

# Days Fleet

## **Carbon Reduction Plan** Commitment to Achieving Net Zero

Publication date: July 2023 v1.0

**Day's Fleet are committed to reducing their carbon emissions in line with UK government targets to achieve Net Zero emissions by 2050**

### Executive Summary

- Group Mantra of Manage->Reduce->Create/Recycle->Offset
- We will make long term commitments to reduce our environmental impact
- We will raise awareness of environmental issues to all staff
- We pledge to plant a tree in our locality for every member of staff
- Explore carbon reduction opportunities in our locality

### 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 emission reduction can be measured.

#### Baseline Year: 2021

<b>Baseline Year:</b>
1 <sup>st</sup> January 2021 – 31 <sup>st</sup> December 2021
<b>Additional Details relating to the Baseline Emissions calculations</b>
The scope boundary of this GHG inventory was determined using the operational control principle defined in the WRI GHG Protocol – Corporate Accounting and Reporting Standard <sup>1</sup> . This enables the business to have direct influence over the reduction of emissions and take the necessary steps to achieve reductions. This inventory includes all Scope 1 and 2 emissions, as well as voluntary inclusion of scope 3 emissions for which the subject is currently able to obtain accurate data. Scope 3 emissions have been calculated in line with the Greenhouse Gas Protocol Corporate Value Chain (Scope 3) Standard Guidance.

<sup>1</sup> WBCSD-WRI GHG Protocol – Corporate Accounting and Reporting Standard:  
<https://ghgprotocol.org/sites/default/files/standards/ghg-protocol-revised.pdf>

<b>Baseline Year Emissions: 2021</b>			
<b>Scope</b>	<b>Activity</b>	<b>Tonnes CO2e</b>	<b>% of total footprint</b>
<b>Scope 1 - Direct Emissions</b>	Vehicle Fuel	2.11	1.1%
	<b>Scope 1: Subtotal</b>	<b>2.11</b>	<b>1.1%</b>
<b>Scope 2 - Indirect Emissions</b>	Purchased Electricity	3.88	2.0%
	<b>Scope 2: Subtotal</b>	<b>3.88</b>	<b>3.1%</b>
<b>Scope 3 - Other Indirect Emissions</b> <b>(Included Sources)</b>	Category 3 - Fuel and Energy-Related Activities	1.98	1.0%
	Category 4 - Upstream transportation & distribution	69.08	35.9%
	Category 5 - Waste generated in operations	0.92	0.5%
	Category 7 - Employee commuting	35.71	18.5%
	Category 9 - Downstream transportation & distribution	78.84	41.0%
	<b>Scope 3: Subtotal</b>	<b>186.53</b>	<b>96.9%</b>
<b>Total GHG emissions (Scope 1 to 3)</b>		<b>192.52</b>	<b>100%</b>

### Current Emissions Reporting

The emissions summarised by scope in the table below are for the most recent reporting period (1st January 2022 – 31st December 2022).

