SiteZone Safety
Greenhouse Gas Protocol – Corporate Standard
Carbon Footprint Report 2024

Executive Summary

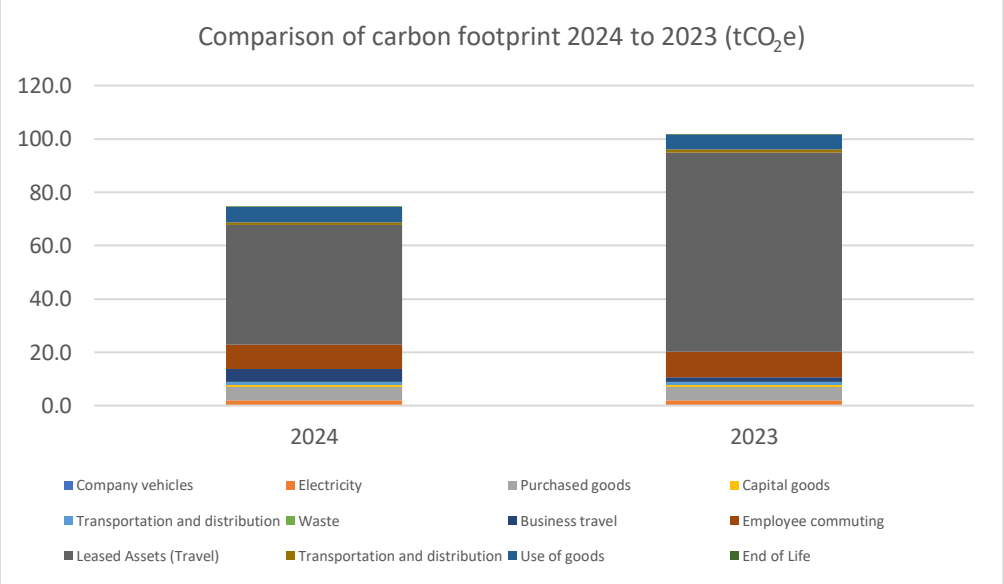
This report sets out the methodology, data and calculations for the carbon footprint of OnGrade Limited trading as SiteZone Safety using the GHG Protocol Corporate Accounting Standard. The results of the study have been presented as tonnes of carbon dioxide equivalent (tCO_2e) in total for the baseline year of 2023 and the report year of 2024.

The Greenhouse Gas Protocol – A Corporate Accounting and Reporting Standard (Corporate Accounting Standard) was selected to perform the assessment as it is now the most widely adopted standard and provides requirements and standards for companies to quantify and publicly report an inventory of GHG emissions and removals across the organisation and a transparent reporting mechanism and methodology for planning, implementing and reporting on improvement actions.

This report sets out the methodology followed, the key assumptions, uncertainties and calculations in providing the carbon footprint assessment.

Company total

The assessment reveals that the carbon footprint of SiteZone has dropped to 74 tCO_2e in 2024 from 102 tCO_2e in the base year of 2023, representing a 27% improvement through actions taken primarily to switch the fleet of engineers' vehicles to more efficient hybrid SUVs instead of diesel pick-ups and vans. As can be seen travel (including leased assets, business travel and employee commuting) makes up 79% of total emissions.



Actions taken to date

SiteZone started to track emissions data in 2023 and continues to improve completeness, accuracy and reliability of the data gathered and will continue to do so. The main area of improvement was the 30 tCO_2e reduction in leased asset emissions following the switch from pick-up trucks to fuel efficient PHEV SUVs which has proved a huge success.

Carbon reduction targets

The report sets out the targeted reduction of carbon emissions of 50% within the first five years and therefore the need to further reduce emissions by a further 20 tCO_2e. This will come from taking action in key emissions areas such as reducing all travel distances through optimising journeys, potentially further improvement in fleet upgrades from PHEV to BEV in future as well as looking at product design optimisation for sustainability and circularity.

Safety first by design

While this report sets out a number of areas that SiteZone is focusing on to improve the sustainability of the design of products and to reduce the carbon emissions associated with our operations, it must be stressed that the Company still has a safety first approach. Therefore sustainability improvements can and will only be made where they do not adversely affect the safety and reliability of its Proximity Warning Systems in protecting workers from harm when close to plant and equipment.

Scope of report

This report sets out the methodology, data and calculations for the carbon footprint of the company activities (including full Scope 1, 2 and 3 emissions) of SiteZone Safety using the GHG Protocol. It also identifies an improvement pathway to further reduce the carbon footprint of the business.

