

INRIX UK Ltd

The title 'CARBON REDUCTION PLAN' is written in a large, bold, dark blue, sans-serif font. To the left of the text is a vertical pink line. The background is a blurred image of a person's hands using a computer mouse and keyboard on a desk.

CARBON REDUCTION PLAN

May 2025

Supplier name: INRIX UK Ltd
Publication date: 22rd May 2025

This Carbon Reduction Plan has been independently produced by Litmus Sustainability Ltd.

Commitment to achieving Net Zero

INRIX UK Ltd is committed to achieving Net Zero emissions by 2050.

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.

INRIX UK Ltd's emissions reporting began in the 2024 reporting year. We have reported against Scope 1, 2 and the mandatory five Scope 3 categories under the PPN 06/21 Standard. In addition, we have also voluntarily reported our emissions for Purchased Goods & Services (Scope 3). We have used the operational control reporting method.

Scope 1 incorporates estimated refrigerant gas emissions from air conditioning in our offices only, as we had no company vehicle or gas heating in the reporting year.

As a service-based business, we do not purchase products to any significant quantity, meaning Upstream Transportation and Distribution emissions are immaterial to our overall operations, and Downstream Transportation and Distribution is not applicable.

To better reflect our real-world environmental impact, we have voluntarily reported estimated homeworking emissions in the Commuting category of Scope 3 and included radiative forcing effects for air travel emissions.

Emissions	Total (tCO ₂ e)
Scope 1	0.03
Scope 2	35.19 (Location-based)

Scope 3 (Included Sources)	310.06 (1) Purchased Goods and Services: 127.65 (3) Energy Supply: 11.59 (4) Upstream Transportation and Distribution: <0.1* (5) Waste Generated in Operations: 1.41 (6) Business Travel: 10.16 (7) Staff Commuting: 159.25** (9) Downstream Transportation and Distribution: 0.00 <small>*A third-party screening analysis revealed these categories of emissions are immaterial to our total carbon footprint so we have not measured to further detail. **Employee commuting also captures homeworking emissions.</small>
Total Emissions	345.28
Emissions Intensity (tCO ₂ e / employee)	4.86

Current Emissions Reporting

Reporting year: 2024 (1st January to 31st December)	
Emissions	Total (tCO ₂ e)
Scope 1	0.03
Scope 2	35.19 (Location-based)
Scope 3 (Included Sources)	310.06 (1) Purchased Goods and Services: 127.65 (3) Energy Supply: 11.59 (4) Upstream Transportation and Distribution: <0.1* (5) Waste Generated in Operations: 1.41 (6) Business Travel: 10.16 (7) Staff Commuting: 159.25** (9) Downstream Transportation and Distribution: 0.00 <small>*A third-party screening analysis revealed these categories of emissions are immaterial to our total carbon footprint so we have not measured to further detail. **Employee commuting also captures homeworking emissions.</small>
Total Emissions	345.28
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Emission Reduction Targets

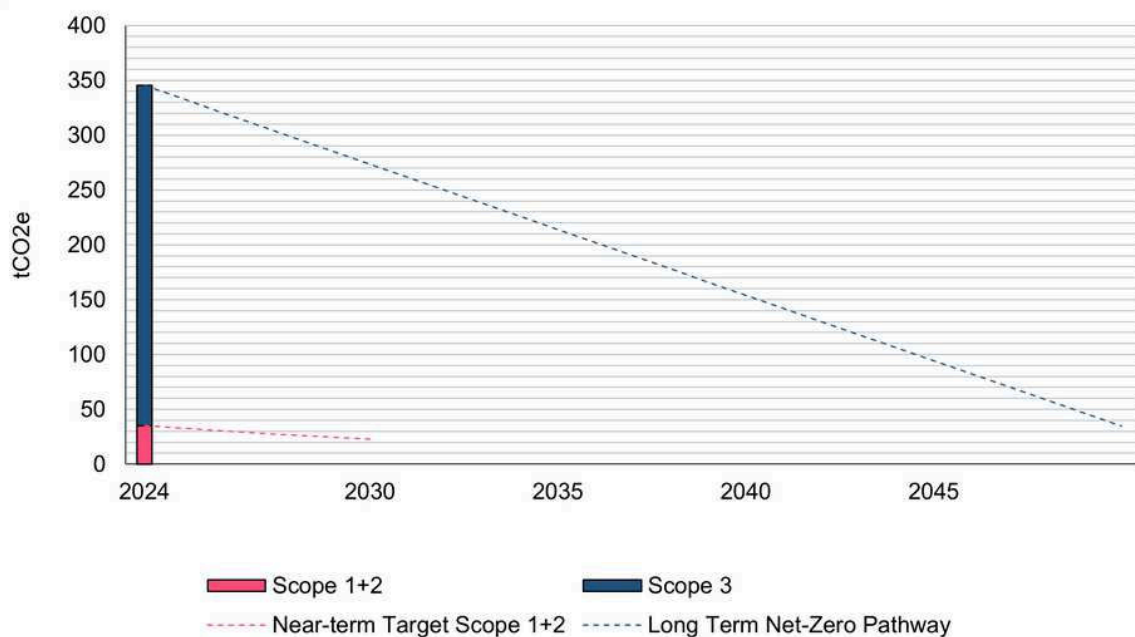
INRIX UK Ltd has committed to a long-term target of achieving net zero by 2050.