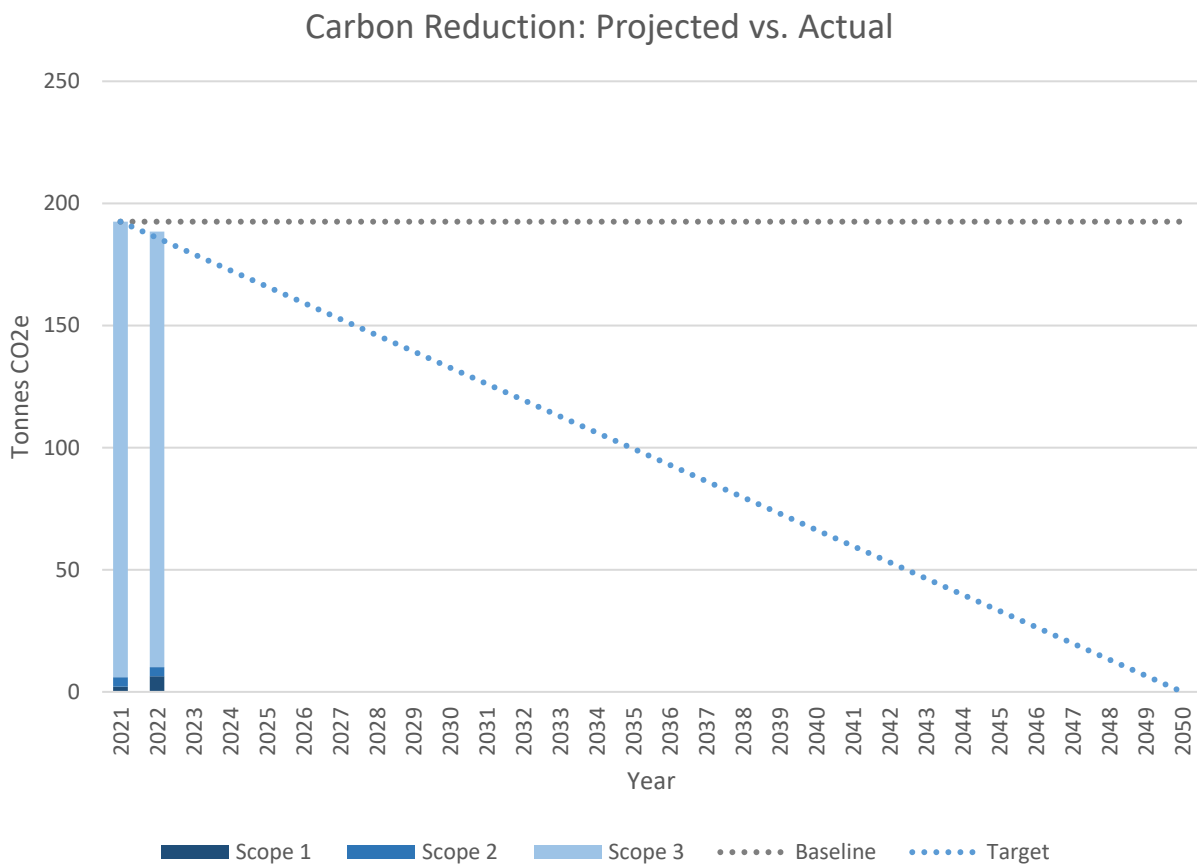
Reporting Year: 2022			
Scope	Activity	Tonnes CO2e	% of total footprint
Scope 1 - Direct Emissions	Vehicle Fuel	6.38	3.4%
	<b>Scope 1: Subtotal</b>	<b>6.38</b>	<b>3.4%</b>
Scope 2 - Indirect Emissions	Purchased Electricity	3.78	2.0%
	<b>Scope 2: Subtotal</b>	<b>3.78</b>	<b>2.0%</b>
Scope 3 - Other Indirect Emissions  (Included Sources)	Category 3 - Fuel and Energy-Related Activities	3.01	1.6%
	Category 4 - Upstream transportation & distribution	78.98	41.9%
	Category 5 - Waste generated in operations	0.79	0.4%
	Category 7 - Employee commuting	35.54	18.9%
	Category 9 - Downstream transportation & distribution	59.98	31.8%
	<b>Scope 3: Subtotal</b>	<b>178.30</b>	<b>94.6%</b>
	<b>Total GHG emissions (Scope 1 to 3)</b>	<b>188.46</b>	<b>100%</b>

### Emissions reduction targets

Day's Fleet are currently in the process of developing a Net Zero target and strategy in line with current science and the UK government's Net Zero by 2050 target. This involves establishing and implementing detailed short and long term emissions reductions targets.

Progress to meet Net Zero emissions by 2050 can be observed in figure 1.

Figure 1 – current carbon emissions against emissions projection in line with Net Zero by 2050.



As the second voluntary carbon footprint by which Days Fleet have reviewed full scope 1, 2 and 3 emissions outside of mandatory requirements, the following carbon reductions have been measured to date.

Compared to the 2021 baseline carbon footprint, Day's Fleet have achieved a 2.1% reduction in total greenhouse gas (GHG) emissions.

### Reducing Emissions

Day's Fleet recognises that our operations has an impact on the environment and will work to reduce our emissions by 50% by 2030 and be Net Zero by 2050.

### Completed Carbon Reduction Initiatives

- ISO14001 Environmental Management accreditation since 2013
- Energy Management Programme and Energy Champions in place
- Cycle to work scheme available to all employees
- All staff complete annual environmental awareness training
- Removal of general waste bins from general office environment to encourage reduce, reuse, recycle thinking
- Recycling bins placed throughout offices
- Sensor lighting fitted throughout and removal of traditional light switches
- Replacing less efficient halogen bulbs with modern, low energy LED bulbs
- Removing paper and printing through paperless solutions
- Online digital document storage
- Online e-signature solution to reduce paper use and printing and improve document security
- Reduce and remove where possible unnecessary business travel and employee commuting through the use of hybrid working, online meeting technology and other IT solutions
- Electric vehicle charging points increased
- Partnering with Pod Point to provide customers with a supplier for workplace solar EV charging points
- Energy management champions to monitor energy usage and to inspire staff to create energy saving changes
- Regular Air Conditioning (A/C) servicing and use of fresh supply to offices to reduce the need for A/C
- Water recycling in vehicle valeting bays
- Energy usage audits which led to a number of energy leakages being identified, which have been improved or stopped
- Changing our electricity supplies to those which are Carbon Neutral
- Investing in Carbon reducing projects across the world to further reduce our Carbon footprint
- Ensuring our suppliers are doing all they can to reduce their environmental impact throughout the supply chain
- Ordering vehicles for our clients as close to the eventual delivery post code as possible
- Disposing of vehicles locally to the end user rather than them being brought back to Head Office

