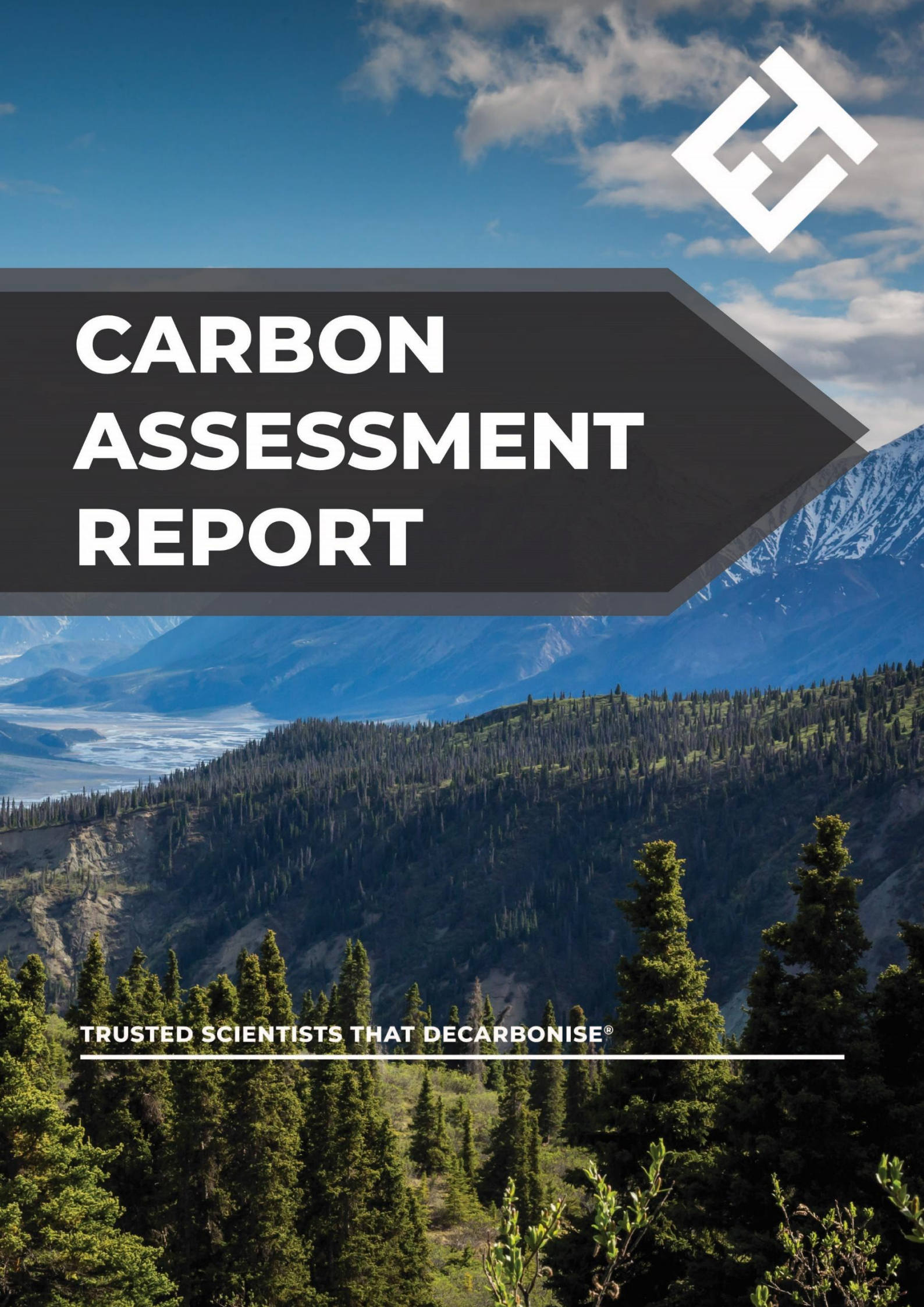

CARBON ASSESSMENT REPORT

TRUSTED SCIENTISTS THAT DECARBONISE®

TUNLEY ENVIRONMENTAL

CARBON ASSESSMENT REPORT

FOR

PB Design

2024 Reporting Year

TUNLEY ENVIRONMENTAL

Contents

TUNLEY ENVIRONMENTAL

Nomenclature

Nomenclature	Description
GHG	Greenhouse Gases, gases that trap heat in our atmosphere. GHG include Carbon dioxide, methane, nitrous oxides, and fluorinated gases.
Embodied Carbon	The total GHG emissions generated to produce a product; It includes those from extraction, manufacture, processing, transportation, and assembly in every component.
Carbon Equivalent	The effect on global warming of a greenhouse gas (GHG) relative to that of CO_2.
Zero Carbon	The absence of GHG emissions
Greenhouse Gas Protocol	The GHG Protocol Corporate Accounting and Reporting Standard which provides requirements and guidance to prepare a corporate-level GHG emissions inventory.
Net Zero Carbon (NZC)	The sum effect of combining actions to reduce GHG emissions with actions to off-set them.
Carbon Offsetting	A reduction in emissions of GHG to compensate for unavoidable emissions.
Global Warming Potential (GWP)	The heat adsorbed by any GHG as a multiple of the equivalent in carbon dioxide.
IPCC	The Intergovernmental Panel on Climate Change. It provides regular scientific assessment on climate change to policy makers.
AR6	The sixth assessment report of the IPCC. The most recent assessment report is 2021.
t CO_2e	Notation for tonnes of carbon dioxide equivalent emissions.
kg CO_2e	Notation for kilograms of carbon dioxide equivalent emissions.
ICE	The Inventory of Carbon and Energy.
Scope 1	Direct GHG emissions are those that occur from sources that are owned or controlled by the company such as emissions from combustion in owned or controlled boilers, furnaces, vehicles, etc., emissions from chemical production in owned or controlled process equipment.
Scope 2	Indirect GHG emissions account for GHG emissions from the generation of imported energy such as purchased electricity consumed by the company. Purchased electricity is defined as electricity that is purchased or otherwise brought into the organisational boundary of the company. Scope 2 emissions physically occur at the facility where electricity is generated.
Scope 3	Other indirect GHG emissions. The GHG Protocol Corporate Accounting and Reporting Standard defines Scope 3 as an optional reporting category that allows for the treatment of all other indirect emissions. Scope 3 emissions are a consequence of the activities of the company but occur from sources not owned or controlled by the company. Some examples of scope 3 activities are extraction and production of purchased materials; transportation of purchased fuels; and use of sold products and services. BS EN ISO 14064 separates out Scope 3 emissions into categories 3 to 6 covering indirect emissions from transportation, products used, use of products from the business and other sources respectively.

