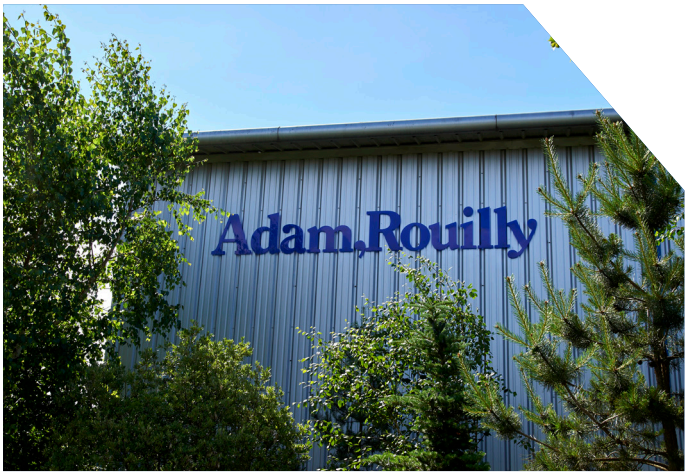
Adam,Rouilly

Carbon Reduction Plan



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September 2026

Adam,Rouilly Limited
Publication Date: September 2026

Commitment to achieving Net Zero

Adam,Rouilly Ltd is committed to achieving Net Zero emissions status by 2050.

Baseline Emissions Footprint

Baseline emissions are a record of the greenhouse gases that were produced in the past, prior to the introduction of any strategies to reduce emissions. Baseline emissions are the reference point against which emissions reduction can be measured.

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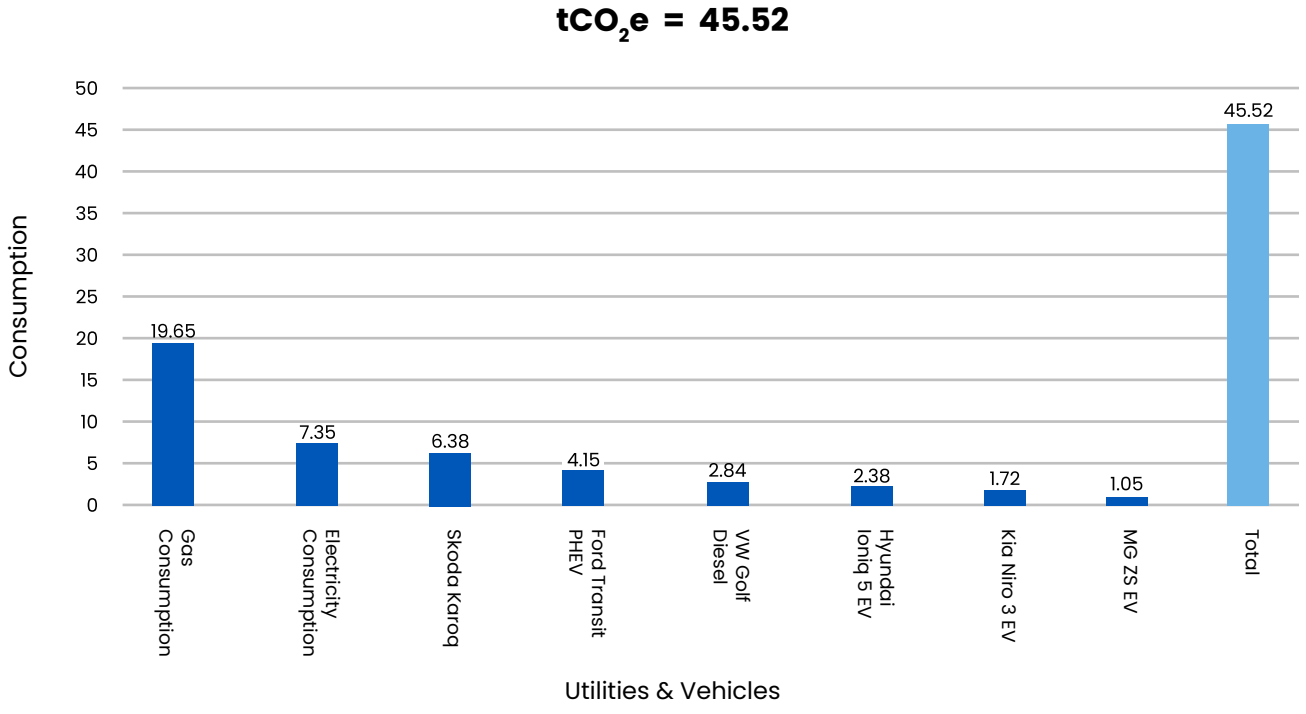
Baseline Year: 01.01.2023 to 31.12.2023	
Additional details relating to the baseline emissions calculations: We had our first report for the Baseline Year Oct 2022 – Scope 1 & 2 only	
Baseline year emissions:	
EMISSIONS	**TOTAL (tCO_2e)**
Scope 1 - Direct greenhouse gas emissions that occur from sources that are controlled or owned by the reporting organisation, e.g., emissions associated with fuel combustion in boilers, furnaces and vehicles.	**33.02**
Scope 2 - Indirect greenhouse gas emissions associated with the purchase of electricity, steam, heat or cooling. They are accounted for by the reporting organisation as a result of the energy use.	**12.50**
Scope 3 - Includes all sources not within an organisation's Scope 1 and 2 boundary. Scope 3 emissions often represent the majority of an organisation's total greenhouse gas emissions (included sources).	**Not calculated - Scope 3 was not included in the 2023 baseline assessment.**
Total Emissions	**45.52**



