

Supplier name: **Westlakes Engineering**

Publication date: **2 June 2026**

## Commitment to achieving Net Zero

Westlakes Engineering is committed to achieving Net Zero emissions before 2050<sup>1</sup>.

## Baseline Emissions Footprint

Baseline emissions are a record of the greenhouse gases that have been produced in the past and were produced prior to the introduction of any strategies to reduce emissions. Baseline emissions are the reference point against which emissions reduction can be measured. Our baseline emission year was 2024.

**Baseline Year: 2024**

### **Additional Details relating to the Baseline Emissions calculations.**

Whilst some calculation of emissions due to Westlakes Engineering operations has previously taken place, this has been focused on certain parts of the business and therefore has not formed an overall picture across the entire company. Therefore, it was agreed that key emissions during 2024 would be recorded and calculated to form a baseline for which emissions target can be monitored.

Baseline emissions have been calculated using source data: from information from our established financial platforms as the principal source of data eg company mileage, flights booked etc and supplemented by records of power usage within our offices and supplier invoices.

Based on a review of the company activities which result in carbon emissions, we have focused our efforts on the areas of higher impact eg power usage, company travel etc. This shows that by far the greatest contribution is due to overseas flights and, as the contribution of elements such as office water consumption would be minimal and within the current accuracy of the calculation of emissions due to these flights. As such, the formal calculation of emissions is based on power usage, car usage, paper and overseas travel. It is envisaged that in the coming years we will re-baseline to include some of the smaller contributions to our emissions in the coming years but, for now, will focus on the larger components.

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<sup>1</sup> Net zero target includes Scope 1, Scope 2 and Scope 3 categories 6 & 8.

# Carbon Reduction Plan

|                                      |                                                                                                                                 |
|--------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| <b>Baseline year emissions:</b>      |                                                                                                                                 |
| <b>EMISSIONS</b>                     | <b>TOTAL (tCO<sub>2e</sub>)</b>                                                                                                 |
| <b>Scope 1</b>                       | <b>7.0</b>                                                                                                                      |
| <b>Scope 2</b>                       | <b>12.1</b>                                                                                                                     |
| <b>Scope 3</b><br>(Included Sources) | <b>442.0</b><br>Note that Category 6 (Business Travel) is the main contributor, with 423tCO <sub>2e</sub> from overseas flights |
| <b>Total Emissions</b>               | <b>461.1</b>                                                                                                                    |

## Current Emissions Reporting

|                                      |                                                                                                                                 |
|--------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| <b>Reporting Year: 2025</b>          |                                                                                                                                 |
| <b>EMISSIONS</b>                     | <b>TOTAL (tCO<sub>2e</sub>)</b>                                                                                                 |
| <b>Scope 1</b>                       | <b>7.0</b>                                                                                                                      |
| <b>Scope 2</b>                       | <b>10.1</b>                                                                                                                     |
| <b>Scope 3</b><br>(Included Sources) | <b>489.8</b><br>Note that Category 6 (Business Travel) is the main contributor, with 473tCO <sub>2e</sub> from overseas flights |
| <b>Total Emissions</b>               | <b>506.9</b>                                                                                                                    |

## Emissions reduction targets

In order to achieve progression towards Net Zero, we are initially focusing on considering how we can reduce our Scope 3 emissions, focusing in particular on the contribution made by business travel, and in particular long haul flights. In order to achieve this, we have been looking at minimising the flights required and investigating using airlines with a lower carbon footprint. It has however been accepted that we need to investigate additional ways of reducing and started an assessment of how we can utilise carbon offsetting to balance our contribution. In order to ensure that this leads to a meaningful reduction, we are speaking to several providers in the field and intend to have a proposal in place during 2026. It is envisaged that this will enable us to set realistic carbon emissions reduction targets for the next 5 and 10 years to enable us to beat the 2050 deadline for Net Zero Emissions.

Progress against these targets will then be demonstrated in a published graph showing projected carbon reduction versus actual on future revisions of this plan.

Note that the business envisages that there will be an increase in the volume of overseas work and overseas flights required to service this work and so progress will be measured by introducing metrics that indicate our carbon emissions efficiency alongside absolute measures. So, as we win more business, our carbon emissions may increase in the short term however, we would be looking to ensure that our tCO<sub>2e</sub> from business travel decreases progressively per mile travelled. For reference, the 12% increase in carbon associated with business flights reported between 2024 and 2025 in the emissions reporting above actually equates to a 8% increase when looked as emissions per hour worked by the team associated with that work.

## Carbon Reduction Projects

### Carbon Reduction Initiatives

As Westlakes only baselined their carbon emissions in 2024 and are currently investigating options as to how these can meaningfully be reduced in an effective and realistic manner, no carbon emission reduction can be claimed by any environmental management measures and projects have been completed or implemented since the baseline. However, it is planned to implement or continue to implement the following measures during the coming year and resultant reductions will be reported in future revisions of this plan. These include:

- **ISO14001** – Westlakes Engineering are certified to the ISO 14001 :2015 Environmental Management System. As part of this commitment we endeavour to reduce our environmental impact as a result of our day to day operation
- **Flexible Working** – changed working patterns during COVID resulted in the realisation that it is possible that staff can successfully work remotely for some of their activities which has driven a reduction in Scope 3 emissions associated with business travel and

# Carbon Reduction Plan

employee commute. This has to be balanced with the needs of the business but is an area that can be investigated further.

- **Our Offices** – where we have control over our energy suppliers we can source electricity from renewable sources and look to make informed decisions when purchasing office equipment.
- **Net Carbon Travel Policy** – we plan to review our travel procedures to deliver better management of employee travel, to ensure that digital meetings are prioritised and that lower carbon transport alternatives are selected wherever possible to reduce the carbon emissions associated with business travel. In addition, look to prioritise air travel providers using low carbon fuels and aircraft.
- **Cycle to Work Scheme** – this is a salary sacrifice scheme created to incentivise commuting to work on a bicycle instead of private vehicles. This reward scheme allows employees to lease a bicycle tax efficiently and national insurance free and has been successfully running since 2015.
- **Corporate Train Season Ticket Scheme** – as part of our commitment to lower car usage, interest free loans are offered to staff to purchase annual season tickets with Northern Rail. This has also been operational since 2015.
- **Staff Awareness Training** – it is planned to provide training to increase understanding and awareness of the steps needed to implement Net Zero.
- **Carbon Offsetting** – investigations are currently ongoing into the best way of utilising this option. Various carbon offsetting projects proposed by specialists are currently being considered. A decision on the most appropriate project portfolio will be made later this year.
- **Sustainable Aviation Fuel (SAF)** – airline miles have been used to contribute to the purchase of SAF. This supports increased investment in sustainable aviation solutions and technologies.

## Declaration and Sign Off

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standard for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard<sup>2</sup> and uses the appropriate Government emission conversion factors for greenhouse gas company reporting<sup>3</sup>.

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard<sup>4</sup>.

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

## Signed on behalf of the Supplier:

A handwritten signature in blue ink, consisting of a stylized 'A' followed by a wavy line.

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Date: 2 June 2026  
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<sup>2</sup><https://ghgprotocol.org/corporate-standard>

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

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