AMBULNZ

CARBON FOOTPRINT REPORT

FULL ASSESSMENT 2023

Prepared By

Eco Sourcing Hub

REDUCE COSTS, EMISSIONS & RISKS

www.communityambulance.co.uk

General Information

Ambulnz UK is committed to connecting local communities to their healthcare economies, delivering healthcare equality through sustainability.

At Ambulnz UK Ltd, we are part of the global healthcare group under Ambulnz by DocGo, recognised as leaders in ambulance transportation services. We offer a comprehensive range of medical transportation and telehealth services across the United States and the United Kingdom. Since our inception in 2016, we have focused on leveraging advanced technology to enhance patient care and operational efficiency.

General Information

In the UK, we provide both emergency and non-emergency medical services, known for our strong focus on community engagement and delivering high-quality care. We operate a diverse fleet of vehicles equipped to manage various medical situations, from basic patient transfers to more complex needs. Our compassionate approach ensures patients receive the necessary support during transport. We are committed to maintaining high standards of service and safety, which is integral to our operations.

We also specialise in providing medical support for events and film productions, offering on-site medical care and emergency response tailored to each event's specific needs. Our expertise ensures that we can handle a wide range of medical situations, allowing events to proceed smoothly and safely. Our team is trained to manage large crowds and provide immediate medical assistance, making us a trusted partner for event organisers.

General Information

Our commitment to sustainability includes the use of eco-friendly vehicles and fostering a company culture that emphasises care and innovation. We strive to create a supportive work environment for all our colleagues.

We are dedicated to expanding our services while minimising our carbon footprint, by the use of advanced technology that not only improves service delivery but also helps reduce unnecessary travel and emissions. We are committed to integrating green practices into our operations, reflecting our mission to enhance healthcare services sustainably.

This report aims to document the greenhouse gas emissions inventory for Ambulnz UK Ltd, ensuring consistency, comparability, and completeness in our accounting processes. It is designed for all stakeholders interested in our greenhouse gas emissions inventory and the associated reporting framework and explanations.

This report covers the footprint of the entire UK group , with all the three subsidiaries.

- Ambulnz Community Partners Limited (ACP)
- Community Ambulance Service Limited (CAS)
- Location Medical Services Limited (LMS)

This report has been prepared in accordance with the Greenhouse Gas Protocol reporting standards, specifically the Corporate Accounting and Reporting Standard (2004) and the Corporate Value Chain Accounting and Reporting Standard (2011). We have made every effort to use primary data wherever possible, particularly concerning major emissions sources. In cases where primary data is unavailable, we have employed a consistent and conservative approach to calculations.

The reporting period covered in this document is 01/01/2023 to 31/12/2023. Next iteration of this footprint is expected to be of the same length, starting from the first day following this reporting period. Any deviation from this will be mentioned in communication at the time of publication.

This report does not include specific targets or details on greenhouse gas removals.
Additional details on the activities of Ambulnz UK Limited can be found on the company website.

Organisational Boundaries

The organisational boundaries were drawn using the consolidation based on operational control approach. This approach considers all emissions that the organisation has operational control over, but not necessarily financial control.

The company operate through multiple sites:

- Stratford
- Milton Keynes
- Audenshaw
- Waterloo
- Watford
- Carlisle
- Calderdale Hospital
- Cramlington
- Horton General Hospital
- Preston
- Reading
- Rotherham
- Warrington
- Swansea
- Wembley
- Harrow
- Royal Marsden - Sutton
- Royal Marsden - Fullham
- Imperial - Charing Cross
- Imperial - Hammersmith
- Imperial - St Marys
- Shepperton Studios

The chosen consolidation approach applies to all units and subunits.

Reporting Boundaries

In this report 14 different sources of carbon emissions are considered, grouped in 4 blocks:

Direct

Direct emissions from operations that are owned or controlled by the reporting company

- Stationary Combustion - Emissions resulting from combustion of fuels in stationary sources.
- Mobile Combustion - Emissions resulting from the combustion of fuels in company owned/controlled mobile combustion sources.
- Process Emissions - Emissions resulting from the release of greenhouse gasses in production processes.
- Fugitive Emissions - Emissions resulting from the leakage of refrigerants or the direct release of greenhouse gasses.

Electricity

- Indirect emissions from the generation of purchased electricity, steam, heating, or cooling consumed by the reporting company.
- Electricity - Emissions resulting from the generation of electricity, purchased by the company.

This includes all relevant sources of greenhouse gas emissions. These were selected based on their relevance to the organisation's operations and/or their relative size in the total footprint.

Reporting Boundaries

In this report 14 different sources of carbon emissions are considered, grouped in 4 blocks:

Upstream

Indirect emissions that occur in the value chain related to purchased goods & services.

- Goods & Services - Embedded emissions in purchased goods and services.
- Capital Goods - Embedded emissions in capital goods like buildings, cars, ICT and machinery.
- Energy Supply - Embedded emissions in the purchase of fuels and energy in other activity categories.
- Transport Upstream - Emissions related to the transport of goods upstream of the production process or any transport purchased by the company.
- Waste - Emissions related to the disposal and processing of waste generated in operations.
- Business Travel - Emissions related to transportation of employees for business-related activities.
- Commuting - Emissions related to commutes of employees in vehicles not under control of the company.

Downstream

Indirect emissions that occur in the value chain related to sold goods & services

- Transport Downstream - Emissions related to the transport of goods downstream of the production process not paid for by the company.
- Investments - Emissions related to the operation of investments.

Excluded Emission Categories

The following emission categories are excluded from this report, as they are identified as not applicable or insignificant for the current reporting objectives:

- **Upstream Leased Assets:** Emissions from leased assets are reported under either Scope 1 or 2.
- **Processing Of Sold Products:** The company sell no products.
- **Use Of Sold Products & End of Life of Sold Products:** The company sell services only.
- **Downstream Leased Assets:** The company does not lease out any assets.
- **Franchises:** The company does not operate under a franchising model.

Quantified GHG inventory

In the reporting period **Y-2023** the total emissions for the reporting organisation add up to **3,018 tCO2e**.
The greenhouse gas emissions are expressed as tonnes of CO2-equivalent.

Methodologies for the Collection and Quantification of Data

The emissions summary reflects the consolidation of emissions data according to the Greenhouse Gas Protocol reporting standards. These being the Corporate Accounting and Reporting Standard (2004) and the Corporate Value Chain Accounting and Reporting Standard (2011).

Carbon offsets are not reported in this report, nor have they been subtracted from the total.

Reported GHG and GWP

The following greenhouse gases are included in the analysis: carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), sulphur hexafluoride (SF6), nitrogen trifluoride (NF3), hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs).

Emissions from these greenhouse gases are expressed in CO2-equivalent (CO2e) based on their global warming potential over a time horizon of 100 years (GWP100). The Greenhouse Warming Potential (GWP) values are based on the Intergovernmental Panel on Climate Change (IPCC) Fourth, Fifth or Sixth Assessment Report (AR4, AR5 or AR6), in accordance with the methodological choices of the emission factor publishers used in this report.

The emission factors for aviation were extended to include the additional effects of radiative forcing through the emission of gases and aerosols and changing cloud abundance. For this a central estimate for a multiplier to the GWP100 figure is used. This estimate tries to reflect the additional effect based on the best available scientific evidence, while being consistent with UNFCCC reporting convention. The total emissions in this report include electricity emissions using the market-based method. Travel emissions in this report include the effects of radiative forcing for aviation.

Approach to Emission Factors

For each activity the most relevant and localised emission factor possible has been selected, at the discretion of the reporter. Apart from locality and relevancy, other considerations were the availability of emission factors and consistency in the selection of emission factor publications throughout the document.