Executive Summary

PB Design would like to report on the carbon emissions for assessment year between the 1st January 2024 and the 31st December 2024. Quantifying their business carbon emissions puts PB Design in a position to demonstrate sustainability and environmental responsibility to their customers and the wider public. It allows PB Design to show how a measurable change can be made to climate change emissions and facilitate the achievement of Net-Zero Carbon (NZC). PB Design and Tunley Environmental have collaborated to identify emission sources and collect data.

Tunley Environmental has conducted an independent assessment to quantify carbon emissions due to business activities conducted by PB Design and their contractors, based on the data provided by PB Design. The evaluation herein reported includes two components of emission quantifications for:

- The company's business activities in 2024. This first component evaluates carbon emissions from their emissions in Scopes 1, 2 and 3,
- A roadmap to Net-Zero Carbon (NZC) based on data of the quantification year and previous baseline year data. This will act as a guidance for PB Design to minimise their carbon footprint resulting from their business activities.

This assessment demonstrates PB Design's commitment to showing how carbon emissions can be reduced. It also provides PB Design and its customers with a clear evaluation of carbon emissions associated with these business practices and aligns with PB Design's ambition for achieving carbon neutrality.

Total carbon emissions in tonnes of carbon dioxide equivalents (t CO_2e per annum) are **74.5 t CO_2e** (Figure 1).

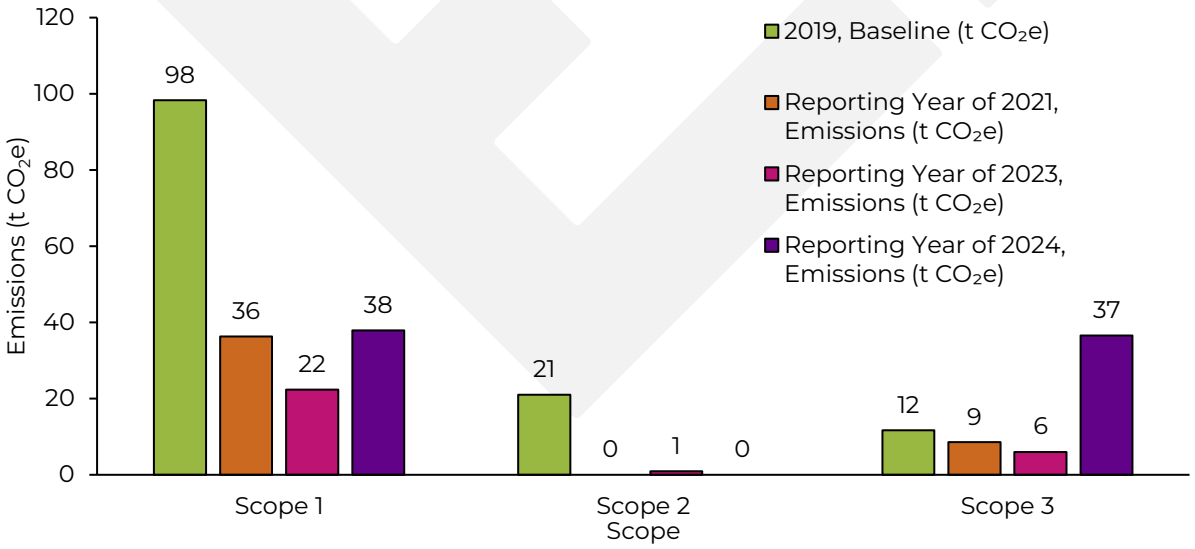

Figure 1. PB Design's greenhouse gas emissions for Scopes 1, 2 and 3 compared year-on-year.

Tunley Environmental recommend taking steps to reduce emissions and become NZC by 2031. By implementing the emission reduction initiatives suggested in this report, PB Design will be able to reduce their emissions by ~ 73% by 2030 compared to their baseline year.

Methodology and Quantification Standards

Tunley Environmental calculated PB Design's carbon footprint for the calendar year of 2024 in accordance with the international standard BS EN ISO 14064-1, a similar methodology to following that of the World Resources Institute GHG Protocol - A Corporate Accounting and Reporting Standard, Revised Edition (the GHG Protocol). An operational control approach was taken, ensuring everything in the operational control of PB Design is accounted for in the carbon footprint.

Carbon equivalent data conversions have been calculated in accordance with greenhouse gas reporting: 2024 published by the UK Government Department for Energy Security and Net Zero (DESNZ) as well as the Department for Business and Trade (DBT). Hereafter, this database is referred to as DESNZ. Additionally, academic sources as well as the Inventory of Carbon and Energy has provided carbon equivalent data conversions for complex materials. Global Warming Potentials are stated from IPCC Sixth Assessment Report, 2021 (AR6).

Further methodology information related to the business carbon assessment is provided in Appendix - A.

Introduction

Climate change poses a significant challenge to the environment, necessitating mitigation measures at international, national, and local levels. It impacts businesses, natural systems, and communities. This is caused by global warming, as a result of an increase in greenhouse gas (GHG) emissions, known as carbon emissions.

Tunley Environmental conducted this assessment using the standard protocols stated above and data provided by PB Design for their business activities, based on data between the 1st January 2024 and the 31st December 2024.

This assessment is based on data categorised into three scopes, as defined by the Greenhouse Gas Protocol (Figure 2). For each year, the assessment provides detailed quantification of GHG emissions due to:

i) Scope 1: Direct emissions such as those arising from gas heating and consumption of petrol and diesel for driving company vehicles.

ii) Scope 2: Indirect emissions from purchased electricity.

iii) Scope 3: Other indirect emissions from hotel stays, water use and treatment, waste disposal and recycling, company electric vehicles, purchased materials, business travel and T&D of electricity.

Appreciating the importance of determining major contributors to the emissions, Tunley Environmental provides detailed analysis and discussion on the major contributors to emissions; this will support PB Design's customers with their decision-making processes to reduce their carbon emissions. Where information and data were limited, we made reasonable assumptions based on our expertise and external sources of data.

