

## **Westcotec Ltd**

### **Carbon Reduction Strategy**

**Prepared May 2025**

Westcotec Ltd is a leading manufacturer based in the heart of Norfolk which specialises in intelligent traffic safety and smart city solutions. Founded in 2001, the company thrives on innovation, offering cutting edge technology, including smart speed detection systems, traffic warning devices and collision avoidance software.

Consisting now of 23 employees, the business has gone on to grow considerably and in 2018 proudly became an employee-owned company.

With the business focused on its NET Zero journey, Westcotec Ltd has conducted a full review of its carbon emissions across the 2024 calendar year in order to establish a carbon baseline. Working with a local Consultant, the business has analysed its Scope 1, 2 and 3 emissions in order to understand its true impact on the local environment.

#### **Our Commitment To Achieving Net Zero**

After reviewing our recent carbon baseline report, Westcotec Ltd is committed to achieving Net Zero emissions across our portfolio by 2050. The business is also committed to making a significant impact on its existing emissions and achieving a 75% reduction against its 2024 baseline by 2040.

#### **Baseline Emissions Footprint**

Baseline emissions are a record of the Greenhouse Gases that have been produced in the past and were produced prior to the introduction of any strategies to reduce emissions. Baseline emissions are the reference point against which emissions reduction can be measured.

Below states the businesses total carbon emissions in metric tonnes (t) throughout the 2024 calendar year which have been broken down into the various scopes.

<b>Baseline year: 2024</b>
<b>Additional Details relating to the Baseline Emissions Calculations</b>
<ul style="list-style-type: none"><li>• Prior to 2024, the business has not recorded any of its CO<sub>2</sub>e emissions with this year representing the company's first full carbon baseline report along with its carbon reduction strategy.</li><li>• The Scope 1 emissions section within our 2024 baseline report covers all fuels burned by the business and also accounts for any natural refrigerant losses (F gases) through our air conditioning system.</li><li>• Emissions for our gas and electricity usage have been produced against estimated annual consumption figures due to regular reads not being submitted to the supplier throughout the reporting period.</li></ul>

- Emissions for our water and sewerage have been based on estimated reads due to no recent readings being taken from the supplier.
- Our staff travel emissions have been based on each employee's residential location with emissions being calculated on a medium sized diesel vehicle due to no comprehensive staff travel survey being carried out to date.
- All waste for the business has been based on weekly collections with it assumed that each bin is full at the point of collection.

**Baseline year emissions: 250.17 t/CO<sub>2</sub>e**

Emissions	Total t/CO <sub>2</sub> e
Scope 1	74.46
Scope 2	15.35
Scope 3	160.36
Total Emissions	250.17

### **Emissions Reduction Targets**

The business appreciates that the majority of its carbon footprint is made up from its Scope 3 emissions. Due to this, a clear focus will be made on lowering our Scope 3 emissions over the next 15 years with various targets set along the way in order to meet our overall 2040 target.

The company will also look to reduce on its Scope 1 and Scope 2 emissions where possible, as we believe it's important to take ownership of any emissions that are directly controlled by Westcotec.

### **Scope 1 Emissions**

Our Scope 1 emissions contributed to producing **74.46 t/CO<sub>2</sub>e** throughout the reporting year with 95% of these emissions produced as a result of operating our business vehicles. Whilst Westcotec has already invested in transitioning over to plug in hybrid models, there is a strong appetite to continue this transition, with the company set to purchase its first plug in hybrid van in the forthcoming year. All travel for the new van will be reviewed in order to better understand the impact and benefit to the business, with a view to investing in further plug-in hybrid vans if successful. We will continue to still adopt moving over to plug hybrids for any non-commercial vehicles such as when expanding any of our car fleets.

By gradually moving over to hybrid vehicles, we expect our future emissions to drop in the short term by **12 t/CO<sub>2</sub>e** (by 2030) with it expected that our emissions will further decrease by **45 t/CO<sub>2</sub>e** by 2040.

With the business recently revamping its workshop and office areas, electric infrared panels along with air conditioning systems have been installed. Whilst the business is still responsible for two gas meters onsite, we will look to further transition away from gas over to electric in the next 5 years. By doing so, this will result in an additional **2.17 (t) CO<sub>2</sub>e** being reduced from our Scope 1 emissions.