A full list of emission factor publications used in this report can be found in the table below:

Publisher	Publication Version	Publication Date	URL
Exiobase	3.8.2	21/10/2021	link
UK.gov	v2023 1.0	15/05/2023	link
Association of Issuing Bodies	2022 v1.0	26/05/2023	link

Each emission factor used in the calculation has an assigned validity period overlapping or partially overlapping with the application period of the reported activity. The validity period of emission factors is determined by its publication document[1].

Approach to base year reporting

The reporting period Y-2023 is the first GHG reporting period for **Ambulnz UK ltd** and counts as the base year for the current and future reporting cycles.

Uncertainty Assessment

For this report a qualitative assessment of uncertainty has been applied. Seen that the effectiveness of a quantitative assessment would be limited due to a general lack of accurate uncertainty data. The applicability of these quantitative assessments will be reviewed in each subsequent reporting period.

In assessing the uncertainty associated with our carbon footprint calculations, we considered various activity groups, each contributing differently to the overall emissions profile. The uncertainty values are presented with a 95% confidence interval, indicating the potential variability in our emissions estimates.

[1] In case the application period of the activity overlaps with the validity period of more than one emission factor, the median data of the activity period is used to determine which factor to use. (example if an activity stretches from August 2021 to July 2022, the median date is 29/01/2022)

1 **Stationary Combustion** contributed a minor 2.2% to the total emissions, with a relatively low uncertainty range of -3% to +3%.

2 **Mobile Combustion** was a significant contributor, accounting for 37.3% of total emissions, and exhibited a slightly broader uncertainty range of -4% to +4%.

3 **Process Emissions and Fugitive Emissions** had the highest uncertainty ranges, between -29% to +41% and -30% to +42%, respectively, reflecting the challenges in accurately estimating these emissions sources. Despite this, their contributions to the total emissions were relatively small, at 2.4% and 0.1%, respectively.

4 The categories of **Transport Upstream** (0.7%), **Waste** (0.4%), and **Business Travel** (2.7%) had moderate to high uncertainty ranges of -12% to +13%, -10% to +11%, and -22% to +28%, respectively. These reflect the inherent challenges in tracking and accurately estimating emissions from these activities.

5 **Electricity usage**, accounting for 5.8% of the total emissions, showed an uncertainty range of -8% to +8%, indicating moderate variability in the data.

6 **The Goods & Services category**, which was the second-largest contributor at 25.7%, had an uncertainty range of -19% to +23%, highlighting the complexity of accurately capturing emissions in this area.

7 **Energy Supply** and **Commuting** contributed 11.9% and 11.0% to the total emissions, with uncertainty ranges of -4% to +4% and -13% to +15%, respectively. These categories show moderate uncertainty, reflecting the variability in energy consumption and commuting patterns.

Overall, the total greenhouse gas emissions were estimated to be 3,018 tCO_2e, with an overall uncertainty of -6% to +6%. This comprehensive uncertainty assessment underscores the variability and challenges in accurately quantifying emissions across different activities, highlighting areas for potential improvement in data accuracy and reporting.

Review, Internal Audit and Improvement

This emission inventory for reporting period has been compiled with highest attention for completeness and correctness.

Activity Group	Emissions (tCO_2e)	Uncertainty	Share of total emissions
Stationary Combustion	64.95	-3% to +3%	2.2%
Mobile Combustion	1,127	-4% to +4%	37.3%
Process Emissions	71.65	-29% to +41%	2.4%
Fugitive Emissions	0.84	-30% to +42%	0.0%
Electricity	176.46	-8% to +8%	5.8%
Goods & Services	775.94	-19% to +23%	25.7%
Energy Supply	357.76	-4% to +4%	11.9%
Transport Upstream	19.62	-12% to +13%	0.7%
Waste	12.29	-10% to +11%	0.4%
Business Travel	80.01	-22% to +28%	2.7%
Commuting	331.83	-13% to +15%	11.0%
Total GHG emissions	3,018	-6% to +6%	100.0%

2023 Carbon Emissions:

GREENHOUSE GAS PROTOCOL

Ambulnz UK Ltd's total carbon emissions of 3,018.17 tCO2eq are categorised into Scopes 1, 2, and 3, with each scope providing insight into different emission sources. Here's a detailed analysis of each scope, highlighting the percentage contribution and the role of each subsidiary.

Scope 1 Emissions

Scope 1 emissions, totalling 1,264.26 tCO2e, account for 41.9% of the company's total emissions. This scope includes direct emissions from sources owned or controlled by the company:

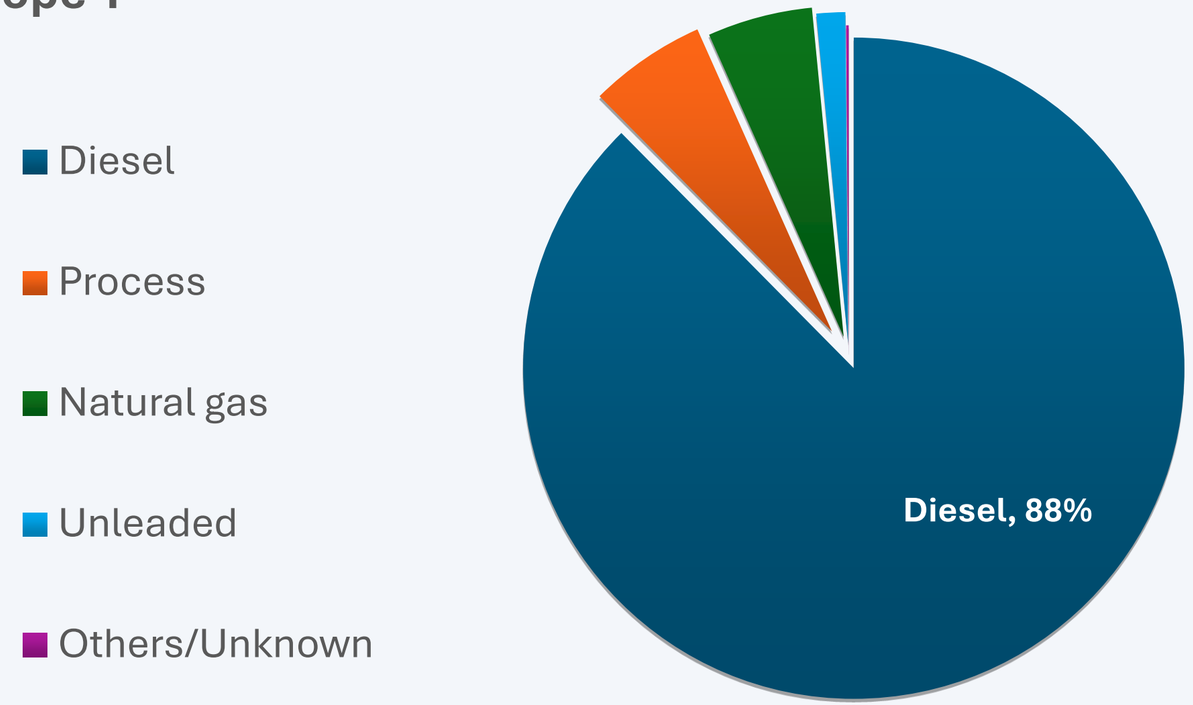
- Mobile Combustion: 1,126.81 tCO2eq (89.1%)
- Process Emissions: 71.65 tCO2eq (5.7%)
- Stationary Combustion: 64.95 tCO2eq (5.1%)

The analysis reveals that diesel is the predominant contributor in scope 1, accounting for 1107.42 tonnes of CO2e, which represents a substantial 87.59% of the total emissions.

Overall, the data underscores the critical role of diesel in the company's carbon footprint, highlighting it as a key target for emission reduction initiatives.

