

building a connected EV community

EZO Group*

Carbon Reduction Plan
October 2025



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*Ezo Group comprises EZO Charging Holdings Limited, Carcharger EV Ltd, EZO Charging Ltd & EZO Charging Limited (NI)

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This Carbon Reduction Plan has been independently produced by [Litmus Sustainability](#) Ltd.

Commitment to achieving Net Zero

EZO is committed to achieving Net Zero emissions by 2045.

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

Baseline year emissions: 2024 (1st January to 31st December)

Additional Details relating to the Baseline Emissions calculations

EZO's full emissions reporting began in the 2024 reporting year. We have reported Scope 1, 2 and 3 categories as required under the PPN 006 standard, in addition to other key Scope 3 categories including Purchased Goods and Services, Capital Goods and Fuel & Energy Related Activities.

Scope 1 and 2 emissions in our baseline year were generated via fuel and electricity consumed by company vehicles, in addition to gas and electricity usage at our head offices in Maynooth, Ireland.

Due to the nature of our business, Downstream Transport was excluded from our baseline year figures because the impact was estimated to be immaterial to overall emissions (<1%).

To better reflect our real-world environmental impact, we have used life cycle emission factors for Scope 3 activities wherever possible. Some Scope 3 emissions were calculated using spend-based data due to limited granular data in our baseline year. We are committed to continuous improvement of our emissions data, and recalculation of our base year will be implemented in future reporting periods if necessary to maintain an effective base year comparison.

Baseline year emissions: 2024 (1st January to 31st December)	
Emissions	Total (tCO2e)
Scope 1	115.39
Scope 2	87.91 (Location-based)
Scope 3 (Included Sources)	<p>582.50</p> <p>(1) Purchased Goods and Services: 315.33</p> <p>(2) Capital Goods: 15.54</p> <p>(3) Fuel and Energy related activities: 49.05</p> <p>(4) Upstream Transportation and Distribution: 2.27</p> <p>(5) Waste Generated in Operations: 0.41</p> <p>(6) Business Travel: 15.50</p> <p>(7) Staff Commuting: 184.90</p> <p>(9) Downstream Transportation and Distribution: 0.00*</p> <p>*A third-party screening analysis revealed this category of emissions was immaterial to our total carbon footprint so we have not measured further.</p>
Total Emissions	785.81

Current Emissions Reporting

Reporting year: 2024 (1st January to 31st December)	
Emissions	Total (tCO ₂ e)
Scope 1	115.39
Scope 2	87.91 (Location-based)
Scope 3 (Included Sources)	<p>582.50</p> <p>(1) Purchased Goods and Services: 315.33</p> <p>(2) Capital Goods: 15.54</p> <p>(3) Fuel and Energy related activities: 49.05</p> <p>(4) Upstream Transportation and Distribution: 2.27</p> <p>(5) Waste Generated in Operations: 0.41</p> <p>(6) Business Travel: 15.50</p> <p>(7) Staff Commuting: 184.90</p> <p>(9) Downstream Transportation and Distribution: 0.00*</p> <p>*A third-party screening analysis revealed this category of emissions was immaterial to our total carbon footprint so we have not measured further.</p>
Total Emissions	785.81

