



Helping businesses
transition to a low
carbon economy

22nd July 2024



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FY24 Carbon Footprint



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Scope	Category	FY23			FY22 (BASE YEAR)		
		Emissions (tCO2e)	Usage (kWh)	Intensity (tCO2e/£M)	Emissions (tCO2e)	Usage (kWh)	Intensity (tCO2e/£M)
Scope 1	Company vehicles	66.3	275,076	8.4	51.3	216,759	6.3
Scope 3	1 Purchased Goods and Services	205.0		25.9	231.2		28.4
	2 Capital Goods	2.2		0.3	73.7		9.1
	3 Fuel and Energy-Related activities	15.8		2.0	12.5		1.5
	4 Upstream Transportation and Distribution	3.4		0.4	3.3		0.4
	6 Business Travel	14.3		1.8	25.3		3.1
	7 Employee Commuting	33.3		4.2	36.4		4.5
	8 Upstream Leased Assets	-		-	-		-
		274.0		34.6	382.5		47.1
Scope 1 & 3		340.3	275,076	42.9	433.8	216,759	53.4

- Started measuring your carbon footprint (Scope 1 only) in FY22 and this was deemed your **base year** for reporting purposes
- During FY23, improvements in data granularity (employee surveys, supplier engagement etc.) allowed us to start measuring and reporting **Scope 3** emissions
- This level of analysis is key to BIS's transition to Net Zero by 2040 (which is its stated ambition)

- The increase in Scope 1 emissions, both in absolute and intensity terms, in FY23 compared to the base year, reflects an expansion of the FM side of the business, with diesel vehicle fleet mileages increasing c.25%
- Overall emissions reduced by c.22% in absolute terms over this period and emissions intensity improved by c.20%

Scope	Category	FY24			FY23			FY22 (BASE YEAR)			Comparison with FY23	Comparison with base year
		Emissions (tCO2e)	Usage (kWh)	Intensity (tCO2e/£M)	Emissions (tCO2e)	Usage (kWh)	Intensity (tCO2e/£M)	Emissions (tCO2e)	Usage (kWh)	Intensity (tCO2e/£M)	Actual emissions Emissions intensity	Actual emissions Emissions intensity
Scope 1	Company vehicles	66.6	278,635	7.7	66.3	275,076	8.4	51.3	216,759	6.3	● ●	● ●
Scope 3	1 Purchased Goods and Services	221.2		25.7	205.0		25.9	231.2		28.4	● ●	● ●
	2 Capital Goods	0.6		0.1	2.2		0.3	73.7		9.1	● ●	● ●
	3 Fuel and Energy-Related activities	16.2		1.9	15.8		2.0	12.5		1.5	● ●	● ●
	4 Upstream Transportation and Distribution	4.6		0.5	3.4		0.4	3.3		0.4	● ●	● ●
	6 Business Travel	15.1		1.8	14.3		1.8	25.3		3.1	● ●	● ●
	7 Employee Commuting	34.7		4.0	33.3		4.2	36.4		4.5	● ●	● ●
	8 Upstream Leased Assets	-		-	-		-	-		-	● ●	● ●
		292.4		33.9	274.0		34.6	382.5		47.1	● ●	● ●
Scope 1 & 3		359.0	278,635	41.7	340.3	275,076	42.9	433.8	216,759	53.4	● ●	● ●

- Although absolute emissions in FY24 are higher than last year by 18.7 tCO2e (c.5.5%), this is actually still a positive trajectory for BIS as the business grew by c.9% over the same period (measured by turnover) and so emissions intensity has actually reduced by c.3%

- The key components of your carbon footprint are discussed in the following slides

Scope 1 – Company vehicles

Vehicle Reg	Model & Description	FY24			FY23			FY22		
		Mileage	Litres	Consumption (miles/litre)	Mileage	Litres	Consumption (miles/litre)	Mileage	Litres	Consumption (miles/litre)
CF68 XMH	PEUGEOT BOXER 435 PRO BLUE HDI	4,920	742	6.6	25,056	3,087	8.1	24,552	3,652	6.7
WT17 OOG	MERCEDES SPRINTER 314 CDI	8,880	1,274	7.0	29,152	4,934	5.9	27,494	3,812	7.2
FY17 ZHB	PEUGEOT BOXER 335 PRO BLUE HDI	3,878	745	5.2	4,062	1,121	3.6	4,718	964	4.9
FX67 NJK	PEUGEOT BOXER 335 PRO BLUE HDI	2,245	454	4.9	5,131	859	6.0	9,017	1,434	6.3
CK21 TYZ	FORD TRANSIT CUSTOM 280 EBLUE	27,797	3,830	7.3	43,601	6,205	7.0	38,081	5,585	6.8
CK21 UJF	FORD TRANSIT CUSTOM 280 EBLUE	37,004	4,664	7.9	36,995	5,704	6.5	34,968	4,989	7.0
OE21 AKU	MERCEDES SPRINTER 317 CDI	26,929	3,521	7.6	27,455	3,565	7.7			
HL21 ZNW	FORD TRANSIT CUSTOM 300 EBLUE	28,732	3,975	7.2	3,749	458	8.2			
BJ71 UOM	FORD TRANSIT CUSTOM 300 EBLUE	27,729	3,502	7.9						
HV71 YLJ	FORD TRANSIT CUSTOM 300 EBLUE	19,163	2,321	8.3						
CK73 NHO	MERCEDES SPRINTER 317 CDI	10,814	1,491	7.3						
		198,091	26,518	7.5	175,201	25,934	6.8	138,830	20,436	6.8
tCO2e		66.6			66.3			51.3		
tCO2e/£M		7.7			8.4			6.3		

