

CD&R Firefly Holdco Limited

Report on selected ESG performance metrics for the year ended 31st December 2025

Report on Selected ESG Performance Metrics for the year ended 31st December 2025

Company: CD&R Firefly Holdco Limited ('MFG')
Reporting Period: 1 January 2025 - 31 December 2025
Report Date: 25.03.26

Contents

Selected ESG performance metrics for the year ended 31 December 2025.....Page 3

Directors' Statement on CD&R Firefly Holdco Limited's Report on selected ESG performance metrics for the year ended 31 December 2025.....Page 3

Appendix 1 - Reporting criteria for selected ESG performance metrics for the year ended 31 December 2025.....Page 5

Appendix 2 - Independent Limited Assurance Report to the Directors of CD&R Firefly Holdco Limited on the selected ESG performance metrics for the year ended 31 December 2025.....Page 22

Purpose

This report provides an overview of selected ESG performance metrics for the year ended 31st December 2025. For specific details on how we report our ESG performance metrics please refer to our Reporting Criteria in Appendix 1.

For further information on MFG's broader ESG performance please refer to our separate Sustainability Report published annually on our website [here](#).

PricewaterhouseCoopers LLP ('PwC') conducted a limited assurance engagement on selected ESG performance metrics for the year ended 31 December 2025 in accordance with the International Standard on Assurance Engagements 3000 (revised), and the International Standard on Assurance Engagements 3410, issued by the International Auditing and Assurance Standards Board. The results of this assurance process can be found in Appendix 2.

The metrics that have been covered by this assurance process are indicated by the symbol ⊕ in Table 1.

Table 1 - Selected ESG Performance Metrics for the year ended 31st December 2025

Metric	2025
Scope 1 GHG emissions (tCO ₂ e)	4,082 [Ⓐ]
Scope 2 (location based) GHG emissions (tCO ₂ e)	24,415 [Ⓐ]
Scope 2 (market based) GHG emissions (tCO ₂ e)	45 [Ⓐ]
% electricity consumption covered by renewable energy (%)	100% [Ⓐ]
Total number of 'live' EV charging units at year end	1,371 [Ⓐ]
Total number of kWh sold (kWh)	61,278,295 [Ⓐ]
Reliability of EV chargers (%)	99.49% [Ⓐ]

**Directors' Statement on CD&R Firefly Holdco Limited's
"Report on Selected ESG Performance Metrics for the year
ended 31st December 2025"**

As the Directors of CD&R Firefly Holdco Limited we confirm that we are solely responsible for the preparation of the "Report on *Selected ESG Performance Metrics for the year ended 31st December 2025*" including this Directors' Statement and for reporting the selected ESG performance metrics, in accordance with the Reporting Criteria in Appendix 1 and ensuring that the reported information is supported by appropriate books and records.

We confirm, to the best of our knowledge and belief, that we have:

- Designed, implemented and maintained internal controls and processes over information relevant to the measurement, evaluation and preparation of the selected ESG performance metrics that is free from material misstatement, whether due to fraud or error;
- Established objective Reporting Criteria that is appropriate for preparing and presenting the selected ESG performance metrics to meet, including clear definition of the entity's organisational boundaries, and applied them consistently;
- Presented information, including the Reporting Criteria, in a manner that provides relevant, complete, reliable, unbiased/neutral, comparable and understandable information; and

- Reported the selected ESG performance metrics in accordance with the Reporting Criteria.

Simon Lane

For and on behalf of the Board of Directors of CD&R Firefly Holdco Limited
25.03.26

Appendix 1 - Reporting criteria for selected ESG performance metrics for the year ended 31 December 2025

**CD&R Firefly Holdco Limited Reporting
Criteria 2025**

This document includes the reporting criteria for selected ESG performance metrics subject to independent limited assurance procedures for the year ended 31st December 2025.

Contents

1. Introduction	5
2. Reporting period	6
3. Reporting boundary	6
3.1. Organisational boundary	6
3.2. Operational control	6
3.3. Acquisitions and disposals	7
4. Restatement policy	7
5. Data hierarchy	8
6. Greenhouse gas emissions metrics	8
6.1. Scope 1 GHG emissions (tCO₂e) ('Scope 1')	8
6.2. Scope 2 GHG emissions (tCO₂e) (Scope 2)	12
6.3. % electricity consumption covered by renewable energy (%)	15
7. EV metrics	15
7.1. Total number of 'live' EV charging units at year end	16
7.2. Total number of kWh sold	16
7.3. Reliability of EV chargers	17

1. Introduction

CD&R Firefly Holdco Limited ('MFG', or 'the Company', or 'The Group') is the UK's largest independent forecourt operator based in the UK and Channel Islands. MFG is the largest operator of 'open network' EV ultrarapid chargers, available to the public throughout our growing network.

Our business is focused on four highly integrated key strategic pillars – Fuel, EV Charging, Retail Estate Development and Valeting. We offer customers a growing range of services that operate alongside our dual-fuel strategy – these include a leading valeting offer, a convenient retail and 'food to go' network, and online delivery lockers.

MFG appointed PricewaterhouseCoopers LLP ('PwC') to perform an Independent limited assurance engagement on selected ESG performance metrics for the year ended 31st December 2025 in the "Report on Selected ESG Performance Metrics for the year ended 31st December 2025" in accordance with the International Standard on Assurance

Engagements 3000 (Revised) ‘Assurance Engagements other than Audits or Reviews of Historical Financial Information’ and International Standard on Assurance Engagements 3410 ‘Assurance engagements on greenhouse gas statements’, issued by the International Auditing and Assurance Standards Board.