This report has been produced in April 2025 based on the activities and emissions incurred in the baseline year of 2023 and the reporting year of 2024.

Greenhouse Gas Protocol – A Corporate Accounting and Reporting Standard

The GHG Protocol Corporate Accounting Standard provides requirements and standards for companies to quantify and publicly report an inventory of GHG emissions and removals associated with its activities.

Steps and requirements

As set out in the Corporate Standard this assessment will follow the steps set out in the figure below

This report sets out the work completed under each step to reach the conclusion of the assessment.

1. Accounting and Reporting Principles

In order to comply with the GHG Protocol Product Standard principles of reporting the following considerations have been applied to each of the five principles.

Principle	Considerations
Relevance	To ensure the relevance of the information provided the assessment presents the company's emissions both in total and as an intensity measure per system as both are appropriate in different use cases.
Completeness	This report has considered the full emissions inventory and has set the organisational and operational boundaries at the broadest extent possible to ensure completeness. No threshold for exclusion on the grounds of materiality has been set as the first process was to understand the magnitude of each source of emissions.
Consistency	This report shows the 2023 baseline year and report year of 2024 and the same methodology has been used in calculating GHG emissions in both years to ensure consistency. All data has been selected from readily available and published data sources such as the Department of Business, Energy & Industrial Strategy, where exact data is not available. This should ensure comparable data over time enables consistent assessment for improvement.
Transparency	All data sources are referenced in this report and all salient calculations are set out in the document to ensure transparency. This is further supported by assumptions made and sections of the Corporate Accounting Standard applied when reaching conclusions as well as uncertainties in the calculations. This transparency should allow users of the report to make their own calculations using their own assumptions should they differ from those of SiteZone.
Accuracy	To ensure appropriate accuracy the calculations were performed and uncertainties assessed with further evidence sought where any uncertainties were material.

2. Business Goals and Inventory Design

SiteZone Safety has engaged in the process of calculating the carbon footprint of its product range in order to

i) better understand the current position and impact of supplying products to the market;

ii) better understand the current position and impact of business activities;

iii) to enable its customers in assessing the product against alternatives and to support them in achieving their GHG reduction targets;

iv) to identify potential for future emissions reductions through design and process improvements;

v) to engage with suppliers to implement improvements and to aid procurement decisions based on environmental criteria, and

vi) to provide a framework for ongoing performance tracking.

As an SME there are currently no obligations to report on GHG emissions and carbon footprint so this is a voluntary exercise that aligns with the Company's values. As such all office staff have received introductory training on Sustainability, Environment and Reporting. Our goal is to align the activities of the business to the key targets of the **Paris Climate Agreement** in order to limit global warming to well below 2^{o}C and to achieve carbon neutral (Net Zero) position by mid-century, 2050, with reducing emissions year on year suggesting peak emissions have already happened.