Whilst we have accounted for small natural refrigeration losses from our air conditioning units, we appreciate that any emissions due to the loss of F gasses are small. The business will continue to ensure that all air conditioning units are properly maintained, with yearly inspections carried out in order to make sure the systems are as efficient as possible.

### **Scope 2 Emissions**

Scope 2 emissions for the business totalled to **15.35 t/CO<sub>2</sub>e** throughout the reporting year with the majority accounting for all electricity usage across our units. This includes all lighting, socket use, electric heating and demand for kitchen areas. Its thought that our air conditioning units will also play a significant part in the site's electricity demand along with any electricity used in our manufacturing processes, such as the use of air compressors. Whilst electricity usage for the business will likely continue to increase as the site expands overtime, we appreciate that the UK's grid fuel mix and any contribution from fossil fuels will likely decline as further renewable generators are introduced to the market over the next few years. The annual carbon reporting figures for electricity from the Government are therefore likely to reflect this, meaning that the annual emissions rate through the grids electricity supply will decrease year on year (as the business reports on its emissions) allowing the company to gradually transition towards achieving our Net Zero goal for our Scope 2 emissions naturally.

Solar PV is also set to be installed on all of our units in the summer of 2025, in order to combat our existing usage and any increased demand (through expansion), also allowing the business to mitigate against any increased electricity charges from suppliers as time goes on.

A 95 kWp system has been chosen with the capacity to generate approximately 80,000 kWh per annum. Its estimated that over 50% of our existing electricity consumption will be reduced saving approximately **9.31 (t) CO<sub>2</sub>e**. The remaining generation will be sent back to the UK grid for the time being to help other businesses in the local region benefit from our clean green power generated. With the company's aim of further increasing our plug-in hybrid fleet, its anticipated that any excess generation will contribute to the running of these.

The business will also review undertaking a future energy audit in order to better understand ways in which it can naturally lower its demand without the need for any capital input. Any processes or actions following this can then be reviewed and carried out accordingly.

Green energy contracts will also be looked into at renewal, so the business can understand both any impact and costs associated with this.

### **Scope 3 Emissions**

Our Scope 3 emissions formed a significant part of our footprint for the year with this area responsible for over 60% of the business's overall carbon footprint.

Staff travel contributed to a total of **29.55 t/CO<sub>2</sub>e** for regular commuting to and from our Dereham premises. With the business having 23 employees in total (20 full time and 3 part time), this will be an area of focus for us going forward with a view to driving down travel emissions.

A staff travel survey will be conducted in order to better understand if our employees would be willing to car share or even be interested in taking advantage of a cycle to work scheme. The directors will also discuss the possibility of incentivising this.

We will also look to understand a clearer picture on the number of miles that each member of staff would commute to and from their homes, as our previous figures within our 2024 report were based on approximate locations. Whilst these are considered to be fairly accurate, they may be a couple of miles out. This will therefore help the business to better understand a more accurate picture of travel emissions going forward so any appropriate action can be taken. The company has set a target of reviewing both areas throughout 2025 in order to hopefully reduce these emissions significantly by 2030. A target of reducing emissions by **15 t/CO<sub>2</sub>e** has been set.

It's thought that as employees also transition over to both fully electric and plug in hybrid vehicles, that emissions will rapidly decrease. With the introduction of our new solar pv array in 2025, we are also offering employees the chance to charge any vehicles at our premises for free.

Waste will also be an area in which we will look to take control of as the business would like to increase its recycling output, minimising as much waste to landfill as possible. With new legislation set to be implemented in 2025 regarding food waste, the company will accurately track and account for these emissions going forward. It's proposed to introduce certain bins internally which can help staff to recycle more items rather than place in general waste. This process will be implemented shortly.

Supply chain emissions will also be reviewed in order to better understand how our emissions could be reduced. Our current up and downstream emissions have been based on delivery miles however the business appreciates that by accounting for the weight of both materials purchased and goods sold will help the business to better understand accuracy on its Scope 3 emissions supply chain. For international purchases, we will look to gain further clarity on how items are shipped (sea or air) along with understanding how mileage could be further reduced, as the business already prides itself from buying locally.

