

Days Fleet

Carbon Reduction Plan

Commitment to Achieving Net Zero

Publication date: August 2026

Company name: Car Hire (Day of Swansea) Limited trading as Day's Fleet

Company number: 00571025

Publication date: August 2026

Commitment to achieving Net Zero

Day's Fleet is committed to achieving net zero emissions by 2050.

Baseline GHG Inventory

The baseline emissions inventory for Car Hire (Day of Swansea) Limited trading as Day's Fleet, which henceforth in this document shall be referred to as Days Fleet, serves as the benchmark from which our GHG reduction targets have been established. This inventory encompasses all Scope 1 and 2 emissions, as well as the relevant Scope 3 categories as specified in PPN 006, where applicable. For further details on the calculation methodology, please refer to Appendix A.

GHG Emissions from 01/01/2023 - 31/12/2023			
Scope	Activity	Tonnes CO2e	% of total footprint
Scope 1 - Direct Emissions	Scope 1: Building Energy	14.09	5.1%
	Scope 1: Vehicle Fuel	13.06	4.7%
	Scope 1: Subtotal	27.15	9.8%
Scope 2 - Indirect Emissions	Scope 2: Purchased Electricity (Location-Based)	8.69	3.1%
	Scope 2: Purchased Electricity (Market-Based)	0.00	
	Scope 2: Subtotal	8.69	3.1%
Scope 3 - Other Indirect Emissions	Category 3: Fuel and Energy related activities	7.08	2.6%
	Category 4: Upstream Transportation and Distribution	102.01	36.9%
	Category 5: Waste Generated in Operations	1.10	0.4%
	Category 6: Business Travel	0.00	0.0%
	Category 7: Employee Commuting	30.86	11.2%
	Category 9: Downstream Transportation and Distribution	99.56	36.0%
	Scope 3: Subtotal	240.60	87.0%
Total GHG Emissions	Total GHG emissions (Scope 1 to 3) Location-Based	276.44	100%
	GHG Intensity (tCO2e/£m Fleet Valuation)	1.36	
	Total GHG emissions (Scope 1 to 3) Market-Based	267.75	

Additional Details relating to the Baseline Emissions calculations:

Day's Fleet's baseline year is 2023, as the 2021 and 2022 reporting periods were affected by COVID-19 disruption and were therefore not considered representative of normal operations. Historical emissions for these years are included in Appendix B. In 2024, the 2023 baseline inventory was restated to improve completeness and consistency. The restatement includes gas consumption arising from Day's Fleet's expanded operations at the shared Gorseinon site and applies a revised 25% allocation of the site's building energy and waste. The same allocation has been applied to the 2024 and 2025 inventories. The baseline year and reduction targets remain unchanged; only the reported figures have been updated.

Current Year GHG Inventory

GHG Emissions from 01/01/2025 - 31/12/2025			
Scope	Activity	Tonnes CO2e	% of total footprint
Scope 1 - Direct Emissions	Scope 1: Building Energy (Location-Based)	9.97	4.2%
	Scope 1: Building Energy (Market-Based)	0.01	
	Scope 1: Vehicle Fuel	13.40	5.7%
	Scope 1: Subtotal	23.38	9.9%
Scope 2 - Indirect Emissions	Scope 2: Purchased Electricity (Location-Based)	4.18	1.8%
	Scope 2: Purchased Electricity (Market-Based)	0.00	
	Scope 2: Subtotal	4.18	1.8%
Scope 3 - Other Indirect Emissions	Category 3: Fuel and Energy related activities	6.84	2.9%
	Category 4: Upstream Transportation and Distribution	83.83	35.7%
	Category 5: Waste Generated in Operations	0.03	0.0%
	Category 6: Business Travel	0.00	0.0%
	Category 7: Employee Commuting	23.97	10.2%
	Category 9: Downstream Transportation and Distribution	92.80	39.5%
	Scope 3: Subtotal	207.47	88.3%
Total GHG Emissions	Total GHG emissions (Scope 1 to 3) Location-Based	235.03	100%
	GHG Intensity (tCO2e/£m Fleet Valuation)	0.97	
	Total GHG emissions (Scope 1 to 3) Market-Based	220.88	

Additional Details relating to the Current Emissions calculations:

The location-based figures reflect grid-average electricity emissions and natural gas emissions calculated using the UK Government natural-gas conversion factor. The market-based figures reflect Day's Fleet's contractual renewable electricity and biogas arrangements. Electricity has been calculated using the GHG Protocol market-based method, while gas covered by Renewable Gas Guarantees of Origin has been calculated using the relevant UK Government biogas conversion factor. This gas treatment is a supplementary contractual adjustment rather than a formally recognised market-based Scope 1 method. The formal GHG inventory and intensity metric therefore use the location-based total.