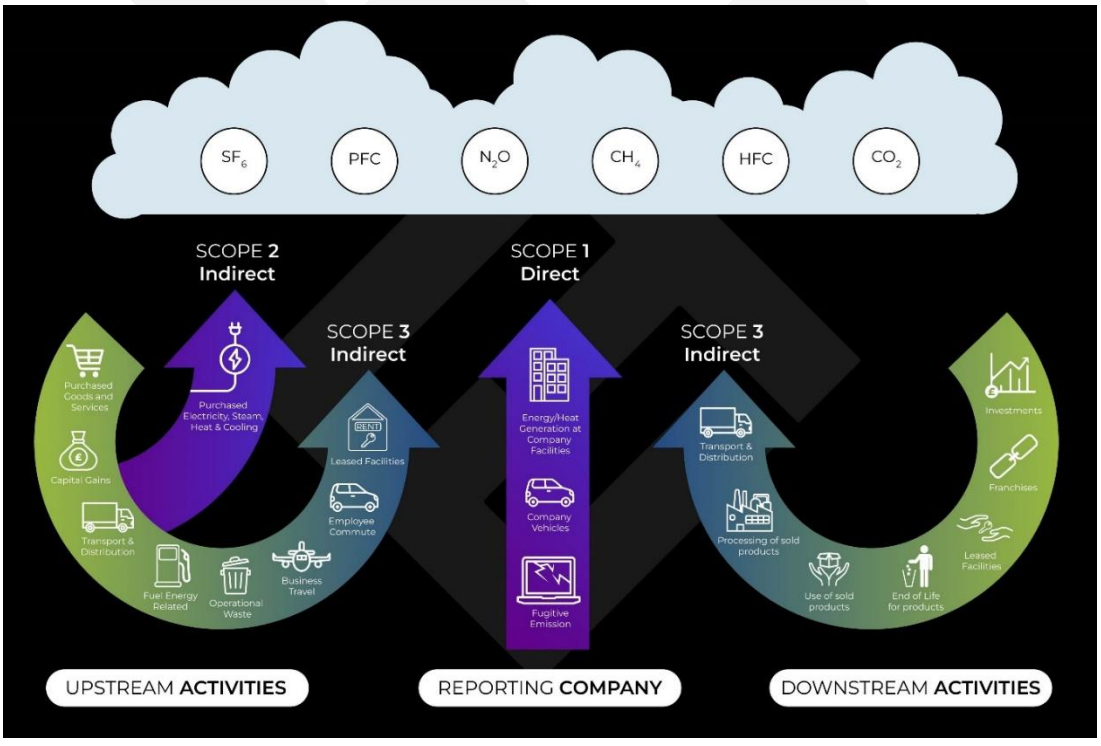

Figure 2. An overview of the GHG Protocol scopes and emissions across an entire value chain.

Emission Data

For the reporting year of 2024, Scope 1 makes up 50.9% of the total emissions, releasing 37.9 t CO_2e of direct emissions in the assessment year (Table 1). The total Scope 2 emissions were 0 t CO_2e (0%) using the market-based approach. Remaining emissions were quantified at 49.1% of the total footprint, this was from indirect emissions categorised in Scope 3. In total, the carbon footprint in the assessment year was calculated to be 75 t CO_2e.

Table 1. Quantified annual emissions for PB Design categorised according to The Greenhouse Gas Protocol Scopes.

Scope	Emissions (t CO_2e)	Percentage
Scope 1	37.9	50.9%
Scope 2, Market Based	0.0	0%
Scope 2, Location Based†	8.9	-
Scope 3	36.6	49.1%
Total	**74.5**	

†**Footnotes:** Location-based Scope 2 emissions are calculated using the average emissions intensity of grids (i.e., regional, or national) on which the consumption occurs, thereby reflecting the average carbon intensity of energy supplied in a specific location. In contrast, market-based Scope 2 emissions consider the specific greenhouse gas emissions from the electricity that a company has chosen to purchase, which may include renewable energy contracts or certificates, thus reflecting the choices a company makes about its energy sourcing. The market-based approach is exclusively integrated into the total carbon footprint calculation, as it provides the most accurate reflection of a company's strategic initiatives to mitigate carbon emissions.

GHG Emissions Categories

To support the development of a carbon reduction plan, we present an analysis of GHG emission sources across various business activities. This analysis begins with an overview of total emissions per business activity, followed by a detailed examination of emissions across the Scopes.

Table 2 and Figure 3 provide the emissions for PB Design from the 1st January 2024 and the 31st December 2024. The largest emissions category was mobile combustion quantified 33.8 t CO_2e. The second largest source of emissions was purchased goods and services at 23.5 t CO_2e.

Table 2. Emission data for PB Design's business operations from the 1st January 2024 and the 31st December 2024 categorised according to The Greenhouse Gas Protocol.

Scope	Category	Emissions (t CO_2e)	Percentage
S1.1	Stationary combustion	4.1	5.6%
S1.2	Mobile combustion	33.8	45.4%
S2.2	Purchased electricity, market based	0.0	0%
S2.2	Purchased electricity, location based	8.9	-
S3.1	Purchased goods and services	23.5	31.5%
S3.3	Fuel and energy related activities not included in S1 or S2	0.8	1.1%
S3.5	Waste generated in operations	0.2	0.2%
S3.6	Business travel	12.1	16.3%
	Total (t CO_2e)	**74.5**	

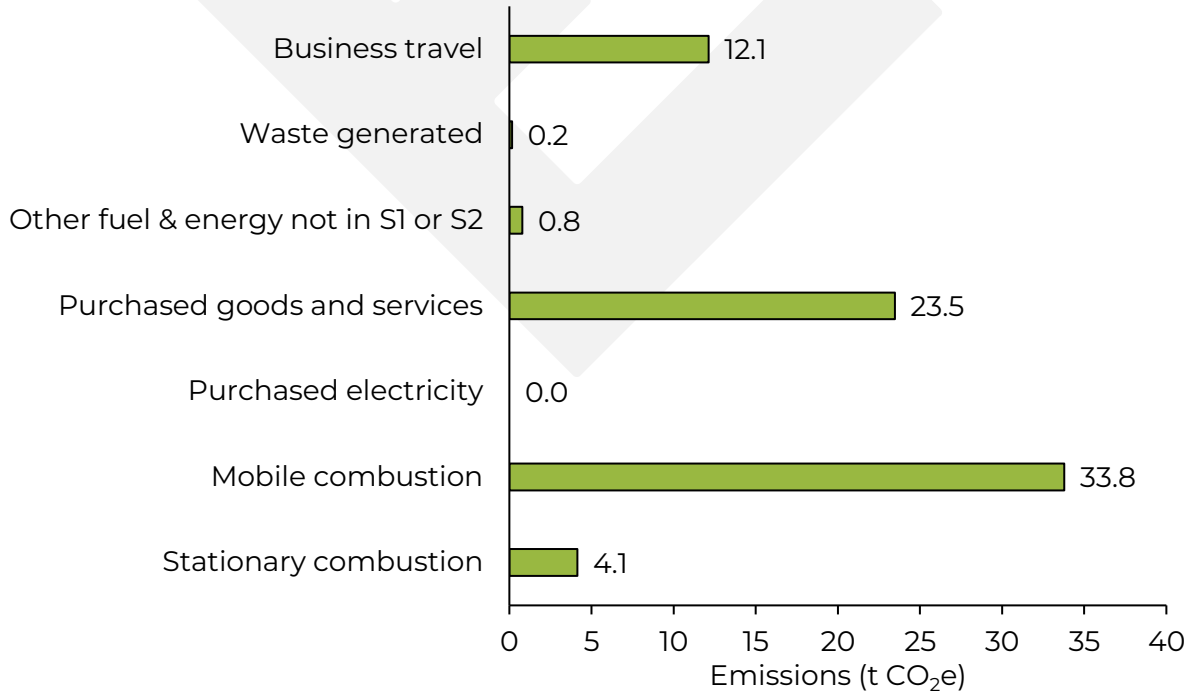

Figure 3. Graphical representation for the quantified emission categories (GHG Protocol) for PB Design from the 1st January 2024 and the 31st December 2024

Granularity – Scope 1, Mobile Combustion

The largest emissions category was identified as mobile combustion, accounting for 33.8 t CO_2e. To provide further insight, we have presented a detailed breakdown of this category in Figure 4.

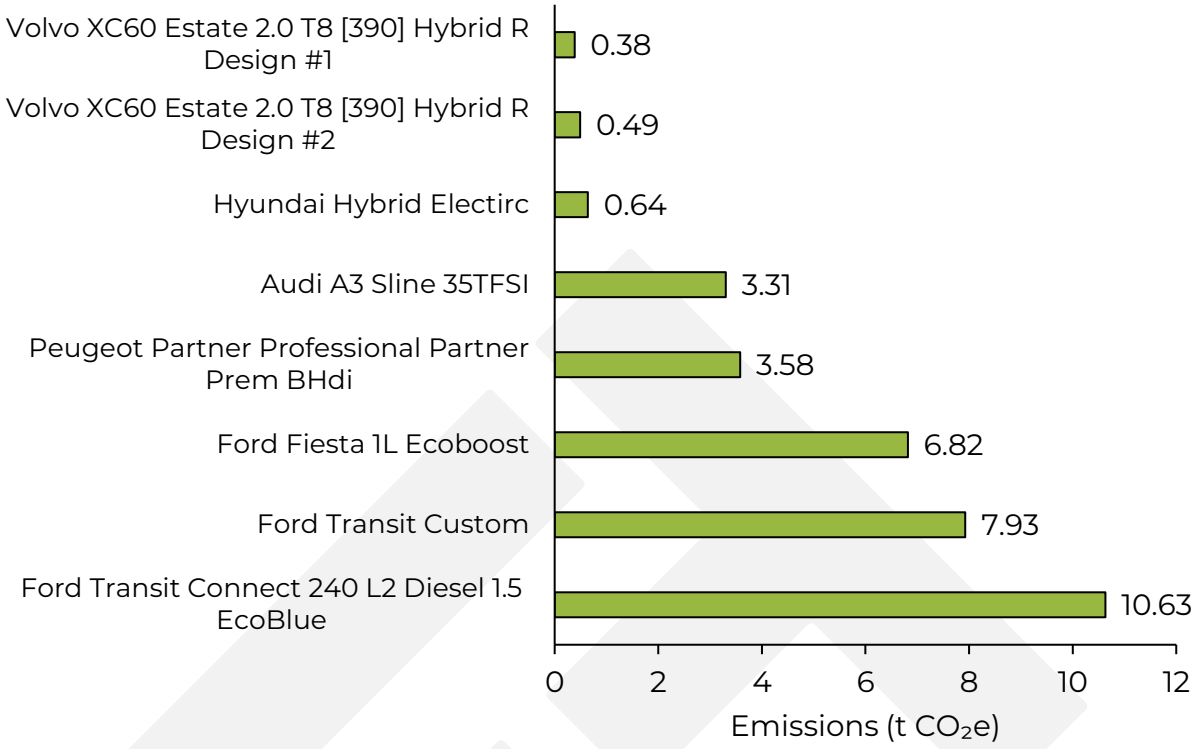

Figure 4. Granular analysis of PB Design's mobile combustion category in from the 1st January 2024 and the 31st December 2024.

Within Scope 1, the main source of emissions was the operation of company-owned vans, which totalled 25.38 t CO_2e. Of this, the Ford Transit Connect 240 van was the greatest contributor at 10.63 t CO_2e, followed by the Ford Transit Custom at 7.93 t CO_2e.

Tunley Environmental recommends prioritising the company vans as a key focus for reducing Scope 1 emissions. As part of the short-term goals on the roadmap to Net Zero, we advise transitioning these operations to hybrid, electric, or alternative fuel vehicles.

Granularity – Scope 3, Purchased Goods and Services

The second largest emissions category was identified as purchased goods and services, accounting for 23.5 t CO_2e. To provide further insight, we have presented a detailed breakdown of this category in Figure 5.

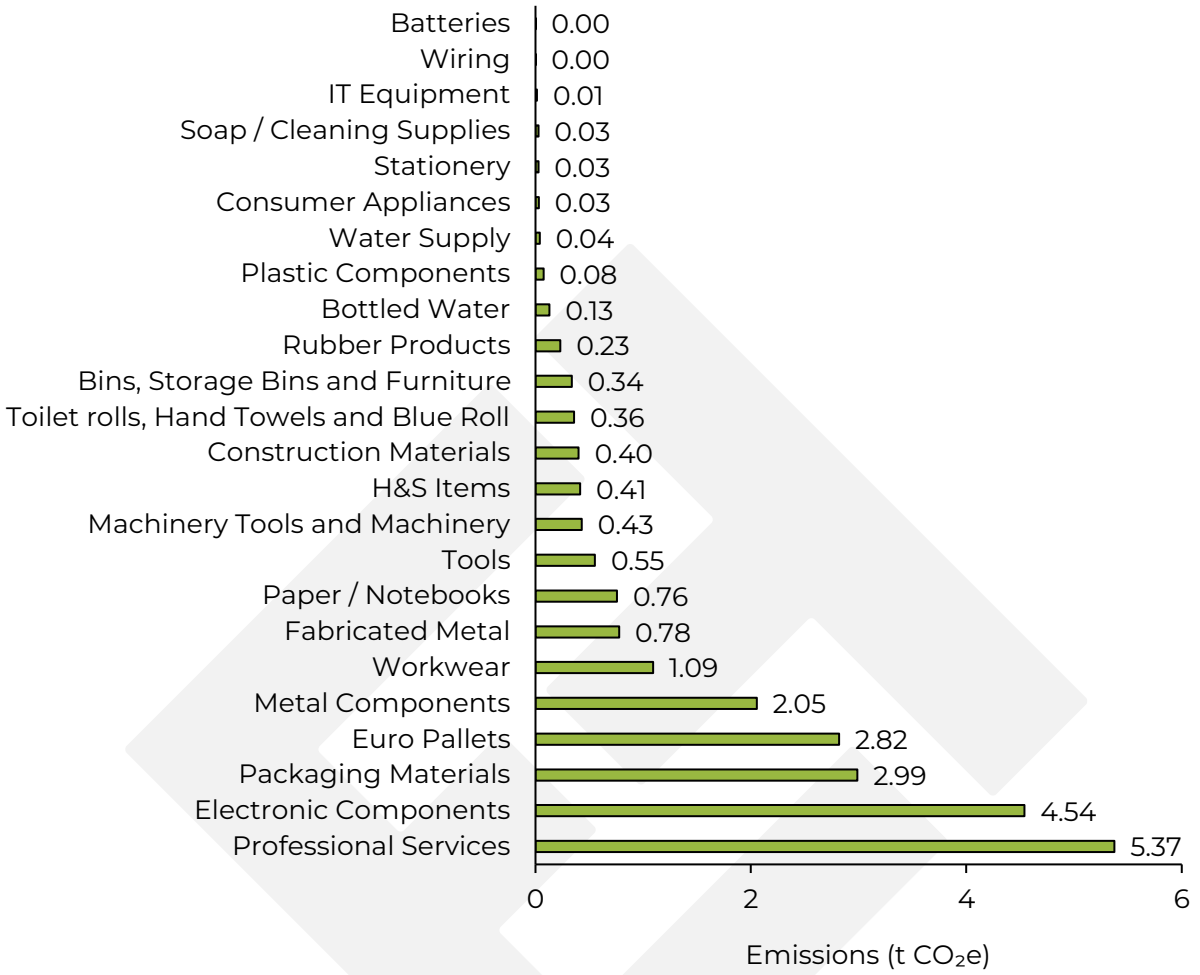

Figure 5. Granular analysis of PB Design's purchased goods and services category in from the 1st January 2024 and the 31st December 2024.

The largest contributor within purchased goods and services was the professional services category, which encompasses items such as health and safety services, staff training, consultancy fees, ISO/compliance audits, and air conditioning servicing. This category accounted for 5.37 t CO_2e.

The next largest contributions were associated with materials essential to PB Design's core operations. These included electronic components (4.54 t CO_2e), packaging materials (2.99 t CO_2e), Euro pallets (2.82 t CO_2e), and metal components (2.05 t CO_2e).

It is important to note that the methodology applied to the purchased goods and services category has evolved since the baseline and previous reporting years. Improved data availability has enabled the inclusion of a wider range of items. For this reason, Tunley Environmental recommends re-baselining Scope 3 for the 2024 reporting year, or alternatively during the 2025 re-audit.

Comparison to the Baseline Carbon Footprint

In this section, we compare the carbon footprint for the latest reporting year 2024 to previous reporting years and the baseline footprint from 2019.

Table 3 and Figure 6 highlight progress in emissions reduction, particularly within Scope 1, where there is a substantial reduction in mobile combustion (-48 t CO_2e) and stationary combustion (-13 t CO_2e), which has contributed to a 61% reduction in Scope 1 compared to the 2019 baseline. To note, emissions from mobile combustion has more than doubled compared to the 2023 reporting year.

Table 3. Comparison of the emission data for PB Design broken down into general emission categories for the reporting year of 2024 and baseline year of 2019.

Scope	Category	Baseline Emissions (t CO_2e)	2021 Emissions (t CO_2e)	2023 Emissions (t CO_2e)	Latest: 2024 Emissions (t CO_2e)	Latest: Difference to Baseline (t CO_2e)
S1.1	Stationary combustion	17	14	8	4	-13
S1.2	Mobile combustion	82	22	15	34	-48
S2.2	Purchased electricity	21	0	0.9	0	-21
S3.1	Purchased Goods and Services	1	2	2	1	23
S3.3	Fuel and energy related activities not included in S1 or S2	-	-	1	1	1
S3.5	Waste generated in operations	11	0.2	0.7	0.1	-11
S3.6	Business travel	-	6	3	12	12
	Total:	131	45	29	75	-56

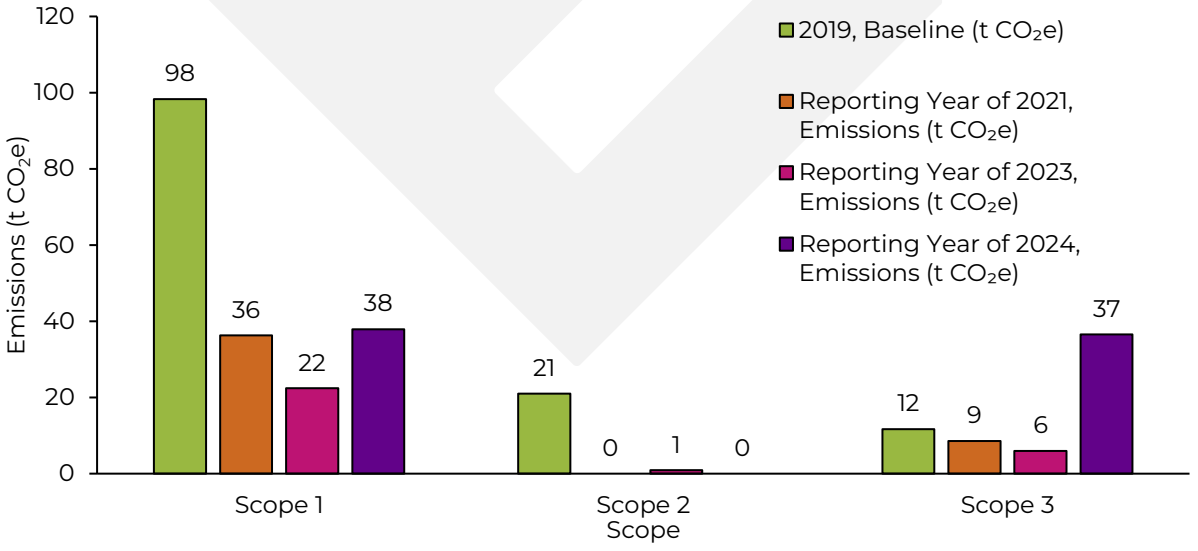

Figure 6. PB Design's greenhouse gas emissions for Scopes 1, 2 and 3 compared year-on-year.

For Scope 2 emissions from purchased electricity, significant reductions have been made year-on-year, with a reduction of ~21 t CO_2e in 2024 compared to the baseline. This is a

combination of the installation of on-site solar and battery storage, alongside the procurement of REGO supplied electricity. The 0.9 t CO_2e in 2023 reflects external charging of a company EV, but this data is absent from the 2024 figures.

Within Scope 3, notable reductions were achieved in the waste disposal category, which has decreased by 11 t CO_2e compared to the 2019 baseline. However, the increase in emissions from business travel (12 t CO_2e) and purchased goods and services (23 t CO_2e) contrasts with these reductions, highlighting an area that requires further attention and mitigation efforts. Emissions from business travel increased because 2023 data was used for most calculations due to unavailable 2024 data. Additionally, a flight to China involving three people accounted for 9.68 t CO_2e.