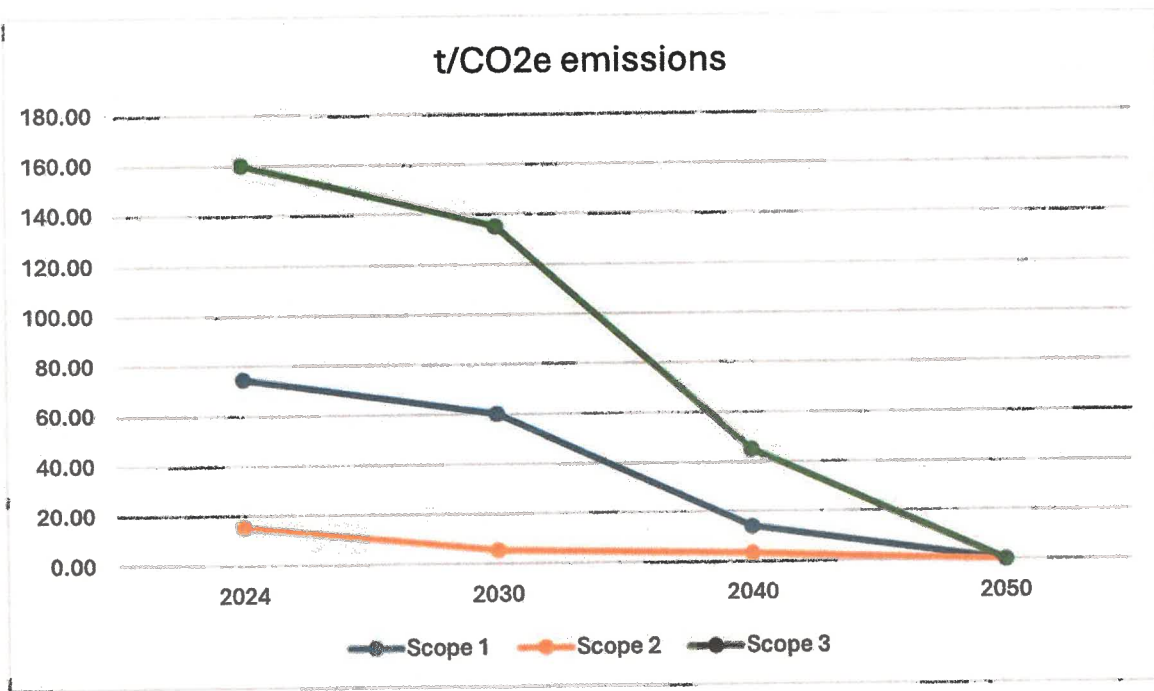
Suppliers will also be challenged with us seeking clarity on both their sustainability credentials and processes that they are adopting in order to drive down their own carbon emissions. Couriers who operate green fleets will be favoured where possible, as this will significantly reduce our supply chain emissions.

Any stationary orders will also be reviewed with the hope that a focus can be made on bulk purchasing in order to minimise the impact on emissions from deliveries.

### **Targets**

**In order to continue our progress to achieving Net Zero, we have adopted the following carbon reduction targets. We project that our carbon emissions will decrease over the next fifteen years to 62.35 t/CO<sub>2</sub>e by 2040. This is a reduction of 187.82 t/CO<sub>2</sub>e.**

Progress against these targets can be seen in the graph below:



#### **Carbon Reduction Projects - Completed Carbon Reduction Initiatives**


The following environmental management measures and projects have been completed before our 2024 baseline. The carbon emission reduction achieved by these schemes equates to an estimated **15 t/CO2e**, and these measures will be in effect when performing any new contract.

1. The business opted for LED lighting to be installed along with both air conditioning and infrared heaters in its recent renovation of units 33 and 34. The transition from changing fluorescent lighting over to LED has led to approximately **2 t/CO2e** being saved. Moving from electric storage heaters over to an efficient heating setup has also helped the business save approximately **5 t/CO2e**.
2. 2x 22kW load managed EV chargers were installed back in 2022 to help the business make the transition over to plug in hybrid vehicles. The business operates four plugin hybrid vehicles to date also offering both employees and clients the opportunity to charge whilst on site. From making the transition over to hybrid vehicles from diesel, this has saved approximately **8 t/CO2e**.

**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 uses the appropriate Government emission conversion factors for greenhouse gas company reporting. Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard. This Carbon Reduction Plan has been reviewed and signed off by the board of Directors (or equivalent management body).

Signed by: .....



CHRIS SPINKS, MANAGING DIRECTOR

Date: .....

23/5/2025