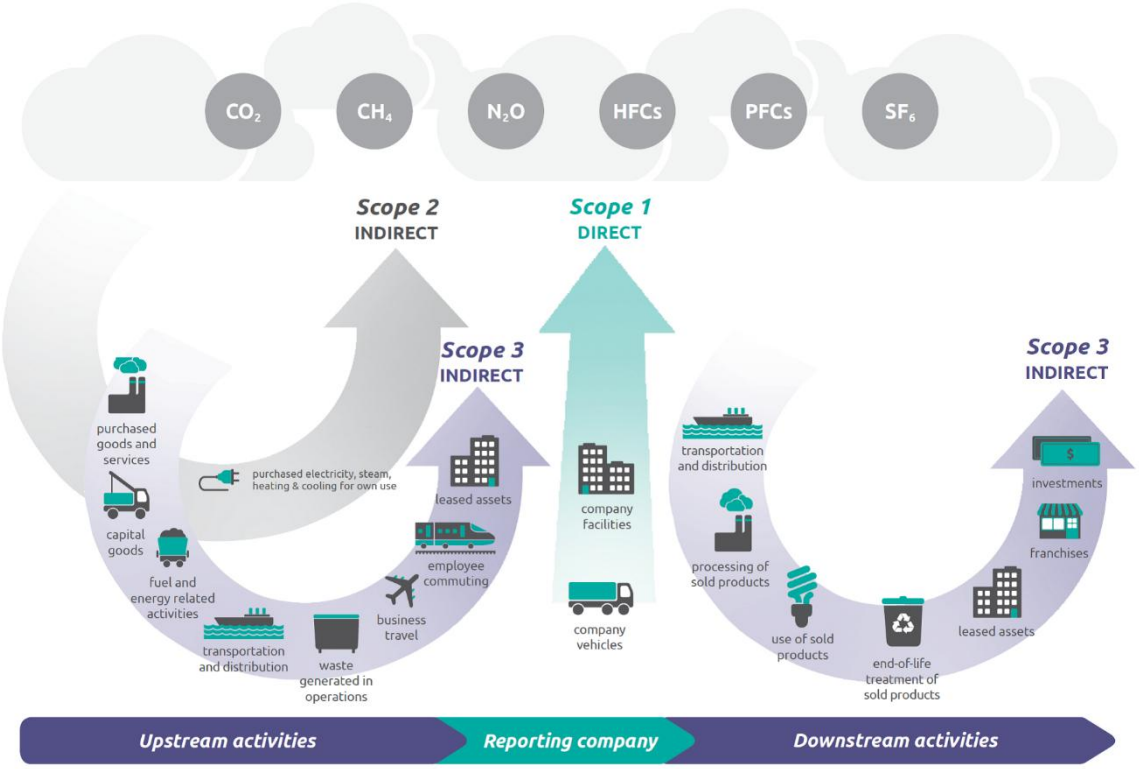
3. Setting Organisational Boundaries

OnGrade Limited trading as SiteZone Safety, is a private company held by individual shareholders, registered and operating entirely within the United Kingdom. As such there are no parent, subsidiary or joint venture companies to be considered as part of the organisational boundary.

Therefore the organisational boundary has been set at the full scope of operations covered by OnGrade Limited as ownership and control are the same.

4. Setting Operational Boundaries

We have set a comprehensive operational boundary for our GHG emissions inventory so as to include all emissions from Scope 1 and Scope 2 and all of Scope 3. This allows a full assessment of our impact and is required in order to set targets to achieve a Net Zero target which cannot be achieved through setting arbitrary operational boundaries. We have considered all emissions types; carbon dioxide, CO_2, methane, CH_4, nitrous oxide, N_2O, hydrofluorocarbons, HFCs, perfluorocarbons, PFCs and sulphur hexafluoride, SF_6, but use reported carbon dioxide equivalent emissions data.



As per the standard the scopes include:

Scope	Emissions included
Scope 1	Direct GHG Emissions occurring from sources that are owned or controlled by the company. SiteZone do not own any asset that directly emit greenhouse gases, such as boilers or cars so Scope 1 is zero.
Scope 2	Indirect GHG Emissions from the generation of purchased electricity consumed by the company. Purchased electricity comes through the serviced offices rented by SiteZone.
Scope 3	All other indirect GHG Emissions from both upstream and downstream activities including cradle to grave assessment of products bought and sold. For SiteZone the upstream activities include: purchased goods and services, capital goods, transportation and distribution, waste generated in operations, business travel, employee commuting and leased assets. Downstream activities include: transportation and distribution, use of sold products and end-of-life treatment of sold products.

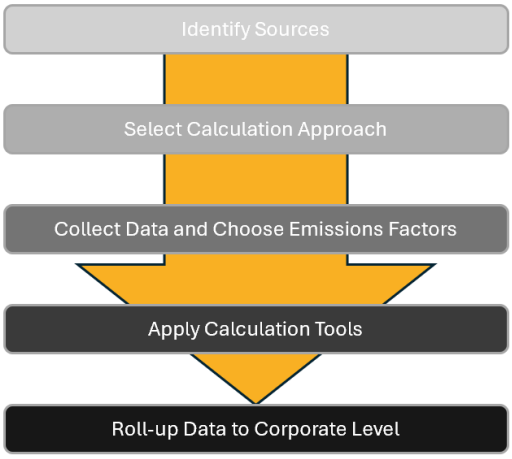
5. Tracking Emissions Over Time

This report sets out the first two years of tracking SiteZone's GHG inventory of emissions and there has been no changes in the methodology applied to calculating emissions nor to the boundaries included. Therefore a comparison between the years, 2023 and 2024 is valid.

A baseline year of 2023 was chosen as a recent comparison for which reliable information and data was available in order to make an accurate, reliable and complete assessment of the Company's corporate emissions.

6. Identifying and Calculating GHG Emissions

SiteZone used the Standard's approach to identifying and calculating GHG emissions.



Identify Sources - In order to identify sources the end-to-end activities of the business were reviewed in light of each emissions scope. In summary, SiteZone's activities centre around the design, development, purchase, supply and installation of Proximity Warning Systems (PWS) to customers within the UK. These activities require staff who are either office (or hybrid) workers, field engineers to complete installations and sales and marketing executives to meet with customers to understand requirements and scope projects.

