



BEgin Net Zero

2023/24

SUSTAINABILITY REPORT

PPN 06/21

Balanced
ENERGY



EXECUTIVE SUMMARY

Boundary

- Assessment follows the GHG Protocol under an operational control boundary.
- Represents Jays Logistics Ltd only.
- Reporting period: 1st November 2023 – 31st October 2024.
- Scopes covered:
 - Scope 1: Direct fuel use (diesel).
 - Scope 2: Purchased electricity (Highbridge).
 - Scope 3: Purchased goods and services, waste, employee commuting, and fuel and energy related activities.

Performance (2023–24)

- Total emissions: **2,341.43 tCO₂e (baseline year)**
- Intensity: 119.21 tCO₂e / £m revenue | 20.36 tCO₂e / FTE
- Scope 1 profile: Fleet fuel use (2,158.69 tCO₂e) forms the largest portion of emissions.
- Scope 2 profile: Purchased electricity (20.66 tCO₂e) at the Highbridge site represents a smaller share.
- Scope 3 profile: 162.08 tCO₂e, covering indirect sources such as purchased goods and services, employee commuting, and waste.
- Key hotspots: fleet diesel use (~92% of footprint), purchased goods, commuting.

Recommendations

- **Short term (2-3 yrs):** renewable electricity contract, expand reporting coverage, standardise carbon reporting (Activity data capture), carbon literacy training, greener staff travel.
- **Medium term (3-7 yrs):** new roof and solar PV installation, prioritise sustainable suppliers, integrate Eliminox across the fleet, telematics and route optimisation, upgrade lightweight vehicles to electric.
- **Long term (7+ yrs):** net zero customer propositions, fleet decarbonisation, digital efficiency and circular operations, residual emissions and removals, create a carbon budget

Offsetting & Carbon Investment (Context for Future Reporting)

- This baseline report has focused on measurement and reduction. We have not set out a detailed offsetting or carbon investment approach within the main body of this document. However, it is prudent to acknowledge that as reporting evolves, the cost of carbon will become a factor for Jays Logistics Ltd and its clients.
- Offsetting should be treated as a financial instrument, not a badge. Balancing procurement needs today with long-term credibility:
- Short term: avoid low-cost credits; where offsets are required, select reputable projects with relevance to our sector or region.
- Medium term: consider structured portfolios at £35–£40/t, linked to energy and infrastructure sectors.
- Long term: prepare for durable removals after 2030, when costs are expected to rise above £150–200/t. Early preparation secures both price stability and credibility.

Next Steps

- Jays Logistics Ltd will use this baseline and Carbon Reduction Plan in line with PPN 06/21.
- Annual reporting will track progress against this baseline, expanding Scope 3 coverage year by year.
- Jays Logistics Ltd will work towards the EcoVadis Gold certification, reflecting their commitment to credibility, competitiveness, and continuous improvement.
- As the data matures, Jays Logistics Ltd will review its position on carbon investment and offsetting, ensuring decisions balance cost control, procurement credibility, and long-term resilience.



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ABOUT THIS REPORT: SETTING OUR BASELINE

For over thirty five years, Jays Logistics has been a trusted and accredited logistics and haulage partner across the United Kingdom and Europe. We have nurtured generations of trust built on reliability, and a commitment to getting our customers and their goods where they need to go. To extend this commitment we have now produced our first sustainability report, setting out transparent account of the emissions directly associated with our business.

Why now? We are committed to achieving our Net Zero target by 2050. Our initial projections aim for a three percent year on year carbon reduction through to 2027, increasing to five percent year on year from 2028 onwards. However we will adjust these calculations based on our annual carbon footprints. To ensure we remain aligned with this goal, the carbon footprint presented in this report provides our first verified benchmark, a reference point against which future carbon footprints will be measured.

Our operational footprint reflects our Highbridge site in Somerset, which includes office space, a warehouse and a fleet of more than sixty vehicles. Our emissions for FY 2023 to 2024 total 2341.43 tCO₂e across all three scopes. This baseline captures the emissions that are most material to our operations today.

It is important to be transparent about the completeness of this first baseline. While we have included all categories most relevant to our business, we recognise that there are additional Scope 3 areas which will be incorporated into future assessments as our data systems mature. Some data has been estimated using spend based calculations where direct activity data (real measurements) was unavailable; however, our long term goal is to rely solely on activity based data to ensure our footprint is as accurate and representative as possible.

*Report Prepared by Bella Duncan & Elea Taffet
Balanced Energy*

At a Glance: 2023-24 Headline Figures

Total emissions: 2,341.43 tCO₂e (Location-based)

YoY reduction: Baseline emissions (first reporting year)

Emissions Intensity:

→ **119.21 tCO₂e / £m**

→ **20.36 tCO₂e / FTE**

Key Hotspots: Fleet diesel use, purchased electricity, and employee commuting.

Highlights: Achieved Silver Ecovadis certification, we supporting the Wilder Carbon Honeygar Farm project, and trailing fuel additives and Electric vehicles.

Core Reduction Focus: Fleet decarbonisation, transition to renewable electricity, and installation of a new roof with integrated solar PV generation.

Compliance & Recognition: Baseline PPN 06/21 Carbon Reduction Plan.

Boundary note (transparency): Scope 3 coverage is currently limited to selected purchased goods and services, employee commuting, waste, and fuel and energy related activities. As reporting systems mature, we will expand coverage to include more material Scope 3 categories.



OUR BUSINESS IN A CHANGING CLIMATE.

The logistics and haulage sector is navigating a period of significant transformation. Across the United Kingdom and Europe, new regulatory frameworks, net zero ambitions, and heightened customer expectations are reshaping what it means to operate responsibly and competitively. For transportation companies, especially those covering long distances, industrial upgrade costs and infrastructure limitations are core business challenges. Reports highlight that the sector remains 'hard to abate' due to heavy reliance on fossil fuels and the capital intensity of change.

Here at Jays Logistics we recognise these shifts not only as obstacles but as opportunities to reaffirm what makes us who we are: a family owned team that values people, service and reliability above all else. We serve a broad range of sectors, and we know that our customers increasingly expect more than just delivery performance. They want partners who take environmental stewardship seriously. With long haul distances to cover and a fleet to maintain, we face pressures unique to our sector. Upgrading to new technologies remains costly and at times simply not viable given the travel distances and infrastructure gaps. At the same time, competitors within the logistics market are already positioning themselves as low carbon, putting added emphasis on the need for action due to the growing demand of green logistics.

We see our sustainability journey as an ongoing and ever evolving process, one that aligns with our values of accountability, teamwork and trust. While compliance and staying competitive remain important, what drives us most is our reputation: delivering the same dependable partner experience our customers have come to expect, while also doing our part for the planet and the community.



OUR CARBON FOOTPRINT: UNDERSTANDING THE BASELINE

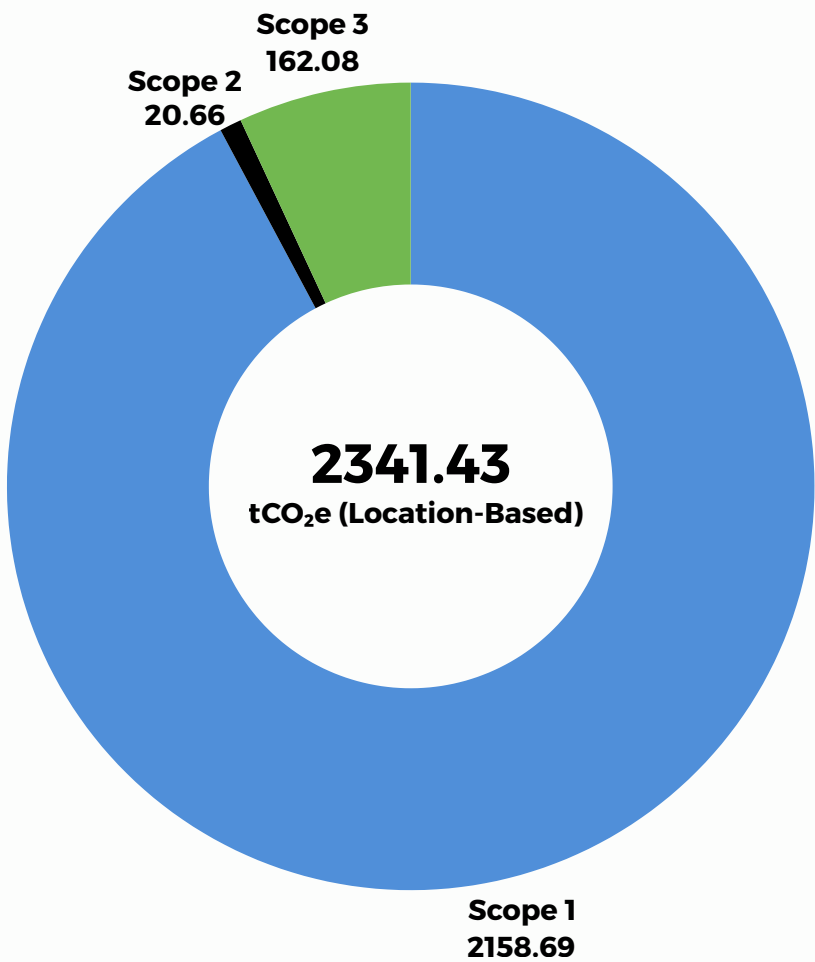
2023-24 GHG Emissions Summary

During the reporting period, 1st November 2023 to 31st October 2024, our total emissions stood at 2,341.43 tCO₂e (Location-Based).

Total Emissions (Location-Based): 2,341.43 tCO₂e

£ Intensity Metric: tCO₂e/£million.
119.21 tCO₂e/£million

👤 Intensity Metric: tCO₂e/FTE.
20.36 tCO₂e/FTE



Scope 1 accounts for 2,158.69 tCO₂e, forming the largest portion of our footprint. These emissions are generated entirely from the diesel consumed across our fleet, reflecting the operational nature of our business.

Scope 2 emissions total 20.66 tCO₂e, derived from purchased electricity at our Highbridge site. Electricity use contributes a smaller proportion of our total footprint but remains an essential part of understanding our overall energy profile.

Scope 3 emissions total 162.08 tCO₂e and include indirect sources such as purchased goods and services, waste, employee commuting, and fuel and energy related activities. The largest contributions within this category come from purchased goods and commuting, both of which will be areas of focus for future data improvement.

This baseline provides a reliable and transparent record of our current operational impact. It establishes a clear starting point for future measurement, and the continued development of a complete and accurate carbon account across all areas of our business.

WHAT WE HAVE DONE SO FAR



Although this is our first formal carbon footprint report, the foundations for sustainability have long been part of how we operate at Jays logistics. Efficiency, responsibility, and continuous improvement are at the heart of our people, our fleet, and our site. This report therefore represents not a new beginning, but the next step on a journey which we are already on.

We understand that within our sector, environmental factors are a major priority. To lead by example, we have begun trialling and investing in alternative solutions that reduce our reliance on fossil fuels. Since 2022 we have worked in partnership with our sister company R T Keedwell to trial HVO fuels and Equinox fuel additives, both designed to lower emissions and improve fuel efficiency across our fleet. In December 2023, we completed an electric 18 tonne vehicle trial with Renault, marking a significant milestone in exploring new transport technologies that could shape the future of our operations.

Our Environmental Policy has supported these actions by embedding sustainability into our daily operations. We continue to modernise our fleet with Euro 6 engines, introduce advanced driver training to reduce fuel use, and invest in energy efficient practices at our Highbridge site such as LED lighting and energy monitoring. These measures, alongside digitalising processes and improving waste and recycling systems, demonstrate a practical approach to minimising our impact while maintaining the high standards our customers expect.

Beyond emissions, sustainability for Jays Logistics extends to how we treat people and the communities we serve. Through our Corporate Social Responsibility Policy, we combine social and environmental responsibility by supporting initiatives that promote sustainability, inclusion, and diversity within our culture, through financial donations, and by dedicating staff time and company resources. We consider the social, economic, and environmental aspects of every business decision, ensuring that our operations guard against unfair business practice and continue to reflect the values of integrity and fairness that define who we are.

TURNING MEASUREMENT INTO MANAGEMENT: TARGET SETTING & STRATEGY

Based on the findings of our first carbon footprint, we have developed a series of short, medium, and long-term targets to guide our journey toward Net Zero by 2050. These targets outline the key actions we will take to reduce emissions in a measurable and realistic way. We recognise that both technology and climate expectations continue to evolve, and we will regularly review and adapt our targets to ensure they remain relevant, achievable, and aligned with the latest industry standards.

Short term (The next 2 to 3 years): take visible, immediate steps

Renewable electricity contract

Switch the Highbridge site to a renewable tariff electricity supply to reduce emissions associated with purchased energy. This transition will bring Scope 2 emissions close to zero and demonstrate a clear commitment to clean energy.

(Scope 2: Purchased electricity)

Expand reporting coverage

Broaden our carbon reporting to capture any remaining material Scope 3 categories not yet fully measured. This will ensure a more comprehensive picture of our total emissions, helping us identify where further improvements can be made.

(Cross-cutting: All scopes)

Standardise carbon reporting (Activity data capture)

Introduce monthly carbon reporting as part of operational reviews, using meter readings, invoices, supplier data and waste records to build a consistent, auditable dataset.

(Cross-cutting: All scopes)

Carbon literacy training

Educate site managers and team members on their carbon impact, helping them understand how everyday decisions influence emissions and where improvements can be made.

(Cross-cutting: Behavioural influence across all scopes)

Greener staff travel

Reduce emissions from employee commuting through a staff car-sharing platform, promotion of the Cycle to Work scheme, improved EV charging access, and the introduction of a flexible working policy that allows eligible staff to work from home where operationally possible.

(Scope 3 Category 7: Employee commuting)

Medium term (3 to 7 years): bringing Scope 3 into focus

New roof and solar PV installation

Replace the existing roof at the Highbridge site and prepare for solar PV installation. Once installed, the system is expected to generate approximately 42.85 MWh of renewable energy per year, providing both environmental and operational resilience benefits through a reduced reliance on grid electricity.

(Scope 2: Purchased electricity)

Prioritise sustainable suppliers

Work with suppliers who can evidence carbon reduction plans and provide activity based data. This will improve the quality of Scope 3 reporting and strengthen transparency across our supply chain.

(Scope 3 Categories 1 and 4: Purchased goods and services; Upstream transport and distribution)

Improve fleet fuel performance

Continue to trial and adopt cleaner fuel technologies and fuel additives, such as HVO and ElimiNOX, where suitable across the fleet to enhance combustion efficiency and reduce emissions. This flexible approach will support ongoing efforts to lower carbon output from all fleet operations.

(Scope 1: Fleet fuel use)

Telematics and route optimisation

Expand the use of telematics and digital transport planning tools to improve route efficiency, vehicle utilisation, and load optimisation. Use performance data to identify opportunities to reduce idling, minimise empty mileage, and enhance fuel efficiency across the fleet.

(Scope 1: Fleet fuel use)

Upgrade lightweight vehicles to electric

Transition all lightweight vehicles with a tail-lift payload of less than 1,000 kilograms to fully electric alternatives. This change will eliminate emissions from smaller transport operations and provide valuable experience in operating and maintaining electric vehicles within the fleet.

(Scope 1: Fleet fuel use)

Long term (beyond 7 years): align strategy, suppliers, and outcomes

Net zero customer propositions

Develop and offer net zero delivery options for customers through low-carbon alternatives such as HVO or biomethane fuels and electrified fleet operations. These services will also help our customers reduce their own carbon footprint by lowering emissions within Scope 3 Categories 4 and 9 (Upstream and Downstream Transport and Distribution).

(Cross-cutting: Scopes 1, 2, and 3)

Fleet decarbonisation

Expand the proportion of electric and alternative fuel vehicles within the fleet as technology and infrastructure develop. Continue scaling these solutions to achieve a fully decarbonised fleet by 2045, with any remaining diesel or hybrid vehicles phased out by 2050.

(Scope 1: Fleet fuel use)

Digital efficiency and circular operations

Introduce circular practices for vehicle parts, tyres, packaging, and office materials to reduce waste and procurement emissions. These actions will help reduce Scope 3 emissions and improve overall operational efficiency.

(Scope 3: Waste and purchased goods)

Residual emissions and removals

Address remaining emissions through verified UK-based carbon removal projects, prioritising initiatives that deliver measurable environmental and community benefits such as reforestation and soil restoration.

(Cross-cutting: All scopes)

Create a carbon budget

Integrate carbon management into financial planning by creating a carbon budget that treats emissions as a measurable cost and a financial liability on the balance sheet. This approach will link carbon reduction directly to operational decision making and long-term business performance.

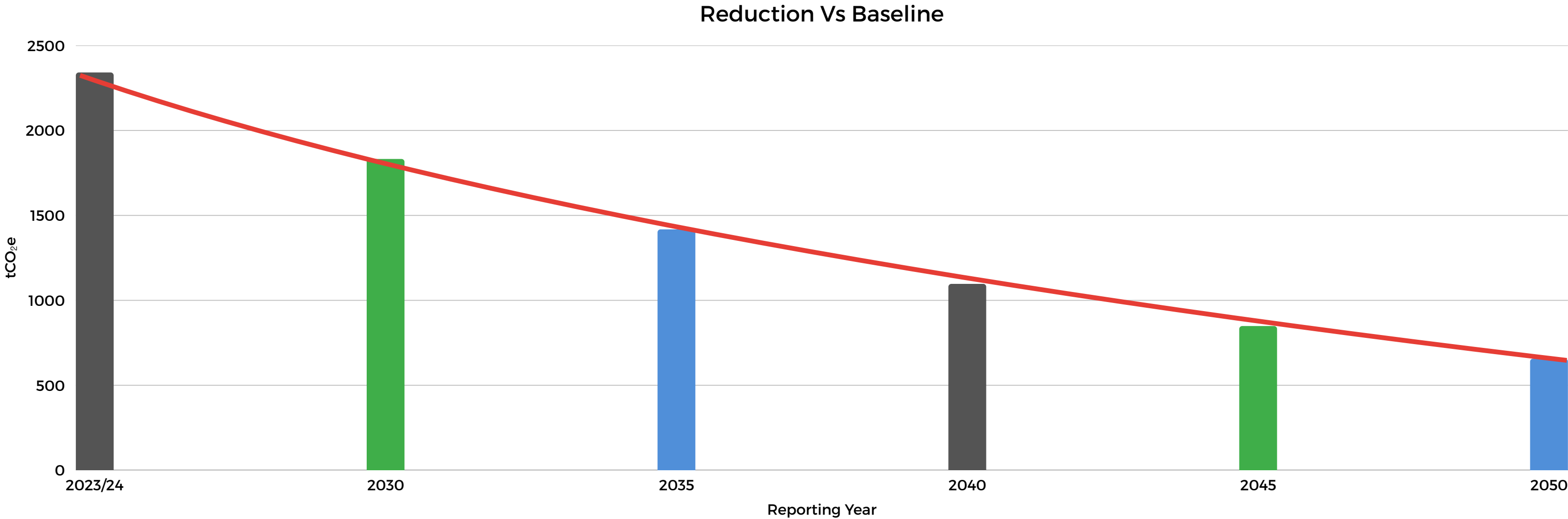
(Cross-cutting: All scopes)

THE PATH AHEAD

Our baseline of 2,341.42 tCO₂e defines the operational footprint of Jays Logistics.

This graphic illustrates our projected emissions pathway, showing a 3 percent year-on-year reduction through to 2027, increasing to 5 percent per year from 2028 onwards. The pathway is driven by a transition to renewable electricity, on-site solar generation, a fully decarbonised fleet, and continued improvements in site efficiency. By 2050, we aim to reduce emissions to approximately 656 tonnes of CO₂e, with any remaining emissions offset through verified, high-quality carbon removal projects.

While this pathway provides a clear structure, it is not fixed. As we deliver the short, medium, and long term targets outlined in this report, and as technology, infrastructure, data quality, and investment opportunities continue to develop, our emissions trajectory may evolve. Although modelling every initiative individually is not yet possible due to their varied nature, this projection sets out the framework and direction we plan to follow, adapting as needed to remain on course toward our Net Zero goal.



GLOBAL GOALS REFLECTED IN OUR WORK

Sustainability is not separate from what we do every day. The work we carry out, the choices we make, and the values we uphold all contribute to a more sustainable future. While we have not yet formally aligned our strategy with the United Nations Sustainable Development Goals, many of our existing commitments already support them. These goals provide a useful framework to show how our work connects to global priorities and how we can continue to build on the progress we have already made.



SDG 7: Affordable and Clean Energy

We are committed to finding cleaner and more efficient ways to power our operations. Our trials with HVO fuel, Equinox additives, and our electric vehicle partnership with Renault show how we are exploring practical solutions that reduce our reliance on fossil fuels. Through our Environmental Policy we are also working to improve energy efficiency at our Highbridge site, reduce unnecessary consumption, and plan for a future powered by renewable electricity. As part of this, we are actively exploring the potential for on site solar generation to further reduce our emissions and increase our use of clean, self produced energy.



SDG 9: Industry, Innovation and Infrastructure

Innovation is an important part of our business. We continue to invest in new technology, including Euro 6 engines, telematics systems, and performance monitoring. These improvements help us work more efficiently and strengthen the infrastructure that supports both our people and our customers. By modernising our fleet and testing new vehicle technologies, we are helping to build a more sustainable transport network.



SDG 12: Responsible Consumption and Production

We take responsibility for how we use resources and manage waste. Our Environmental Policy commits us to reducing material use, recycling water from vehicle washing, and managing waste through approved carriers. We have also introduced digital systems across our operations to cut paper use while improving operational efficiency. These changes help us reduce our impact while maintaining the quality and reliability that our customers depend on.



SDG 13: Climate Action

Taking action on climate change is central to our sustainability journey. Completing our first carbon footprint has given us the knowledge and data we need to take measurable steps toward reducing our emissions. We are committed to achieving Net Zero by 2050 and will continue to monitor our impact, report transparently, and act on opportunities for improvement.



BUILDING ON THE BASELINE

This report sets a line in the sand. By completing our carbon footprint, we now have a clear understanding of where our emissions sit and where the greatest opportunities for improvement lie. Establishing this baseline allows us to measure progress year on year, track the impact of our initiatives, and continue to refine how we manage carbon across every part of the business.

We recognise that success will depend on strengthening the quality and coverage of our data while delivering the actions outlined in this report. Over the coming years, we will continue to improve our reporting systems, collect more accurate activity based data, and expand our Scope 3 coverage to reflect the full impact of our operations. At the same time, we will advance practical initiatives such as onsite renewable energy generation, fleet decarbonisation, and supplier engagement. Turning our ambition into measurable progress toward Net Zero.

Alongside these environmental actions, we want to work towards achieving EcoVadis Gold certification. This is not a side project; it represents our dedication to credibility, competitiveness, and continuous improvement. The EcoVadis framework provides independent recognition of our commitment to environmental, ethical, and sustainable business practices. Working toward Gold will strengthen our resilience, demonstrate accountability to our customers, and reinforce our position as a trusted logistics partner in an evolving industry.

By building on this baseline, we are laying the groundwork for a business that is not only efficient and responsible today but also equipped to meet the demands of a low carbon future. Our net zero journey is ongoing, and lead by integrity, adaption, and trust.



CARBON FOOTPRINT VERIFICATION

Balanced Energy is committed to delivering the highest standards of accuracy and integrity in carbon reporting and sustainability management. This report has been prepared in accordance with internationally recognised methodologies, including the Greenhouse Gas (GHG) Protocol ensuring compliance with best practices and industry standards.