Emissions Reduction Targets

Day's Fleet has established the following emissions-reduction targets using 2023 as its baseline year. Progress against these targets is assessed using the location-based emissions total (see Figure 1). Market-based emissions are also shown separately to reflect the impact of Day's Fleet's renewable-energy arrangements (see Figure 2).

- **Short-Term Target 1:** Achieve a 45% absolute reduction in Scope 1 and Scope 2 emissions by 2033.
- **Short-Term Target 2:** Commence engagement with our key vehicle manufacturing partners by the end of 2027 to gain comprehensive understanding of upstream and downstream transportation and distribution emissions. This includes enquiring for detailed information on logistics, distances travelled, and methods of transportation used for vehicle delivery.
- **Medium Term Target 1:** Achieve a 70% absolute reduction in Scope 1 and Scope 2 emissions by 2043.
- **Medium Term Target 2:** Achieve a 70% absolute reduction in Scope 3 emissions by 2043.
- **Long Term Target:** Reduce emissions from all Scopes to residual levels by 2050, in line with global climate goals.

We project that Day's Fleet's total emissions will decrease over the next five years to approximately 208.7 tCO₂e by 2030. This represents a 24.5% reduction against the 2023 baseline.

Intensity Metric

To effectively measure and track our progress toward reducing greenhouse gas (GHG) emissions while considering business growth, Day's Fleet has adopted an intensity-based metric. This metric calculates the tonnes of CO₂ equivalent (tCO₂e) emissions per unit value of our total fleet, expressed in millions of British pounds (£m).

Using this intensity metric allows us to align our carbon reduction efforts with the scale and growth of our business. As our fleet expands, this metric provides a more accurate reflection of our efficiency in reducing emissions relative to the size of our operations. This approach ensures that our GHG reduction targets remain ambitious and attainable, even as we continue to grow and develop our services. We are committed to a steady and realistic reduction in our emissions intensity each year. The table below shows the progress in intensity metrics since the 2023 baseline.