Select Calculation Approach – for each source of emissions the approach used for calculating emissions, expressed as CO2 equivalents, was the collection of usage data and the application of emissions factors published by the Department of Business, Energy and Industrial Strategy (BEIS) until 2023 which then became the Department for Energy Security and Net Zero (DESNZ).

Collect Data and Choose Emissions Factors – for transparency the method of capturing data and the emissions factors used have been included in this report.

Apply Calculation Tools – as a small company with limited calculations requirements, Microsoft Excel was used to carry out all calculations of each scope, sub-category and emissions source.

Roll-up to Corporate Level – total emissions have been collated at a company level but are presented by source of emissions to inform actions that can be taken to reduce emissions in future.

Collecting data

Wherever possible the unit of consumption, for example electronics mass of production, mileage, capital goods purchased has been measured directly and the appropriate emissions factors used as published by the Department of Business, Energy & Industrial Strategy in 2023 and the Department of Energy Security & Net Zero in 2024. Occasionally indirect measurements were used where direct data wasn't available, with consumption quantities derived from proxy data. Each year as we identify missing direct data sources we generate an action to improve accuracy of measurement for the following assessment.

Scope 1

SiteZone operates out of rented serviced offices and leases its vehicles so does not own any equipment that would be considered under Scope 1 – Direct emissions.

Scope 2

SiteZone rents two units from Arena Business Centre in Ferndown and part of the monthly charge includes an amount for electricity use, charged at 22p/kWh. As direct meter readings were not available for the periods assessed, we have used the electricity recharge as the basis for consumption as this is based off the remote monitoring of the meters and therefore should provide an accurate and reliable value for electricity usage. Arena Business Park use a standard tariff from their electricity provider so the standard UK grid mix emissions factor has been used.

Component	Conversion £/kWh	Data source	Emissions factor kg CO2e	Source
Electricity consumption	0.22	Secondary	0.207074 / kWh	BEIS (2023)

Scope 3.1 – Purchased Goods

All major system components sold by SiteZone were dismantled in order to accurately weigh the materials that make up each item as grouped by emissions factor class, for example, electronics, steel, plastic. Quantities for purchased items were measured directly from items purchased from suppliers in the period. The table below highlights the major system components and composition by material type with emission factors used.

Component	Material	Mass (g)	Data source	Emissions factor kg CO2e	Source
Base station					
Electronics	Electricals	90	Direct	24865 / tonne	BEIS (2023)
Antenna	Ferrite	75	Direct	3816 / tonne	BEIS (2023)
Housing	HDPE	335	Direct	3086 / tonne	BEIS (2023)
Tags					
Electronics	Electricals	5	Direct	24865 / tonne	BEIS (2023)
Battery	Lithium	20	Direct	6308 / tonne	BEIS (2023)
Housing	HDPE	30	Direct	3086 / tonne	BEIS (2023)
Telematics					
Electronics	Electricals	30	Direct	24865 / tonne	BEIS (2023)
Battery	Lithium	20	Direct	6308 / tonne	BEIS (2023)
Housing	HDPE	25	Direct	3086 / tonne	BEIS (2023)

Scope 3.2 – Capital Goods

SiteZone has minimal capital equipment to enable staff to carry out their roles. These include laptops, tablets, ancillary computer equipment such as screens and two portable air conditioning units. In order to calculate the footprint of the computing equipment we have used references from Circular Computing using average consumption figures over the first four years, which include manufactured and in-use emissions over that time.

Capital equipment	Material	Emissions factor kg CO2e	Useful life (years)	Source
Laptops	Electronics / Plastic	211 / unit / 4 years	5	Circular Computing
Tablets	Electronics / Plastic	105.5 / unit / 4 years	4	Circular Computing
Ancillaries	Electronics / Plastic	105.5 / unit / 4 years	8	Circular Computing
Air conditioning	Various	500 / unit	8	Estimate based on electronics and housing masses

Scope 3.4 – Office Waste

General waste and recycling waste from the office is collected as part of the serviced offering from Arena Business Centre. Quantities have therefore been based on average number of bins per week generated by SiteZone and an average weight per bin load. Waste Electrical and Electronic Equipment collections are organised directly by SiteZone so the number of collections of our 240l bin were directly verified to invoiced collections in the year with an estimated weight of a full bin. Carboard boxes used by suppliers are re-used to ship goods to engineers for installations where possible but are otherwise recycled. The calculation considered all boxes end up being recycled whether or not they are first reused.

