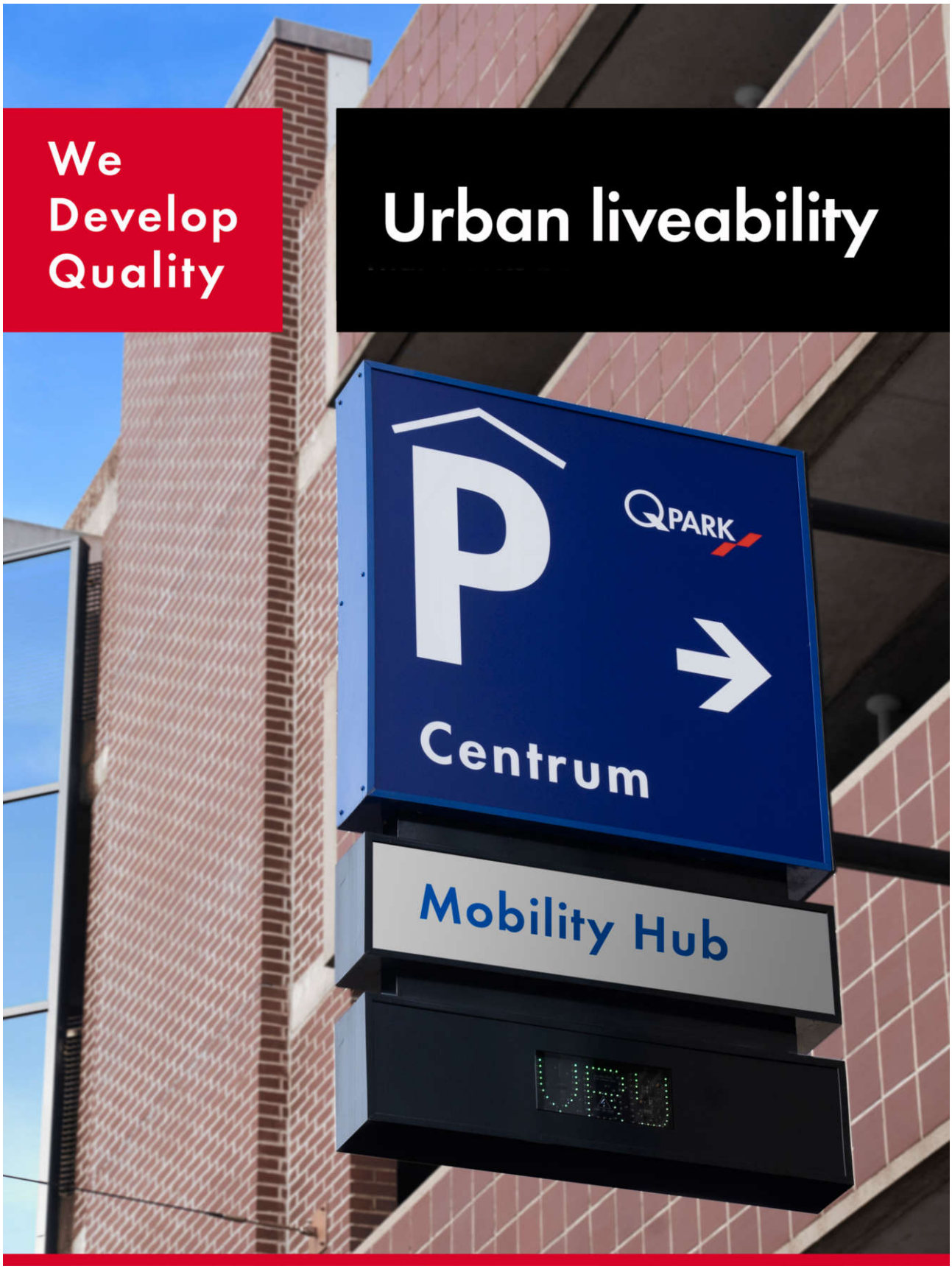
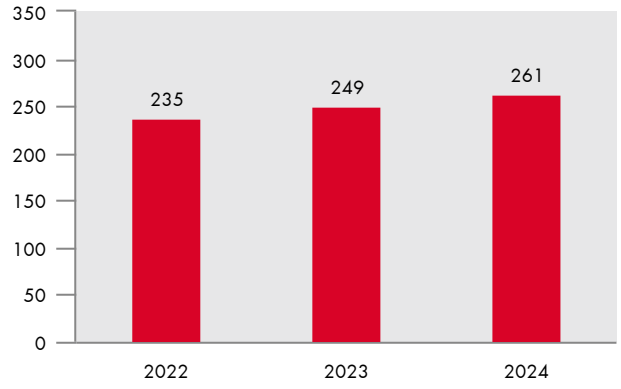
ANNUAL CSR REPORT 2024



