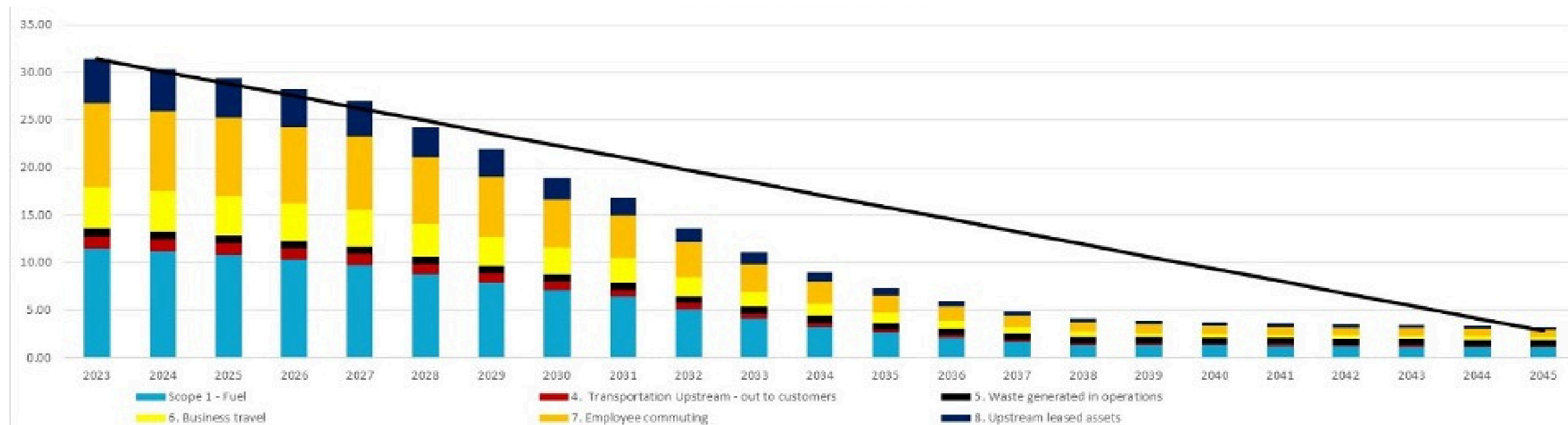


# EMISSIONS REDUCTION TARGETS

We project that carbon emissions will decrease to circa 18.9 tonnes by 2030. This is a reduction of 40% from our baseline year, on average a 5.7% year on year reduction.

\*\*These targets will be updated and recalculated as additional Scope 3 categories are added and data quality is improved (if changes create >5% variance in original calculations).

Our reduction path is plotted below.



As our footprint is dominated by vehicle fuel and employee commuting, we have assumed an acceleration in reductions from adoption of lower carbon vehicles and fuels from 2030 based on current legislation and manufacturer plans.

The plan assumes some unavoidable emissions will remain by 2045, and these will be offset via a verified method of atmospheric CO2 removal.

We anticipate this path will change significantly over time as our options are evaluated and technology changes.



# FUTURE CARBON REDUCTION INITIATIVES

1. Develop strategy and plan to reduce fleet emissions progressively, using best practicable available engines at time of fleet renewal.
2. Encourage and incentivise employees to transition to lower carbon vehicles upon replacement.
3. Engage supply chain to understand and where possible support their carbon reduction plan development and delivery – embodied energy, transportation and distribution.
4. Develop a green travel policy.