As part of our rigorous verification process, this report has been independently reviewed and quality checked by an IEMA-qualified expert in carbon management, ensuring the accuracy and reliability of the data presented. This verification process provides confidence to Jays Logistics Ltd and its stakeholders that the emissions data and recommendations reflect an accurate, transparent, and actionable sustainability strategy.

The verification process includes:

- **Data Integrity Check:** Ensuring all activity data sources, including energy consumption and business operations, align with recorded evidence.
- **Emission Factor Validation:** Applying the latest emission factors to ensure consistency and accuracy in calculations.
- **Review of Assumptions:** Assessing key assumptions and methodologies used to quantify emissions and reduction pathways.
- **Quality Assurance:** Cross-checking figures, calculations, and recommendations against Balanced Energy’s internal quality standards to ensure precision and transparency.

Role	Name	Signature	Date
Author	Bella Duncan		22/10/2025
Technical Analyst	Elea Taffet		22/10/2025



Certificate of Carbon Footprint Assessment

This is to certify that Jays Logistics Ltd has successfully completed a comprehensive carbon footprint assessment for the reporting period **1st November 2023 to 31st October 2024**.

Through this assessment, Jays Logistics Ltd has demonstrated a strong commitment to measuring and managing their environmental impact in alignment with best practices and industry standards.

Total Carbon Footprint (Location Based): 2,341.43 tCO₂e

Scope 1 Emissions: 2,158.69 tCO₂e

Scope 2 Emissions: 20.66 tCO₂e

Scope 3 Emissions: 162.08 tCO₂e

Emission Intensity: 119.21 tCO₂e/£m revenue

This assessment was conducted following the principles of the GHG Protocol and verified by an IEMA-qualified expert in carbon management, ensuring the highest levels of accuracy and transparency.

APPENDIX A: THE NUMBERS BEHIND OUR IMPACT

Greenhouse Gas (GHG) Inventory by activity category (Location Based) 1st November 2023 – 31st October 2024.

	Activity Category	Activity Description	Consumption	Unit	Conversion Factors	tCO2e
Scope 1	Mobile Combustion	Diesel - Fleet Consumption	859,080	Litres	2.51	2158.69
Scope 2	Purchased Electricity	Standard Grid Electricity	99,788.10	kWh	0.21	20.66
Scope 3	Purchased Goods and Services	Paper	0.73	Tonnes	1,339.38	0.97
		Packaging	5,620.50	GBP	Mutiple	4.34
		Office Supplies	82.09	GBP	0.36	0.03
		Water Supply	10,465	Litres	0.01	0.004
	Fuel & Energy Related Activities	Transmission and Distribution	99,788.10	kWh	0.02	1.83
	Waste Generated in Operation	Cardboard	1.55	Tonnes	6.41	0.01
		Polythene	0.35	Tonnes	6.41	0.002
	Employee Commuting	Commuting	592,435	Miles	Mutiple	154.9
TOTAL						2,341.43

APPENDIX B: METHODOLOGY

This carbon footprint assessment was conducted in accordance with the Greenhouse Gas (GHG) Protocol: A Corporate Accounting and Reporting Standard (Revised Edition), developed by the World Resources Institute (WRI) and the World Business Council for Sustainable Development (WBCSD). It follows established best practice in boundary setting, emissions categorisation, and activity-based carbon accounting.

Boundary

Jays Logistics Ltd reports under an operational control boundary. This includes all emissions arising from activities over which we exercise operational influence, regardless of ownership or contractual arrangement. This approach reflects the nature of our business: direct control of our warehouse, office and fleet, alongside oversight of subcontracted delivery and procured materials.

Reporting period

The reporting year covers **1st November 2023 – 31st October 2024.**

Scopes included:

- Scope 1: Direct emissions from controlled sources, primarily fuel used in company vehicles.
- Scope 2 (location-based): Indirect emissions from purchased electricity at our Highbridge site.
- Scope 3 (selected upstream categories):
 - Purchased goods and materials (e.g. metals, paper, water)
 - Employee commuting
 - Waste disposal and recycling
 - Fuel and energy related activities, including transmission and distribution (T&D)

Supplier-specific data has been integrated where available.