Year	Intensity tCO ₂ e / £m Fleet Value
2023	1.36
2024	1.19
2025	0.97

Figure 1 – Location-based emissions and projected pathway to net zero by 2050

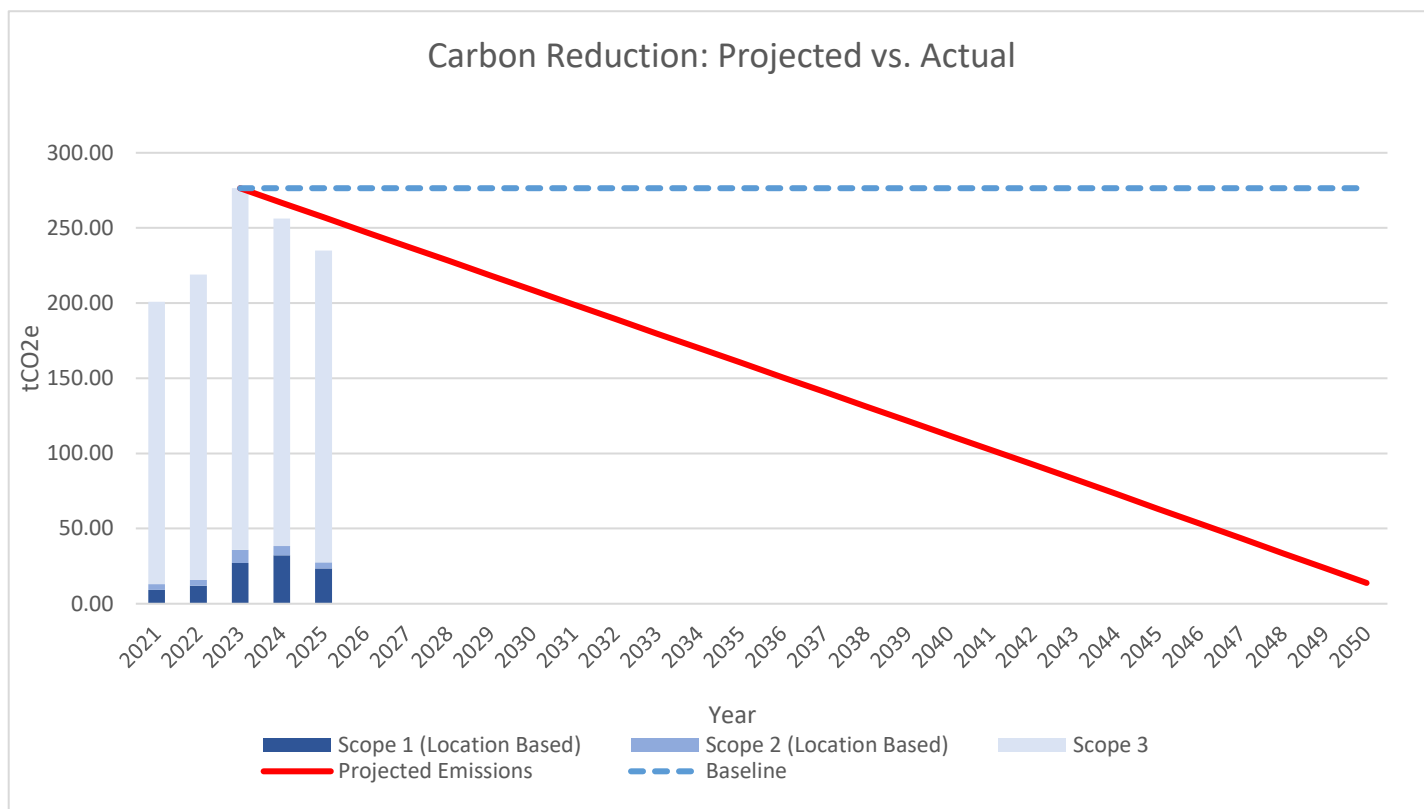
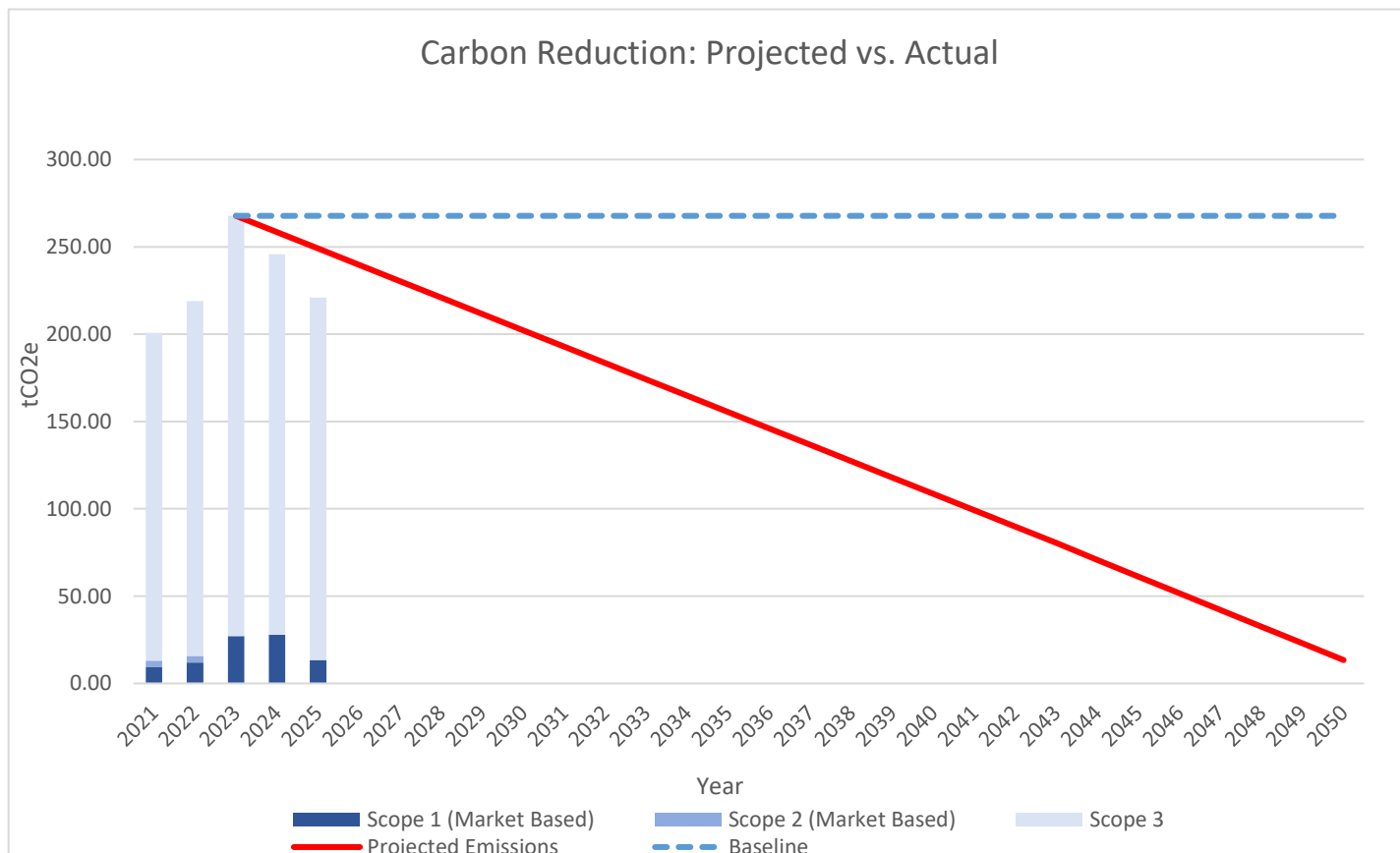


