

Management review CO₂ performance 2024

Renewi Netherlands Holding B.V



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The following responsible managers sign on behalf of all the divisions/business units.



CONTENTS

1 Introduction	3
1.1 Purpose of this report.....	3
1.2 Introduction to Renewi	4
2 Performance	5
2.1 Boundary description - Renewi Netherlands Holding BV and Renewi NV	5
2.2 CO2 profile of the organization	5
Baseline restatement:	6
CO ₂ Profile of Renewi Netherlands Holding BV and Renewi NV	7
Purchased electricity - insight.....	13
2.3 Energy analysis.....	14
2.4 Initiatives undertaken to decrease the emissions and energy consumption and their progress	17
Factors that can influence energy consumption	17
Reduction plans	19



1 | Introduction

1.1 | Purpose of this report

The report below is a summary of the input and output of the CO₂ management system that has been implemented within Renewi Group, and particularly (for the purpose of CO₂ Performance Ladder), at the Commercial Waste NL, Commercial Waste BE, Mineralz & Water and Specialities divisions nested under Renewi Netherlands Holding BV and the Belgian entity Renewi NV.

In the satisfaction of the relevant ISO requirements, it consists of two parts: an evaluation of the organization's performance in energy and GHG emissions, and the evaluation of the management system put in place to achieve this. The below report covers the performance:

- Performance
 - Boundary description
 - CO₂ profile of the organization
 - Energy analysis
 - Initiatives undertaken to decrease the emissions and energy consumption and their progress

The aim of this management review is to evaluate the previous reporting cycle (FY24) and verify whether the proposed control measures have contributed to achieving the set CO₂ reduction targets. It forms the basis for the Divisions' management to decide whether the above gives cause for adjustment by means of new control measures or adjusted objectives. The resulting actions will be included in the regular revision of the Energy and CO₂ Management Plan.

Renewi's GHG footprint is measured twice a year, but the report is only released once a year – describing the end of year in a CO₂ Performance ladder-compliant format. Group Reporting Team is sharing the full results internally via .ppt and e-mail every half a year, while externally a brief is shared in mid-year and full report on end-year. This is due to the fact that mid-year numbers are not yet audited and are therefore subject to changes.

In the past (October 2022), this report's content has been delivered in 3 documents:

- Directiebeoordeling
- Energiebeoordeling
- Energie and CO₂ Management plan

In October 2023, the key messages from all these documents were synthesized into one document. In September 2024, we are producing two books: Performance report and System report, to handle the size of the document,

Thousand separator has been noted as a comma (,) and decimal places are preceded by a period (.).



1.2 | Introduction to Renewi

Renewi plc is a waste-to-resource company, processing about 10 million tons of waste every year. Renewi consists of the following divisions:

1) Commercial waste

Comprises industrial and commercial waste collection and processing and secondary materials production across the Netherlands and Belgium. Key activities include the processing of mixed waste streams and monostreams into high-quality recyclates and turning organic waste into biogas and bio-LNG. Advanced sorting facilities in Ghent and Acht are meeting the most rigorous regulation around waste sorting in Europe (Vlarema 8 in Flanders) – where entities are required to separate 24 fractions of waste. For convenience, this year we continue reporting the Dutch and Belgian part of business separately in the below accounts.

2) Mineralz&Water

Comprises our activities of processing and cleaning contaminated soil and tar and turning it into building products such as gravel, sand and filler. It also includes cleaning of bottom ash and contaminated water, as well as our packed chemical waste processing activities. This division operates in the Netherlands and Belgium.

3) Specialities

This division operates in Belgium, the UK, the Netherlands, France and Portugal and comprises three businesses: Maltha glass recycling, Coolrec – Waste and Electrical and Electronic Equipment (WEEE) recycling – and UK Municipal public-private partnership contracts (PPI), now classified as Asset held for Sale & a discontinued operation.

The scope of the CO₂ performance ladder includes the main Dutch operating legal entity: Renewi Netherlands Holding BV, with all the subsidiaries (including the M&W and Specialities businesses) and, as a result of the supplier analysis, also the main Belgium business. Effectively, all Renewi Group activities except for the Municipal business (which has activities separate from the other Specialities activities and takes place 100% in the UK) and the group overheads are included in CO₂PL. The activities performed by Group employees serve the whole Group, therefore the attribution of their impacts between the certified and non-certified parts of the business would at the moment be counterproductive.

Most of the divisions' activities described here take place in the Netherlands and Belgium, but some companies also have locations or activities in France or Portugal. These activities cannot be viewed separately from the Dutch activities and are therefore included in the scope of the CO₂ performance ladder. For more information about these divisions and Renewi's activities, see the website www.renewiplc.com)



2 | Performance

2.1 | Boundary description - Renewi Netherlands Holding BV and Renewi NV

This report evaluates the CO₂ reduction system from the perspectives of the CO₂ Performance Ladder boundary. The only material difference between the CO₂ Performance Ladder and Group Boundary is the inclusion of Municipal and group overheads into the Group boundary, which does not take place for the Dutch-based CO₂ Performance Ladder. The process of data collection and management does not change.

Inputs:

- 4.1 Boundary 20230821 + KvK March 2024.xlsx
- 240524 GHG S12 REPORTING MANUAL - FINAL.ppt (in: Management review>Management system setup folder)
- as of 2024 09 17 SCOPE 1and2 - OPS control Carbon accounting - ALL RENEWI MASTER.xlsx ("the OPS Control file")
- Raw files stored in the folder: AC analysis source files

Renewi follows the Operational control rule in determining its GHG accounting boundary. Details can be found in the "Sustainability Reporting Manual - GHG Scope 1+2" file.

The boundary of Renewi Netherlands Holding has been determined based on the organization chart of Renewi in March 2024.

Site-level detail is listed in the OPS control file. The OPS control file further contains:

- An overview where all locations are linked to the legal entities to ensure that no locations or entities are overlooked
- List of companies that are excluded from the boundary with the reason for exclusion

Allowed reasons for exclusion are detailed in the Reporting Manual.

There are 3 organizational entities with subsidiaries that must be included on the CO₂ Performance Ladder certificate, namely:

- Specialities (Maltha + Coolrec),
- Mineralz & Water
- Commercial Waste NL.