Where data was not directly available, recognised industry averages and secondary databases were applied to ensure consistency with reporting best practice.

Emissions Calculation

All emissions were calculated using primary activity data multiplied by standardised, government-endorsed emissions factors. Data sources include:

- UK Government GHG Conversion Factors for Company Reporting (DESNZ/DEFRA 2024 release)
- Ecoinvent (v3.9)

Scope 2 emissions are reported under both location-based methodologies in line with GHG Protocol guidance.

Data preparation and assurance

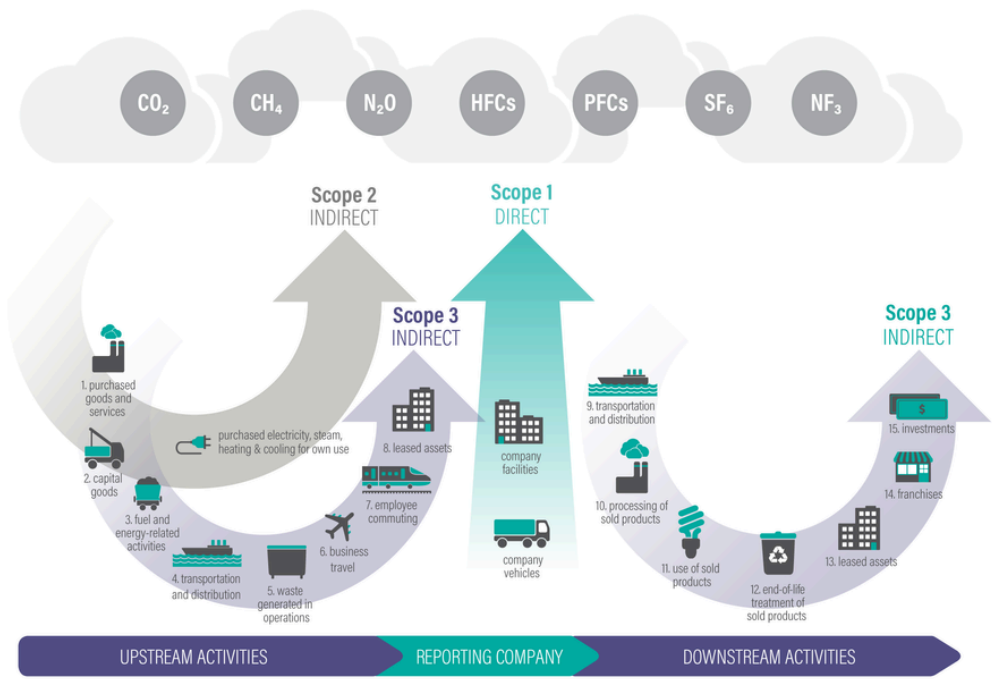
All calculations were independently prepared by Balanced Energy, using activity data supplied by Jays Logistics Ltd and cross-verified with procurement, logistics, and operational records. Data underwent internal technical review to ensure completeness, methodological accuracy, and alignment with recognised accounting frameworks.

This assessment aligns with internationally recognised standards for carbon accounting and disclosure. It is suitable for use in procurement, regulatory reporting, and client-facing disclosure, giving assurance that Jays Logistics Ltd’s baseline is both credible and repeatable.

All calculations have been independently prepared by Balanced Energy using client-supplied activity data, cross-referenced with procurement, logistics, and financial records. Data has been internally reviewed for completeness, accuracy, and methodological consistency.

This assessment has undergone third-party external assurance and is aligned with recognised standards of carbon accounting accuracy and transparency suitable for procurement, reporting, and disclosure purposes.

Balanced Energy is a member of the Carbon Accounting Alliance, reflecting its commitment to ongoing methodological integrity, industry alignment, and best practice in complex organisational carbon accounting.



APPENDIX C: DECLARATION

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 and use 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.

This Carbon Reduction Plan has been reviewed and signed off by the board of directors of Jays Logistics Ltd.

Signed on behalf of Jays Logistics Ltd

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Date: 23/10/2025



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