By addressing the heavy reliance on diesel and exploring opportunities in other areas, the company can make significant strides in reducing its overall greenhouse gas emissions.

Scope 1



To understand the contribution of each subsidiary to our overall emissions, we conducted a detailed analysis. The data shows that CAS is the largest contributor within Scope 1 emissions, accounting for 957.90 tCO2eq, which represents 75.8% of the total.

1.ACP (20.9% of Scope 1):

- Mobile Combustion: The largest contributor with 182.19 tCO2eq.
- Process Emissions: Accounted for 49.30 tCO2eq.
- Stationary Combustion: Contributed 32.58 tCO2eq.

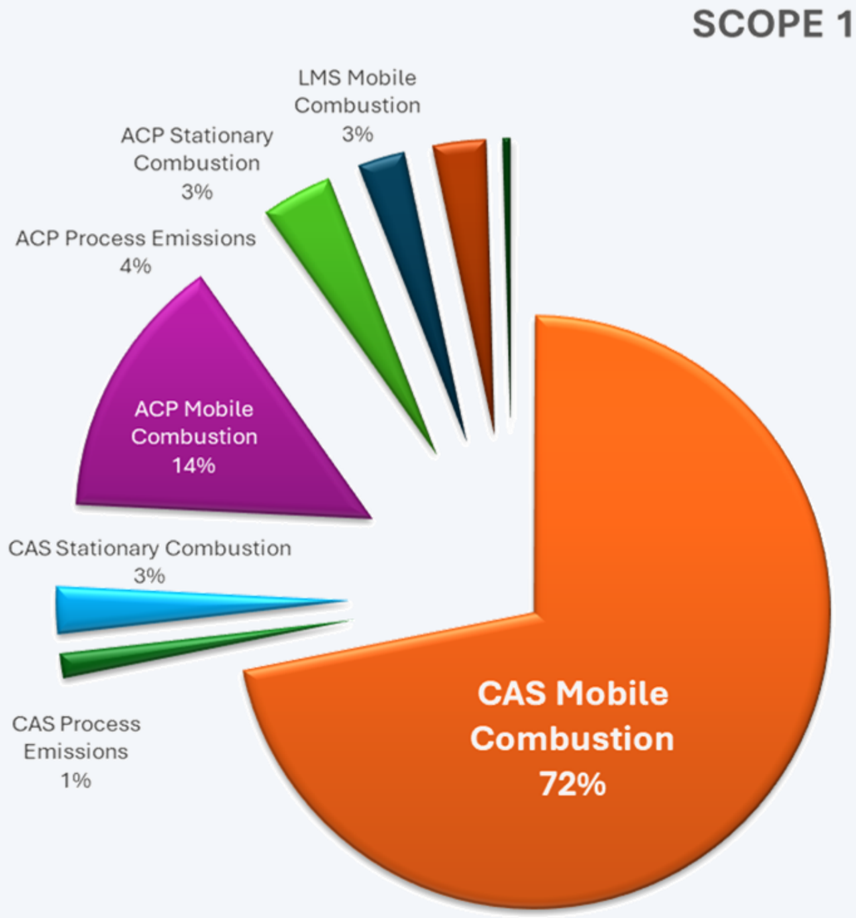
2.LMS (3.3% of Scope 1):

- Mobile Combustion: Predominantly responsible with 36.84 tCO2eq.
- Process Emissions: Added 5.34 tCO2eq.
- Stationary Combustion: Minimal at 0.11 tCO2eq.

3.CAS (75.8% of Scope 1):

- Mobile Combustion: The primary source, contributing 907.78 tCO2eq.
- Process Emissions: Amounted to 17.01 tCO2eq.
- Stationary Combustion: Contributed 32.26 tCO2eq.

The breakdown of emissions for each subsidiary is as follows:

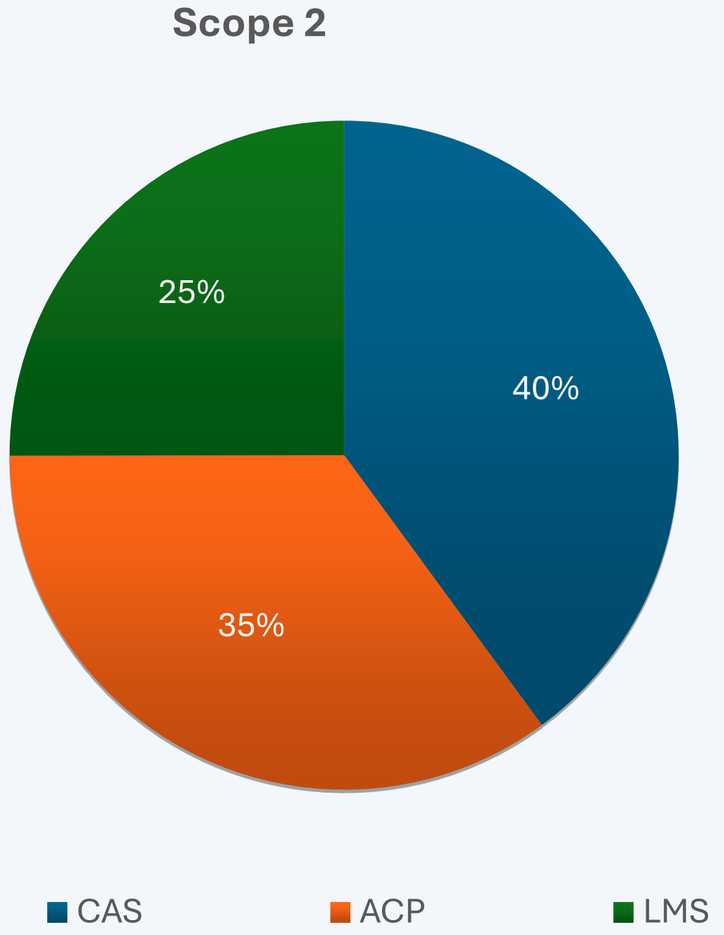


Scope 2 Emissions

Scope 2 emissions, totalling 176.46 tCO2eq, represent 5.8% of the overall emissions and are attributed to indirect emissions from the generation of purchased electricity. This smaller proportion suggests that the company's direct energy consumption is not a major component of its overall carbon footprint. However, improving energy efficiency or sourcing renewable energy could further reduce these emissions.

Subsidiary Contributions:

- CAS: 70.47 tCO2eq (40.0% of Scope 2)
- ACP: 61.83 tCO2eq (35.0% of Scope 2)
- LMS: 44.16 tCO2eq (25.0% of Scope 2)