Waste stream	Units	Data source	Emissions factor kg CO2e	Source
General waste	Bins	Direct	21.281 / tonne	BEIS (2023)
Recycling	Bins	Direct	8.884 / tonne	BEIS (2023)
WEEE	Collections	Direct	8.884 / tonne	BEIS (2023)
Cardboard from suppliers	Boxes	Direct	8.884 / tonne	BEIS (2023)

Scope 3.5 – Business Travel

Business travel includes mileage for business trips in private vehicles rather than leased vehicles which are included under 3.7 Leased Assets. It also includes all travel by train, plane or taxis. All business travel costs are reimbursed through expenses claims so these have been used to confirm all trips and by what means with calendars used to confirm distance travelled for air and rail travel. For private vehicles, the specific emissions for each vehicle were obtained from the HMRC site.

Travel	Units	Emissions factor kg CO2e	Source
Private vehicle	km	127-229 / 1000 km	BEIS (2023)
Domestic flight	km	0.27258 / passenger.km	BEIS (2023)
National rail	km	0.03546 / passenger.km	BEIS (2023)
London Underground	km	0.02780 / passenger.km	BEIS (2023)
Regular Taxi	km	0.20805 / km	BEIS (2023)

Scope 3.6 – Employee Commuting

Employee commuting was calculated using the distance from each employee's home to the office, the number of days they were in the office (given some are hybrid workers) and based on actual data given the type of vehicle driven in terms of size and fuel type. Emissions factors were taken directly from the BEIS 2023 database. Additionally the fuel consumption was calculated to include a Well-To-Tank (WTT) emissions figure for the production of the fuel consumed.

Scope 3.7 – Leased Assets

Leased assets represent the largest contribution to the Company's emissions and includes the leased vehicles used by the Directors and Engineers and their associated emissions. As set out in the methodology guidance the options exist to measure emissions using published emission factors per mile travelled but with emissions by amount of fuel consumed being a more accurate measure.

For 2023, the emissions per mile were used based on the class and fuel type for each vehicle as the data for accurate measurement of fuel consumption didn't exist. This was referenced against the BEIS 2023 emissions factors. For 2024, accurate fuel consumption per vehicle was tracked and used with DESNV 2024 emissions factors used. With the switch to a fleet of hybrid vehicles in 2024, we believe this gives the most accurate assessment and the change in measurement was analysed for 2023 and we do not believe this would have created a material adjustment to the 2023 figures.

Vehicle type	Units	Emissions factor kg CO2e	Source
Exhaust emissions			
H Dual Purpose - Hybrid	Miles	0.16952 / mile	BEIS (2023)
H Dual Purpose - Diesel	Miles	0.31797 / mile	BEIS (2023)
Van Class III - Diesel	Miles	0.44042 / mile	BEIS (2023)
Petrol (average biofuel blend)	litres	2.08440 / litre	DESNZ (2024)
Diesel (average biofuel blend)	litres	2.51279 / litre	DESNZ (2024)
Well-to-tank emissions			
Petrol (average biofuel blend)	litres	0.58094 / litre	DESNZ (2024)
Diesel (average biofuel blend)	litres	0.61101 / litre	DESNZ (2024)

Scope 3.8 – Distribution and logistics

The amount of good shipped was accurately tracked by weight according to all invoicing from hauliers throughout the year. This information gave accurate masses and numbers of shipments and an estimate for approximate delivery distance was used based on it giving coverage of over 75% of deliveries and therefore being an overestimate. Additionally, the emissions factor used was for Class III van for the entire journey whereas there would likely be improvements as the loads may be consolidated into more efficient transport.

3.9 – Use of Product

The emissions for product in use analysed maximum electrical draw of the system for the number of known systems in use with prudent estimations of days and hours in use for each machine. This figure was used to calculate the total power consumed by the fleet of SiteZone systems per year in kWh. Emissions factors for diesel exhaust and WTT were used as the worst case scenario is that all vehicles are providing that power as a parasitic load from a diesel engine.