It is important to note that the methodology applied to the purchased goods and services category has evolved since the baseline and previous reporting years. Improved data availability has enabled the inclusion of a wider range of items. For this reason, Tunley Environmental recommends re-baselining Scope 3 for the 2024 reporting year, or alternatively during the 2025 re-audit.

Overall, the calculations show a total reduction in the overall carbon footprint of 43% in 2024 compared to the baseline year

PB Design's Organisational and Operational Boundary

In setting an organisational boundary PB Design are able to identify if equity share, financial control, or operational control are the most appropriate for greenhouse gas quantification. In this instance operational control was identified as the most appropriate for PB Design. Therefore, the operational boundaries of the assessment clearly outlining the inclusions is provided alongside the organisational boundary (Figure 7).

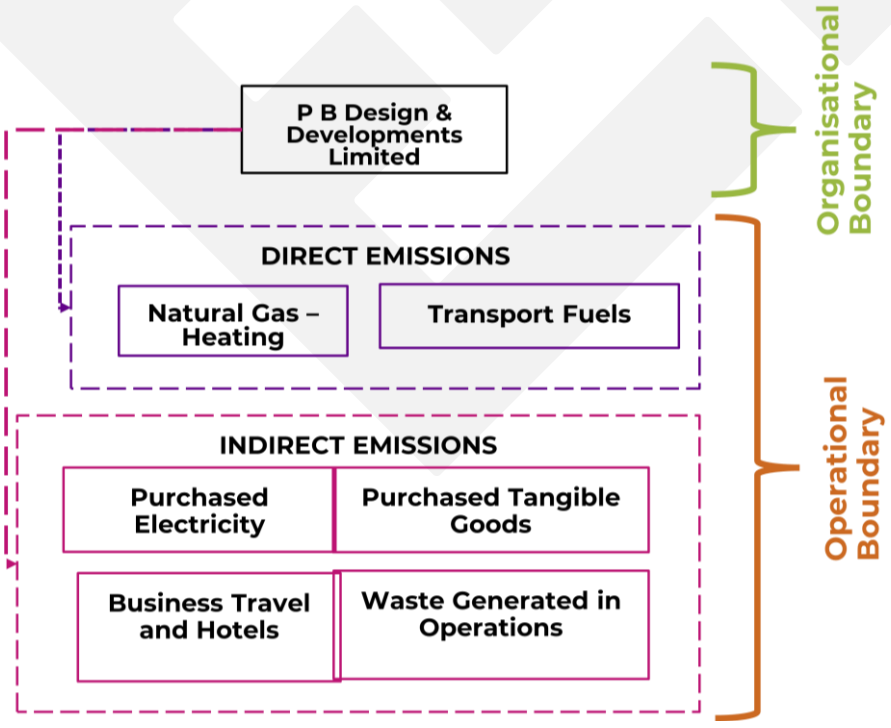

Figure 7. Organisational and operational boundary for PB Design.

Organisational Description and Overview

PB Design is a UK-based company specialising in DC standby and power assurance systems. Established in 1979 and now employee-owned, it designs and manufactures battery chargers, battery tripping units (BTUs), switch trippers, DC distribution boards, and related backup power equipment.

The company supports sectors including utilities, renewables, rail & transport, data centres, and industrial facilities. Their product range covers 2 A up to 300 A systems, with bespoke solutions where needed.

Beyond product supply, PB Design delivers full lifecycle services: design, installation, commissioning, maintenance, battery replacement, site surveys, and technical support. Based in Clevedon, North Somerset, they operate across the UK and internationally.

With over four decades of experience, PB Design's strengths lie in dependable, custom-engineered DC standby solutions tailored to the specific needs of critical electrical systems.

PB Design's Portfolio and Locations

PB Design is headquartered in Clevedon, North Somerset and operate across the UK and internationally.

Strategic CO_2e Reduction Initiatives

Tunley Environmental recommend PB Design to implement a long-term approach on carbon reduction. GHG emissions can be reduced by 95 t CO_2e (72.5%) through implementing reduction strategies that focus on emission sources of significant contributions by 2031. Once the initiatives have been considered and taken, any unavoidable, remaining emissions can be removed by carbon off-setting actions (by 2031) (Figure 8). This section provides PB Design with GHG reduction initiatives.