2. Reporting period

Selected ESG performance metrics are reported for the period 1st January to 31st December each year to align with the Group financial statements.

3. Reporting boundary

3.1. Organisational boundary

MFG operates in the UK and Channel Islands. The organisational boundary for the purpose of these ESG performance metrics, as covered in this reporting criteria, is detailed below.

Table 1. Organisational boundary

Organisational boundary	ESG performance metric
UK assets under operational control (excl. Channel Islands)	Scope 1 GHG emissions (tCO ₂ e) Scope 2 (location based) GHG emissions (tCO ₂ e) Scope 2 (market based) GHG emissions (tCO ₂ e) % electricity consumption covered by renewable energy (%) Total number of ‘live’ EV charging units at year end Total number kWh sold (kWh) Reliability of EV chargers (%)

The organisational boundary is reviewed on an annual basis to ensure that any new or discontinued operations are included or removed where necessary. A review of properties is completed to identify what, if any, new sites fall within the scope of the reporting (e.g. due to site closures, divested entities etc). The updated organisational and property records are then reconciled to determine the boundary for the reporting period. Refer to section 3.3. for our policy in relation to ‘Acquisitions and disposals’.

3.2. Operational control

Operational control means that the Company or one of its subsidiaries has the full authority to introduce and implement operating policies in the operation. Under the operational control approach, a company accounts for 100% of consumption that falls within the organisational boundary. MFG characterises its forecourts in three ways, Company Owned Franchise Operated (COFO), Company Owned Company Operated (COCO), Dealer Owned, Dealer Operated (DODO). For the purposes of this exercise COFO and COCO sites are in MFG’s operational control, DODO are not.

Also excluded are UK depots as they are leased to third parties and are consequently considered outside of MFG's operational control. Hand car wash (HCW) sites are also considered as out of scope due to MFG's lack of operational control. Also excluded are business assets and operations based in the Channel Islands, this covers a low number of sites - currently just 4, and consumption is considered immaterial to the Group.

3.3. Acquisitions and disposals

For new sites acquired as part of a legal entity acquisition during a reporting period, these will be incorporated from the 1st of January of the following reporting period in accordance with the scope and boundary criteria set out in this document, unless otherwise indicated in our reporting. The comparative figures, where presented, will also be recalculated as per the restatement policy in section 4 below if the significance threshold is exceeded.

In the event of a legal entity divestment during a reporting period, any associated sites disposed of will be included up to the date of divestment within the reporting period, unless the restatement policy threshold in section 4 is exceeded, in which case the divested sites will be excluded and similarly removed from the comparative figures, where presented.

For new sites opened during the reporting period as part of organic business growth, these are reported from the date MFG gain operational control of the site. For the greenhouse gas emissions metrics, where consumption data is based on invoices, usage is reported in line with the billing period, starting from the date covered by the first bill. Any sites opened within one month of the year-end (after 30th November), will be included from the start of the following reporting period. Similarly, reporting of data for a site that closes during the reporting period ceases after the date when the site closes (end of lease agreement), with any final invoices received after this date but covering the period up to this date being included.

4. Restatement policy

To ensure reported figures remain comparable over time, we will restate the comparative figures presented in the event of specific changes outlined here.

Where restatements have been made for specific ESG performance metrics, these will clearly be outlined in our reporting. Restatements are considered necessary if there is a change to an individual ESG performance metric of greater than 5% (our significance threshold).

Restatements may be needed as a result of:

- a) **Structural change:** Where we experience a structural change (i.e. merger, divestment, acquisitions) to the scope of our reporting in future periods, we will recalculate the prior year and other data as required, so that we can monitor our performance on a consistent basis. Please refer to '3.3 Acquisitions and disposals' for further details.
- b) **Methodology change:** Changes in calculation methodology or improvements in the accuracy of emission factors or activity data, which result in a significant impact on the data.
- c) **Corrections:** Discovery of significant errors, or a number of cumulative errors, that are collectively significant.

5. Data hierarchy

Data for the greenhouse gas emissions metrics (see section 6) is collected from invoice data. Should invoice data not be available or appear inaccurate an estimation is carried out using the estimation techniques detailed below.

Table 2. Estimation techniques

Estimation technique	Description
1. Pro-rata extrapolation	<p>This means using figures available for one period of time (i.e. a reference period) to get average consumption figures for a shorter period.</p> <p>The length of the reference period used would depend on the missing data gap being estimated, but generally the reference period should be longer than the missing gap being filled. For example, if one or two months are missing, the previous 3 months of data would be used for a daily average. The pro-rata reference period would usually be the most recent data available prior to the missing data gap to account for seasonality and usage patterns. For electricity estimates, this is used as the preferred technique. If more than 6 months is missing, the benchmark estimation technique is used instead.</p>
2. Direct comparison	<p>This means using figures from another comparable time period to fill the gap. Ideally this would be based on data from the same month in the previous year, as this would reflect typical seasonality. For natural gas estimates, this approach is preferred due to the inherent seasonality of gas usage for space heating.</p>
3. Benchmark estimation	<p>This means using the utility consumption of one asset or activity as a proxy to estimate the consumption of another asset, particularly if they are of similar size, age or build and have similar characteristics. For electricity consumption, the benchmark estimate has been calculated on a month by month basis using the average kWh consumption of all active meters at petrol forecourt sites (PFS). This excludes meters at non forecourt sites, inactive or unused supplies, EV dedicated supplies and any meters where estimates have already been applied. Where only part of the month needs estimating, the monthly amount is pro-rated by day.</p>

6. Greenhouse gas emissions metrics

6.1. Scope 1 GHG emissions (tCO₂e) ('Scope 1')

MFG measures Scope 1 and Scope 2 GHG emissions, as defined by the GHG Protocol Corporate Accounting and Reporting Standard, which includes carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), nitrogen trifluoride (NF₃), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulphur hexafluoride (SF₆). GHG emissions are calculated by applying the relevant emissions factors to the activity data.