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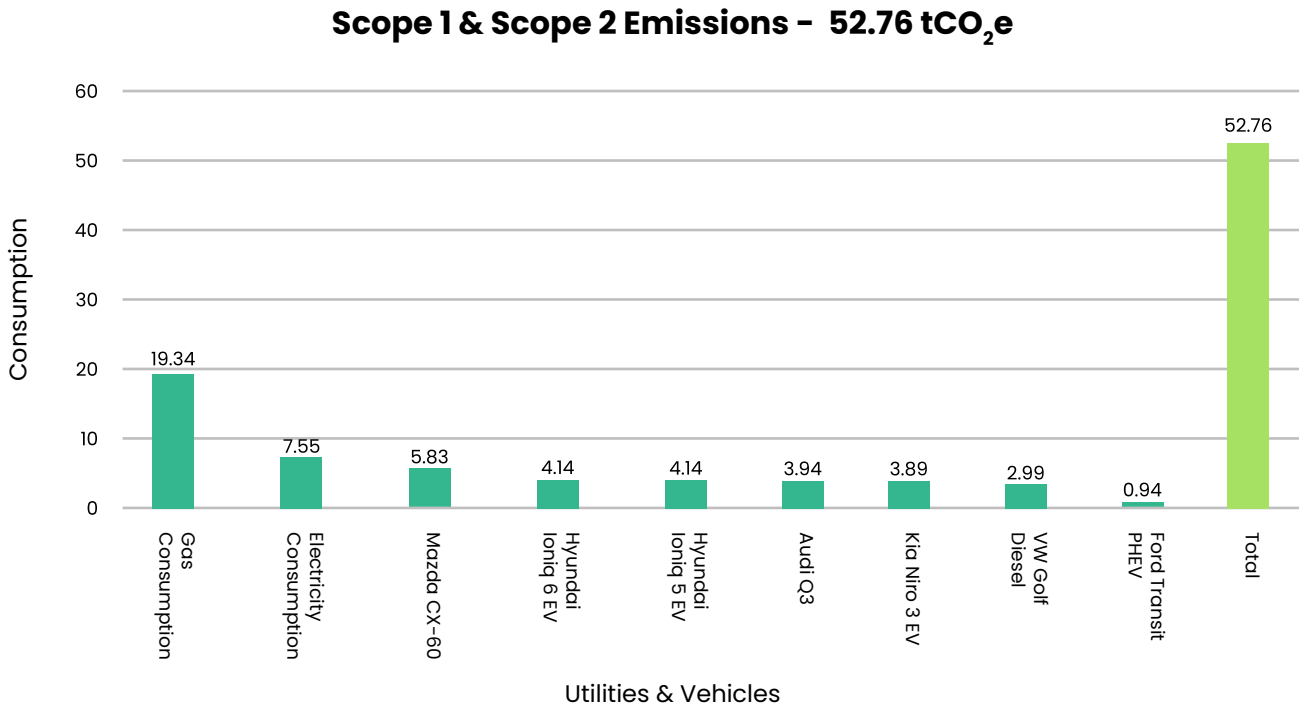
Reporting Year: 01.01.2024 to 31.12.2024	
EMISSIONS	**TOTAL (tCO_2e)**
Scope 1 - Direct greenhouse gas emissions that occur from sources that are controlled or owned by the reporting organisation, e.g., emissions associated with fuel combustion in boilers, furnaces and vehicles.	**33.04**
Scope 2 - Indirect greenhouse gas emissions associated with the purchase of electricity, steam, heat or cooling. They are accounted for by the reporting organisation as a result of the energy use.	**19.72**
Scope 3 (included sources) - Represents the five included Scope 3 sources in the addendum.	**132.82**
Total Emissions	**185.58**