- GHG emissions relating to the vehicle fleet have increased in absolute terms and based on the tracking data this would appear to be due to increased mileages (up 13%)
- However, emissions intensity has improved despite the increased mileage as the business (as measured by turnover) has grown and the fuel efficiency of the fleet has improved as older less economical vehicles have been replaced
- There are already ULEV equivalents for your vehicle fleet and from 2035 new diesels will not be available
- Range and charging options are evolving rapidly and should be kept under review
- BIS has committed to phasing out diesels by FY35 in its carbon reduction plan
- This will reduce Scope 1 and Scope 3 - well to tank emissions (category 3) to zero over this period



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Scope 3 – Purchased goods & services

- Purchased goods & services are your largest source of GHG (scope 3) emissions and reducing these to zero by 2040 will be your biggest challenge
- BIS has a large (c.600) supplier base but spends less than £10,000 with the majority (over 80%) of them
- From a review of the work you have already undertaken through your supplier engagement programme, it seems that 25 of your 47 key suppliers (c.60% of total spend) actually measure and report their emissions but only 7 of these have committed to a net-zero glidepath that materially aligns with yours
- A deeper dive into the supplier analysis referred to above reveals that none of your top 5 suppliers (c.30% of total spend) measure and report GHG emissions
- From a quick review of the information held at Companies House, none of these 5 key suppliers (Oakley Industrial Services Ltd; RWP Clearflow; Candour Talent Ltd; Indestructible Paint Ltd; Degafloor Ltd) appear particularly sizeable which suggests there may be an opportunity for you to exert some influence and get them to start measuring and managing down their GHG emissions, all of which will help you achieve your own ambitions in this regard
- Notwithstanding the above and as reported previously, if BIS is to transition to net zero then without changing its business model, it will have to align itself with suppliers that are on the same glide-path as it is committed to
- This will inevitably require changes to procurement practices and may need significant supplier rationalisation



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6 - Business travel

- Business travel emissions relate to grey fleet activities (reimbursed business mileage)
- This is seen as high priority despite not being particularly material because it is required to be disclosed under SECR (minimum credible reporting standard)
- Overall reimbursed mileage has increased to 58,396 this year compared to 53,160 in FY23 which broadly reflects the increase in business activity (as measured by turnover)
- 11 employees were reimbursed business mileage during FY24. Car details for 4 employees were not provided so we have had to use average factors. This is likely to have slightly overstated the emissions
- As with employee commuting, it is reasonable to assume that emissions from this source will decline steadily over time with the trend in adoption of ULEVs
- BIS may wish consider accelerating the adoption of ULEVs by its grey fleet drivers through, say, salary sacrifice schemes



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7 - Employee commuting

- During this year you undertook a further survey of your employees and as a result we are able to calculate this category of emissions accurately once again
- There has been no significant movement in emissions from this source year on year (34.7 vs 3.3 tCO₂e). The slight increase be explained mainly by an increase in the number of FTEs (39 vs 30)
- Currently 92% of your employees travel to work by car and the remaining 8% walk
- Given the forecast growth trend in the adoption of electric vehicles in the UK together with the fact that new non ULEV cars will not be available to buy in the UK from 2035 onwards then it is reasonable to assume that emissions from this source will decline steadily over time
- BIS may wish consider accelerating the adoption of ULEVs by its workforce through, say, salary sacrifice schemes and promoting car sharing (c.40% interested)



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Summary & conclusions



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- BIS has made substantial progress on its green transition journey over the last few years:-
 - Measuring its carbon footprint (all scopes)
 - Independently verifying its emissions
 - Undertaking regular employee surveys
 - Introduced sustainability into your supplier engagement process
 - Obtaining Ecovadis Silver sustainability rating
 - Obtaining ISO 14001 accreditation
 - Committed to the Race to Zero campaign
 - Signed up to the Science Based Target Initiative
 - Produced a carbon reduction plan
- No real step-change in the absolute level of emissions of the business has been achieved to date although emissions intensity is tracking in the right direction
- Key areas to focus on should continue to be the company's own van fleet and its supplier base
- Potentially missing an opportunity to leverage all the good work you are doing in this area through increased stakeholder activity (website, PR, social media etc)
- Other areas to consider this year are adopting the recommendations of the TCFD and making a CPD submission



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