Table 3. Summary of Scope 1 emissions sources

Emission source	Data source	Data units
Natural gas	Invoice records	Kilowatt-hour (kWh)
Diesel generators	Invoice records	Litres (l)
Fugitive emissions	Refrigerant F-gas records	Kilograms (kg)
Company owned vehicles	Mileage expense records	Miles (mi)

6.1.1. Natural gas

Natural gas is used for space heating at a limited number of fuel stations.

Where the energy contracts are the responsibility of MFG, the activity data is collected from invoice records in kWh units monthly. The invoices are validated by SystemsLink and recorded on their system. Data is exported from SystemsLink and further processed and reviewed to comment on any reasons for gaps in data. Data quality checks include identifying new or lost supplies/sites and comparisons with the previous year’s data. The kWh data is included within the reporting period based on the date of the invoice. This also applies to any credits received during the reporting period.

Where accurate data is unavailable, natural gas usage will need to be estimated in accordance with Table 2.

Once all records of natural gas have been quantified in energy terms (kWh), this data is converted into emissions using the standard natural gas (gross calorific value) emission factor provided by the UK government Department of Energy Security and Net Zero (DESNZ) for the corresponding reporting period.

Table 4. Emission factors used in natural gas emission calculations

Emission Factor Name	Emission Factor (kg CO ₂ e/kWh)	Source
Scope 1 Emission Factor (2025)		
Natural Gas	0.18296	UK Gov 2025 (DESNZ)

6.1.2. Diesel generators

Some sites use diesel generators to provide backup electricity. The generators are provided along with fuel by a contractor, who bill MFG with an itemised breakdown, including “fuel deliveries”. The diesel generators are not fitted with meters, therefore metered usage data in any given period is not available. Instead, reported usage is based upon top up invoices

provided by the contractor via third-party platforms (Verisae and NetSuite) on the basis that diesel purchased during the reporting period is consumed within the same period. Data quality checks involve reviewing Verisae and NetSuite invoices. The litres are converted into emissions using the diesel (average biofuel blend) emission factors provided by DESNZ.

Table 5. Emission factors used in diesel emission calculations

Emission Factor Name	Emission Factor (kg CO ₂ e/litre)	Source
Scope 1 Emission Factor (2025)		
Diesel (Average Biofuel Blend)	2.57082	UK Gov 2025 (DESNZ)

6.1.3. Fugitive emissions ('F-Gas')

F-gas records are maintained by our maintenance contractor (Jordon), with the amount of refrigerant purchased recorded in kilograms. The refrigerant recorded is used for topping up lost refrigerant in systems (HVAC systems and chillers/freezers) and is therefore a proxy for what has escaped to air in the reporting period. Note it also however includes a small amount of replacement gas from contaminations and reclaims during equipment servicing.

With the availability of this data, a 'Simplified Material Balance Method' is used to calculate the amount of refrigerant leakage, as per the HM Government Environmental Reporting Guidelines (2019).

The formula is summarised as follows:

Total refrigerant recorded (kg) × Refrigerant type Global Warming Potential

Table 6. Summary of the main refrigerants used by MFG

Refrigerant Type	Global Warming Potential	Source
R32	749	International Institute of Refrigeration (IIFIIR) 2023
R134A	1470	International Institute of Refrigeration (IIFIIR) 2023
R290	0.06	UK Gov 2025 (DESNZ)
R404A	3943	UK Gov 2025 (DESNZ)
R407F	1674	UK Gov 2025 (DESNZ)
R410A	1924	UK Gov 2025 (DESNZ)
R448A	1497	International Institute of Refrigeration (IIFIIR) 2023
R449A	1504	International Institute of Refrigeration (IIFIIR) 2023

R452A	2336	International Institute of Refrigeration (IIFIR) 2023
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6.1.4. Company owned vehicles

A company owned car is defined as a vehicle that is owned or leased in the name of the Company or its subsidiaries for a period of greater than 30 days, thereby distinguishing it from short term rental vehicles (considered Scope 3 emission sources).

Company owned mileage records are available via expense records. A detailed report is generated showing the date of claim, mileage travelled, the vehicle registration, vehicle car and fuel type and the engine size. The data is included within the reporting period based on the date that the claim was made, rather than when the claim was processed or when the mileage took place.

The mileage records are compared to a database of company cars by vehicle registration to distinguish between Scope 1, business mileage and Scope 3, grey fleet. Data quality checks are carried out on manual input errors. The vehicle type classification (e.g. Petrol, EV, PHEV, etc.) is sourced from the company car database to correctly allocate emissions to Scope 1 or Scope 2. The mileage is summarised in a PivotTable and sorted by fuel type, engine size and category of claim. If no records of the fuel type and engine size is available, then the emission factor for an average car of unknown fuel type is used. The total values of business mileage are then converted into emissions using the associated emission factor as outlined by DESNZ for the corresponding reporting period for respective fuel type and size. Any records of electric vehicle travel are reported under Scope 2. As per UK government guidance in the 'UK Government GHG Conversion Factors for Company Reporting', an emission factor for both the conventional fuel use and the electricity use are applied to the mileage for any Plug-in Hybrid (PHEV) models.