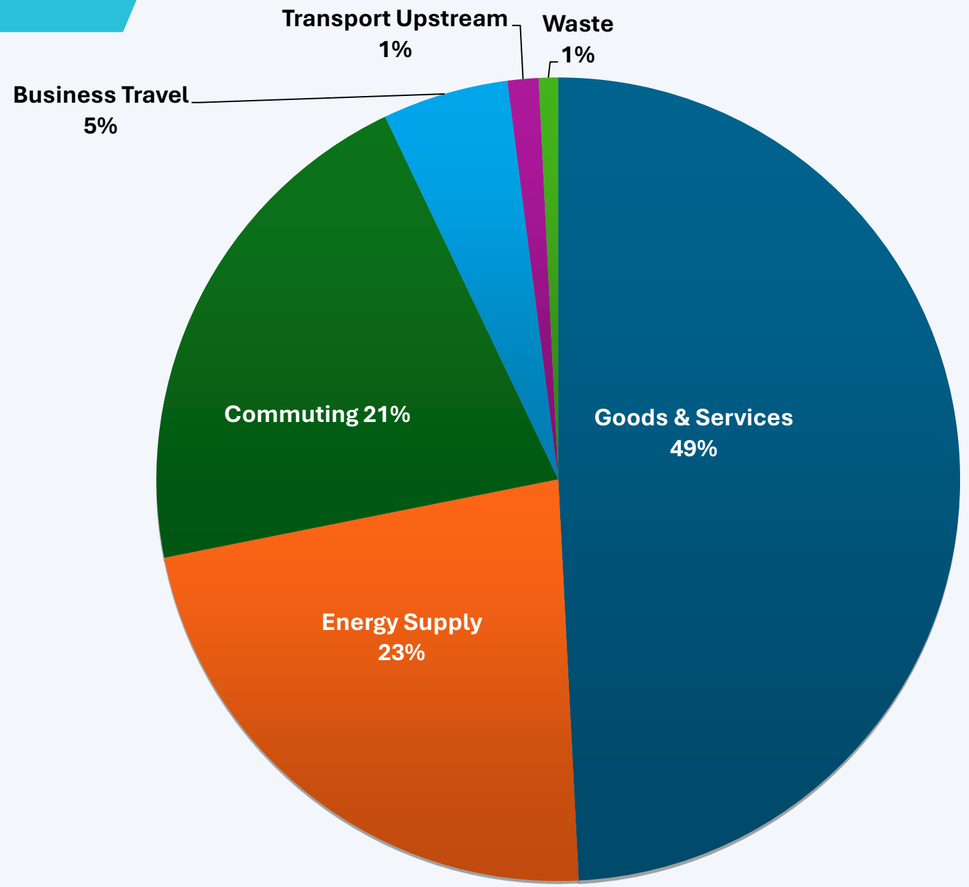
Scope 3 Emissions

Scope 3 emissions are the largest category, amounting to 1,577.45 tCO2eq, or 52.3% of total emissions. This scope includes indirect emissions that occur in the value chain of the company, covering areas such as Business Travel, Commuting, Energy Supply, Goods & Services, Transport Upstream, and Waste.

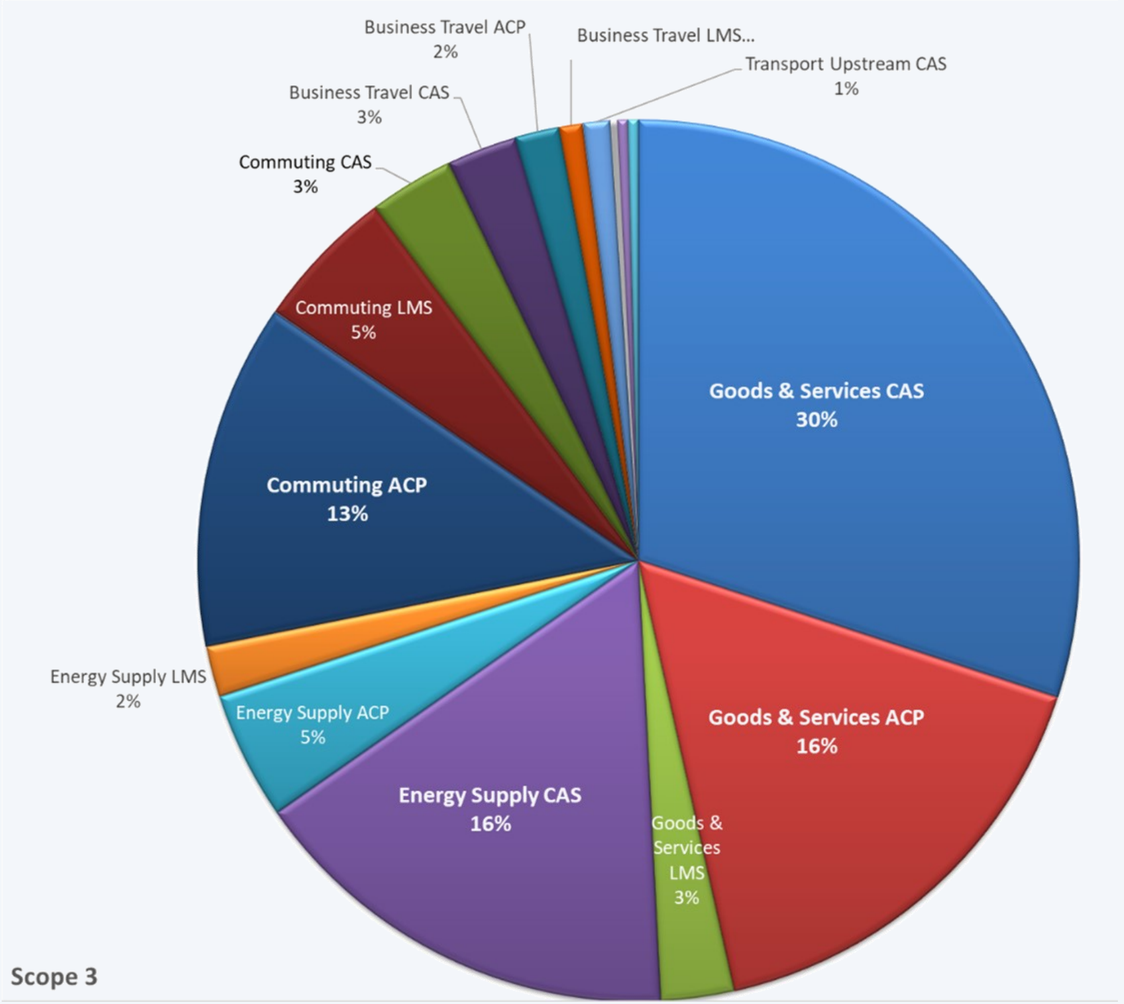
The largest sources of emissions within Scope 3 are:

- **Goods & Services:** 775.94 tCO2eq (49.2%)
- **Energy Supply:** 357.76 tCO2eq (22.7%)
- **Commuting:** 331.83 tCO2eq (21.0%)
- **Business Travel, Transport Upstream**, and **Waste:** Remaining 7.1%

Scope 3



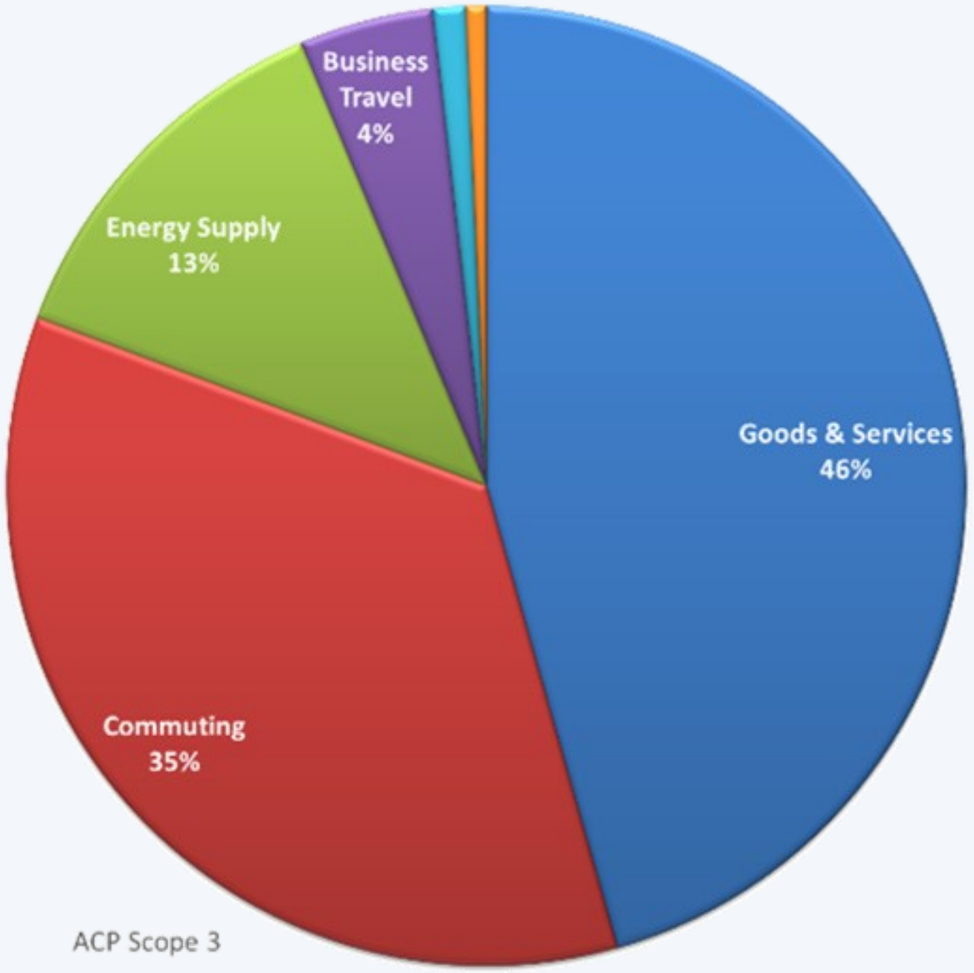
By breaking down the data at the subsidiary level, we found the following overview:

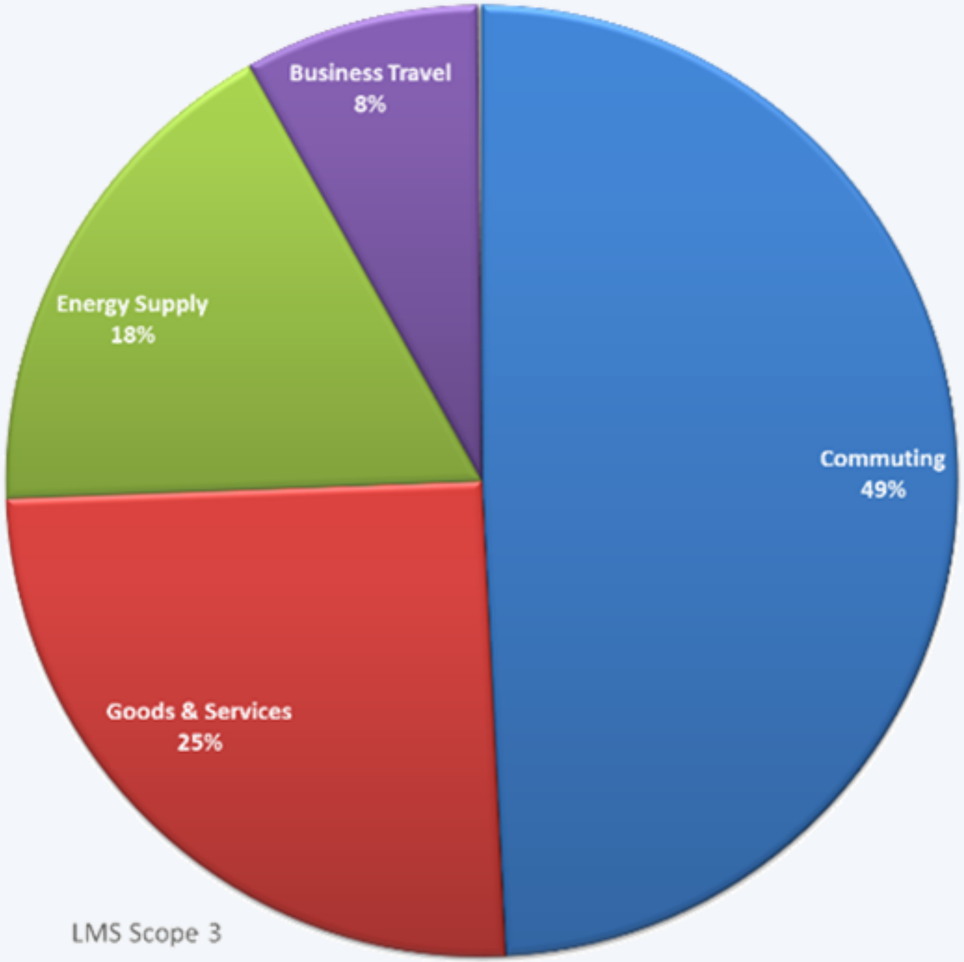


ACP:

569.94 tCO2eq (36.1% of Total Scope 3)

- **Goods & Services:** 259.87 tCO2eq (16.5% of Scope 3)
- **Commuting:** 200.17 tCO2eq (12.7% of Scope 3)
- **Energy Supply:** 73.95 tCO2eq (4.7% of Scope 3)
- **Business Travel:** 25.74 tCO2eq (1.6% of Scope 3)
- **Transport Upstream:** 3.87 tCO2eq (0.2% of Scope 3)
- **Waste:** 6.35 tCO2eq (0.4% of Scope 3)





LMS:

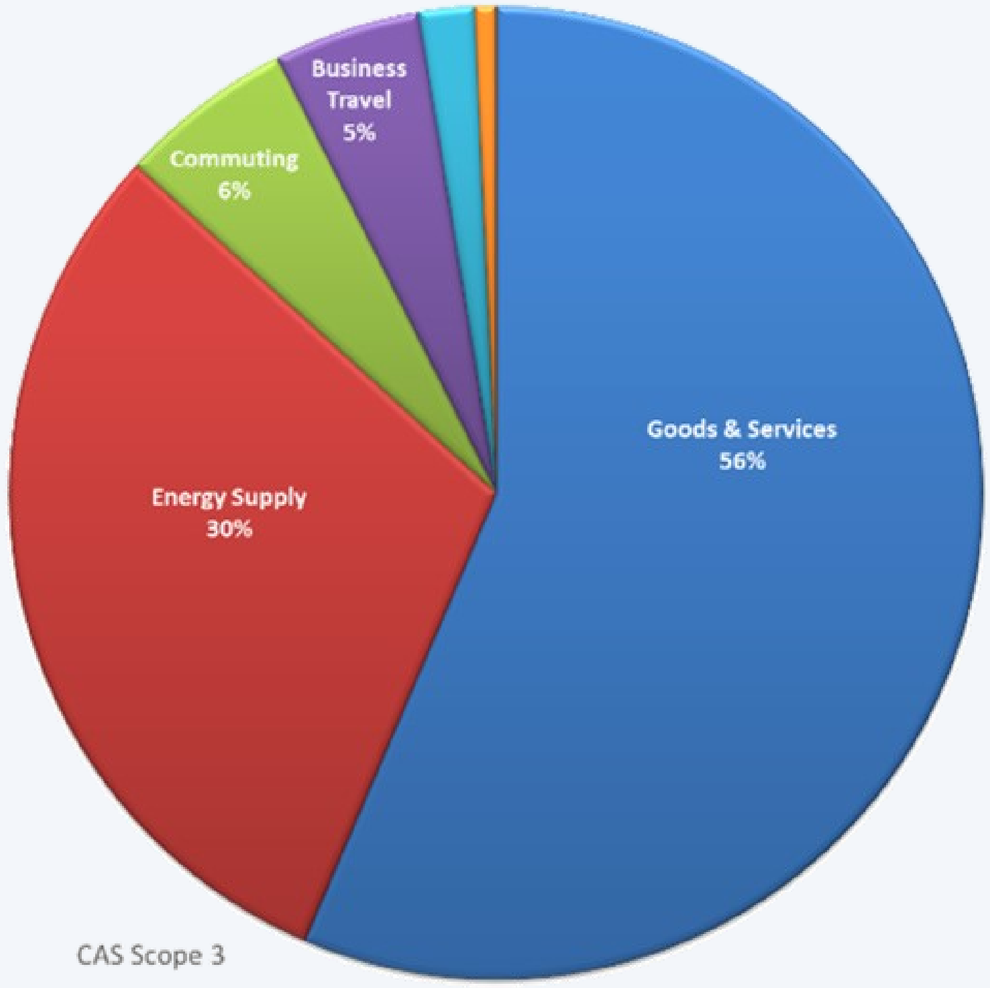
168.16 tCO2eq (10.7% of Scope 3)