### Carbon Reduction Ongoing and Future Projects

- Enhance our online information on electric vehicles so our clients can make better educated vehicle choices
- Advising on alternative fuel vehicles to our clients
- Providing electric or hybrid vehicles to staff where possible
- Solar Panels being fitted to building roofs
- Upgrading Heating systems to replace old boiler systems
- Evaluating exciting options in relation to voltage optimisation of our electricity connections and further recycling of energy through kinetic energy harvesting
- By 2025 we will plant a minimum of 100 trees each year in our locality

### Identified Opportunities

In the future Day's Fleet hope to implement further measures such as:

- Continue to implement Energy saving measures identified from Energy Audits which are yet to be actioned.
- Establish and implement a Net Zero target and strategy in line with UK government targets and a recognised target setting and reporting initiative.
- Complete a value chain engagement exercise to improve scope 3 data quality and establish scope 3 reduction strategies. This will include working with suppliers to improve data visibility in order to set short to long term targets to reduce emissions throughout their supply chain.

#### 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<sup>2</sup> and uses the appropriate Government emission conversion factors for greenhouse gas company reporting<sup>3</sup>.

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<sup>4</sup>.

This Carbon Reduction Plan has been reviewed and signed off by the board of directors (or equivalent management body).

*Signed on behalf of the Supplier:*

**Aled Williams**

**Managing Director – Day's Fleet**

**3<sup>rd</sup> April 2023**

<sup>2</sup><https://ghgprotocol.org/corporate-standard>

<sup>3</sup><https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>

<sup>4</sup><https://ghgprotocol.org/standards/scope-3-standard>

### Appendix A – Supporting Notes

#### Methodology

GHG emissions have been calculated in accordance with the WBCSD-WRI Greenhouse Gas Protocol - Corporate Accounting and Reporting Standard, produced by the World Business Council for Sustainable Development (WBCSD) and the World Resources Institute (WRI). This is a globally recognised standard and is best practice for a carbon footprint calculation.

Day's Fleet categorises its GHG Emissions as Scope 1, 2 or 3 as referred to in the WBCSD-WRI GHG Protocol. The scope boundary of this GHG inventory was determined using the operational control principle defined in the WRI GHG Protocol – Corporate Accounting and Reporting Standard.

Carbon multipliers, fuel densities and calorific values have all been sourced from UK Government DEFRA's 2021 conversion factors<sup>5</sup> (unless otherwise stated within backing data) and emissions have been expressed in terms of Carbon Dioxide Equivalent (CO<sub>2</sub>e).

All emission factors used within calculation methods have been noted within the backing data. Where specific emission factors for Scope 3 products and services are not yet available either within UK Government DEFRA's 2021 conversion factors, from the source, supplier, or within the relative industry, annual spend against Standard Industrial Classification (SIC) codes have been used. Relative emissions have been calculated using the Office for National Statistic's Atmospheric emissions: greenhouse gas emissions intensity by industry<sup>6</sup>. Every effort will be made to work with suppliers and manufacturers in order to obtain the most accurate emission factors in future.

GHG emissions intensity figures within the Office for National Statistic's Atmospheric emissions: greenhouse gas emissions intensity by industry, were calculated by dividing the level of GHG emissions by Gross Value Added (GVA). GVA is defined as "the difference between output and intermediate consumption for any given industry". It is noted that the data obtained from Day's Fleet is the annual spend within the SIC Code category, and not the GVA. As the GVA is unknown for the supplier or sector for each category and is not feasible or practicable to calculate, the GHG emissions across these categories use annual spend and therefore are an overestimation of GHG emissions.

Where economic value information was not available during application of the spend-based methodology (see Technical Guidance for Calculating Scope 3 Emissions Supplement to the Corporate Value Chain (Scope 3) Accounting & Reporting Standard (version 1.0)<sup>7</sup>), Day's Fleet have provided an estimation of annual spend for various elements. This has been documented within the backing data.

Due diligence checks on the calculations have been performed by Purchase Direct Ltd when calculating indirect emissions (Scope 3), with all assumptions and estimations having been documented in the backing data.

<sup>5</sup> <https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2021>

<sup>6</sup> <https://www.ons.gov.uk/economy/environmentalaccounts/datasets/ukenvironmentalaccountsatmosphericemissionsgreenhousegasemissionsintensitybyeconomicsectorunitedkingdom>

<sup>7</sup> [https://ghgprotocol.org/sites/default/files/standards/Scope3\\_Calculation\\_Guidance\\_0.pdf](https://ghgprotocol.org/sites/default/files/standards/Scope3_Calculation_Guidance_0.pdf)