Records where registration numbers do not match to the company car database are categorised as Scope 3 and are reported under Scope 3 (category 6, grey fleet). Any mileage not claimed for via an expense claim would not be included.

Table 7. Emission factors used in company owned vehicle emission calculations

Emission Factor Name	Fuel Type	Emission Factor (kg CO ₂ e/mile)	Source
Scope 1 Emission Factors (2025)			
Small Car	Diesel	0.23078	UK Gov 2025 (DESNZ)
Medium Car	Diesel	0.27639	UK Gov 2025 (DESNZ)
Large Car	Diesel	0.33808	UK Gov 2025 (DESNZ)

Small Car	Petrol	0.23027	UK Gov 2025 (DESNZ)
Medium Car	Petrol	0.28121	UK Gov 2025 (DESNZ)
Large Car	Petrol	0.43175	UK Gov 2025 (DESNZ)
Small Car	MHEV	0.18368	UK Gov 2025 (DESNZ)
Medium Car	MHEV	0.18869	UK Gov 2025 (DESNZ)
Large Car	MHEV	0.25184	UK Gov 2025 (DESNZ)
Small Car	PHEV	0.04841	UK Gov 2025 (DESNZ)
Medium Car	PHEV	0.12536	UK Gov 2025 (DESNZ)
Large Car	PHEV	0.16146	UK Gov 2025 (DESNZ)
Average Car	Unknown	0.26915	UK Gov 2025 (DESNZ)

6.2. Scope 2 GHG emissions (tCO₂e) (Scope 2)

Total Scope 2 GHG emissions are emissions that occurred in sites under MFG operational control, and include the following:

Table 8. Summary of Scope 2 emission sources

Emission source	Data source	Data units
Purchased electricity	Invoice records, landlord records or estimations	kWh
Public electric vehicle charge point (EVCP) usage*	Monthly usage records from either submetering or dedicated supplies	kWh
Company owned vehicles (electric vehicles)	Mileage records from expense claims	miles

**Per 6.2.2 below, consumption from this source is deducted from our total reported emissions*

Electricity is reported under both market-based and location-based methods as outlined in section 6.2.4.

6.2.1. Purchased electricity

Electricity is used at all locations and purchased from the grid at owned/controlled sites or via the landlord.

Where the energy contracts are the responsibility of MFG, the activity data is collected from invoices in kWh units monthly. The invoices are validated by SystemsLink and recorded on their system. Data is exported from SystemsLink and further processed and reviewed to comment on any reasons for gaps in data. Data quality checks include reviewing new or lost supplies/sites and comparisons with the previous year's data. The kWh data is included within the reporting period based on the date of the invoice. This also applies to any credits received during the reporting period.

Where accurate data is unavailable, electricity usage will need to be estimated in accordance with Table 2.

Once all records of purchased electricity have been quantified in energy terms (kWh), this data is converted into emissions as per the dual reporting approach outlined in section 6.2.4, resulting in location- and market-based emissions.

6.2.2. Public electric vehicle charge point (EVCP) usage

A growing number of fuel stations also provide public electric vehicle charge points (EVCP). This usage is excluded from MFGs GHG emissions as it falls outside the operational control boundary of MFG.

EVCP usage is recorded monthly on a third-party software platform (refer to Section 7) and managed by the EV Operations Team. Data is exported from this system in a spreadsheet, which displays the site name, site reference, open date and MPAN. The EVCP usage is deducted from the invoice electricity consumption data to leave only purchased electricity for a site (the net usage). Any meters on non-PFS sites, where the meters only supply EVCPs, are excluded from the dataset as the consumption is classified as Scope 3. This process ensures only emissions within the operational control of MFG are reported. Data quality checks include cross referencing the MPAN against invoice records.

The remaining net electricity usage is summarised at a site level to ensure that all owned or controlled assets have energy usage associated. If invoice data is unavailable for a site, or if deducting EVCP usage results in a negative value, usage will be estimated. Estimates are applied by determining whether the charge point is connected to a "dedicated" supply (a supply providing electricity to the charge point only) or a "shared" supply (a supply providing electricity to both the charge point and the rest of the fuel station). Any "dedicated" supplies are estimated using the total site level EVCP figure. Any "shared" supplies are estimated using the total site level EVCP figure in addition to the most relevant estimation technique outlined in Table 2.

6.2.3. Company owned vehicles (electric vehicles)

The methodology followed for electric vehicle company owned vehicles follows that described in section 6.1.4, company owned vehicles. A breakdown of the vehicle size is not currently provided; therefore, all battery electric vehicles are considered “average” in size. Any mileage not claimed for via an expense claim would not be included.

Table 9. Emission factors used in company owned electric vehicle emission calculations

Emission Factor Name	Fuel Type	Emission Factor (kg CO ₂ e/mile)	Source
Scope 2 Emission Factor (2025)			
Small Car	PHEV	0.03877	UK Gov 2025 (DESNZ)
Medium Car	PHEV	0.01499	UK Gov 2025 (DESNZ)
Large Car	PHEV	0.02037	UK Gov 2025 (DESNZ)
Average Car	Battery Electric	0.05894	UK Gov 2025 (DESNZ)

6.2.4. Location- and market-based calculations

Table 10. Emission factors used in location- and market-based emission calculations

Emission Factor Name	Emission Factor (kg CO ₂ e/kWh)	Source
Location-based		
UK Average	0.17700	UK Gov 2025 (DESNZ)
Market-based		
Renewable energy contracts	0.0	Supplier specific
Other contracts	Contract or supplier specific	Contract/supplier fuel mixes
Residual emissions	0.42076	AIB, European Residual Mixes 2024

A dual-reporting approach is taken to reporting Scope 2 emissions, meaning both locationbased and market-based emission figures are reported. The location-based method

involves converting purchased electricity to GHG emissions by using the UK average electricity emission factor as calculated by the UK Government DESNZ.