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Emissions Reduction Targets

Introduction

In support of the organisation's commitment to achieving Net Zero emissions, a defined set of carbon reduction targets has been established. This section sets out the baseline position, recent performance and projected reductions, providing a clear framework for monitoring progress and guiding future action.

Carbon Reduction Targets

Baseline Year

To establish a reference point for emissions reduction activity, 2023 is the organisational Scope 1 and Scope 2 baseline. 2024 is the first Scope 3 baseline year. Where complete annual data was not available at the time of assessment, measured data was extrapolated to provide a representative twelve-month profile. This approach has enabled a robust assessment of baseline greenhouse gas emissions.

Year-on-Year Comparison

A comparison with the previous reporting period from January 2023 to December 2023 shows changes in emissions across different Scopes. Total emissions increased as a result of a new building becoming operational and the introduction of additional vehicles. Scope 1 emissions remained virtually the same while Scope 2 electricity-related emissions increased by 36.61%. When considered together, these changes result in a marginal emissions increase of approximately 7.24 tCO_2e. This comparison relates to Scope 1 & Scope 2 only as there is no comparable 2023 Scope 3 data.

Projected Emissions Reduction

Despite the increase in certain emission sources, forward projections indicate a sustained reduction in Scope 1 and Scope 2 emissions. This anticipated improvement is primarily linked to the installation of solar photovoltaic systems in the factory and warehouse. Based on current assumptions, emissions are expected to reduce by approximately 10% per year over the next five years. The existing emissions reduction projection was established using the Company's Scope 1 and Scope 2 emissions baseline. During 2026, Adam,Rouilly established its first baseline for the five required Scope 3 categories using 2024 activity data. Scope 3 performance will be monitored against this baseline and incorporated into future emissions reduction targets as comparable annual data becomes available.

By 2030, Scope 1 and Scope 2 emissions are still projected to fall to 31.15 tCO_2e, representing a reduction of 40.96% compared to the baseline year.

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Carbon Reduction Initiatives

The following measures have been implemented or are planned to reduce the Company's greenhouse gas emissions:

- **Transition to Electric Vehicles:** The electrification of the Company fleet is nearing completion, in line with the previously submitted transition schedule. All but one diesel vehicle has now been replaced, with the remaining vehicle due to be substituted with an electric vehicle within the next year. This transition reduces direct fuel-related emissions and supports the move towards lower-carbon transport.

- **Energy-efficient Equipment Replacement:** Energy efficiency is a key consideration when replacing equipment at end of life. Where replacements have been required, higher-efficiency alternatives have been selected to reduce energy demand over their operational lifespan. Recent examples include the replacement of a CNC machine and a blow moulder, which are more energy efficient than the equipment replaced.