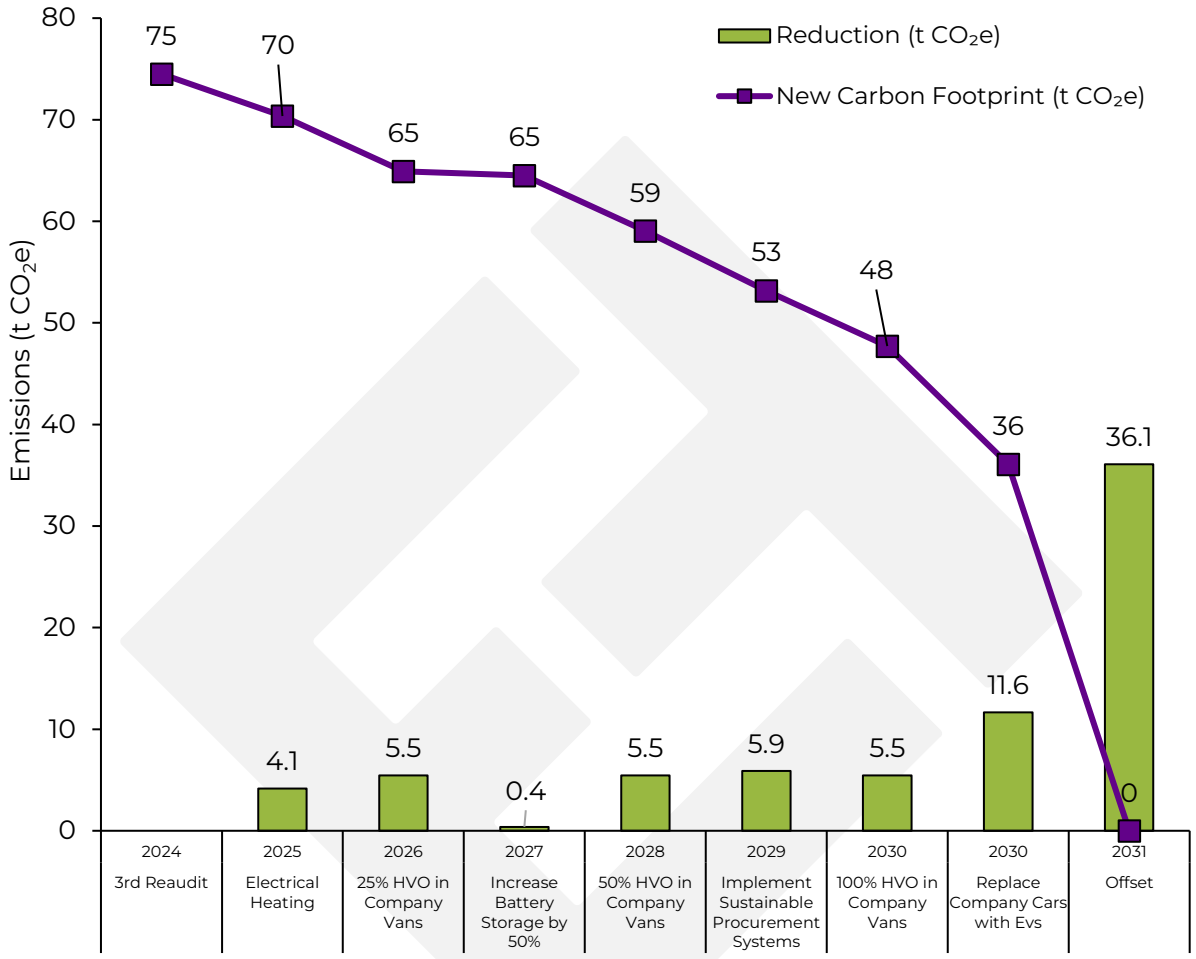

Figure 8. Roadmap to NZC for Scope 1, 2 & 3 emissions by 2031.

Replace Natural Gas Heating with Electric Heating – 2027

Electricity at PB Design is supplied from renewable sources, including local photovoltaics and procured renewable electricity. Therefore, replacing the current gas heating systems with electric heating can significantly lower emissions by 4.1 t CO_2e per year. Strategies to achieve this include the use of heat pumps, electric combi-boilers, or far infrared heating panels.

HVO in Company Vans – 2026 – 2030

Tunley Environmental recognises the necessity for vans to travel long distances and acknowledges that current electric van technology does not fully meet these requirements. To reduce emissions from diesel-powered vans, an ideal substitute is Hydrotreated Vegetable Oil (HVO). HVO is a type of renewable diesel produced from vegetable oils. Unlike traditional biodiesel, HVO undergoes a hydrotreatment process that removes impurities, resulting in a fuel structurally similar to diesel, with high energy content and good cold performance. This allows HVO to be used as a direct replacement for diesel without requiring any modifications. Furthermore, HVO can be purchased as a carbon-neutral product. By replacing 100% of diesel usage with HVO over a staggered trial period, emission savings of 21.8 t CO_2e could be achieved.

Extra Battery Storage – 2027

PB Design utilises a photovoltaic array to generate electricity for their facilities. In 2024, this array produced 129,521 kWh of electricity. The total electricity demand for PB Design was 42,762.3 kWh. Currently, PB Design has battery storage; however, it is insufficient to store enough electricity to power the entire facility, resulting in most of the excess being exported to the grid. Consequently, PB Design imports electricity during peak demand times or when sunlight levels are low. By increasing their battery capacity by 50%, PB Design would not only lower their location-based emissions but also reduce transmission and emissions from Scope 3 transport and distribution losses of electricity by 0.4 t CO_2e.

Sustainable Procurement System – 2030

A significant proportion of PB Design's carbon footprint (around 32%) is attributable to purchased goods and services. Addressing this area presents a major opportunity for emissions reduction.

By implementing a robust sustainable procurement system, PB Design can actively influence its supply chain to align with its climate goals. Measures could include:

- Pre-Qualification Questionnaires (PQQs): Ensuring that both new and existing suppliers meet minimum sustainability and carbon management standards.
- Supplier engagement: Collaborating with suppliers to develop and implement joint carbon reduction initiatives, fostering transparency and accountability across the value chain.
- Sustainable material choices: Prioritising low-embodied-carbon products and services wherever possible, particularly in high-impact categories such as construction materials, fixtures, and finishes.

Taken together, these measures could deliver tangible reductions, estimated at upwards of 5.9 t CO_2e, while also reinforcing PB Design's reputation as a responsible, future-focused business.

Switching to EVs – 2030

Switching the company owned fleet to electric cars could reduce emissions by 11.6 t CO_2e per annum. This should be considered at the end of the useful life of vehicles as to mitigate the impact of embodied carbon. This can also be done *via* promoting electric car sharing or operating an electric car hiring scheme.

Offsetting

Although the pinnacle objective of decarbonisation is to minimise emissions, the practicality of achieving this for every emission source may not always be plausible. In these instances, offsetting against the carbon emissions is necessary. Therefore, the remaining carbon emissions will have to be offset with bona fide suppliers. Consequently, Tunley recommends all offsets be purchased from OneTribe (https://onetribeglobal.com/). To offset against the emission for the whole period of 74.5 t CO_2e at an estimated cost of £18/t CO_2e would cost a sum total of £1,350. If these reduction opportunities were undertaken the predicted remaining 36.1 t CO_2e could be offset at a cost of £666.

Conclusion

Total GHG emissions for PB Design's business activities in between the 1st January 2024 and the 31st December 2024 are **74.5 t CO_2e**. The carbon footprint quantification presented in this report was conducted using data provided to Tunley Environmental by PB Design. Tunley Environmental assessed the quality of the data and collaborated with PB Design to continuously enhance this.

Tunley Environmental has provided PB Design with detailed analysis of the emissions and recommendations on approaches by which PB Design can reduce its carbon footprint.

Tunley Environmental Report Emission Statement

Tunley Environmental GHG emissions from completing this assessment were 0.47 kg CO_2e.

Appendix – A

Materiality Assessment & Data Categories

Below we provide all of the greenhouse gas emissions scope categories alongside data improvement recommendations (Table A1). These are related to data source and emission factor point based allocation discussed below.

Table A1. Materiality assessment for from the 1st January 2024 and the 31st December 2024reporting year at PB Design.

Scope	Category	In Scope?	Justification if out of scope	Data Score Average	Data Improvement Recommendations
S1.1	Stationary combustion	In		1	
S1.2	Mobile combustion	In		1	
S1.3	Refrigerants	In		N/A	
S2.1	Purchased heat	In		N/A	
S2.2	Purchased electricity	In		1	
S3.1	Purchased goods and services	In		3	Obtain accurate activity data each year, implement data gathering procedures & move away from spend-based for some items
S3.2	Capital goods (e.g., assets, machinery, etc)	Out	N/A	N/A	
S3.3	Fuel and energy related activities not included in S1 or S2	In		1	
S3.4	Upstream transportation and distribution	Out	Data availability	N/A	
S3.5	Waste generated in operations	In		1	
S3.6	Business travel	In		5	Obtain accurate activity data each year, implement data gathering procedures
S3.7	Employee commuting	Out	Data availability	N/A	
S3.8	Upstream leased assets	Out	N/A	N/A	
S3.9	Downstream transportation and distribution	Out	Data availability	N/A	
S3.10	Processing of sold products	Out	N/A	N/A	
S3.11	Use of sold products	Out	Data availability	N/A	
S3.12	End of life treatment of sold products	Out	Data availability	N/A	
S3.13	Downstream leased assets	Out	N/A	N/A	
S3.14	Franchises	Out	N/A	N/A	
S3.15	Investments	Out	N/A	N/A	

Data Accuracy Assessment

All the raw data provided to Tunley Environmental were broken down into accuracy levels reflective of the data sources provided (Table A2 & Table A3). This allows for inaccuracy and uncertainty to be accounted for in this assessment. Both activity data (*e.g.*, quantities of material, usage of electricity, *etc*) and emission factors are scored using the same band-based system, with 1-6 corresponding to the highest & lowest levels of accuracy, respectively. The activity data accuracy score and emission factor accuracy score are multiplied together to provide an error score for that dataset. Each of these is averaged based on the GHG protocol scopes and provided alongside the materiality assessment to provide a basis of data improvement in further work (Table A1).