The market-based method involves converting purchased electricity to GHG emissions according to the contract specific emissions intensity per kWh. Contractual instruments are acquired from each supplier annually and assessed against the GHG Protocol Scope 2 Quality Criteria. If the contractual instruments do not meet the 8 quality criteria, or are unavailable, then other data shall be used as an alternative as per the GHG Protocol Scope 2 Data Hierarchy. Additional Renewable Energy Guarantees of Origin (REGOs) may be purchased to cover the total MWh where the fuel mix of the contract or supplier is not 100% renewable.

In the case that electricity is not purchased on a certified renewable energy contract or covered by the purchase of REGOs, a supplier specific emissions factor is used. If this is not available, a UK specific residual emission factor is used. The residual emission factor is uplifted to account for all non-renewable energy sources and is sourced from the Association of Issuing Bodies (AIB), European Residual Mixes. The AIB emission factor is used that corresponds to the reporting period, or if unavailable, then the emission factor that relates to the most recent period available. Note that the AIB emissions factors are a CO₂/kWh and is used as a proxy for CO_{2e}/kWh.

Note that the calculation of market-based emissions is based on our energy suppliers fulfilling their contractual obligations under the terms of renewable tariffs to back all energy supplied to all its customers on such tariffs by REGOs. We have no oversight over that process.

6.3. % electricity consumption covered by renewable energy (%)

The percentage of electricity consumption covered by renewable energy is calculated and reported separately to the GHG emissions. This metric is concerned with purchased electricity only.

The details of electricity contracts are recorded on SystemsLink, including start and end dates, supplier, and whether the contract is committed to supplying 100% renewable energy or not. Additional Renewable Energy Guarantees of Origin (REGOs) may be purchased to cover the total MWh where the fuel mix of the contract or supplier is not 100% renewable.

During the process of reviewing the contractual instruments as part of the market-based calculations, the purchased electricity corresponding to the contractual period of energy contracts is categorised as renewable or non-renewable. The term 'renewable' in our system means REGO backed contracts where the supplier specific emission factor for the associated tariff is nil.

The formula for calculation of % electricity consumption covered by renewable energy is:
((Total electricity covered by renewable energy (kWh) - total EVCP usage (kWh)) / (total purchased electricity (kWh) – total EVCP usage (kWh))) x 100

7. EV metrics

7.1. Total number of 'live' EV charging units at year end

7.1.1. Definitions

This metric records the number of EV charging units that are considered operational across MFG operated locations as per the Salesforce platform. Live charging units are defined as EV charging units which are located on site, operational and able to be used by customers.

7.1.2. Data gathering

Salesforce (the CRM for MFG EV Power) contains a record of the number and status of chargers at the point the delivery note is generated. There are a number of different labels used to manage the status of the chargers on Salesforce. When the delivery note is received the asset will be allocated to the 'in transit' status. Upon arrival at the site, the status is changed to 'provisioned'. Only when a charger is installed and commissioned for use is it considered as 'live'. If chargers are removed or decommissioned, they are labelled as 'denetworked'. Once 'live' the status of the charger will not change unless it is denetworked for use. Where there is downtime in a charging unit, this does not affect its 'live' status.

7.1.3. Final calculations

The number of chargers that are live as of 31 December 2025 are exported from the Salesforce platform and totalled for reporting. As a result, this excludes chargers which have been decommissioned or removed during the period.

7.2. Total number of kWh sold

7.2.1. Definitions

This metric covers the total kWh sold to customers through the total number of live EV charging units across the MFG sites.

7.2.2. Data gathering

The number of kWh sold is recorded through third party software platforms which contain the CDR (Charging Detail Records). In 2025, the software provider for the CDR data changed from "Driivz" to "Ampeco". This transition took place over the course of 21st October to 22nd October 2025.

The platforms record all EV Charger transactions including start stop times, kWh amounts, transactional references etc. and can be exported. The raw log sent by a specific charger (containing minute by minute meter logs) can be sourced. This includes incoming and active power. All transactions are reconciled daily by the finance team. Data quality checks include identifying and removing anomalous transactions. Any queries are raised to the EV Operations team for investigation and further analysis. Note, it is not possible for there to be an overlap between the data on Driivz and Ampeco as one charger can only be live on one system at any given time.

7.2.3. Final calculations

The total number of kWh sold is the total of kWh sold for the year exported from the Driivz and Ampeco platforms and summed to give the total figure for the year.

7.3. Reliability of EV chargers

7.3.1. Definitions

This metric is set by the UK government's Public Charge Point Regulations 2023, which requires public EV charge points to maintain 99% reliability (meaning they must be operational 99% of the time on average annually). It also sets out a specific calculation for reporting the metric.

The metric is measured as an average (mean) across a charge point operator's rapid network of public charge points of 50kW and above over the calendar year. Reliability is measured through electric vehicle supply equipment (EVSE) object statuses using the Open Charge Point Interface protocol (OCPI) as the mandated data stated within the regulations.

Rapid charging – Rapid Chargers are defined as delivering power levels of 50 kW or more

Ultra rapid charging – Ultra Rapid Chargers are defined as delivering power levels of 150 kW or more, with MFG Ultra Rapid Chargers having the capability to deliver power within a range of 150 kW to 400 kW.

A charge point (as a unit) is defined at a connector level. MFG Chargers have 2 Connector types

- CCS2
- CHAdeMO

OCPI statuses - Uptime, downtime and exempt scenarios are defined below.