Figure 2 – Market-based emissions and projected pathway to net zero by 2050



Carbon Reduction Projects

The following environmental management measures and projects have been completed or implemented since the 2023 baseline. The carbon emission reduction achieved by these schemes equate to 41.4 tCO₂e, a 15% reduction against the baseline. The carbon-reduction measures described below will be maintained and applied when Day's Fleet performs the relevant contract.

To encourage reductions in our environmental impact across all our operations we have:

- Maintained ISO14001 accreditation for our Environmental Management System since 2013.
- Developed and implemented an Environmental Policy that outlines our commitment to environmental responsibility across all operations.
- Conducted annual environmental awareness training for all staff through the iHASCO platform. This training covers key areas such as understanding the environment and its challenges, focusing on the workplace's role in resource management, waste handling, and recycling, as well as empowering individuals to reduce their carbon footprint through simple, impactful actions.
- Reduced paper use through digital document storage and online e-signatures.
- Implemented water recycling in vehicle valet bays.
- Enhanced our online information on electric / alternative fuel vehicles to assist clients in making informed choices, supporting their transition away from internal combustion engine vehicles.
- Partnered with Pod Point to provide customers with a recommended supplier for workplace solar EV charging points.

To reduce our Scope 1 and Scope 2 emissions, we have:

- Conducted energy usage audits to identify and improve energy leakages.
- Implemented an Energy Management Programme to monitor energy usage continuously.
- Appointed an Energy Management Champion at the office to inspire staff to create energy saving changes.
- Installed sensor lighting and removed traditional light switches throughout our head office to control and reduce lighting runtime.
- Replaced older, less efficient light bulbs with modern, lower consuming LED alternatives.
- Switched our gas supply to SEFE 'Green Gas' in November 2024 which is backed by Renewable Gas Guarantees of Origin.
- Switched electricity supply to British Gas 'Renewable Electricity' contracts, backed by Renewable Energy Guarantees of Origin.
- Installed Solar Panels to our Gorseinon Site to generate electricity on-site.
- Ensure all AC units are serviced and fully maintained to ensure optimal running efficiency, minimise waste runtime and subsequent electricity consumption.
- Increased the proportion of electric or hybrid vehicles available to staff where possible.
- Increased the number of EV charging points on site.

To further reduce our Scope 1 and Scope 2 emissions, we plan to:

- Continue to implement Energy saving measures identified from Energy Audits which are yet to be actioned.
- Replace existing inefficient heating systems with new more efficient alternatives
- Increase the number of electric vehicle charging points across all sites.
- Evaluate the viability of implementing voltage optimisation of electricity connections and further energy recycling of energy through kinetic energy harvesting.
- Continue to provide electric or hybrid vehicles to staff where possible.
- Enhance our Sustainable Travel Policy.

To reduce Scope 3 Category 4 – Upstream Transportation and Distribution emissions, we have:

- Prioritised suppliers that are as close to the eventual delivery post code as possible when ordering vehicles for clients.

To further reduce Scope 3 Category 4 – Upstream Transportation and Distribution emissions, we plan to:

- Engage with our value chain to improve the quality of data used for emissions calculations, aiming to transition away from using spend-based methodologies. This will allow for the establishment and monitoring of reduction strategies.