An AC Analysis of suppliers confirmed that Renewi NV is one of key suppliers to the entities within the original boundary, therefore its figures are added to the below overview.

Update 2024:

Additions	No new sites were added to the Renewi footprint during the FY24. The changes to the boundary only happened on a legal level without impact on physical operations.
Exclusions	Renewi moved out of the Dunedin Office in Milton Keynes but since group overheads are not included in the CO ₂ PL boundary, then this has no impact on the presented totals. Further changes to the boundary only happened on a legal level without impact on physical operations

2.2 | CO₂ profile of the organization



Baseline restatement:

In 2022/2023 Renewi underwent a thorough investigation into its emission sources to make internal reporting adequate to the rigors of GHG Protocol. The investigation resulted in a full recalculation and restatement of our Scope 1 and Scope 2, and first-in-time calculation of Renewi's Scope 3.

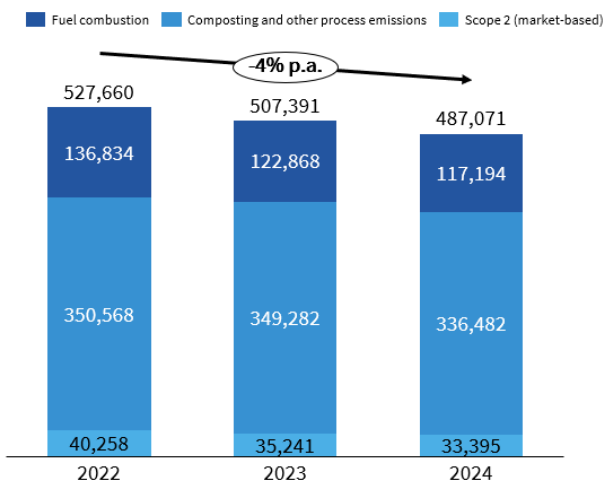
In FY24, a miscalculation in the base year was discovered, which triggered a revalidation of the limited assurance (to the ISAE standard) for the years FY22 and FY23 and a change in the numbers reported. The revalidated FY22 and FY23 figures are presented below.

The management of CO₂ emissions within the part of business that is covered by CO₂Prestatieladder is following the exact same process as the Group calculation described.

CO₂ Profile of Renewi Netherlands Holding BV and Renewi NV

Renewi Netherlands Holding BV and Renewi NV

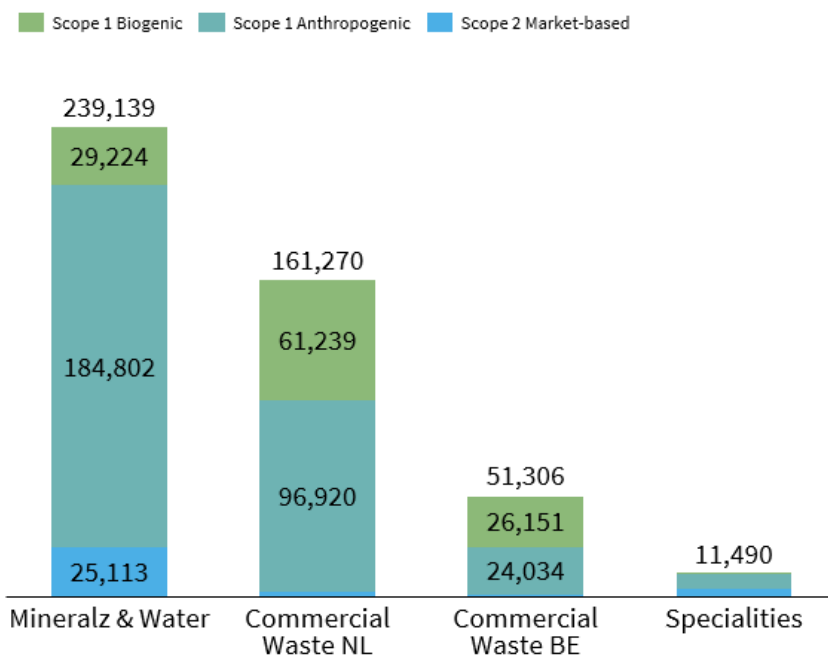
Scope 1 and 2 footprint evolution; tCO₂e



Renewi Netherlands Holding and Renewi NV have revisited their baseline FY22 numbers to 527,600 tCO₂e (market-based), from previously stated 543,172 tCO₂e. FY23 numbers have been revisited to 507,391 tCO₂e from previously stated 475,123 tons CO₂e. Results of FY24 continue the decreasing trend: 487,071 tCO₂e equals to nearly 4% reduction per annum. This can be attributed to several initiatives. The share of Euro 6 trucks increased from 77% up to 87%. Our fleet has also welcomed 8 new electrical vehicles in the last year and we continue exploring a larger role of the biofuels in our fuel mix. On the energy front, we saw an increase of the share of renewable electricity used on site from 35% up to 45.9% end FY24. This, combined with our continuous improvement's activities and focus on optimizing our energy usage, and despite a 1.6% increase of electricity consumption on site, has largely contributed to a lower carbon intensity of our sites KPI which slightly decreased from 8.1 to 7.8 kg of CO₂ per tonne of waste handled. Composting and other process emissions are dropping in line with tonnages. .

FY24 Insight

Renewi Netherlands Holding BV and Renewi NV
Scope 1 and 2 split by division; tCO₂e

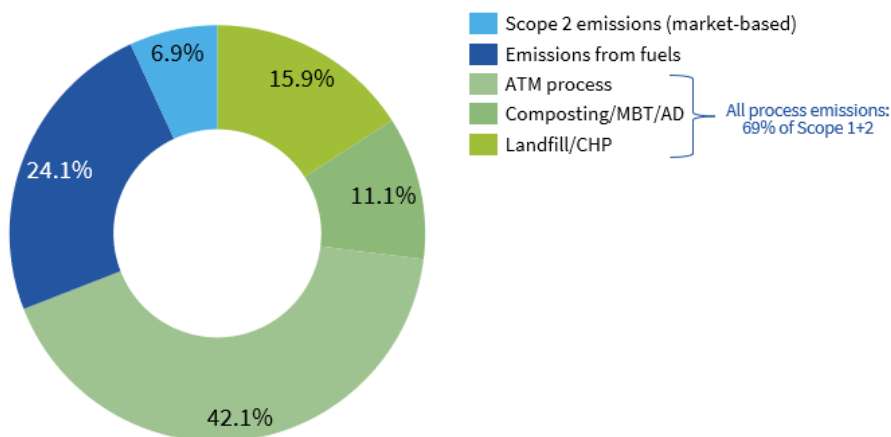


The largest emissions driving division remains Mineralz & Water. Majority of their process emissions is not organic, due to the combustion/pyrolysis of contaminants in soil. This division is however already taking strides in recovering as much gas and heat for further use as power to maintain the process with less externally purchased energy needed. For the purchased electricity however the division has not yet succeeded in securing a renewable source or green certificates to the grey energy purchased.