QPARK Quality in parking

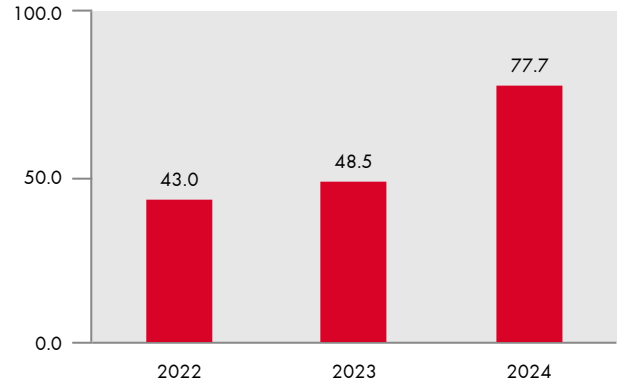
We now have 261 parking facilities offering EV charging (2023: 249) an increase of 5%.

Chart 16: Parking facilities offering EV charging



Each year our EV charging points facilitate more zero-emission kilometres, which we calculate using an average of 5 kilometres per kWh[1]. In 2024, our EV charging points enabled about 77.7 million (2023: 48.6) zero-emission kilometres, a 60% increase.

Chart 17: Zero-emission kms (in millions) enabled



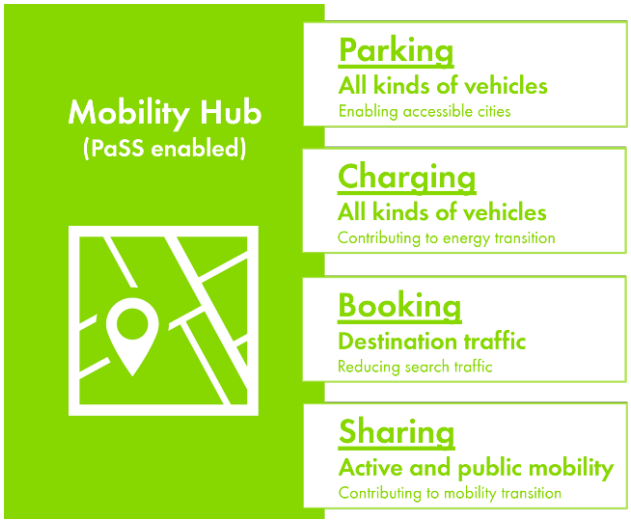
Mobility hubs keep cities moving

Mobility hubs are busy places where travellers arrive and depart by different modes of transport, such as bicycle, car, train, or plane. Mobility hubs help urban areas to be accessible and liveable, and enable people to easily switch transport mode to continue their journey.

Our mobility hubs offer sustainable urban solutions for accessibility and liveability:

- enabling passenger cars, motor scooters and bicycles to park off-street;
- enabling electric vehicles (cars and bicycles) to charge off-street;
- transforming search traffic to destination traffic with pre-booking options;
- embracing (micro-)mobility providers with share concepts in our assets.

Figure 13: Mobility Hub is key pillar of SMP strategy



In addition, mobility hubs offer urban solutions for:

- accessibility, liveability, sustainability and mobility equality;
- transforming search traffic into destination traffic;
- enable better manage kerbside parking.

[1] The kilometres per kWh is a measure of the distance an EV is averaging for each kWh of energy from its battery. Some efficient EVs might manage a higher performance and some larger EV models can be lower, but we work with the average of 5 kilometres per kWh.

Some mobility hubs also offer additional amenities such as urban logistic services, locker walls, retail and/or spaces for meetings and work.

By offering safe and secure parking at mobility hubs we encourage people to make all or part of their journey by sustainable transport. Travellers can choose to continue their journey by means of public transport or ride a (shared) bicycle to their final destination.

Results

In 2024, we identified more than 100 parking facilities in our portfolio which qualify as a Q-Park Mobility Hub and we also designed a specific Q-Park Mobility Hub house style. This clear signage ensures our mobility hubs are easily recognisable for motorists, cyclists, pedestrians, local authorities and mobility partners.

Our proximity to alternative mobility options remained stable in 2024, and we have 215 operated parking facilities registered at or near major public transport stations.

Micromobility

By moving car parking from on-street to off-street, cities free up public space for pedestrians and cyclists. Many cities and towns now also wish to move bicycle parking off the streets too. We include bicycle parking in our renovation and new build plans wherever feasible.

There are clear advantages to both municipalities and cyclists in moving bicycle parking off-street, including:

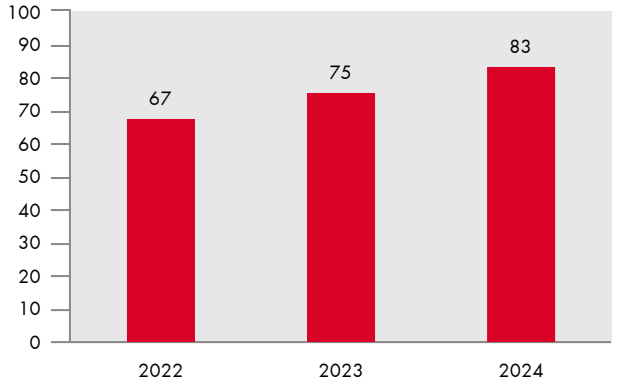
- public space becomes available for pedestrians, markets and other street activities;
- dry and secure bicycle parking for cyclists with optional lockers for helmets and batteries;
- e-charging facilities for e-bicycles.

More information about bicycle parking solutions.

Results

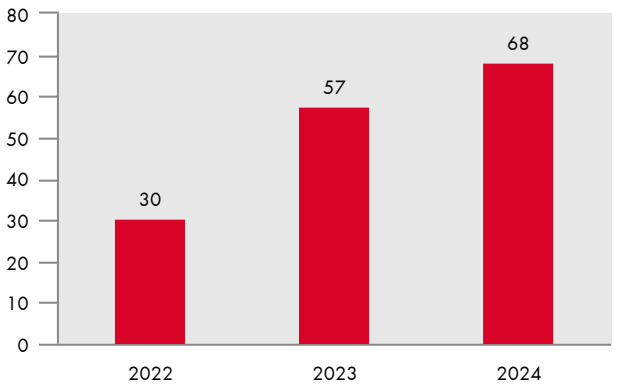
We now have 83 operated parking facilities offering bicycle parking (2023: 75).

Chart 18: Parking facilities offering bicycle parking



We now have 68 parking facilities offering car sharing/rental schemes, compared to 57 in 2023, an increase of 19%.

Chart 19: Parking facilities offering car sharing/ rental schemes



Accessibility

Parking in urban areas

Off-street parking facilities have a positive impact on the quality of life in urban areas and in large cities in particular. After all, a city is more attractive if it is easily accessible while having fewer cars parked on streets and town squares. With our parking facilities and services, we contribute to the accessibility of vital functions.

Some visitors prefer to travel as close as possible to their final destination by car and are willing to pay for that service, others opt for a more economic journey including Park+Ride or Park+Walk.

Inner-ring purpose-built parking facilities particularly enhance accessibility while maintaining mobility and access for all. They reduce inner-city search traffic and on-street parking which, in turn, improves the liveability for residents and visitors alike.

With purpose-built parking facilities at varying distances from the city centre and with varying parking tariff schemes, Q-Park contributes to:

- accessibility to amenities such as public transport, hospitals, shops and events;
- decreasing traffic searching for a place to park;
- freeing up public space for urban parks and town squares;
- creating opportunities to reduce on-street parking;
- nudging motorists to make informed choices;
- creating sustainable parking solutions;
- decreasing subsidised parking, by pursuing the 'user pays' principle.

We select strategic locations

We capture value through our portfolio of purpose-built and off-street parking facilities (PFs) at strategic locations: in or near multifunctional inner-city areas, at or near major transport stations, and at hospitals.

In cities where we operate three to five or more car parks, we become a highly efficient parking operator and profound mobility partner. We can then engage in meaningful dialogue with other parking and mobility partners, including:

- providers of parking route information systems;
- urban planners on capacity and routing traffic;
- shared mobility and public transport providers;
- landlords to efficiently operate their car parks;
- parking tariff policy makers.

With our integrated and connected expertise, municipalities can take multiple measures to:

- reduce traffic searching for a place to park;
- improve air quality and reduce emissions;
- provide for sufficient parking capacity and proper usage, both on- and off-street;
- create a more liveable urban environment.

Multiple contract types

We work with a range of contract types to provide value for our stakeholders.

- We capture value for public and private landlords by offering a range of contract types and value propositions.
- We operate parking facilities that we own, have in concession or lease contract, and we manage parking facilities under management contracts too.
- We also have control fee contracts in our portfolio, ensuring that parking capacity is used according to set rules and regulations.

Results

We operate in seven western European countries: Netherlands, Germany, France, Belgium, UK, Ireland and Denmark where we are present in more than 360 cities. We operate three or more PFs in 89 cities and five or more PFs in 51 cities.

We now have a total of 5,374 parking facilities in our portfolio and 1,038,852 parking spaces.

We manage more than 3,600 control fee contracts, serving more than 177,800 parking spaces which