To reduce Scope 3 Category 5 – Waste Generated in Operations emissions, we have:

- Reduced the number of general waste bins from general office environment to encourage reduce, reuse, recycle thinking.
- Installed a recycling station in the office.
- Partnered with a waste management supplier who has ensured that no waste is sent to landfill and is either recovered or recycled.

To reduce Scope 3 Category 7 – Employee Commuting emissions, we have:

- Created a cycle to work scheme that is available to all employees.

To reduce Scope 3 Category 7 – Employee Commuting emissions, we plan to:

- Encourage employees to car share where possible.

To reduce Scope 3 Category 9 – Downstream Transportation and Distribution emissions, we have:

- Tried to dispose of vehicles as locally to the end user as possible

Day's Rental will prioritise direct emissions reductions across its operations and value chain. Where technically unavoidable residual emissions remain as the organisation approaches Net Zero, the use of high-quality verified carbon removals may be considered.

Declaration and Sign Off

This Carbon Reduction Plan has been completed in accordance with PPN 006 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 standard¹ and uses the appropriate Government emission conversion factors for greenhouse gas company reporting².

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) Standard³.

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

25th August 2026

¹<https://ghgprotocol.org/corporate-standard>

²<https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>

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

Appendix A – Supporting Notes

Methodology

GHG emissions have been calculated with reference to the WBCSD-WRI Greenhouse Gas Protocol Corporate Accounting and Reporting Standard and Corporate Value Chain (Scope 3) Standard. The inventory uses the operational-control approach, covers the seven greenhouse gases included under the Kyoto Protocol where applicable, and is reported in tonnes of carbon dioxide equivalent (tCO₂e).

Scope 1 and Scope 2 emissions have been calculated in line with Streamlined Energy and Carbon Reporting requirements. Gas and electricity data for utility supplies across the company's estate was collated by Day's Fleet's energy consultants, Purchase Direct Ltd. Location-based emissions use the relevant UK Government natural-gas and grid-electricity conversion factors. Market-based Scope 2 emissions reflect Day's Fleet's contractual renewable-electricity arrangements in accordance with the GHG Protocol Scope 2 Guidance.

Day's Fleet also reports market-based figures reflecting its contractual renewable-electricity and renewable-gas arrangements. Natural gas covered by Renewable Gas Guarantees of Origin has been calculated using the relevant UK Government biogas conversion factor. This uses an approach comparable to market-based reporting and is referred to as "market-based" within this Plan, but it is not a formally recognised market-based Scope 1 accounting method. The market-based figures are therefore presented alongside their location-based equivalents but do not replace the location-based inventory used to assess progress against Day's Fleet's emissions-reduction targets.

Vehicle-fuel emissions have been calculated using annual business mileage. Fuel-pump transactions and bulk-fuel records were analysed to determine the proportion of petrol and diesel purchased, and this split was applied to the recorded business mileage. Any refrigerant leakage would be recorded within Scope 1 using the relevant UK Government conversion factor; no refrigerant leakage was reported for 2025.

In addition to the Scope 3 categories required by PPN 006, Day's Fleet has voluntarily reported Category 3 – Fuel- and Energy-Related Activities. This includes upstream emissions associated with petrol, diesel, natural gas and purchased electricity, calculated using the relevant UK Government well-to-tank and transmission and distribution conversion factors.

The relevant Scope 3 categories have been calculated as follows:

4. Upstream transportation and distribution - Emissions have been estimated using a spend-based method based on vehicle-delivery costs. Where delivery fees were zero or unavailable, an average based on the available delivery-fee data was applied.
5. Waste Generated in Operations – Where possible, primary collection-weight data for different waste streams and sites has been used. Where accurate weight data was unavailable, each collection was assumed to be at the maximum weight capacity of the relevant container, based on capacities provided by Day's Fleet's waste-management providers.
6. Business Travel – Business travel emissions for Day's Fleet, which are negligible, primarily originate from hotel stays, calculated based on the total number of room nights. Business travel is conducted using cars owned or operated by Day's Fleet, which is therefore included within the company's Scope 1 emissions.

7. Employee Commuting - Uses total daily mileage for each employees' commute against an estimated average number of days commuted each week per employee. This is extrapolated to an annual figure based on an assumption that there is 48 working weeks in the year. It is assumed that all transport is via cars of average size.