- **Optimised Electric Heating:** Electric heating has been designed to balance staff comfort with energy efficiency. Thermostatically controlled heaters have been installed at individual assembly workstations and are regulated to maintain temperatures of approximately 19°C. The new warehouse is fitted with an electric blow heater and low-energy infrared heaters, supporting efficient space heating across operational areas.

- **Smart Power Management:** Power management practices have been strengthened to minimise avoidable energy use. Electronic equipment is fully switched off when not in use and is not left on standby overnight. This is embedded within the end-of-day shutdown procedure, reducing unnecessary electricity consumption.

- **Lighting Controls and Automation:** Passive infra-red (PIR) sensors have been installed where appropriate across the factory and the new warehouse. These sensors control lighting based on occupancy, reducing energy use in unoccupied areas and supporting more efficient lighting operation.

- **Future Considerations for Expansion:** Should the business expand beyond the baseline period, the carbon management approach allows for the introduction of a carbon emissions 'unit cost'. This would be expressed through a Carbon Emission Intensity Factor, enabling emissions to be assessed on a per-job basis and supporting like-for-like comparisons across future reporting years.

- **Progress and Achievements:** The environmental management measures and projects outlined above have been progressing according to plan. Measures implemented include the installation of 108 Solar Panels on the new building in 2024, the purchase of three EVs and the replacement of all non-LED lighting with LED alternatives throughout existing Office/Factory building. These measures will remain fully operational throughout contract delivery, demonstrating an ongoing commitment to sustainable practice.

- **Commitment to Net Zero:** The organisation remains committed to achieving Net Zero emissions through a structured and evidence-based approach. By applying consistent data extrapolation, emissions calculations and year-on-year performance assessment, meaningful progress has been made in implementing carbon reduction measures. Forward projections indicate a continued downward trend, supported by planned measures and ongoing improvements, which are expected to deliver further reductions over time.

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Carbon Reduction Initiatives (Continued)

- **Operational Investment and Emissions Reduction Measures:** Building on the organisation's stated commitment to achieving Net Zero emissions, targeted capital investment has been used to support business growth while managing carbon impacts. To accommodate expansion within the Research and Development and Production functions, the Directors implemented an investment plan focused on increasing in-house production and improving use of the existing factory footprint. This included the construction of an on-site warehouse and distribution facility, completed by the end of Q3 2024.

- The expansion supports a high level of domestic manufacturing, with a strong emphasis on locally sourced suppliers. The new building has been fitted with roof-mounted solar photovoltaic panels, which also supply electricity to the existing office and factory building. The installation of 108 solar PV panels to add to the original 168 solar panels on the main building, further reduces reliance on grid electricity.

- Energy performance across both buildings is monitored through a power management system that records and displays energy generation and consumption in real time. This enables ongoing optimisation of energy use and supports efficient operation of the combined system.

- Investment in low-carbon transport has accompanied site development. The Company fleet was expanded in 2023 with the purchase of three electric vehicles, supported by the installation of electric vehicle charging points on site.

- Production efficiency has also been improved through the installation of new CNC and blow moulder machinery. These assets are up to 50% more energy efficient than the equipment they replaced, reducing electricity consumption while maintaining production capacity.

UK Manufacturing and Local Supply Chains

Adam,Rouilly is a Made in Britain member, reflecting its continued commitment to UK manufacturing. Approximately 97% of production is undertaken in the UK, supported where practicable by local and UK-based suppliers. This includes the sourcing of packaging from local suppliers with an emphasis on sustainable materials. Maintaining manufacturing capability in the UK and developing local supply relationships can help reduce unnecessary transportation, improve supply-chain resilience and support the Company's wider approach to responsible procurement and carbon reduction.

Product Life and Resource Efficiency

Adam,Rouilly's approach to product design and manufacture places emphasis on quality, durability and long product life. Through its *Reuse, Refurbish, Respect* initiative, the Company seeks opportunities to extend product life through repair, refurbishment and reuse where practicable. This approach helps reduce premature product replacement, material consumption and waste, while enabling customers to obtain greater value from existing products.

Together, these measures demonstrate how operational growth has been aligned with carbon reduction objectives, supporting continued progress against emissions targets while maintaining flexibility for future development.

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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 standard[1] and uses the appropriate Government emission conversion factors for greenhouse gas Company reporting[2].

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements (where required), 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.

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

Signed on behalf of Adam,Rouilly:

Jennifer A Whitebread
Director

25 September 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

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Statement

7.7 (a)	Please confirm that you have detailed your environmental management measures by completing and publishing a Carbon Reduction Plan which meets the required reporting	**Yes**
7.7 (b)	Provide a link to your most recently published Carbon Reduction Plan here:	**www.adam-rouilly.co.uk/carbon-reduction-plan/**
7.7 (c)	Please confirm that your organisation is taking steps to reduce your GHG Emissions over time and is publicly committed to achieving Net Zero by 2050	**Yes**
7.7 (d)	Please provide your current Net Zero Target Date:	**2050**
7.7 (e)	Please provide your Carbon Reduction Plan	**Completed**
7.7 (f)	Supplier Emissions Declaration:	
7.7 (f) (i)	Baseline Year:	**Jan 23 to Dec 23**
7.7 (f) (ii)	Scope 1 Emissions:	**33.02 tCO_2e**
7.7 (f) (iii)	Scope 2 Emissions:	**12.50 tCO_2e**
7.7 (f) (iv)	Scope 3 Emissions:	**Not calculated**
7.7 (g) (i)	Current/Most Recent Reporting Year:	**Jan 24 to Dec 24**
7.7 (g) (ii)	Scope 1 Emissions:	**33.04 tCO_2e**
7.7 (g) (iii)	Scope 2 Emissions:	**19.72 tCO_2e**
7.7 (g) (iv)	Scope 3 Emissions:	**132.82 tCO_2e***

Authored by:
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January 2026

Note:
The appended Certificate relates to the independently prepared Scope 1 and Scope 2 assessment.

* During 2026, Adam,Rouilly established its first baseline for the five required Scope 3 categories using 2024 activity data.

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Addendum to Carbon Reduction Plan for 2024 Scope 3 Baseline for Subcategories 4, 5, 6, 7 & 9

Introduction

This Addendum provides supporting information for Adam,Rouilly Limited's calculation of the five Scope 3 emissions categories included within its Carbon Reduction Plan: Upstream Transportation and Distribution, Waste Generated in Operations, Business Travel, Employee Commuting, and Downstream Transportation and Distribution.

The calculations have been prepared using Adam,Rouilly Limited's available records for the 2024 reporting year, together with the applicable UK Government greenhouse gas conversion factors and documented calculation methodologies. Where complete activity data was not historically available, the best available evidence has been used and the relevant methodology, assumptions and limitations are explained within the supporting sections.

The data and calculations have been prepared internally from Company records and have been subject to internal review. They have not been independently audited or externally verified.

Category 4 – Upstream Transportation and Distribution

Scope and Reporting Year

This addendum records the calculation of Adam,Rouilly Limited's 2024 Scope 3 Category 4 upstream transportation and distribution emissions for its UK operations. The reporting period is 1 January to 31 December 2024, consistent with the Company's Carbon Reduction Plan reporting year. Category 4 covers third-party transportation and distribution of purchased products between Tier 1 suppliers and Adam,Rouilly operations, together with transportation services purchased by the Company.

Data Sources

Two 2024 datasets were consolidated. The primary carrier dataset contains inbound consignments with recorded origin, destination, transport mode, freight cost and chargeable weight.

The second dataset was compiled from supplier invoices. Where shipment weight was available, records were calculated on an activity basis. Where weight was unavailable but freight was separately identified, explicit freight spend was calculated using a spend-based transport proxy. Purchase value alone was not used as a proxy for transport emissions.

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Calculation Methodology

Activity-based freight emissions were calculated as shipment weight in tonnes multiplied by estimated transport distance in kilometres and the relevant freight conversion factor. Road freight uses the UK Government 2024 HGV all-diesel, all-HGVs, average-laden factor (0.097 $kgCO_2e$ per tonne.km). Air freight uses the relevant short-haul or long-haul freight-flight factor according to estimated route distance. UK road distances are representative postcode-area distances to ME10 3AG; international routes use consistent origin-to-Kent distance approximations.

Chargeable weight has been retained as the best available contemporaneous 2024 evidence and is explicitly identified as such. Where volumetric weight exceeds actual mass, this may overstate physical freight mass; no retrospective reconstruction of actual weights has been attempted.

For invoice records where no weight was available, but a freight charge was separately identified, the latest available UK spend-based land-transport multiplier used for the baseline was 0.5806 $kgCO_2e$ per £ of transport spend. This is a lower-quality proxy than the activity-based method and is kept distinct in the calculation workbook. It is not applied to the value of the goods purchased.

All transportation movements included within the calculation were paid for by Adam,Rouilly Limited. This includes inbound movements originating from both suppliers and customers.

Regular Scheduled Supplier Shipments

We have regular scheduled inbound shipments rather than ad hoc orders for our main suppliers. This is relevant to the evidence trail because the carrier records represent recurring supply-chain movements. No separate emissions adjustment has been made for their scheduled status: each recorded consignment is counted once using its recorded chargeable weight and transport mode.

2024 Result

Calculation component	**$kgCO_2e$**	**tCO_2e**
Carrier activity dataset	46,666.012	46,666
Invoice weight-based records	57.187	0.057
Invoice freight-spend proxy	4,396.977	4.397
Total Category 4 baseline	**51,120.174**	**51.120**

The resulting **2024 Scope 3 Category 4 Upstream Transportation and Distribution baseline is 51.120 tCO_2e**. The activity-based carrier dataset contributes 46.666 tCO_2e; invoice records with physical weight contribute 0.057 tCO_2e; and the freight-spend proxy contributes 4.397 tCO_2e.

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Limitations and Data-Quality Improvement

Invoice records of net purchase spend which did not contain shipment weight or separately identified freight spend are not quantified in the Category 4 baseline. The purchase value of the goods has not been multiplied by a general supply-chain factor because that would estimate emissions associated with purchased goods and services rather than isolate transportation and distribution. Other ad hoc purchases with unknown fulfilment origin are included within this limitation where no transport-specific activity data were available.

For future reporting years, Adam,Rouilly will improve Category 4 data quality by retaining actual/gross shipment weight where available alongside chargeable weight, transport mode and dispatch origin, and by continuing to identify freight charges separately where practical. This will progressively reduce reliance on spend-based proxy data.

UK Government GHG Conversion Factors for Company Reporting 2024: https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2024

PPN 006 Technical Standard for Completion of Carbon Reduction Plans: https://www.gov.uk/government/publications/ppn-006-taking-account-of-carbon-reduction-plans-in-the-procurement-of-major-government-contracts/ppn-006-technical-standard-for-completion-of-carbon-reduction-plans-html

Defra UK carbon footprint and spend-based emissions multipliers: https://www.gov.uk/government/statistics/uks-carbon-footprint

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Category 5 – Waste Generated in Operations

Scope and Reporting Year

This addendum records the methodology and result for Scope 3 Category 5 – Waste Generated in Operations for the UK operation for the calendar year 1 January to 31 December 2024.

Data sources

Activity data were compiled from supplier invoices, customer account information, waste transfer documentation and internal records. Where suppliers provided annual weights, those figures were used. For Biffa bin collections, annual mass was estimated from the stated weight per bin multiplied by the number of collections.

Calculation Methodology

The calculation uses the UK Government GHG Conversion Factors for Company Reporting 2024, Waste disposal factors. Quantities in tonnes were multiplied by the relevant disposal factor in kg CO_2e per tonne. For recycling and combustion/energy recovery routes used here, the applicable 2024 factor is 6.41061 kg CO_2e per tonne.