The large share of biogenic emissions in the commercial divisions is attributed to the processing of organic waste – leftover food as well as garden waste from our clients. Those divisions are invested in AD and composting processes. They have already made progress in securing greener procurement for their purchased electricity which is leading to negligible scope 2 emissions

Process emissions – insight

Renewi Netherlands Holding BV and Renewi NV
Breakdown of categories: focus on process emissions; tCO₂e



Direct process emissions (incl. composting, landfill gases, etc.) account for the largest share in the CO₂ emissions, averaging over the reported three years 68% of the total. This occurs in the composting and fermentation of green waste, decomposition processes in landfill waste, incineration of landfill gas and the incineration and/or processing of polluted soil and other hazardous waste at ATM. Within the process emissions, the dominant single source (>40%) is the process emissions at ATM (Mineralz & Water).

Process emissions tracked at Renewi

Division	CW NL	CW BE	M&W
Anaerobic digestion	<ul style="list-style-type: none"> Commercial Waste NL: Amsterdam - Corsicaweg 15 (CHP+Flare+Fugitives) Commercial Waste NL: Lelystad - karperweg 20 (CHP+Flare+Fugitives) 	<ul style="list-style-type: none"> Commercial Waste BE: Roeselare - Regenbeekstraat 7c (CHP+Flare+Fugitives) 	
MBT/ Composting	<ul style="list-style-type: none"> Commercial Waste NL: Amersfoort - Lindenboomseweg 15 (Green waste) Commercial Waste NL: Hoek van Holland - Nieuw Oranjekanaal 45 (Green waste) Commercial Waste NL: Stadskanaal - Industriestraat 10 (Green waste) Commercial Waste NL: Lelystad - karperweg 20 (VFG) Commercial Waste NL: Drachten - Stuurboord 11 (VFG) Commercial Waste NL: Lelystad - Zeeasterweg 40 (Mixed waste) 	<ul style="list-style-type: none"> Commercial Waste BE: Eeklo - Ringlaan 58 (Green waste) Commercial Waste BE: Ronse - Weverijstraat 11 (Green waste) 	
Landfill	<ul style="list-style-type: none"> Commercial Waste NL: Amersfoort - Lindenboomseweg 15 (CHP+Flare+Fugitives) 	<ul style="list-style-type: none"> Commercial Waste BE: Mont -Saint-Guibert (Sorting Centre) - Rue Des Trois Burettes 65 (Rue de la Petite Sibirie) (CHP+Flare+Fugitives) 	<ul style="list-style-type: none"> Mineralz&Water:Mineralz: Braine le Chateau - Rue Landuyt 140 Zweeekhorst Maasvlaakte Braine – Bois de Hal Braine – Marbais
Incineration of waste			ATM

ATM Process emissions

Tonnages admitted are being stripped of polluting organic substances in a thermal cleaning installation. Significant amounts of CO₂ are released during this process. The installation is powered by the fuel recovered made from waste, but at times, fossil fuel must be used as a support fuel to maintain the continuity of the process. This is one area where we could optimize

the energy supply. The possibility of capturing CO₂ is currently being investigated, but it is not expected that this will be accomplished in the short term (<5 years) as this requires collaboration of multiple entities outside of Renewi to achieve the scale at which such a solution is feasible financially, technologically, as well as safe. More insight about such initiatives has been presented as a part of separate update to the auditors but is not available publicly due to its commercial sensitivity.

Composting/ AD

In the period 2022-2024, the emissions associated with composting have experienced a clear dip in FY23 and a return to higher values in FY24. Emissions are correlated to the quantity of tonnage processed (which is heavily impacted by the asset maintenance schedule), and the composition of biomass admitted (eg. garden waste vs food waste).

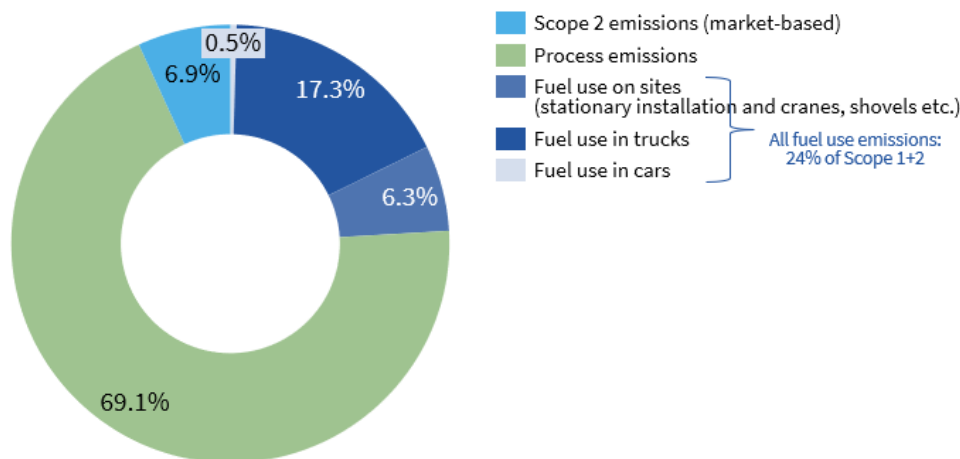
Other process: Landfill

Landfill emissions, consisting largely of methane, are related to processes in the landfill site, which lead to diffused emissions. They are decreasing with the amount of landfill gas that is captured converted into electricity in a CHP, or flared, as well as naturally declining with time, as the decomposition reactions come to an end. The emissions at the landfill site in Amersfoort (Commercial Waste NL) have been slowly decreasing in the past 2 years, while in FY24 they recorded a small uptake – this trend is being monitored. At the CW BE landfill site at Mont-Saint-Guibert, the emissions have been slowly decreasing, with biogenic emissions decreasing faster than anthropogenic. Emissions are expected to decrease even further now that the landfill site is no longer active.

At M&W landfill Braine le Chateau, since the majority of stock there is inert, the emissions have remained flat over the years.

Fuel use - insight

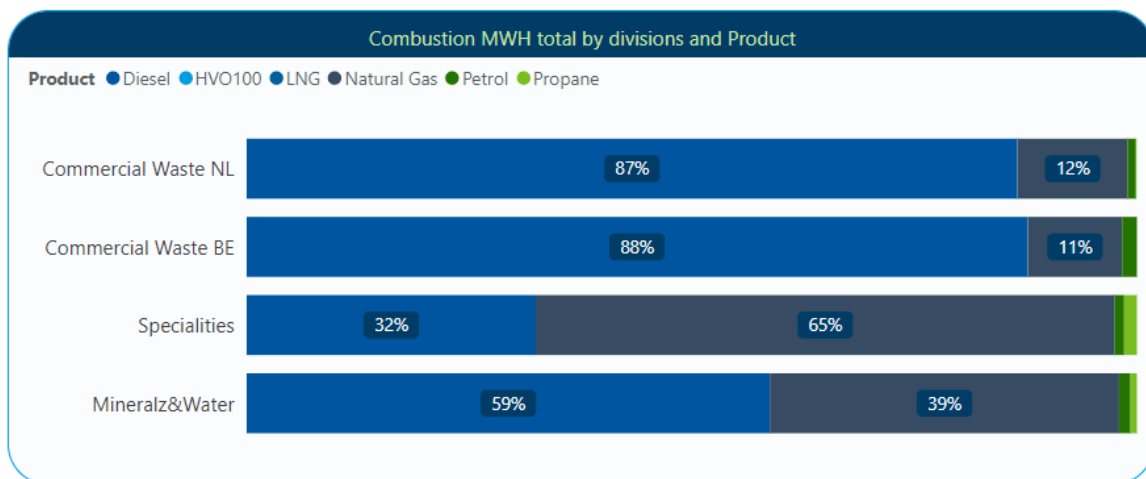
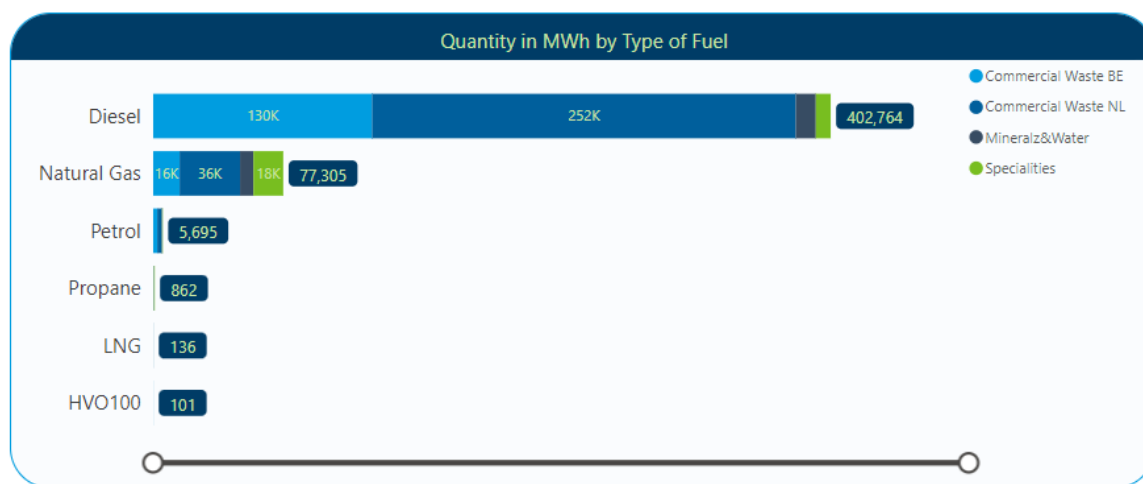
Renewi Netherlands Holding BV and Renewi NV
Breakdown of categories: focus on fuel use emissions; tCO₂e



Emissions from the fuel consumption are the second largest driver of the GHG emissions. The most visible application is the use of diesel by the trucks in CW NL and CW BE which maintain significant fleets. In FY24, we made a purchase of 8 electric-powered trucks, to minimize the share of ICE trucks in our fleet over longer period. The replacement of trucks is paced according to the lifecycle of assets to prevent the wastage of existing trucks.

Significant contribution to the footprint is made by the on-site usage of fuels. This is used to power the yellow fleet (forklifts, shovels, cranes) as well as to heat buildings and generate electricity. Emissions from company cars are an insignificant, although potentially in the longer run, an avoidable source of emission. In FY24, HR has issued a policy whereby all new company cars ordered for staff would have to be EV. We continue to lease ICE cars, but over time, as contracts expire, this fleet will be decreasing.

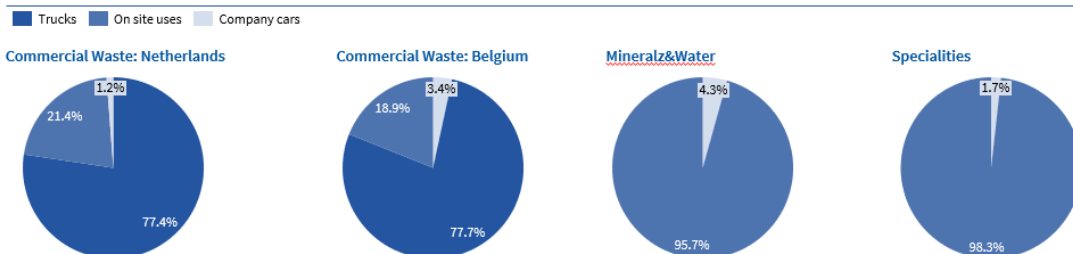
Fuel use by type of fuel



Despite early efforts to phase out ICE and replace diesel with HVO, diesel remains the largest source of fuel-derived energy at Renewi. We procure the most of it in absolute as well as in MWh terms. Further comparative studies will be carried out to determine which fuel/electrification mix could we evolve towards in the near future, to result in the lowest emissions per MWh supplied.

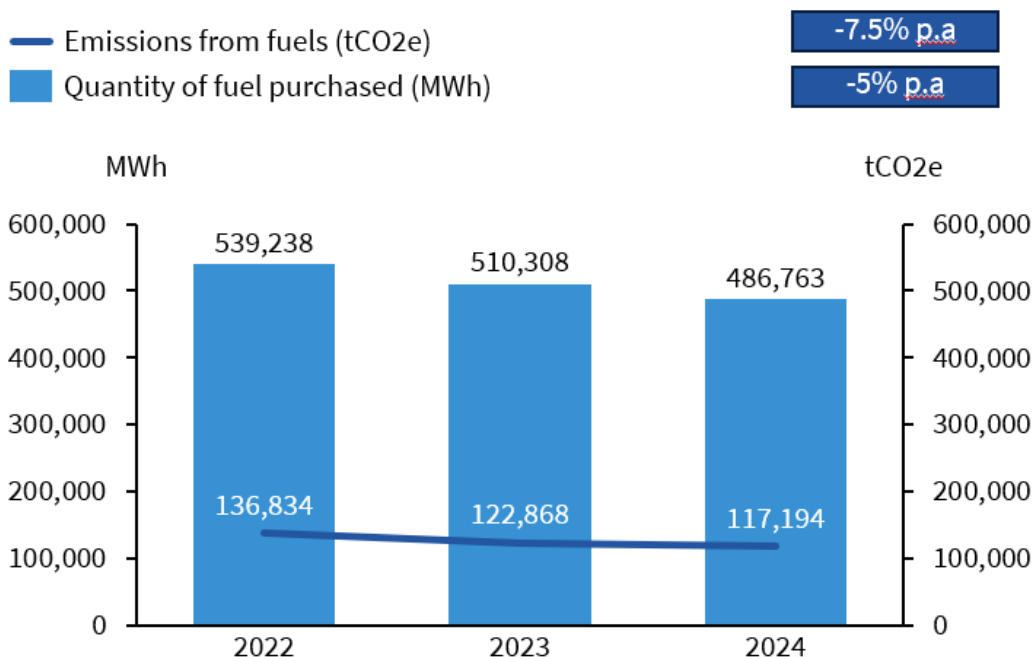
Below please find the fuel application profile for each of the divisions (based on FY24):

Renewi Netherlands Holding BV and Renewi NV, Fuel applications across business units; tCO₂e



The fuel consumption as well as the emissions from fuels are both slowly decreasing, at a pace of -5% per annum and -7.5% per annum respectively. This reduction can be explained by many different factors including; increase ratio of EV to ICE vehicles, more emission efficient fuel mixes, more efficient routes, and overall volume changes.

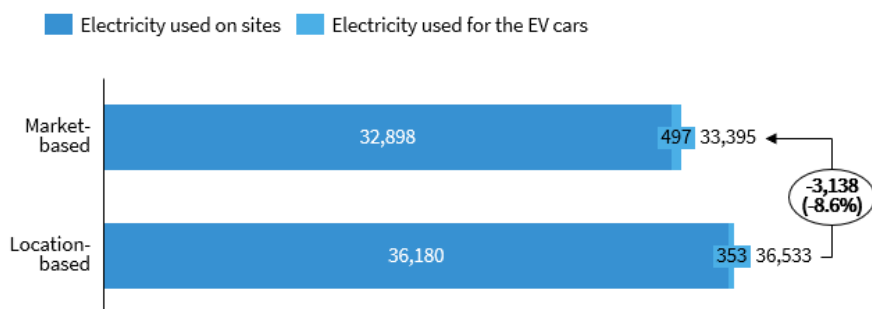
**Renewi Netherlands Holding BV and Renewi NV
Trends in fuel supply quantities and emissions size; tCO₂e**



Purchased electricity - insight

Renewi is not purchasing steam, heat or cooling directly, whenever such forms of energy are used, they are generated on site through a conversion of purchased fuels or from self-produced other form of energy. Therefore, the only form of energy tracked in Scope 2 is electricity.

Renewi Netherlands Holding BV and Renewi NV Differences in market-based and location-based accounting; tCO₂e



In FY24, the efforts to supply green energy resulted in Scope 2 emissions 3ktCO₂ lower than it would have been if it was sourced at the same energy mix as that of the countries Renewi resides in.

The lack of information about supplier-specific emission factors is pulling up the M&W emissions in the market-based approach by ~7kt CO₂e. The green certificates policy in Coolrec and CW NL makes a difference in the order of magnitude of average ~12 kt CO₂e annually (the difference between market-and location-based approaches in those divisions). The remaining ~2kt can be explained by the values of supplier-specific emission factors, where we do already have the information about supplier's energy mix, but that mix is not greener than the country's average.

Further comments regarding the structure of energy bought is discussed in the "energy" chapter below.

2.3 | Energy analysis

Energy balance

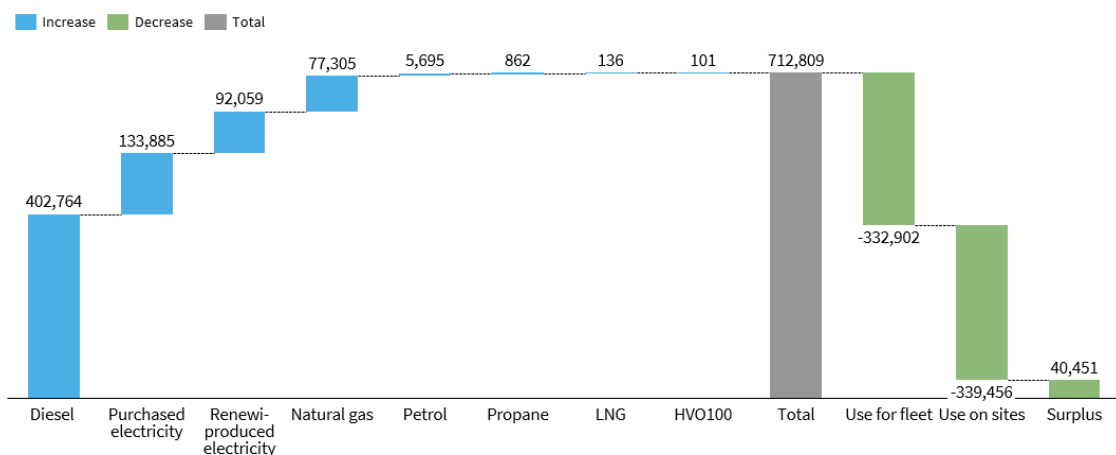
Renewi obtains its energy from a mix of green and grey sources as shown in the chart below. The largest source of energy remains diesel. Next to purchased sources, Renewi also generates energy on site. All energy generated at Renewi is renewable and originates either from landfill, AD, or solar energy.

Note: CHP heat is currently not separated out from the total yield of the installations and reported jointly as “Renewi-produced electricity”.

Additionally, not included on the chart, is the production of biogas sold as fuel by CW NL to our partners for bio-LNG production. This amounts to 6,302,324 m³ biogas.

The energy purchased or produced by Renewi but not used on-site is either sold or lost in the energy transfers. This is reflected as “surplus” on the chart below.

Renewi Netherlands Holding BV and Renewi NV
Total renewable electricity generated; MWh



Note: Surplus stands for sale of energy and energy losses

The significant energy carriers identified are listed in the tables below, by emission scope. Emissions from direct energy consumption fall under scope 1. Emissions from indirect energy consumption fall under scope 2. In addition, there are scope 3 emissions that take place in the chain. This includes business air travel and commuting by private car or public transport (and now many other categories calculated as per GHG Protocol since FY22, which are however not discussed in this document). It is indicated per division which energy carriers are applicable and in what way. In addition, the consumption per energy carrier is further explained.

Scope 1

Energy carrier	Commercial Waste NL	Mineralz & Water	Specialities	CW BE
Diesel trucks	Freight transport	<i>na</i>	<i>na</i>	Freight transport
Diesel on site	Internal transport, equipment, and processes	Internal transport, equipment, and processes	Internal transport, equipment, and processes	Internal transport, equipment, and processes
Fuel passenger cars	Diesel, petrol, LPG, and electricity	Diesel, petrol, LPG, and electricity	Diesel, petrol, LPG, and electricity	Diesel, petrol, LPG, and electricity
Gas	Heating locations	Heating locations and use in processes	Heating locations and use in processes	Heating locations & drying process

Scope 2

Energy carrier	Commercial Waste NL	Mineralz & Water	Specialities	CW BE
Electricity on site	Offices, lighting, and installations	Offices, lighting, and installations	Offices, lighting, and installations	Offices, lighting, and installations
Electricity transport	Lease car staff	Lease car staff	Lease car staff	Lease car staff

Scope 3

Energy carrier	Commercial Waste NL	Mineralz & Water	Specialities	CW BE
Air travel	Meetings at foreign locations	Meetings at foreign locations	Meetings at foreign locations	Meetings at foreign locations
Business use of private cars and public transport	commuting	commuting	commuting	commuting

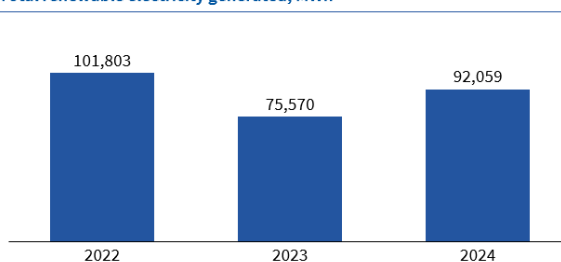
Energy generation

In FY24, we have observed a significant increase of the energy generated from solar installations, having now captured a full year of tracking for the PV farm in Maltha Portugal, which went live in June 2022, and CW NL Siciliëweg, which went live in November 2022.

The apparent decrease between FY22 and FY23 can be explained by an increasing maturity level in our systems.

In the recent years, we have been paying more careful attention to distinguishing the situations where the energy is produced by Renewi, and where Renewi therefore holds the green origin certificates, versus those where we are purchasing bundled energy from contractors who lease the surface of Renewi to produce it. Given the complexities of invoicing for two-way metering, some relationships of energy with the grid provider remain unclear. Therefore, moving to using the asset-specific data, rather than invoice data, would further improve the quality of our insights in the future.

Renewi Netherlands Holding BV and Renewi NV
Total renewable electricity generated; MWh



Energy purchases:

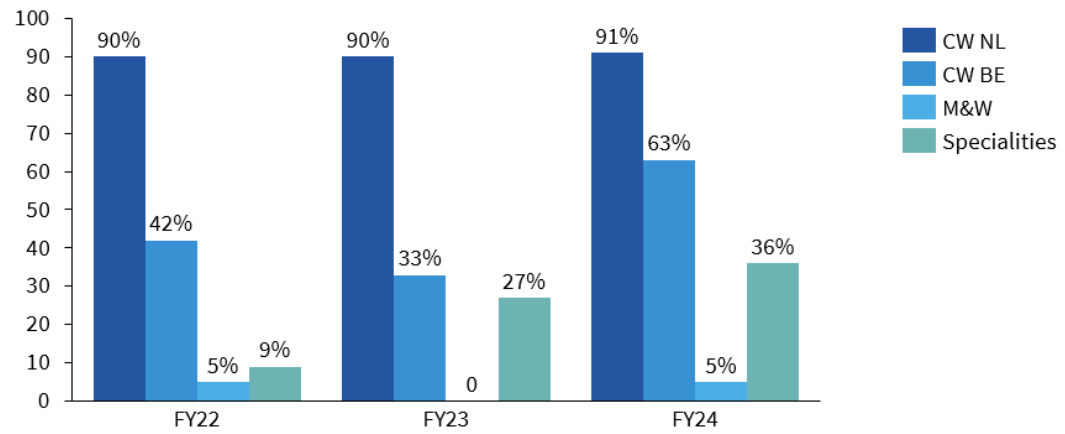
The purchased energy (in the case of Renewi: only in the form of electricity) comes from either:

- Grey grid via a central network
- Grey grid with green origin certificates purchased
- Green tariffs, via a central network
- Direct provision of green electricity, produced locally, bundled with the origin certificate

Division-level shares of renewable origin electricity in total supply are shown below.

Renewi Netherlands Holding BV and Renewi NV

Share of renewable origin in total electricity supply (of all MWh purchased and generated) by division; %



2.4 | Initiatives undertaken to decrease the emissions and energy consumption and their progress

Factors that can influence energy consumption

Minimizing emissions from energy consumption can happen either through leveraging the different energy mix (shift towards less carbon-intensive and renewable sources) or implementing energy efficiency and sobriety measures. Renewi aims to become 100% renewable electricity - based by 2030. However, not operating in the vacuum, Renewi has to be aware of factors that influence consumption/emission. They are listed in the table below for each energy carrier and the process emissions.

Energy flows	Factors
Direct process emissions	Quantity and composition of incoming waste, process efficiency, how much energy generated by waste
diesel trucks	Amount of waste transported, quantity and location of customers (routes), type of vehicle (diesel vs electric, engine efficiency), driving behavior of drivers
Diesel on site	Type of equipment (efficiency of engine and energy source: diesel vs. electricity), efficiency of internal transport movements, amount and composition of incoming and outgoing waste, degree of processing/recycling on site
Diesel passenger cars	Organization of work (via telephone, MS Teams or meeting in person, working from home), number of customers/stakeholders to be visited, distance between home and work, driving behavior of drivers
Gas on location	Use of gas in primary processes, insulation value of buildings, degree days, adjustment of heating
Electricity on site	Efficiency process, type of installation (efficiency motors), type of lighting, behavior of employees regarding the use of equipment and rooms
Air travel (business travel)	Organization of work (via telephone MS Teams or meeting in person, working from home), number of customers/stakeholders to be visited

It is important to distinguish between **absolute** energy consumption and process emissions and **relative** consumption and emissions. The absolute consumption and emissions are strongly related to the amount of waste that is transported and processed/recycled by the divisions. In general, the more processing/recycling, the more energy consumption or process emissions are released. Since one of the main business objectives of all three divisions is to process/recycle as much waste as possible and thus give it a second life as a secondary raw material, it is a natural tendency of this business that the total energy consumption, process emissions and thus total CO₂ emissions will increase as the divisions succeed in this objective. That is why the decoupling of processing capacity from energy demand remains a crucial challenge at Renewi.

Process emissions

The largest single source of emissions is the activities of ATM. The processes at ATM consist of sludge treatment, water purification, pyrolysis, thermal cleaning, flue gas cleaning and ship cleaning/degassing. By means of pyrolysis, part of the processed material is converted into fuel, which is used on site to provide other combustion processes – as such, it is difficult to be optimized further. Nevertheless, a major gain in terms of emissions can still be achieved here by capturing the CO₂- which is currently being evaluated.

In 2021, ATM, was contacted by the Port of Moerdijk if there was interest in joining a project with the final goal of reducing carbon emissions in the region of Moerdijk and achieving carbon neutrality, called DIMMER project – Decarbonizing the Industry in Moerdijk by Managing

Emissions Regionally. This feasibility study concluded in March 2024 with several knowledge gaps still unaddressed and facing a diminishing interest of the stakeholders.

As a response to this, ATM is looking for alternatives, eg. via expressing its interest in taking part in the Dutch part of the “Delta Rhine Corridor / Delta Schelde CO2nnection”, promoted by Gasunie, as well as 1-1 conversations with key business partners to achieve the scale needed to make a CCS project feasible.

No process optimization was identified at the Commercial Waste NL and Mineralz landfills and the diffuse landfill gas emissions from the landfill can only be used for electricity generation. Small process optimizations can be implemented in the fermentation processes and composting, but these will often not be reflected in the results. To provide better incentives for such optimization to happen, we are continuously evolving our measurement and accounting methods for better granularity.

Diesel trucks

The relative fuel consumption in the transports of Commercial Waste NL per ton of transported waste can be positively influenced by the purchase of new (EV or more efficient) vehicles, optimizing routes and the stimulation of more economical driving behaviour of drivers. Commercial Waste NL's truck fleet consists of nearly 1200 trucks. In FY20, 60% of these trucks had a Euro 6 engine, which has since increased to 90%. EURO 6 remains the highest standard of quality for trucks, and it will remain so until 2027 when EURO7 steps in place within the EU.

To build strong response to the regulation, Renewi is actively exploring and following developments in emission-free transport, such as trucks that use electricity as fuel. Electric trucks have been purchased for a few years now. These still represent only a small share (<1% of the fleet), but a ramp-up plan is being designed for the introduction of more EV trucks to contribute to the carbon reduction target that is set for 2030. Also, we are exploring alternative fuels such as bio-LNG (produced by Renewi Organics and Nordsol) and HVO– this is however still on an experimental scale, given the total size of our fleet demand.

Diesel on site

Diesel consumption on site can be positively influenced mainly by optimizing internal transport movements as well as investing in more efficient vehicles (among which, replacing equipment that runs on diesel with electric cranes and forklifts).

Fuel economy lease passenger cars

The fuel consumption of leased passenger cars can be positively influenced by drawing employees' attention to their driving behavior and promoting the use of alternative meeting resources such as MS Teams or working from home where possible. In addition, the organization can steer its lease policy towards more fuel-efficient and electric cars and has done so with the June 2023 policy to only contract electric lease cars going forward. Worth noting that the use of electric cars only provides a significant advantage if they are charged with green electricity, so provisioning the sites with green energy is paramount to make sure this solution yields results.

Gas on site

Gas on sites is mainly used for the heating of buildings – investigation of the methods of buildings heating and insulation, to evaluate the impact of buildings on unnecessary gas use, is a next step on Renewi's journey.

Gas consumption on location can also be reduced by optimizing primary processes in which gas is used, although to a lesser extent.

Electricity on site

Electricity consumption on site can be positively influenced by optimizing primary processes in which electricity is used, such as sorting lines, baling presses and similar installations, and by making maximum use of energy-efficient lighting and equipment in buildings, halls, and offices. This is a part of general energy care on location. This has been worked out at location level

within the divisions in the context of the EED audits (European Energy Directive). These EED audits contain an action plan with energy saving actions to be implemented in the period 2020-2024 and beyond.

Scope 3 - Air Travel

The degree of air travel can be positively influenced by organizing work arrangements with international teams via MS Teams instead of in person. This is already being done where possible, and for some teams working internationally we have informally observed a larger support for commuting via train between the UK and the rest of the continent. HR and expense systems are already gathering more granular data on the means of business travel, however no focus is currently being placed on this because the total contribution of this category to the CO₂ footprint is negligible.

Scope 3 - Business travel - Business travel private cars, Public Transport and Taxi use

In 2019, a calculation was made to determine the CO₂ that are released in addition to air traffic. This is based on the reimbursed kilometers and declared public transport and taxi rides. This showed that the total share of business travel is 0.1% of the total footprint. Subsequent annual reporting of Scope 3, although on a much lower lever of granularity, regularly confirms the negligible contribution of this category in totals. This energy flow can therefore be regarded as insignificant and will therefore receive only limited attention within the CO₂ management system for the time being, sufficient to meet the local regulation but not playing a critical part in the decarbonization.

Reduction plans

Strategy and targets

Renewi positions itself as a market leader in recycling, which remains its core business objective and the first pillar of strategy and answers the question “what we do”.

“How we do it” is covered by the remaining two pillars of the strategy, among them: carbon footprint reduction – on sites and in fleet. This way, Renewi plc has included a number of targets with regard to energy and fuel consumption for 2025 in its Sustainability Strategy.

Excerpt from the Annual Report – level of ambition for the entire Group, incl. Municipal business which is not included in the CO₂PL accounting – hence the difference in stated total numbers vs screenshot below

Sustainability continued

Reducing our carbon emissions

Objective	Metric	Progress to date				
		FY24	FY23	FY22	2025 Target (FY26)	2030 Target (FY31) ¹
Reduce our carbon footprint	Absolute carbon footprint Scope 1 & 2 ^{1,2} (kT of CO ₂ e)	577	604	631	536 (-15%) ³	315 (-50%) ³
	Absolute carbon footprint Scope 3 (mT of CO ₂ e)	- ⁴	1.3	1.2		0.9 (-25%) ³
Be a leader in clean and green waste collection	Carbon intensity collection ² (kg CO ₂ per tonne of waste collected)	13.3	12.9	-		
	Share of Euro 6 trucks (% of total fleet)	87%	77%	67%	100%	100%
	EV (electric vehicle) trucks (number)	12	4	2		65
Reduce the carbon impact of our operations	Carbon intensity of our sites ¹ (kg CO ₂ per tonne of waste handled)	7.8	8.1	-		
	Share of renewable energy used on site ¹ (% of renewable electricity out of total electricity use)	45.9%	35.0%	32.7%	50%	100%
	Hybrid or electric lease cars (% (PH)EV vehicles out of total fleet)	- ⁴	38%	39%	40%	50%

1. Certain FY23 metrics have been restated following further limited assurance work.
2. To be reported through our 2024 CDP disclosure (Climate Change questionnaire).
3. Reduction target vs baseline year FY22.
4. KPI not measurable this year due to lack of reporting data from service provider.
5. Please refer to the methodology notes on p. 263 for the detail on limitations of the calculation approach applied.



The ambition level of Renewi is considered to be in line with the global objectives as per guidance of the Science-Based Targets Initiative: to not exceed the 1.5°C warming of the planet: this is translated to 50% reduction in Scope 1 and 2, and 25% reduction in Scope 3 by 2030 (FY31). Interim target was set at FY25 for a 15% reduction vs FY22 baseline. Those targets have not yet been verified by SBTi. Given the upcoming structural changes within Renewi, we aim to submit them to SBTi for verification only after the finalization of the sale of UK business – as this would affect the baseline numbers.

Peer comparison

Out of 78 companies listed by SBTi within “Solid waste management utilities” sector, we are one of 14 companies who committed to setting the short-term targets according to recent climate science.

Upon the approval of the targets above, we are expecting to join the further 57 players who already set it for 1.5°C, and 6 who are following a well-below 2°C pathway.

This is signalling an increased ambition within the sector, where last year only 26 players had their short-term 1.5°C targets approved. This doubling of followership may mean that having a solid 1.5°C short-term target approved by SBTi is becoming a new norm of doing business.

Only 5 companies have a 1.5°C target set for long-term, and looking further at net zero ambitions, 8 companies from the sector have so far committed, 3 set a date for it, and one (Stena) had its commitment removed. This is again an increase in the ambition vs last year, although doesn't yet seem to signal a critical mass in this level of ambition. After all, the commitment without a follow-through plan may be more risky (commitment removed) than holding out with declarations until an action plan is in place.

On this basis, we conclude that we are still in line with the progress of the industry, although must act swiftly to remain in this cohort. In terms of CO₂ Prestatieladder, we classify ourselves in the “middle bracket” of the ambition level GHG-wise.

Reduction plans

In order to achieve the goals above, the first scope 1&2 decarbonization roadmap has been consolidated during FY24 and presented to Executive Leadership team in February 2024. List of initiatives and projects across all different types of carbon emissions has been considered and first years will mainly bring a focus on energy efficiency, electrification of the fleet combined with a continuous improvement of the usage of diesel-fuelled fleet through route optimization and the finalization of a 100% EURO 6 composition of our diesel-based fleet. Small projects to decrease carbon emissions from on-site processes (from the management of hazardous waste and organic waste) are also in the short-term pipeline in order to cumulatively deliver on Renewi's intermediary -15% carbon reduction on scope 1&2 vs. baseline year FY22, by the end of FY26.

Beyond FY26, looking at Renewi's carbon reduction objectives by 2030 (FY31): the team is currently focusing on enriching the decarbonization and transformation roadmap on scope 1&2. Details of these plans have been shared internally with the CO₂Performance Ladder auditors but Renewi has decided to not yet share any details publicly. Renewi's scope 3 decarbonization roadmap will start being built in September 2024.

The governance mechanism to deliver these targets is discussed in the second part of the report (SYSTEM).



Conclusions:

In the past year Renewi has observed a slow progress towards its objectives, however further activities are underway to make sure the entirety of that progress would be a result of performance control rather than a favourable coincidence with decreasing tonnages. Formal 3rd party acknowledgement of the carbon ambitions of Renewi is paused due to an internal reorganization, although the level of ambition of Renewi does not change. Progress is being made to implement reduction plans effectively through the cautious preparation of planning and budgeting.

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