9. Downstream Transportation and Distribution: Emissions have been estimated using a spend-based method based on delivery costs for vehicles sold or disposed of. Where delivery fees were unavailable or could not be separated from the vehicle cost, an average based on the available delivery-fee data was applied.

Carbon multipliers, fuel densities and calorific values have been sourced from the relevant UK Government DEFRA's conversion factors unless otherwise stated within the supporting data.

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 conversion factors for the relevant year, 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. 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), 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.

⁴ <https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>

⁵ <https://www.ons.gov.uk/economy/environmentalaccounts/datasets/ukenvironmentalaccountsatmosphericemissionsgreenhousegasemissionsintensitybyeconomicsectorunitedkingdom>

⁶ https://ghgprotocol.org/sites/default/files/standards/Scope3_Calculation_Guidance_0.pdf

Appendix B – Historical Emissions

GHG Emissions from 01/01/2021 - 31/12/2021			
Scope	Activity	Tonnes CO2e	% of total footprint
Scope 1 - Direct Emissions	Scope 1: Building Energy	7.15	3.6%
	Scope 1: Vehicle Fuel	2.10	1.0%
	Scope 1: Subtotal	9.25	4.6%
Scope 2 - Indirect Emissions	Scope 2: Purchased Electricity	3.87	1.9%
	Scope 2: Subtotal	3.87	1.9%
Scope 3 - Other Indirect Emissions	Category 3: Fuel and Energy related activities	3.19	1.6%
	Category 4: Upstream Transportation and Distribution	69.07	34.4%
	Category 5: Waste Generated in Operations	0.92	0.5%
	Category 6: Business Travel	0.00	0.0%
	Category 7: Employee Commuting	35.71	17.8%
	Category 9: Downstream Transportation and Distribution	78.83	39.3%
	Scope 3: Subtotal	187.72	93.5%
Total GHG Emissions	Total GHG emissions (Scope 1 to 3)	200.84	100%
	GHG Intensity (tCO2e/£m Fleet Valuation)	1.28	

GHG Emissions from 01/01/2022 - 31/12/2022			
Scope	Activity	Tonnes CO2e	% of total footprint
Scope 1 - Direct Emissions	Scope 1: Building Energy	5.63	2.6%
	Scope 1: Vehicle Fuel	6.38	2.9%
	Scope 1: Subtotal	12.02	5.5%
Scope 2 - Indirect Emissions	Scope 2: Purchased Electricity	3.78	1.7%
	Scope 2: Subtotal	3.78	1.7%

Scope 3 - Other Indirect Emissions	Category 3: Fuel and Energy related activities	3.98	1.8%
	Category 4: Upstream Transportation and Distribution	92.68	42.3%
	Category 5: Waste Generated in Operations	0.55	0.3%
	Category 7: Employee Commuting	35.54	16.2%
	Category 6: Business Travel	0.00	0.0%
	Category 9: Downstream Transportation and Distribution	70.38	32.1%
	Scope 3: Subtotal	203.13	92.8%
Total GHG Emissions	Total GHG emissions (Scope 1 to 3)	218.93	100%
	GHG Intensity (tCO2e/£m Fleet Valuation)	1.22	

GHG Emissions from 01/01/2024 - 31/12/2024			
Scope	Activity	Tonnes CO2e	% of total footprint
Scope 1 - Direct Emissions	Scope 1: Building Energy (Location-Based)	17.49	6.8%
	Scope 1: Building Energy (Market-Based)	13.07	
	Scope 1: Vehicle Fuel	14.74	5.7%
	Scope 1: Subtotal	32.23	12.6%
Scope 2 - Indirect Emissions	Scope 2: Purchased Electricity (Location-Based)	6.16	2.4%
	Scope 2: Purchased Electricity (Market-Based)	0.00	
	Scope 2: Subtotal	6.16	2.4%
Scope 3 - Other Indirect Emissions	Category 3: Fuel and Energy related activities	8.72	3.4%
	Category 4: Upstream Transportation and Distribution	76.13	29.7%
	Category 5: Waste Generated in Operations	0.26	0.1%
	Category 7: Employee Commuting	34.98	13.6%
	Category 9: Downstream Transportation and Distribution	97.88	38.2%
	Scope 3: Subtotal	217.96	85.0%
Total GHG Emissions	Total GHG emissions (Scope 1 to 3) Location-Based	256.35	100%
	GHG Intensity (tCO2e/£m Fleet Valuation)	1.19	
	Total GHG emissions (Scope 1 to 3) Market-Based	245.77	