Emission Reduction Targets

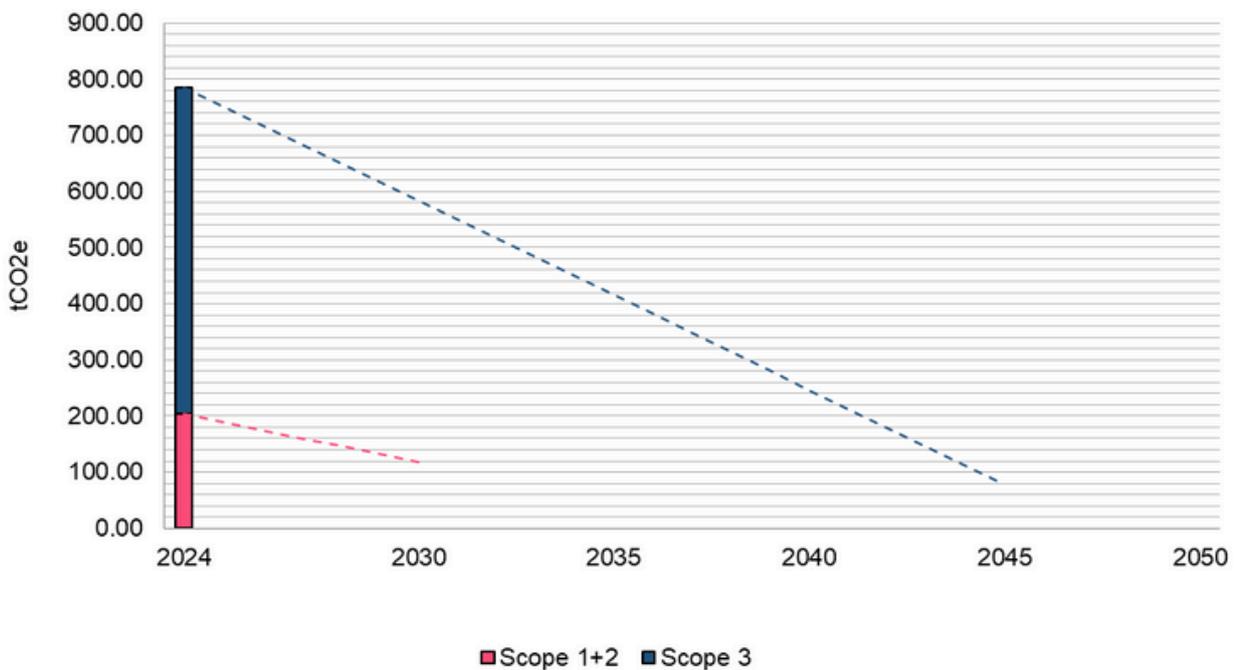
EZO is committed to a long-term target of achieving net zero by 2045.

In practice, this equates to a 90% absolute reduction in Scope 1, 2 and 3 emissions by 2045 from our 2024 baseline. The remaining 10% of emissions will be balanced by emissions removals to achieve net zero.

To ensure we make tangible, science-based and continuous progress towards our long-term target, we have also adopted the following carbon reduction target in line with international best practice recommended by the Science Based Targets initiative (SBTi):

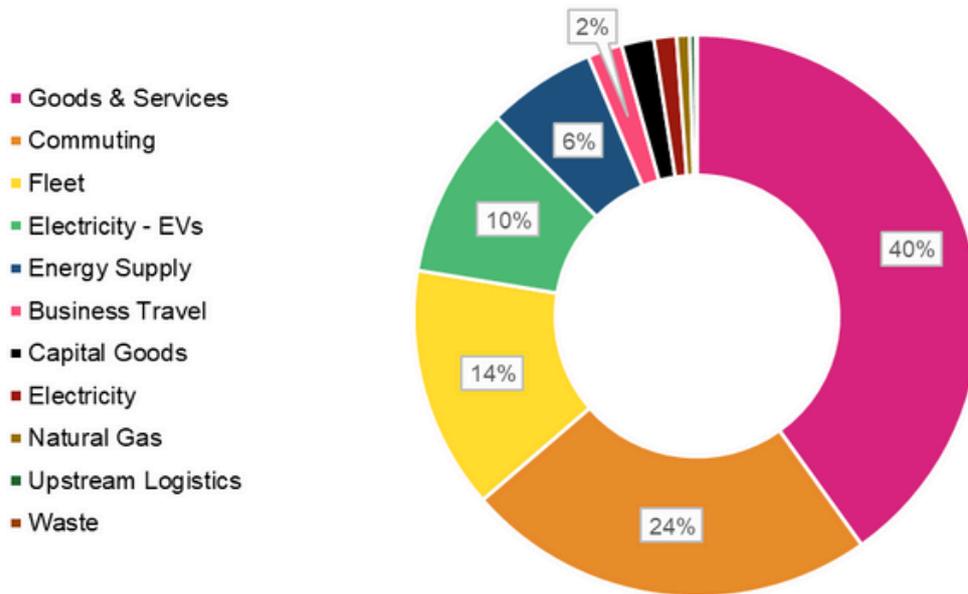
- 42% absolute reduction in Scope 1 and 2 emissions by 2030 from our 2024 base.