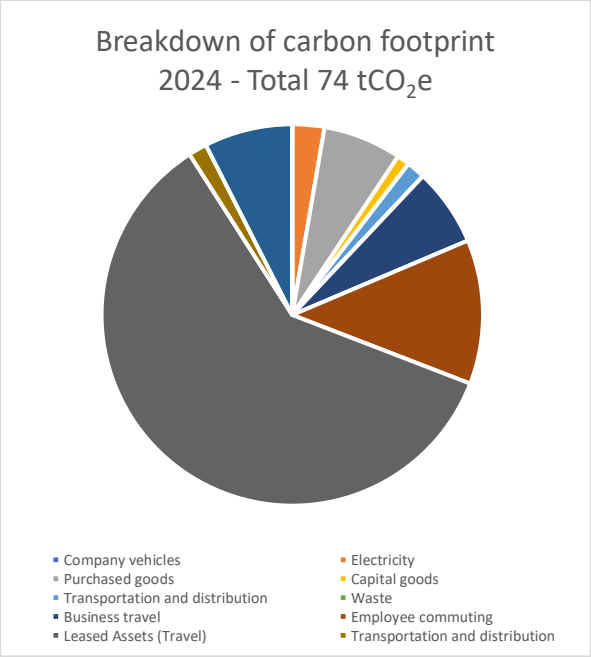
3.10 – End of Life

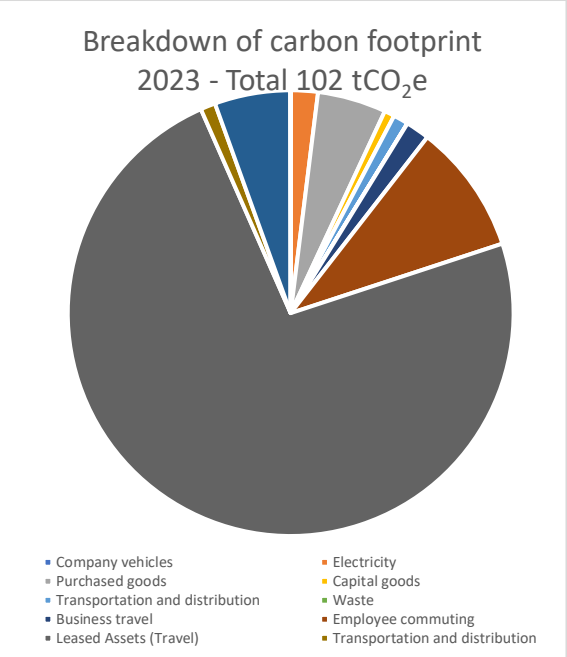
We, along with our customers operate WEEE recycling schemes and as such the emissions were based on published end-of-life WEEE recycling emissions factors and the mass of systems sold onto the market each year.

Calculating Inventory Results and 2024 to 2023 comparison

Summary

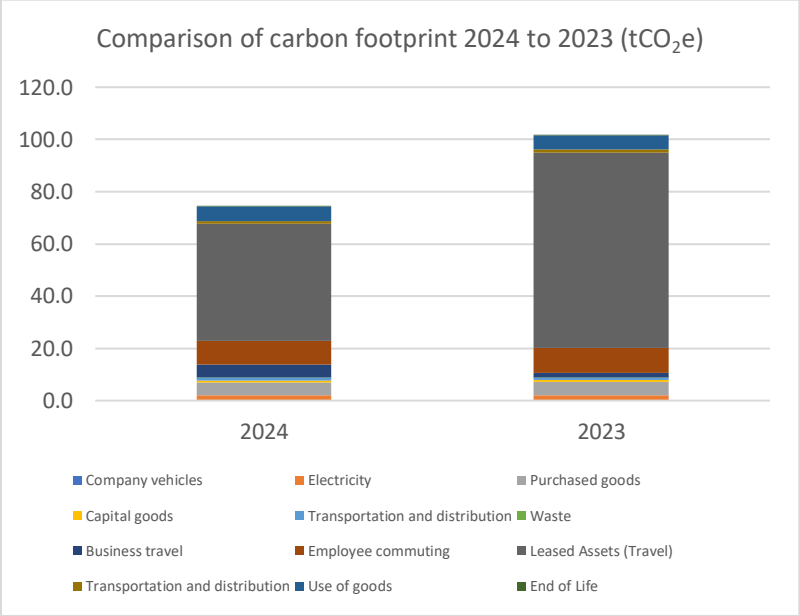
The pie charts below show the relative contributions to the total emissions for both 2024 and the base year 2023. In total we can see that total emissions have dropped in the year from 102 tCO_2e to 74 tCO_2e, representing a 27% improvement through actions taken primarily to switch the fleet of engineers' vehicles to more efficient hybrid SUVs instead of diesel pick-ups and vans. As can be seen the largest source of emissions is travel – when commuting, business travel and leased assets are combined these total 58.7 tCO_2e in 2024 or 79% of the total emissions and 86.1 tCO_2e in 2023 or 85% of the total emissions. Therefore this is the area with most focus for improvement.