Emission factors are to be evaluated using the following five indicators:

1) Technological relevance.
2) Temporal coverage.
3) Geographical coverage.
4) Completeness.
5) Reliability (e.g., peer-reviewed source, reproducible, low uncertainty in the information provided).

Table A2. Accuracy bands assigned to data, description of data assignment into accuracy score as well as required indicators for accuracy score assessment of emission factors.

Accuracy Score	Description
1	Activity data accurately measured, fully accounted for and/or reported. Emission factor satisfies all five indicators.
2	Activity data provided directly by company/organisation; some generalisations made. Emission factor satisfies four indicators.
3	Activity data produced based on information provided by company/organisation. Emission factor satisfies three indicators.
4	Activity data assumption based on similar product/event reports by the same company/organisation. Emission factor satisfies two indicators.
5	Activity data assumption based on product/event reports by a similar company/organisation. Emission factor satisfies one indicator.
6	Activity data assumption made based only on publicly available information. Emission factor is estimated using the data available for a broader data category to which the emission source belongs, the estimated emission factor does not meet the indicators' requirements.

Table A3. Actions to improve data quality and reduce uncertainty based on the error score obtained.

Error Score	Action
1 - 2	Use the data, no further action required.
3 - 4	Can use the data, **recommended** to **improve data** quality by e.g., i) checking raw data with client (assessing recollection need) and ii) sourcing different emission factors or averaging several data points, required to declare this in the report.
5 - 10	**Strive** to **improve data** as a **priority** and only use the data when no further improvements can be made (see above)
12 - 25	**Required** to **improve data** quality (see above).
30 - 36	**Do not use the data**, discuss with the client and the carbon team to improve data quality and/or to assess whether the data can be used and the approach to report this.

Table A4. Overall error score matrix for accuracy assessment emission factor. To calculate the error score, the accuracy score of the activity data is multiplied by the accuracy score for the emission factor.

Error Score		Emission Factor					
		Five indicators	Four indicators	Three indicators	Two indicators	One indicator	No indicators
Data	Excellent	1	2	3	4	5	6
	Very good	2	4	6	8	10	12
	Good	3	6	9	12	15	18
	Relevant	4	8	12	16	20	24
	Acceptable	5	10	15	20	25	30
	Poor	6	12	18	24	30	36

Appendix – B

Scope 1 GHG Emissions

The following is specified in ISO14064-1 "The organization shall quantify direct GHG emissions separately for CO_2, CH_4, N_2O, NF_3, SF_6 and other appropriate GHG groups (HFCs, PFCs, etc.) in tonnes of CO_2e.". Therefore, Scope 1 are separated into known greenhouse gas emissions (Table A5). This enables further understanding for PB Design on their direct greenhouse gas emissions.

Table A5. Direct GHG emissions detailed separately for Scope 1 showing CO_2, CH_4, N_2O emissions in tonnes of CO_2e.

Item	Emissions (t CO_2e of CO_2)	Emissions (t CO_2e of CH_4)	Emissions (t CO_2e of N_2O)
Volvo XC60 Estate 2.0 T8 [390] Hybrid R Design	0.38	0.00	0.00
Volvo XC60 Estate 2.0 T8 [390] Hybrid R Design #2	0.49	0.00	0.00
Ford Fiesta 1L Ecoboost	6.79	0.02	0.02
Hyundai Hybrid Electric	0.64	0.00	0.00
Audi A3 Sline 35TFSI	3.29	0.01	0.01
Ford Transit Custom	7.88	0.00	0.05
Ford Transit Connect 240 L2 Diesel 1.5 EcoBlue	10.52	0.00	0.11
Peugeot Partner Professional Partner Prem BHdi	3.54	0.00	0.04
Natural Gas	0.38	0.00	0.00

Emission Data Report to ISO 14064-1

To encourage completeness, consistency, and readability ISO 14064-1 recommends that the GHG quantification should be reported using the full descriptive categories provided. Therefore, this is fully displayed and categorised in Table A6.

Table A6. Complete ISO14064-1 data categorisation table.

Category	Description	Emissions (t CO_2e)
1	**Direct GHG emissions & removals in t CO_2e**	37.9
1.1	Direct emissions from stationary combustion	4.1
1.2	Direct emissions from mobile combustion	33.8
1.3	Direct process emissions and removals arising from industrial processes	0.0
1.4	Direct fugitive emissions arising from release of GHGs in anthropogenic systems	0.0
1.5	Direct emissions and removals from land use, land use change, and forestry	0.0
2	**Indirect emissions in t CO_2e**	0.0
2.1	Indirect emissions from imported electricity	0.0
2.2	Indirect emissions from imported energy	0.0
3	**Indirect GHG emissions from transportation**	12.1
3.1	Emissions from upstream transportation and distribution	0.0
3.2	Emissions from downstream transportation and distribution	0.0
3.3	Emissions from employee commuting & teleworking	0.0
3.4	Emissions from client and visitor transport	0.0
3.5	Emissions from business travel	12.1
4	**Indirect GHG emissions from products used by the organisation**	24.4
4.1	Emissions from purchased goods	24.3
4.2	Emissions from capital goods	0.0
4.3	Emissions from the disposal of solid and liquid wate	0.2
4.4	Emissions from the use of assets	0.0
4.5	Emissions from the use of services that are not described in the above subcategories	0.0
5	**Indirect GHG emissions associated with the use of products from the organisation**	0.0
5.1	Emissions or removals from the use stage of the product	0.0
5.2	Emissions from downstream leased assets	0.0
5.3	Emissions from end-of-life stage of product	0.0
5.4	Emissions from investments	0.0
6	**Indirect GHG emissions from other sources not specified**	0.0

Approval

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Approval date:	30-Sep-25
Reference:	PB Design-BCA_24-2
Revision:	A

Revision History:	Change Description:	Changed by:	Date:	Approved by:	Date:
B					
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