Our indicative absolute emissions reduction pathway is set out in the chart below. However, our rapid expansion to bring our expertise to the UK – driving a bold vision for smarter, more connected, fully electrified transport – means we will focus on intensity metrics in the near-term. Our intensity metrics will be introduced in an updated iteration of this report.



Carbon Reduction Projects

EZO is committed to taking action to bring down emissions in-line with our targets. A materiality analysis of our 2024 emissions shows that our impact in our baseline year was overwhelmingly caused by the carbon embodied in purchased goods, our staff commuting and our company fleet, as shown by the chart below:



Current & Completed Carbon Reduction Initiatives

The following environmental management measures and projects have been implemented prior to our baseline year and will remain in effect when performing contracts:

Environmental Management

EZO maintains an ISO 14001 accredited Environmental Management System. This ensures a structured approach to continuous environmental improvement, underpinned by the Plan-Do-Check-Act methodology. The system embeds sustainability across our operations and facilitates the sharing of best practice with stakeholders.

As part of our commitment to continuous improvement, we will invest in clean energy and continuously evolve our practices to minimise emissions at every stage of our work.

Electric Cars

EZO operates a 100% battery electric car fleet, in line with our mission to build a fully electrified mobility ecosystem. In 2024, our staff travelled over 1.6 million km in our EVs, delivering an estimated saving of more than 250 tCO₂e when compared to equivalent petrol vehicles.

Future Projects

We are committed to further carbon reductions through the following planned measures:

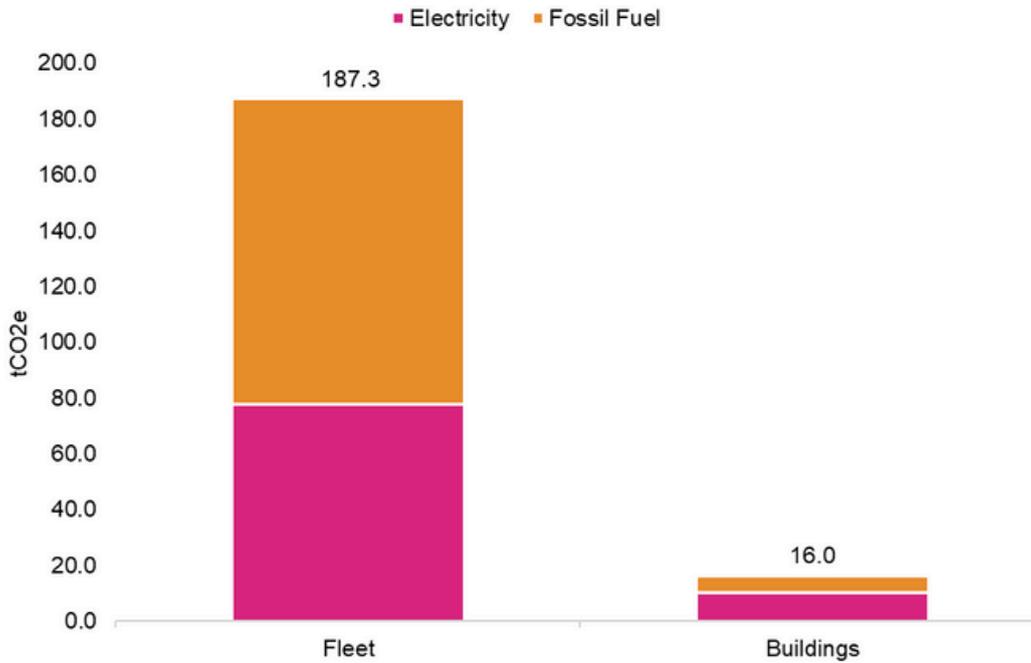
Electric Vans

EZO retains a small number of diesel vans as part of our day-to-day operations. In 2024, these vehicles accounted for approximately 400,000 km travelled, which generated 109.53 tCO₂e. This is around 30 tCO₂e more than the entire impact of our EV cars, which travelled four times the distance.

We are actively reviewing market options and plan to replace vans with electric alternatives as soon as technically and commercially viable. Based on 2024 figures, transitioning to a fully electric van fleet has the potential to deliver a carbon saving of approximately 70 tCO₂e which, along with the ongoing transition to a net zero electricity grid over the coming years, would deliver the majority of the reduction required to stay aligned to our near-term 2030 target.

Energy Efficiency

Although carbon emissions from energy use at our Ireland HQ were significantly lower than our fleet in 2024, we are conscious of the impact of the electricity and gas we consume on-site and are committed to reducing this via potential solutions including staff training, energy efficiency improvements and investing in clean energy.



Sustainable Commuting

EZO staff commuted a total of 900,000 km to work in 2024, the vast majority of which was completed by car. We plan to explore measures to encourage modal shift towards lower carbon travel.

Supplier Engagement

The embedded carbon in the goods and services we purchased in 2024 was responsible for two-fifths of EZO's measured carbon footprint, based on spend. We are engaging with key suppliers to gather more detailed emissions data for high-impact categories, which will inform our sustainable procurement priorities going forward.

Data Improvement

EZO's baseline footprint was partly calculated using a spend-based methodology due to limited data availability. To increase accuracy and comparability, we will progressively transition to more accurate volumetric calculations going forward, particularly for Business Travel and Purchased Goods and Services. We will also look to increase our Scope 3 coverage under the GHG Protocol to additional categories where relevant.

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GHG Protocol Reporting Boundary	Reason for Inclusion/Exclusion in 2024
Stationary Combustion (1.1)	Included
Mobile Combustion (1.2)	Included
Process Emissions (1.3)	Excluded: Not applicable to current operations
Fugitive Emissions (1.4)	Excluded: Refrigerant leakage estimated to be immaterial
Electricity (2.1)	Included
Purchased Goods and Services (3.1)	Included (spend-based)
Capital Goods (3.2)	Included (spend-based)
Fuel and Energy Related Activities (3.3)	Included
Upstream Transport and Distribution (3.4)	Included (spend-based)
Waste Generation (3.5)	Included
Business Travel (3.6)	Included (spend-based)
Staff Commuting (3.7)	Included
Upstream Leased Assets (3.8)	Excluded: not applicable to current operations
Downstream Transport and Distribution (3.9)	Excluded: not applicable to current operations
Processing of Sold Products (3.10)	Excluded: not applicable to current operations
Use of Sold Products (3.11)	Excluded: Deemed material but no information available
End-of-life of Sold Products (3.12)	Excluded: Influence on the emission source too limited
Downstream Leased Assets (3.13)	Excluded: not applicable to current operations
Franchises (3.14)	Excluded: not applicable to current operations
Investments (3.15)	Excluded: not applicable to current operations

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 uses 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***.

* <https://ghgprotocol.org/corporate-standard>

** <https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>

*** <https://ghgprotocol.org/standards/scope-3-standard>

Signed on behalf of the organisation

Signature: Oliver Chatten

Name & Position: Oliver Chatten, CEO

Date: 22 October 2025