In practice, this equates to a 90% absolute reduction in Scope 1, 2 and 3 emissions by 2050 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 a near-term target in line with the recommendations of the Science-based Targets Initiative:

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

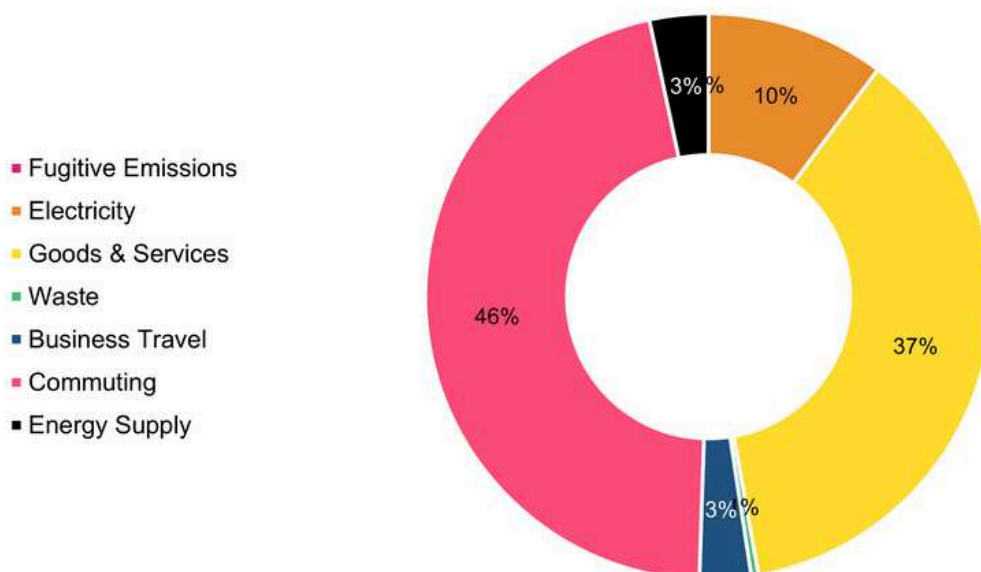
Our annual emissions reduction targets are set out in the chart below.



Our targets commit us to a decrease in Scope 1+2 emissions over the next five years to 22.7 tCO2e.

Carbon Reduction Projects

INRIX UK Ltd is committed to taking action to bring down our emissions in-line with our near-term and long-term targets. A materiality analysis of our 2024 emissions shows that our impact is overwhelmingly caused by the purchasing of our goods and services, alongside our employee commuting, as shown by the chart below:



Completed Carbon Reduction Initiatives

Environmental Policy and Commitments

During the reporting period, we developed and published our first Environmental Policy which outlines our commitment to environmental sustainability and to embedding best practices across our operations. As a data-driven organisation, we recognise the critical role of robust, empirical measurement in identifying high-impact opportunities for emissions reduction and in supporting transparent, evidence-based decision-making.

The completion and publication of this Carbon Reduction Plan marks a foundational step in our climate strategy. It serves as both a baseline reference point and a public commitment to continuously improving our environmental performance in alignment with international GHG accounting standards.

Completed Carbon Reduction Initiatives

In the future we hope to implement further measures such as:

Data Quality Improvement

Our current emissions for Purchased Goods and Services have been calculated using environmentally extended input-output (EEIO) emissions factors aligned with financial SIC codes. While this method provides a valid macro-level estimate, it does not capture sub-category variations in emissions intensity.

We are undertaking a disaggregation of these codes into more granular activity-level data to improve specificity and refine our mitigation planning. This approach has already been applied to Business Travel, a materially significant category, and will be expanded to other relevant activities to improve inventory accuracy and relevance.

Air Travel

Air travel currently accounts for 9.41 tCO₂e, representing approximately 3% of our total annual emissions. Recognising the high emissions intensity of aviation, we are exploring targeted mitigation actions.

Current measures include a default policy of economy class travel. We continue to review sustainability elements within our existing travel policy, which will include guidance on modal shift, virtual collaboration alternatives, and route optimisation to further reduce emissions intensity.

Electricity

Our electricity consumption results in 35.2 tCO₂e, or 10% of our total emissions. As both sites are leased, we plan to engage with our landlords to investigate the feasibility of energy efficiency audits, aimed at identifying and implementing operational improvements.

In parallel, we are assessing the feasibility of transitioning to 100% renewable energy tariffs, which would reduce our market-based Scope 2 emissions to zero, subject to availability and contractual arrangements.

Commuting

Our current commuting profile includes over 210,000 miles travelled via public transportation, which avoids approximately 17 tCO₂e per year, and an additional 2,000 miles cycled, avoiding 0.7 tCO₂e.

Our next step involves conducting a granular modal analysis of commuting behaviors to identify tailored interventions, such as shifting or alternative modes of travel and supporting active travel methods. We are also evaluating the viability of an Electric Vehicle (EV) Salary Sacrifice scheme, which, if broadly adopted, could enable up to a 71% reduction in our commuting-related emissions.

Declaration and sign off

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 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>

This Carbon Reduction Plan has been signed and approved on behalf of the board of directors (or equivalent management body).

Signed on behalf of the organisation

Signature:



Kristin Lindsay, General Counsel

Name & Position:

05/22/2025

Date: