



Carbon Reduction Plan  
for  
First Bus

# 1. Introduction

First Bus has been assessing its carbon footprint since 2015 in line with the Streamlined Energy and Carbon Reporting (SECR) requirements and the Greenhouse Gas Protocol reporting standard. The FY20 baseline year (1<sup>st</sup> April 2019 – 31<sup>st</sup> March 2020) has more recently been adapted to meet the requirements of UK Government's Procurement Policy Note 06/21: Taking account of Carbon Reduction (PPN06/21). This carbon reduction plan has been produced in line with the scope of the FY20 baseline year assessment.

## 2. Baseline Year Footprint

The First Bus baseline year footprint is provided below in Table 1. The FY20 period has been selected as the baseline year as it represents the most recent period of typical activity prior to the Covid 19 pandemic.

The vast majority of First Bus' carbon footprint is the Scope 1 diesel fuel consumption associated with the bus and coach fleet. These emissions will be the main focus of the First Bus Carbon Reduction Plan, including the commitment to deliver a 100% Zero Emission Bus (ZEB) fleet by 2035, – First Bus' 'Zero Emission Mission 2035'.

The Scope 2 emissions have been dual reported (Location and Market based) to highlight the fact that all of the First Bus sites are using renewable electricity (Market based).

**Table 1: First Bus baseline year footprint**

Baseline Year FY20: 1 <sup>st</sup> April 2019 – 31 <sup>st</sup> March 2020	
Emissions	Tonnes CO <sub>2</sub> e
Scope 1	334,328
Scope 2 (Market based)	0
Scope 2 (Location based)	5,072
Scope 3	
- Cat 5: Waste Generated in Operations	4,732
- Cat 6: Business Travel	
- Cat 7: Employee Commuting	
<b>Total Emissions (Market Based)</b>	<b>339,060</b>
<b>Total Emissions (Location Based)</b>	<b>344,132</b>
<b>Out of Scope Emissions</b>	<b>11,007</b>

### 3. Subsequent Emissions Reporting

**Table 3: First Bus Previous year footprint**

FY24: 1 <sup>st</sup> April 2023 – 31 <sup>st</sup> March 2024	
Emissions	Tonnes CO <sub>2</sub> e
Scope 1	221,906
Scope 2 (Market based)	0
Scope 2 (Location based)	7,328
Scope 3	
- Cat 5: Waste Generated in Operations	4,848
- Cat 6: Business Travel	
- Cat 7: Employee Commuting	
<b>Total Emissions (Market Based)</b>	<b>226,754</b>
<b>Total Emissions (Location Based)</b>	<b>234,082</b>
<b>Out of Scope Emissions</b>	<b>20,333</b>

**Table 4: First Bus current year footprint**

FY25: 1 <sup>st</sup> April 2024 – 31 <sup>st</sup> March 2025	
Emissions	Tonnes CO <sub>2</sub> e
Scope 1	212,001
Scope 2 (Market based)	0
Scope 2 (Location based)	11,512
Scope 3	
- Cat 5: Waste Generated in Operations	4,768
- Cat 6: Business Travel	
- Cat 7: Employee Commuting	
<b>Total Emissions (Market Based)</b>	<b>216,769</b>
<b>Total Emissions (Location Based)</b>	<b>228,281</b>
<b>Out of Scope Emissions</b>	<b>21,277</b>



## 4. Carbon & sustainability targets

### 4.1. Target setting

First Bus has completed an emissions forecasting exercise based on its FY20 (2019/20) baseline year assessment.

There are four categories of carbon dioxide<sup>1</sup> reductions to consider whilst forecasting:

1. **Passive Reductions** – these are carbon reductions that would happen without any action needed by the company e.g. the decarbonisation of the electricity grid will gradually reduce the carbon emissions associated with the electricity you use and purchase
2. **Market-Based Reductions** – these are achieved by selecting and paying for energy tariffs that have lower emissions e.g. buying a green electricity tariff.
3. **Active Reductions** – these are achieved by making technological, behavioural and operational changes within the business. E.g. choosing to reduce the number of miles driven in cars; choosing to put a limit on the number of flights people make; investing in new technology to reduce energy consumption etc.
4. **External Reductions** – carbon **compensation/offsetting** to reduce emissions external to your own footprint to reduce your net emissions.

Figure 1 shows this recommended approach applied to First Bus's emissions to 2050. By taking the Active Market Based approach, **First Bus is committed to reducing its emissions over time to achieve Net Zero by 2050 or earlier**. The difference between the passive and the active line highlights how First Bus aims to lead the Net Zero transition in the bus transport sector with its 'Zero Emission Mission 2035'.

The most significant **Passive Reductions** assume:

- Electricity Grid emissions will reduce linearly to zero by 2035 (which is the UK's target to achieve zero carbon emissions electricity grid). Note: the grid emissions have reduced by approximately 50% over the last 5-6 years on a tCO<sub>2</sub>e per kWh basis.
- All buses operated by First Bus would be zero carbon by the year 2045 **if there was no uptake of government funding or capital expenditure by First Bus**. The phase out date of combustion engine buses is not stated in the UK Government Net Zero Transport plan, so this date has been assumed. The initial decrease of the passive line is gradual as the initial uptake of low carbon technologies is slow. The decrease becomes more aggressive from 2030 onwards as electric buses become more widely available and technology advances reducing range anxiety.

<sup>1</sup> Referred to as "carbon" or "CO<sub>2</sub>"

The most significant **Active Reductions** assume:

- First Bus has committed to delivering a fully zero emission bus fleet by 2035. All electric vehicles charged at First Bus sites will be supplied with 100% renewable electricity (a mix of renewables on site and renewable energy from the grid).
- All-natural gas and gas oil heating systems will have been transferred to zero carbon alternatives (e.g. heat pumps) by 2040.

The blue line shows First Bus’ actual progress towards its emission reduction targets.

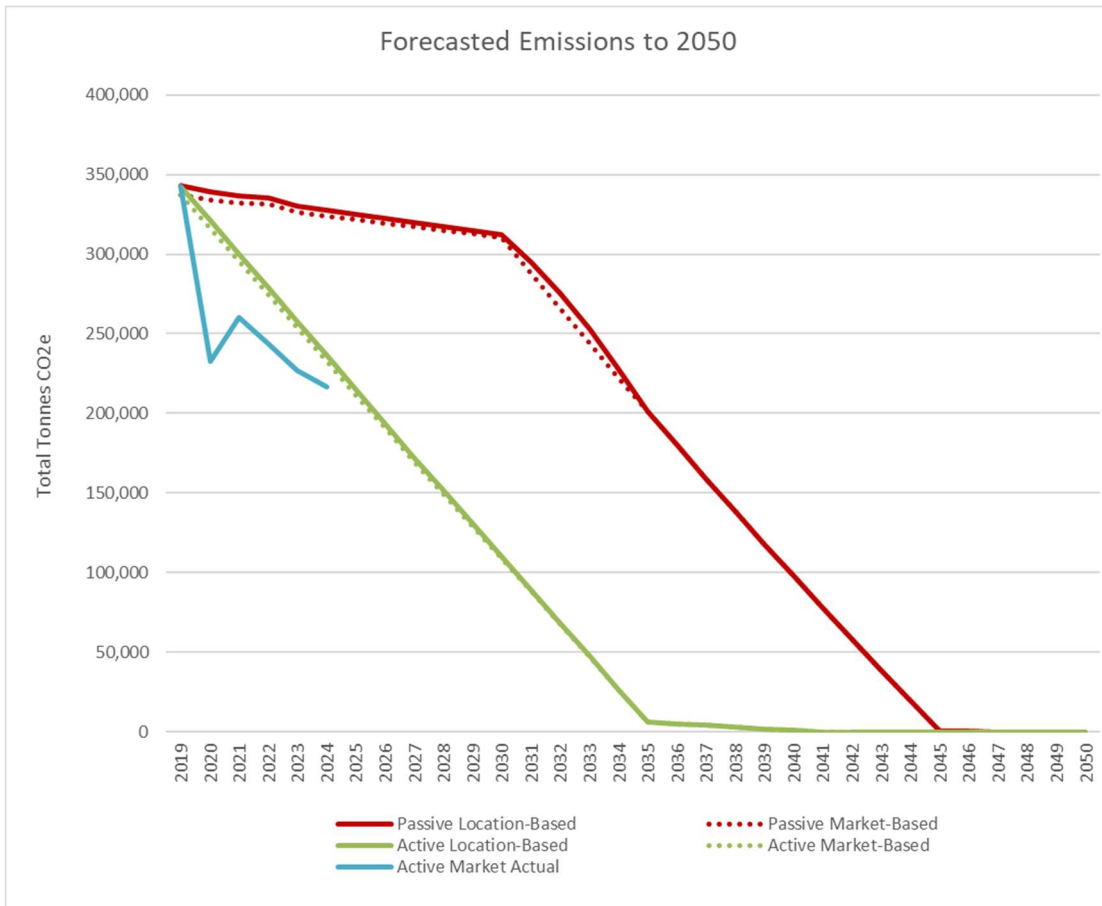


Figure 1: Emissions forecast for First Bus until 2050

## 4.2. The Fleet Transition

We continue our transition to a Zero Emission Bus fleet owing to further rounds of ZEBRA and ScotZEB funding, as well as the acquisition of RATP in London, with 541 zero emission buses added in FY25. Old diesel buses continue to be permanently removed from service as they come to end of life. Overall, zero emission vehicles now make up 20.5% of our bus fleet excluding coaches (end FY25) – a significant increase from 13% last year, with a further 316 EVs also being secured for FY26.

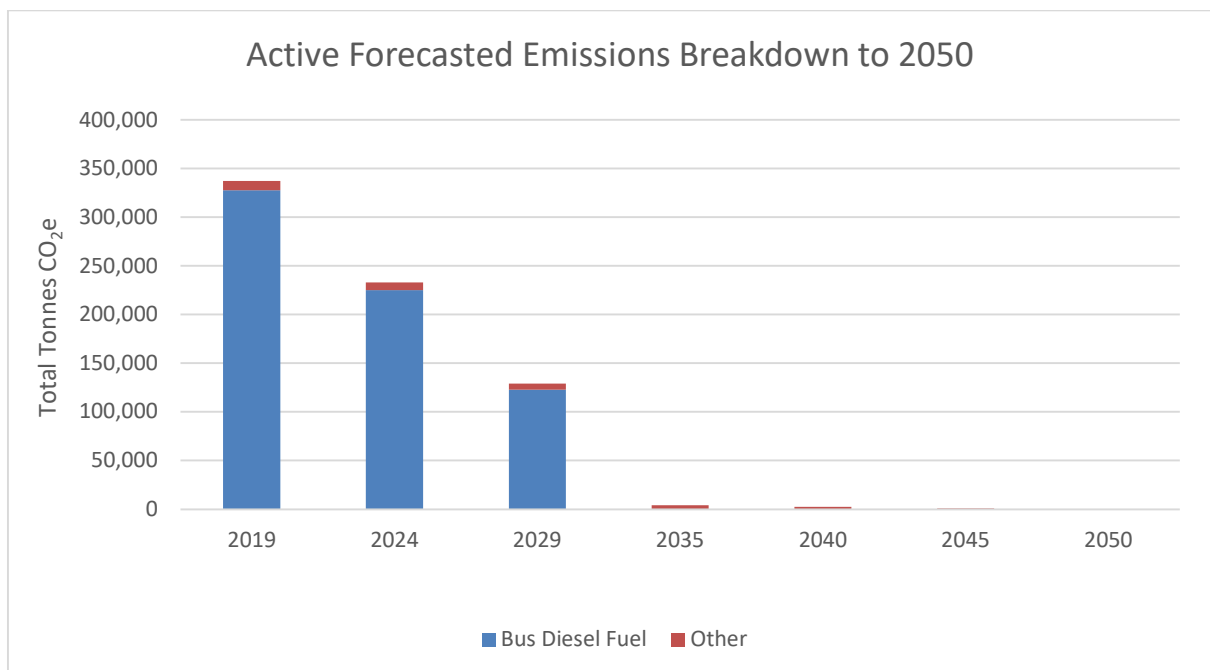
On top of the above government support, First Bus will also aim to fund the transition more independently, as battery technologies improve and the zero carbon options become more financially viable. The purchase of new Zero Emission Buses is complemented by the ‘repowering’ of a number of mid-life diesel buses to fully electric buses.

## 4.1. Net Zero Depots

First Bus was pleased to announce in September 2024, that following the full electrification of its commercial bus fleets in York, Leicester and Norwich, that these depots are now Net Zero emission operations for Scopes 1&2 emissions. This means going a step beyond the elimination of tailpipe emissions (our Zero Emission Mission 2035), by accounting for other direct operational emissions associated with each site, including the energy used to power our depots (heating and power), and other ancillary vehicles.

Other depots across the UK operation will now follow suit as part of a wider business commitment to achieve Net Zero Emissions by 2050 or earlier.

Figure 2 provides the First Bus forecasted carbon reduction.



**Figure 2: Emissions forecast for First Bus until 2050**

For the purposes of Figure 2, the category 'other' includes all remaining scope 1 and 2 emissions, as well as business travel, waste, water and employee commuting. **There are no freight emissions included within the scope of this Carbon Reduction Plan as this is not relevant to the First Bus operation.**

#### 4.2. Other Energy Reduction Measures

In 2023 First Bus completed phase 1 of its mission to make depots self-sustaining, investing £2.5m to install 6,000 solar photovoltaic (PV) panels across 20 depots. The PV panels are already enabling the depots to generate their own renewable power for depot lighting, heating, office functions and engineering bays – reducing costs, emissions and the depot's need to draw power from the local grid. At peak output, we expect the panels to produce 2 million KWh of energy a year.

Earlier this year, First Bus successfully completed the Phase 3 ESOS compliance, which identified a number of energy reduction measures for the vehicle depots. First Bus is currently reviewing these recommendations and considering implementation with the aim of reducing site energy consumption.

## 5. 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<sup>4</sup> 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.

*‘As leaders in sustainable mobility, we are fully aligned with the Government’s ambitions for a net-zero carbon transport system, including zero-emission bus fleets. We will continue to work closely with central and Local Government across the UK to support the delivery of our shared decarbonisation ambitions and commitments.’ Janette Bell, First Bus Managing Director.’*



Director Sign off: Isabel McAllister

Chief Sustainability & Compliance Officer

Date: 30<sup>th</sup> July 2025

## 6. References

1. BEIS GHG Conversion Factors for Company Reporting (2016-2021)
2. Carbon Footprint Ltd's Target Setting White Paper (2021)
3. Guidelines to Defra's Greenhouse Gas (GHG) Conversion Factors for Company Reporting – annexes (June 2013)
4. Science Based Targets Initiative (SBTi) (2021)
5. The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard, Revised Edition (March 2004)