- **Commuting:** 82.74 tCO2eq
- **Goods & Services**: 42.39 tCO2eq
- **Energy Supply:** 29.38 tCO2eq
- **Business Travel:** 13.41 tCO2eq
- **Transport Upstream:** 0.16 tCO2eq
- **Waste:** 0.08 tCO2eq

CAS:

839.35 tCO2eq (53.2% of Scope 3)

- **Business Travel**: 40.85 tCO2eq
- **Commuting:** 48.92 tCO2eq
- **Energy Supply:** 254.44 tCO2eq
- **Goods & Services:** 473.68 tCO2eq
- **Transport Upstream:** 15.60 tCO2eq
- **Waste:** 5.86 tCO2eq



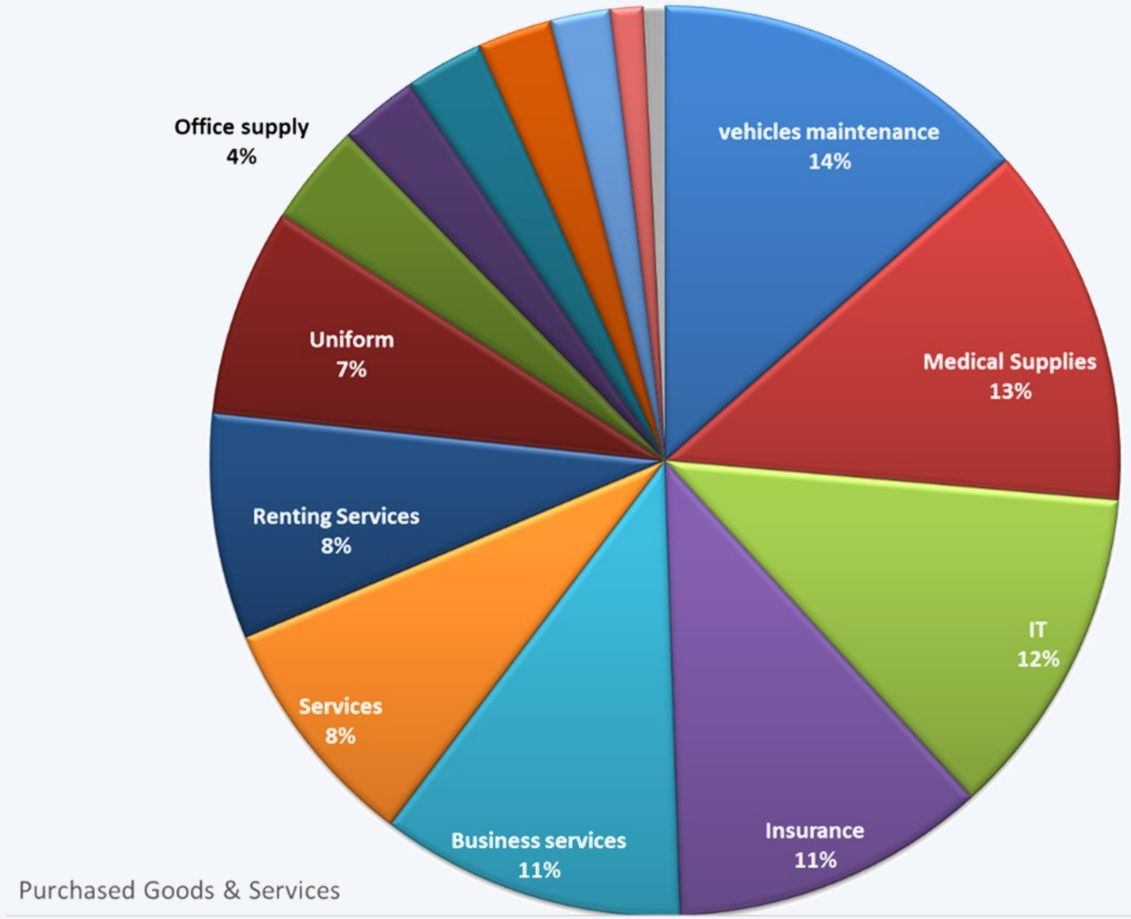
CAS Scope 3

Purchased Goods & Services

The significant contribution from Goods & Services highlights the environmental impact of the company's supply chain and procurement practices.

The emissions stemming from the "Purchased Goods and Services" category highlight a diverse range of contributors, each significantly impacting the company's overall carbon footprint.

Among these, vehicle maintenance emerges as the largest source, accounting for 104.86 tCO2e, which represents 13.51% of the total emissions in this category. This substantial contribution underscores the environmental costs associated with maintaining the company's vehicle fleet.



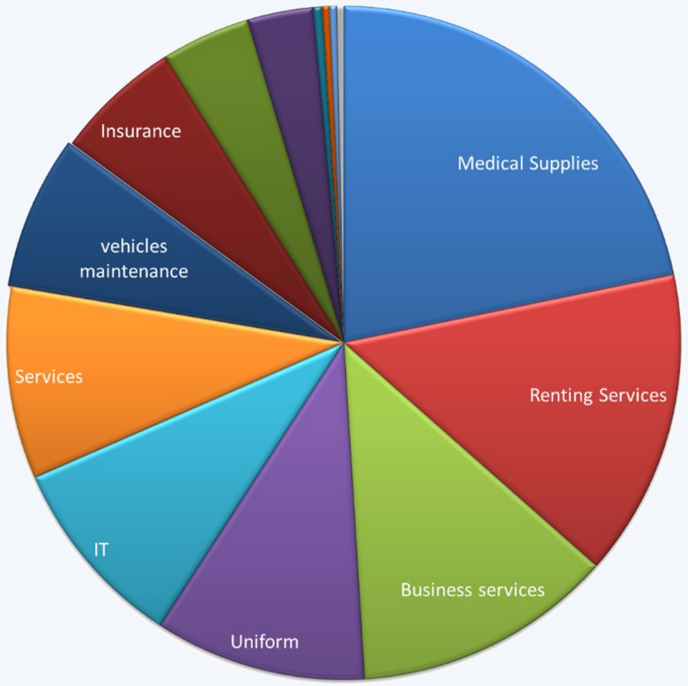
Purchased Goods & Services

Following closely, medical supplies contribute 99.94 tCO2e or 12.88% of the emissions. This significant figure reflects the carbon footprint tied to the procurement and use of medical supplies, an essential aspect of the company's operations. Similarly, the IT sector plays a major role, with 91.93 tCO2e or 11.85% of the total emissions, highlighting the environmental impact of acquiring and maintaining IT equipment and services.