Table 11. Uptime, downtime and exempt scenarios from the UK government's Public Charge Point Regulations 2023

Uptime Scenarios		
EVSE object status	Description	Interpretation
AVAILABLE	The EVSE/connector is able to start a new charging session	The EVSE/connector is able to start a new charging session and there are no faults that would inhibit the operation of the charge point, including the ability to pay for a charge via contactless
CHARGING	The EVSE/Connector is in use	A charging session is underway and there are no faults that would inhibit the

		operation of the charge point, including the ability to pay for a charge via contactless
RESERVED	The EVSE/Connector is reserved for a particular EV driver and is unavailable for other drivers	The EVSE/Connector is reserved for a particular EV driver and is unavailable for other drivers. There are no faults that would inhibit the operation of the charge point, including the ability to pay for a charge via contactless

Downtime Scenarios

EVSE object status	Description	Interpretation
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INOPERATIVE	The EVSE/Connector is temporarily not available for use, but not broken or defective	The charge point is temporarily not available for use, due to an error that is inhibiting the operation of the charge point, including the ability to pay for a charge via contactless. This would typically be due to a software related issue. This includes the malfunctioning of the communications equipment attached to the charge point
OUTOFORDER	The EVSE/Connector is currently out of order, some parts/components may be broken/defective	The charge point is currently out of order. This would typically be due to a hardware related issue, such as a broken or defective component, that is inhibiting the operation of the charge point. This includes the ability to pay for a charge via contactless. This includes any broken or defective communications hardware attached to the charge point

Exempt Scenarios

EVSE object status	Description	Interpretation
BLOCKED	The EVSE/Connector is not accessible because of a physical barrier	There is an evidenced blockage to the charge point. This could include roadworks, road closures, a vehicle or any other scenario outside of the charge point operator's control that directly blocks access to the charge point. This also includes planned regular maintenance, which must not be in relation to a fault, and must be evidenced

PLANNED	The EVSE/Connector is not yet operational but there is a date from which it will be made available	This status must only be used before the charge point becomes available to the public for the first time and should not be used after that point. Once the charge point is operational this status must not be used
REMOVED	The EVSE/Connector was discontinued/ removed or has otherwise ceased to operate	This status must only be used after the charge point is permanently taken offline. It cannot be used for maintenance/repair or for any other temporary outage. Once a charge point status is set to “removed” it must not be changed to another status
UNKNOWN	No status information available (also used when offline)	CPOs may use this status in the event that an exceptional circumstance outside of the CPO’s control has been identified. This could include a power grid or communication network failure, vandalism or severe flooding. All such events must be appropriately evidenced in the charge point operator’s annual reliability report. If, based on this evidence, OPSS deems that on the balance of probabilities this meets the standard for a ‘reasonable excuse’, they can take a decision to exempt the CPO from penalties. This status should not be used for charge point hardware or software faults that would be covered by the OUTFORDER or INOPERATIVE statuses

7.3.2. Data gathering

In 2025, the software provider for the reliability data changed from “Driivz” to “Ampeco”. This transition took place over the course of 21st October to 22nd October 2025. The data includes the status of EV chargers, which is exported from the platforms.

Driivz Reliability Data

An excel spreadsheet is used to ascertain actual uptime, downtime and exempt figures based on the data from Driivz. The time a connector spends in each phase is converted into minutes. The statuses are included within uptime, downtime and exempt as per the government definitions above.

There are 2 scenarios in which MFG manually overrides the data from Driivz, as outlined below:

1. Where a single bay is equipped with multiple connectors (up to three connectors): when one connector is in use the other/s will appear as unavailable. As this is not reflective of

actual unavailable time, the data for this charging bay is manually adjusted to remove any unavailable time which arises when another connector is in use.

2. When a dual bay is equipped with a three connector charger: when two connectors are in use the third connector will appear as unavailable. As any combination of two out of the three connectors could be in use at any given time, any unavailable time for these dual bay chargers is manually excluded. There are very few instances of this charger type across the network, so it was deemed as a negligible variance when calculating reliability of the entire network

The final downtime number accounts for all the scenarios listed above to reflect the updated unavailable time. Data quality checks are undertaken within the system to ensure each set of data for a single day (uptime, downtime and exempt time) has the correct total value of 1440 minutes.

Ampeco Reliability Data

The reliability calculation is handled within the Ampeco system using a subtractive algorithm to calculate the time spent in each OCPI status (see table 11). The statuses align with the Uptime, Downtime and Exempt Time definitions, within the UK government's Public Charge Point Regulations 2023. The overall network reliability shown in the export is the average of all individual EVSE reliability percentages, as required by the Public Charge Point Regulations 2023.

There are 2 scenarios in which Ampeco uses the algorithm to override the data, as outlined below:

1. Where a single bay is equipped with multiple connectors (up to three connectors): when one connector is in use the other/s will appear as unavailable. As this is not reflective of actual unavailable time, the data for this charging bay is automatically adjusted to remove any unavailable time which arises when another connector is in use.
2. When a dual bay is equipped with a three connector charger: when two connectors are in use the third connector will appear as unavailable. Because any combination of two connectors may be active at a given time, the built in algorithm identifies and excludes these expected unavailable periods from the analysis

Data quality checks are undertaken within the system to ensure each set of data for a single day (uptime, downtime and exempt time) has the correct total value of 1440 minutes.

7.3.3. Final calculations

The Ampeco and Driivz input data is combined to get total minutes, total meantime exempt and total mean downtime for the reporting period.