Comparison 2024 versus 2023

The chart and table below shows the absolute emissions for each year, and the percentage contribution to the total emissions in the year as well as the % change year on year. It can be seen that there is a significant reduction in leased asset – vehicles emissions of 30 tCO_2e or a 40% reduction due to the change of engineer's fleet in April 2024. There was however an increase in business travel of 3.1 tCO_2e due to the full year impact of additional engineer recruitment in 2023 and further sales activity. The reduction in commuting emissions was associated with change of vehicles, primarily from diesel to BEV. In absolute terms, all other emissions sources remained comparable between 2024 and 2023.



	2024		2023	Comparison
Scope	**Emissions (tCO_2e)**	**Emissions %**	**Emissions (tCO_2e)**	**Change %**
1.1 Owned assets	n/a	0%	n/a	n/a
2.1 Electricity consumption	2.0	3%	2.0	0%
3.1 Purchased Goods	4.9	7%	5.1	-2%
3.2 Capital Goods	0.8	1%	0.8	0%
3.3 Transportation & Distribution	1.2	2%	1.1	6%
3.4 Waste	0.0*	0%	0.0*	0%
3.5 Business Travel	4.9	7%	1.8	180%
3.6 Employee commuting	9.1	12%	9.6	-5%
3.7 Leased Assets	44.7	60%	74.7	-40%
3.8 Transportation & Distribution	1.2	2%	1.1	6%
3.9 Use of Goods	5.6	7%	5.6	0%
3.10 End of Life	0.0*	0%	0.0*	0%
Total GHG inventory	**74.4**	**100%**	**101.7**	**-27%**

*Waste at 0.007 tCO_2e and End of Life at 0.009 tCO_2e round to 0.0 tCO_2e in table above.

7. Managing Inventory Quality and Assessing Uncertainty

In order to ensure the quality of the emissions inventory, where possible the calculations have been reviewed by a different person to those who performed the calculation. These reviews were carried out individually and via review workshops in order to check calculations for any errors made, validating the source data used, challenging the assumptions used and verifying the emissions factors used for each source of emissions.

The main source of potentially material discrepancies arise through uncertainties that arise, either through required assumptions where direct measurement cannot be obtained or exact emissions factors are not available so a closest approximation using published data sets is required. The table below identifies uncertainties by type and gives a qualitative commentary on those uncertainties.

Uncertainty	Type	Commentary
Electricity Consumption (Scope 2)	Parameter	The actual usage of electricity by SiteZone is not known as there are no direct metered readings at the start and end of the periods in the rented units so the usage is based on allocated charges by Arena Business Centre, which are themselves based off the meters being read remotely to generate invoicing. Hence while not directly measured by OnGrade, the derived calculation is likely to be highly accurate.
Useful life of computer equipment	Scenario	The uncertainty over the useful life of computer equipment could affect the annual emissions of capital equipment. However the estimate is based on historical economic lives and an underestimate used to ensure the emissions are overstated where uncertainty exists.
Battery life	Scenario	Battery life of tags will depend on the frequency of use and number of alerts. We have removed the need for estimated lives by assuming all tags put into the market are replaced annually, despite the typical tag lasting close to 3 years in the field.
Mass of materials	Parameter	Mass of materials are critical inputs for the calculation for purchased goods, so physical testing was carried out. Material masses are therefore considered accurate.
Supply chain emissions factors	Parameter	The actual supply chain emissions are unknown so standard published emissions factors for material types such as electricals, ferrite, plastic have been used. These meet the required standard but accuracy could be improved if actual supply chain data were obtained.
Office waste volumes	Scenario	The volume of waste generated in the office has been estimated. The estimate is considered reasonable and given that office waste contributes around 0.1% of the total carbon emissions, it is unlikely to be materially misstated.
Travel distances	Parameter	Most taxis were used in London without travel distances logged. As such all taxi journeys were assumed to be 10 miles so will be a prudent estimate given that covers the furthest distance likely to be travelled in London.

Uncertainty	Type	Commentary
		Distances by train or plane have been measured using Google maps.
Employee commuting days	Scenario	Where workers work in a hybrid manner, an estimate of their weekly days in the office, rounded up has been used to give a prudent estimate. This is not logged but will be an overestimate.
Leased Assets – vehicle emissions	Scenario	With the use of actual fuel consumption in 2024 we believe we are using the most accurate method of measuring consumption units available. Given that standard emissions factors are being used, these are likely to be higher than actual as the vehicles were brand new in 2024, so the reported figure is likely to be overstated to some degree.
Transportation values	Parameter	Where uncertainty over transportation methods has existed, the smallest van type has been used which should result in higher than actual results and therefore represent a prudent approach.
Distance to customers	Scenario	A reasonable assumption has been made as a 200 mile journey to customers from Ferndown – equivalent to Manchester. Given the size of the UK this does not seem unreasonable and with the majority of customers being south of Manchester this should provide a prudent estimate.
Use of products – power and running time	Scenario	A key component of the carbon footprint is use of product, contributing 7% in 2024. This uses the rated current draw but assumes permanent use for a full shift. This could be a considerable overestimate but would need real world testing and data logging to understand the picture more accurately.