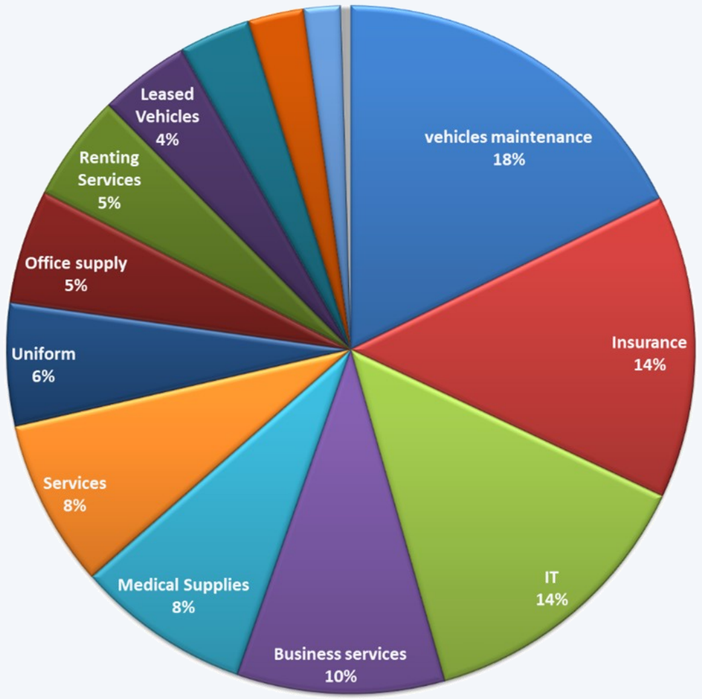
Insurance and business services also contribute significantly, with emissions of 87.02 tCO2e (11.21%) and 84.17 tCO2e (10.85%) respectively. These figures indicate the substantial carbon footprint associated with these essential business activities. General services add another 64.87 tCO2e, or 8.36%, showcasing the varied service-related activities that contribute to the company's emissions.

In summary, the "Purchased Goods and Services" category presents a complex picture of the company's emissions, with vehicle maintenance and medical supplies standing out as the most significant contributors. This data highlights areas where targeted efforts can lead to substantial reductions in the company's overall carbon footprint.

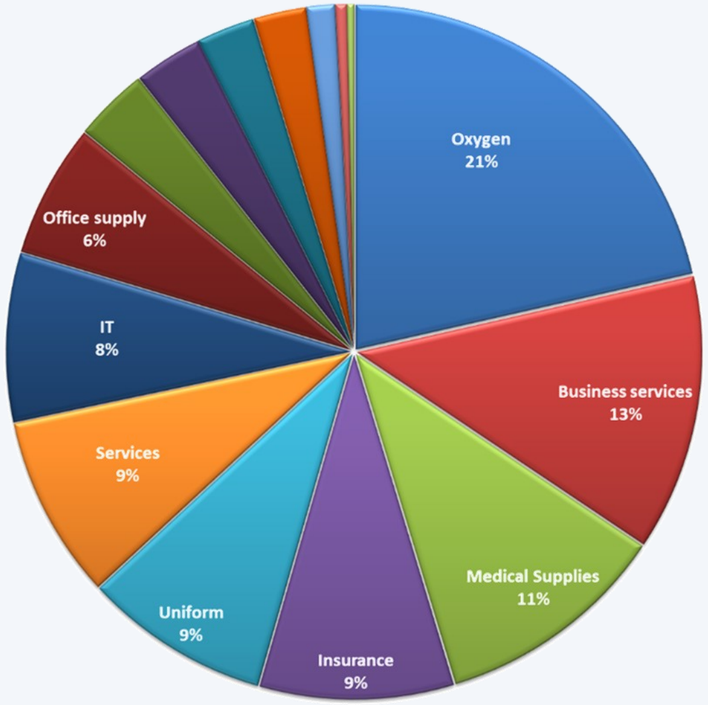
By breaking down the data at the subsidiary level, we found the following overview:



ACP Purchased Goodes and services

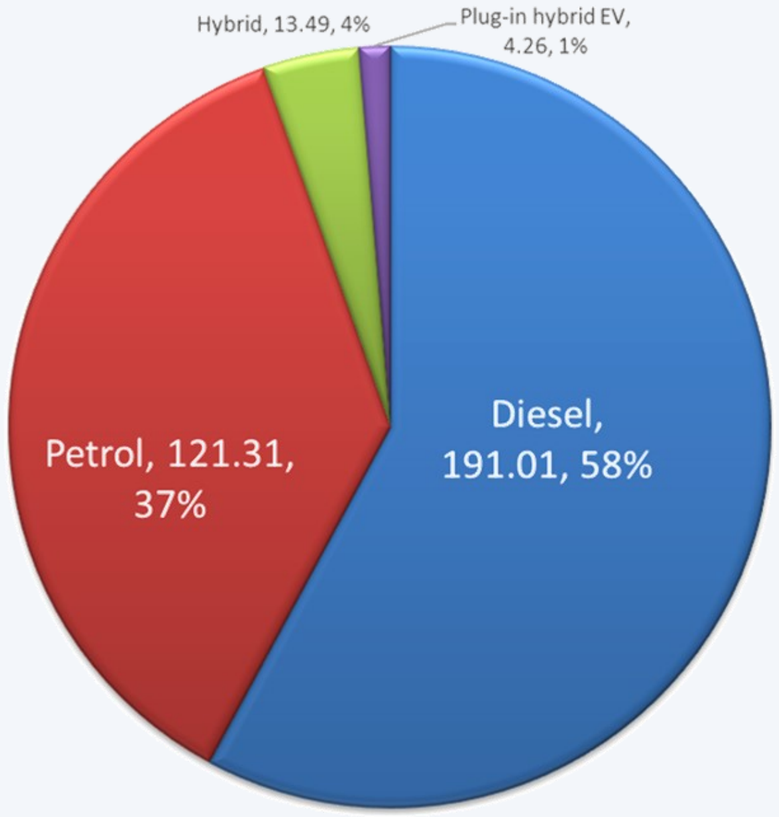


CAS Purchased Goodes and services



LMS Purchased Goodes and services

Commuting



Car Commuting

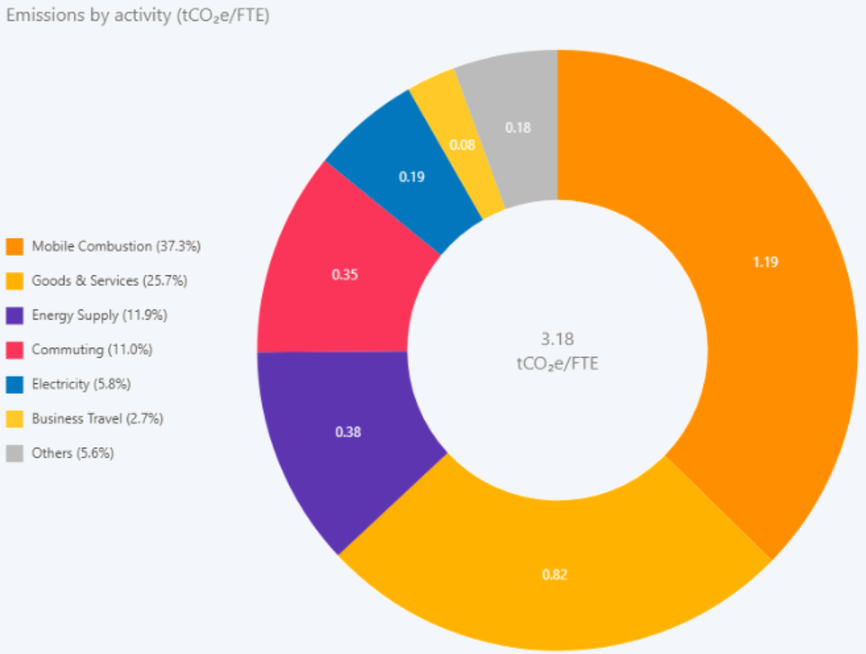
The data highlights substantial emissions from commuting, primarily due to a heavy reliance on car usage among employees. According to our recent survey, 54% of the total staff, including remote workers, and 88% of non-remote workers used fossil fuel-powered cars for commuting in 2023. This reliance on conventional vehicles significantly contributes to the company's carbon footprint.