The formula for calculating the reliability of a charge point operator's network is:

$$\text{Reliability \%} = (((M - \text{mean time exempt}) - \text{mean downtime}) \div (M - \text{mean time exempt})) \times 100$$

Where:

- M is the number of minutes in a year

- mean time exempt is calculated as the total minutes that charge points across the network are ineligible from measurement, divided by the number of charge points
- mean downtime is calculated as the total minutes that charge points across the network are not working, divided by the number of charge points

Appendix 2



Independent Limited Assurance Report to the Directors of CD&R Firefly Holdco Limited on the selected ESG performance metrics

Our limited assurance conclusion

Based on the procedures we have performed, as described under the “Summary of work performed”, and the evidence we have obtained, nothing has come to our attention that causes us to believe that the information marked with the symbol **(A)** in CD&R Firefly Holdco Limited’s (‘MFG’) ‘Report on selected ESG performance metrics for the year ended 31st December 2025’ (the “Report”) and summarised below (together, the “Subject Matter Information”), has not been prepared, in all material respects, in accordance with MFG’s Reporting Criteria (the “Reporting Criteria”) set out in the ‘What we were engaged to assure’ section below.

What we were engaged to assure

The Subject Matter Information needs to be read and understood together with the Reporting Criteria which CD&R Firefly Holdco Limited’s Directors are solely responsible for selecting and applying. The Subject Matter Information and the Reporting Criteria are as set out in the table below:

Subject Matter Information	For the year ended 31 December 2025	Location of Subject Matter Information	Reporting Criteria
Scope 1 GHG emissions (tCO _{2e}) ^A	4,082	<i>Page 3 of CD&R Firefly Holdco Limited’s Report on selected ESG performance metrics for the year ended 31st December 2025</i>	<i>‘CD&R Firefly Holdco Limited Reporting Criteria 2025’ as set out in Appendix 1 on pages 5 to 21 of the CD&R Firefly Holdco Limited Report on selected ESG performance metrics for the year ended 31st December 2025</i>
Scope 2 (location based) GHG emissions (tCO _{2e}) ^B	24,415		
Scope 2 (market based) GHG emissions (tCO _{2e}) ^A	45		
% electricity consumption covered by renewable energy (%) ^C	100%		
Total number of ‘live’ EV charging units at year end ^A	1,371		
Total number of kWh sold (kWh) ^A	61,278,295		
Reliability of EV chargers (%) ^D	99.49%		

A-D refers to our assessment of the materiality applied to the Subject Matter Information as per the ‘Materiality’ section below.

The scope of our work did not extend to information in respect of earlier periods or to any other information included in, or linked from, the Report including any images, audio files or videos.

Our work

Professional standards applied

We performed a limited assurance engagement in accordance with International Standard on Assurance Engagements 3000 (Revised) ‘Assurance Engagements other than Audits or Reviews of Historical Financial Information’ and, in respect of the greenhouse gas (GHG) emissions, in accordance with International Standard on Assurance Engagements 3410 ‘Assurance



Engagements on Greenhouse Gas Statements', issued by the International Auditing and Assurance Standards Board.

Our independence and quality control

We have complied with the Institute of Chartered Accountants in England and Wales Code of Ethics, which includes independence and other requirements founded on fundamental principles of integrity, objectivity, professional competence and due care, confidentiality and professional behaviour, that are at least as demanding as the applicable provisions of the International Code of Ethics for Professional Accountants (including International Independence Standards) issued by the International Ethics Standards Board for Accountants (IESBA Code).

We apply International Standard on Quality Management (UK) 1 and accordingly maintain a comprehensive system of quality management including documented policies and procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

Summary of work performed

We performed a limited assurance engagement. Because the level of assurance obtained in limited assurance can vary, we give more detail about the procedures performed, so that the intended users of the Subject Matter Information can understand the nature, timing and extent of procedures we performed as context for our conclusion. These procedures performed vary in nature and timing from, and are less in extent than for, a reasonable assurance engagement. Consequently, the level of assurance obtained in a limited assurance engagement is substantially lower than the assurance that would have been obtained had a reasonable assurance engagement been performed.

In performing our assurance procedures, which were based on our professional judgement, we performed the following:

- evaluated the suitability in the circumstances of CD&R Firefly Holdco Limited's use of the Reporting Criteria as the basis for preparing the Subject Matter Information including the associated reporting boundaries;
- through inquiries, obtained an understanding of CD&R Firefly Holdco Limited's control environment, processes and systems relevant to the preparation of the Subject Matter Information. Our procedures did not include evaluating the suitability of design, obtaining evidence about their implementation or testing operating effectiveness of particular control activities;
- undertook site visits at three of CD&R Firefly Holdco Limited's sites, including 'Putney (FS1089)', 'Newington (FS676)' and 'St Albans (FS2317)', to understand and observe the operations and to understand how data is collated and reported. We selected these sites based on their inherent risk and being sites not visited in the prior year;
- evaluated whether CD&R Firefly Holdco Limited's methods for developing estimates are appropriate and had been consistently applied, noting that our procedures did not involve testing the data on which the estimates are based or separately developing our own estimates against which to evaluate CD&R Firefly Holdco Limited's estimates;
- compared year on year movements and obtained explanations from management for significant differences we identified;
- performed limited substantive testing of the Subject Matter Information, which is aggregated from information submitted by CD&R Firefly Holdco Limited's operational teams. Testing involved agreeing arithmetical accuracy of calculations, and agreeing data points to or from source information to check that the underlying subject matter had been appropriately evaluated or measured, recorded, collated and reported; and
- evaluated the disclosures in, and overall presentation of, the Subject Matter Information.

