

## Carbon Reduction Plan 2024 – PPN 06/21 Compliant

### **Corporate Responsibility and Accountability**

AirTech Optimise Limited is committed to creating a sustainable future, working towards this in a transparent, measurable and impactful way by committing to a 100% reduction in scope 1, 2 and 3 emissions by 2030.

Our objective was to conduct a comprehensive Greenhouse Gas (GHG) inventory at the conclusion of 2023, adhering to the established guidelines of the GHG Protocol standard.

### **Scope Methodology**

Scope 1 – These are direct emissions from sources that are owned or controlled by AirTech Optimise Limited including petrol and diesel used in company cars and company vans.

Scope 2 – Are emissions released into the atmosphere from the use of purchased energy for example from usage of electricity in company cars.

Scope 3 – This includes all other emissions that occur across our supply/delivery chain and are outside of AirTech Optimise Limited's control. For this scope we have considered the following scope 3 categories, Category 4: Upstream Transportation and Distribution, Category 5: Waste Generated in Operations, Category 6: Business Travel, Category 7: Employee Commuting and Category 8: Upstream Leased Assets.

Baseline figures for 2022 are available and published below for scope 1 and 2 only and the latest available figures for 2023 are updated to include scope 3 as per the category listing above. The baseline figures were calculated using a company size of 10 members of staff, with all but 2 members of staff having company vehicles.

### **Baseline Emissions Footprint – 2022**

Baseline Emissions were calculated in 2022 prior to the introduction of any of any strategies to reduce emissions and as such are used as a reference point against which emission reductions can be calculated. Conversion factors used for the calculations have been taken from the UK Government GHG Conversion Factors for Company Reporting 2022.

**Scope 1 – 34.85 tCO<sub>2</sub>e**

**Scope 2 – 1.871 tCO<sub>2</sub>e**

**Total Calculated Emissions – 36.72 tCO<sub>2</sub>e**

## **Year 1 Reporting Implementation**

Within the first year of the monitoring being introduced at AirTech Optimise Limited, we implemented the following targets:

**Target 1:** Replace 3 company vehicles with Plug In Hybrid vehicles or Electric vehicles.

**Target 2:** Replace current work vans, with newer more efficient, smaller models.

These targets were successfully implemented in 2023 with the purchase/lease of 2 new company vans, 2 new electric cars and 1 new plug in hybrid car.

## **Year 1 Emissions Footprint – 2023**

Scope 1 and 2 emissions have been calculated as a direct comparison to the baseline emissions and scope 3 emissions for 2023 will be used as baseline emissions for all future calculations and comparisons. Key contributors to scope 1 and scope 3 emissions have been listed within the relevant section including values measured and the relevant conversion factor. Scope 2 emissions have been listed in their entirety including value measured and relevant conversion factor. Conversion factors listed below have been taken from the UK Government GHG Conversion Factors for Company Reporting 2023.

### **Scope 1 – 27.67 tCO<sub>2</sub>e**

**Petrol – 4520 litres with a conversion factor of 2.1 kgs CO<sub>2</sub>e**

**Diesel – 6260 litres with a conversion factor of 2.51 kgs CO<sub>2</sub>e**

**Hybrid Cars – 10000 miles with a conversion factor of 0.2453 kgs CO<sub>2</sub>e**

### **Scope 2 – 2.11 tCO<sub>2</sub>e**

**Electric Cars – 27,050 miles with a conversion factor of 0.07799**

### **Scope 3 – 11.35 tCO<sub>2</sub>e**

**Flights – 36,000km with a conversion factor of 0.18592 kgs CO<sub>2</sub>e**

**Total – 39.67 tCO<sub>2</sub>e**

## **Baseline to Year 1 Comparison**

Scope 1 – Scope 1 shows a 22.9% decrease in emissions in year 1 compared to the baseline figures.

Scope 2 – Scope 2 shows a 63.4% increase in emissions in year 1 in comparison to the baseline figures.

Total Scope 1 and Scope 2 emissions show a 18.9% decrease in year 1 in comparison to the baseline figures.

Due to scope 3 not being included in the baseline figures calculation we are unable to include this scope within the comparison.

No company staff increases were undertaken within the reporting year, so these figures were a direct comparison year on year. Although as we are expecting a company staffing growth over the next 12 months we have included a per employee year 1 emissions value below:

## **Year 1 Emissions per employee – 3.967 tCO<sub>2</sub>e**

### **Company Targets**

Target 1 – To ensure any change to company cars is with an equivalent electric car

Target 2 – To reduce fuel usage by using engineer location as a factor for works being issued.

Target 3 – Optimise flights for UK visits against remote working to limit air travel as far as possible.

Target 4 – We will use carbon offsetting as a secondary option for mitigating any emissions that are outside of our control for mitigation for example flights and electric car use.

### **Declaration**

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>1</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 Standard.

### **Signed on behalf of AirTech Optimise Limited:**

<b>Name:</b> Mike Jackson	<b>Position:</b> Director
<b>Signed:</b> 	<b>Dated:</b> 25 March 2024