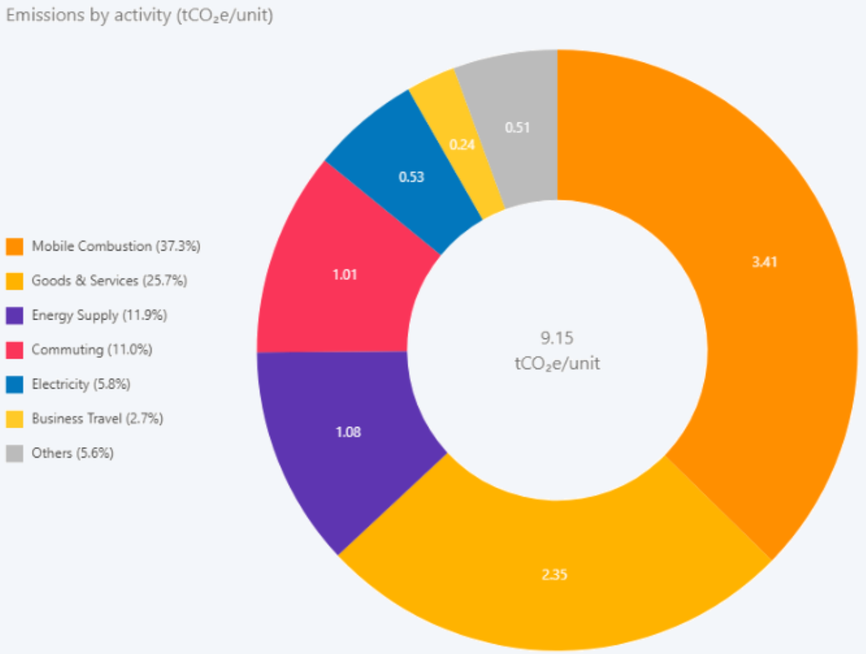
The breakdown of emissions by fuel type reveals that diesel vehicles are the largest contributors, accounting for 191.01 tCO2e, which represents 57.56% of the total commuting emissions. Petrol vehicles also contribute substantially to the emissions, with 121.31 tCO2e, making up 36.56% of the total commuting. This underscores the significant role of conventional internal combustion engine vehicles in the company’s carbon footprint.

As our goal is to expand our services and grow while reducing our environmental impact, we have developed intensity metrics that link our emissions to our growth KPIs. This approach helps us maintain a focus on the efficiency of our emissions. We have linked these metrics to three KPIs:

Number Ambulance Vehicles.
Number of employees as Full-Time Equivalents (FTEs).
Total Turnover.

And this the 2023 results:





The analysis reveals that Ambulnz UK Ltd's carbon footprint is heavily influenced by indirect emissions, particularly from the Goods & Services category within Scope 3. This indicates that a substantial portion of the company's environmental impact is derived from the activities of its suppliers and the goods and services it purchases. To address these emissions, the company need to engage in sustainable procurement practices, encourage suppliers to disclose and reduce their own emissions, and consider life cycle assessments for purchased goods.

The notable emissions from Commuting within Scope 3 also suggest opportunities for the company to support greener commuting options, such as cycling, carpooling, or public transport, and to potentially offer flexible working arrangements to reduce commuting frequency. Additionally, implementing an EV salary sacrifice scheme could encourage the adoption of electric vehicles. These steps would help reduce emissions from commuting, thereby lowering the company's overall carbon footprint

Within Scope 1, the dominance of vehicles emissions points to a need for fleet optimisation. The company could explore the adoption of electric vehicles or improve the fuel efficiency of its current fleet. Given CAS's substantial contribution to these emissions, a targeted approach to reduce vehicle emissions within this subsidiary could significantly lower the company's overall carbon footprint.

For Scope 2, transitioning to renewable energy sources or improving energy efficiency in company facilities could further mitigate emissions. Although this scope represents a smaller portion of the total, improvements here would demonstrate the company's commitment to sustainability and could have a positive impact on both the environment and operational costs.

In summary, Ambulnz UK Ltd should prioritise actions to reduce Scope 3 emissions from Goods & Services and Commuting, while also addressing Scope 1 emissions from Mobile Combustion. By implementing sustainable practices across its operations and supply chain, the company can make substantial progress in reducing its overall carbon footprint.

Scope	Category	Subsidiary	Total	%
Scope 1	Fugitive Emissions	CAS Community Ambulance Service Ltd	0.84	0.03%
		Total	**0.84**	**0.03%**
	Mobile Combustion	ACP Ambulnz Community Partners Ltd	182.19	6.04%
		CAS Community Ambulance Service Ltd	907.78	30.08%
		LMS Location Medical Services ltd	36.84	1.22%
		Total	**1126.81**	**37.33%**
	Process Emissions	ACP Ambulnz Community Partners Ltd	49.30	1.63%
		CAS Community Ambulance Service Ltd	17.01	0.56%
		LMS Location Medical Services ltd	5.34	0.18%
		Total	**71.65**	**2.37%**
	Stationary Combustion	ACP Ambulnz Community Partners Ltd	32.58	1.08%
		CAS Community Ambulance Service Ltd	32.26	1.07%
		LMS Location Medical Services ltd	0.11	0.00%
		Total	**64.95**	**2.15%**
		Scope 1 Total	1264.26	41.89%

Scope 2	Electricity Location-Based	ACP Ambulnz Community Partners Ltd	37.34	
		CAS Community Ambulance Service Ltd	42.52	
		LMS Location Medical Services ltd	26.64	
		Total	106.50	
	Electricity Market-Based	ACP Ambulnz Community Partners Ltd	61.83	2.05%
		CAS Community Ambulance Service Ltd	70.47	2.33%
		LMS Location Medical Services ltd	44.16	1.46%
		Total	176.46	5.85%
		Scope 2 Total	176.46	5.85%

Scope 3	Goods & Services	ACP Ambulnz Community Partners Ltd	259.87	8.61%
		CAS Community Ambulance Service Ltd	473.68	15.69%
		LMS Location Medical Services ltd	42.39	1.40%
		Total	**775.94**	**25.71%**
	Energy Supply	ACP Ambulnz Community Partners Ltd	73.95	2.45%
		CAS Community Ambulance Service Ltd	254.44	8.43%
		LMS Location Medical Services ltd	29.38	0.97%
		Total	**357.76**	**11.85%**
	Commuting	ACP Ambulnz Community Partners Ltd	200.17	6.63%
		CAS Community Ambulance Service Ltd	48.92	1.62%
		LMS Location Medical Services ltd	82.74	2.74%
		Total	**331.83**	**10.99%**
	Business Travel	ACP Ambulnz Community Partners Ltd	25.74	0.85%
		CAS Community Ambulance Service Ltd	40.85	1.35%
		LMS Location Medical Services ltd	13.41	0.44%
		Total	**80.01**	**2.65%**
	Transport Upstream	ACP Ambulnz Community Partners Ltd	3.87	0.13%
		CAS Community Ambulance Service Ltd	15.60	0.52%
		LMS Location Medical Services ltd	0.16	0.01%
		Total	**19.62**	**0.65%**
	Waste	ACP Ambulnz Community Partners Ltd	6.35	0.21%
		CAS Community Ambulance Service Ltd	5.86	0.19%
		LMS Location Medical Services ltd	0.08	0.00%
		Total	**12.29**	**0.41%**
		Scope 3 Total	1577.45	52.27%
Total			**3018.17**	**100.00%**

Ambulnz Community Partners is a new purposeful type of ambulance service provider, one that's adding social value and sharing Big Tech with small ambulance providers. Our crews deliver the highest level of patient Care, are Connected and Cooperative.

Contact Us

0333 3207205

info@communityambulance.co.uk

www.communityambulance.co.uk

Unit 5E Arrow Trading Estate, Corporation Rd,Audenshaw, Manchester, M34 5LR