Materiality

We are required to plan and perform our work to address the areas where we have identified that a material misstatement of the Subject Matter Information is likely to arise. We set certain quantitative thresholds for materiality. These, together with qualitative considerations, helped us to determine the nature, timing and extent of our procedures in support of our conclusion. We believe that it is important that the intended users have the information they need to understand the concept and the level of materiality to place our conclusion in context. Based on our professional judgement, we determined materiality for the Subject Matter Information as follows:



<i>Overall materiality</i>	<p>Materiality may differ depending upon the nature of the Subject Matter Information. We apply professional judgement to consider the most appropriate materiality benchmark for each aspect of the Subject Matter Information, having considered how the intended users may use the information.</p> <p>The benchmark approach for each aspect of the Subject Matter Information is indicated in the table by one of the following numbers:</p> <p>^A – This metric is an absolute number. A benchmark materiality of 5% has been applied.</p> <p>^B – This metric is an absolute number. A benchmark materiality of 10% has been applied.</p> <p>^C – This metric is a percentage. A benchmark materiality of 10% has been applied to both the numerator and denominator used in the percentage calculation.</p> <p>^D – This metric is a percentage. A benchmark materiality of 5% has been applied to both the numerator and denominator used in the percentage calculation.</p>
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We also agreed to report to the Directors misstatements (“reportable misstatements”) identified during our work at a level below overall materiality, as well as misstatements below that lower level that in our view warranted reporting for qualitative reasons. The Directors are responsible for deciding whether adjustments should be made to the Subject Matter Information in respect of those items.

Areas of Assurance Focus

The Areas of Assurance Focus are those areas of our work that, in our professional judgement, require additional procedures. In the case of limited assurance, that means our procedures may be towards the upper end of those that might be expected for limited assurance. These areas were identified as part of our risk assessment and result of the assurance procedures performed, and include those areas of significant risk, areas that involved significant judgement or other areas where significant assurance effort was needed. This approach provides transparency about where we deemed it necessary to perform extra work. However, this does not imply - for limited assurance - the same level of assurance as would have been obtained under a reasonable assurance engagement.

We have determined that there are no areas of assurance focus to communicate in our report.

Challenges of non-financial information

The absence of a significant body of established practice upon which to draw to evaluate and measure non-financial information allows for different, but acceptable, evaluation and measurement techniques that can affect comparability between entities, and over time.

Non-financial information is subject to more inherent limitations than financial information, given the characteristics of the underlying subject matter and the methods used for measuring or evaluating it. The precision of different measurement techniques may also vary.

In particular, the emission factor of zero used in calculation of market-based emissions is based on the energy supplier commitments under terms of their green tariff to supply MFG with energy backed 100% by the Renewable Energy Guarantees of Origin certificates (REGOs). REGOs are subject to inherent limitations, including but not limited to the risk of double counting and uncertainty as to whether the third-party energy suppliers will purchase and retire enough certificates to cover all of the energy supplied to all of its customers who have purchased the energy through their ('green') tariffs in the reporting period, over which the customer has no oversight. The uncertainties and limitations are laid out in more detail in the Reporting Criteria.

Reporting on Other Information

The other information comprises all of the information in the Report other than the Subject Matter Information and our assurance report. The Directors are responsible for the other information. As explained above, our conclusion does not extend to the other information and, accordingly, we do not express any form of assurance thereon. In connection with our assurance of the Subject Matter Information, our responsibility is to read the other information. In doing so, we consider whether the other information is materially inconsistent with the Subject Matter Information or our knowledge obtained during the assurance engagement, or otherwise appears to contain a material misstatement of fact. If we identify an apparent material inconsistency or material misstatement of fact, we are required to perform procedures to conclude whether there is a material



misstatement of the Subject Matter Information or a material misstatement of the other information, and to take appropriate actions in the circumstances.

Responsibilities of the Directors

The Directors of CD&R Firefly Holdco Limited are responsible for:

- determining appropriate reporting topics and selecting or establishing suitable criteria for measuring or evaluating the underlying subject matter;
- ensuring that those criteria are relevant and appropriate to CD&R Firefly Holdco Limited and the intended users of the Report;
- the preparation of the Subject Matter Information in accordance with the Reporting Criteria including designing, implementing and maintaining systems, processes and internal controls over the evaluation or measurement of the underlying subject matter to result in Subject Matter Information that is free from material misstatement, whether due to fraud or error;
- documenting and retaining underlying data and records to support the Subject Matter Information;
- producing the Report that provides a balanced reflection of CD&R Firefly Holdco Limited's performance in this area and discloses, with supporting rationale, matters relevant to the intended users of the Report; and
- producing a statement of Directors' responsibility.

Our responsibilities

We are responsible for:

- planning and performing the engagement to obtain limited assurance about whether the Subject Matter Information is free from material misstatement, whether due to fraud or error;
- forming an independent conclusion, based on the procedures we have performed and the evidence we have obtained; and
- reporting our conclusion to the Directors of CD&R Firefly Holdco Limited.

Use of our report

Our report, including our conclusion, has been prepared solely for the Directors of CD&R Firefly Holdco Limited in accordance with the agreement between us dated 1st December 2025, as varied on 23rd March 2026. Our report must not be made available to any other party save as set out in the agreement. To the fullest extent permitted by law, we do not accept or assume responsibility or liability to anyone other than the Board of Directors and CD&R Firefly Holdco Limited for our work or our report except where terms are expressly agreed between us in writing.

PricewaterhouseCoopers LLP
Chartered Accountants
Watford
25th March 2026