8. Accounting for GHG Reductions

The GHG Protocol Corporate Standard focuses on accounting and reporting for GHG emissions at the company level. Reductions in corporate emissions are calculated by comparing changes in the company's actual emissions inventory over time relative to the base year of 2023. This focuses our resources on activities that are most effective at reducing our total carbon emissions. We do not therefore report or include any measures to offset carbon emissions and our calculations include an intensity metric of carbon emissions per system so that a reduction in sales activity does not present a misleading improvement in emissions performance.

9. Reporting GHG Emissions

This report aims to transparently report on all required information on SiteZone's emissions for the report year of 2024 compared to the base year of 2023. Additionally, optional reporting to break down emissions into subdivided scope 3 have been included to aid the reader to better understand the results presented.

10. Verification of GHG Emissions - Assurance

The assurance in this document is provided by SiteZone as a first party assurance provider. As such it is provided as Limited Assurance.

The business has carried out the exercise in a transparent manner to demonstrate completeness of the GHG inventory, accuracy of calculations and relevance so that third party users of this report may determine for themselves that there are no material discrepancies or misstatements over the GHG product inventory.

Any uncertainties have been set out in the section above and where possible, accuracy has been improved to ensure limited risk of error and where uncertainties remain, a prudent approach has been taken with a view to overstating the carbon footprint rather than understating it.

Whilst the assurance provider is SiteZone, the quality review has been carried out by OnGrade's Non-Executive Director, Gareth Jones, who is a Strategy and Sustainability consultant with significant experience in advising large corporate boards on Environmental and Sustainability strategy setting, implementation and reporting. The assurance process, as set out in Section 7 – Managing Inventory Quality, has included cross-referencing and validating data points used with multiple sources to ensure reasonable accuracy throughout the process.

Opinion: *Based on this review, we are not aware of any material discrepancies to the company's assertion that the total emissions are 74.4 tCO_2e for 2024 and 101.7 tCO_2e for the base year 2023 and that the assertions are in conformance with the requirements of the GHG Protocol Corporate Accounting and Reporting Standard.*

11.Setting GHG Targets

The business has set the carbon reduction target of 50% within 5 years from the base year emissions. Within the first year there has been a 27% reduction, however subsequent reductions become more difficult. To achieve this target, a further 20 tCO_2e of emissions need to be removed in coming years. In order to achieve the 50% reduction target, activities in 2025 and 2026 will be focused on the following areas:

1) Leased assets – 75% of base year emissions. 30 tCO_2e have been removed from fleet switch in April 2024. Further improvement will target improving electric charging and use of EV boost or electric mode. Additionally, journey tracking to optimise journeys and minimise total fleet mileage should provide significant benefits as well as imposing stricter guidance on the requirement to stay away in hotels rather than travelling to each job. Within the 5 years it may also be possible, through range improvements and charging network improvements to upgrade the engineer fleet again but to full battery electric vehicles, rather than Plug-In Hybrid Electric Vehicles.
2) Employee Commuting – 9% of base year emissions. Through improved focus on staff buying more fuel efficient vehicles there may be some reduction but it is likely to be limited in the period defined. We may review hybrid working to reduce the requirement for some staff to be in the office each day but only where it has no detrimental impact on the delivery of service and associated safety of personnel on customer sites.
3) Business travel – 2% of base year emissions but 7% of lower total in 2024. The main gain in this area will be in reducing the number of visits required to sites through efficient visit planning and minimisation of return visits required.
4) Purchased Goods – 5% of base year emissions but 7% of lower total in 2024. This is a more difficult area due to the influence and lack of control of the supply chain as well as the time taken to redesign product especially within a safety environment. Key areas of focus may include extended useful economic life of the product, improved reliability and potentially the introduction of rechargeable / refurbishable tag batteries.
5) Use of Goods – 3% of base year emissions but 7% of lower total in 2024. While difficult to change, the draw down power requirements will be reviewed along with energy efficient component design where possible. Supplier and component selection will play a key role.