2024 Result

Calculation component	Quantity (t)	Emissions (tCO_2e)
Dry mixed recycling	2.080	0.013334
General waste	7.280	0.046669
Paper	0.391	0.002507
WEEE	0.036	0.000231
Total Category 5 baseline	**9.787**	**0.0627**

The resulting **2024 Scope 3 Category 5 Waste Generated in Operations baseline is 0.0627 tCO2e**. This is the quantified total for waste streams for which sufficient activity data were available; the unquantified streams are disclosed above.

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Treatment Assumptions

Dry mixed recycling was treated as open-loop recycling. Paper was treated as closed-loop recycling based on supplier confirmation that shredded paper is recycled back into office copy paper. Mixed WEEE was treated using the open-loop recycling factor. General waste was treated as combustion/energy recovery for the quantified calculation because the supplier account information records the service as 100% diverted from landfill.

Exclusions and Limitations

Hygiene waste and hazardous waste were identified and documented but could not be quantified because no reliable mass data were available. Hazardous waste was collected in 200 litre drums, but volume was not converted to mass because material density and actual fill level were unknown. Ink cartridges sent for refill/reuse and pallets retained in reuse were not assigned a waste-disposal factor. EEE placed on the market under producer-responsibility reporting was excluded because it is not waste generated in operations.

UK Government GHG Conversion Factors for Company Reporting 2024: https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2024

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Category 6 – Business Travel

Scope and Reporting Year

Business Travel emissions for 2024 cover Company business travel undertaken in vehicles not owned or controlled by Adam,Rouilly Limited, together with associated hotel accommodation. The calculation includes air travel, rail travel, Eurotunnel journeys, taxis and personal vehicle mileage and hotel records.

Data Sources

Activity data was taken from Adam,Rouilly Limited 2024 travel and expense records, including journey details, accommodation records and personal vehicle mileage claims.

Calculation Methodology

Actual journey information and mileage were used where available. Air travel was calculated by route and travel class, including return journeys and the applicable flight-distance uplift. Rail and taxi travel used recorded origins and destinations. Personal vehicle mileage used the applicable 2024 Government vehicle size and fuel category. Hotel accommodation was calculated on a room-night basis.

2024 Result

Business travel element	**tCO_2e**
Flights	30.802
Rail	0.239
Hotels	3.209
Personal vehicles	2.605
Taxis	0.077
Eurotunnel	0.001
Total Category 6 baseline	**36.933**

The resulting **2024 Scope 3 Category 6 Business Travel baseline is 36.93 tCO_2e**. Air travel represents the substantial majority of the category total.

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Data Quality and Review

The calculation uses the best available 2024 Company records. Estimates and proxy assumptions have been identified explicitly rather than presented as measured data.

Adjustments and Assumptions

For hotel room-nights in Austria and the Czech Republic, where no country-specific 2024 Government hotel factor was available, an average derived from the Government hotel dataset was used as a documented proxy. Where two employees shared one hotel room, the room-night was apportioned between them to prevent double counting. For the Eurotunnel journeys, tunnel miles were excluded from road-driving emissions because the vehicle engine was recorded as off during the crossing; the tunnel movement was accounted for separately

UK Government GHG Conversion Factors for Company Reporting 2024 (DESNZ/DEFRA) were used wherever an applicable factor was available: https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2024

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Category 7 – Employee Commuting

Scope and Reporting Year

This calculation covers employee travel between home and the regular workplace during the 2024 reporting year.

Employee commuting in Company-owned or Company-controlled vehicles has been excluded from the Scope 3 Employee Commuting total where the associated vehicle emissions are already accounted for within the Company's Scope 1 reporting, thereby avoiding double counting.

Walking and cycling have been recorded as zero emissions for the purposes of this calculation.

Data Sources

The calculation has been prepared using Company records and information relating to:

- Employees working during the 2024 reporting period;
- Normal home-to-work return journey distances;
- Principal mode of transport;
- Working patterns and estimated commuting days;
- Working-from-home arrangements where applicable;
- Non-working days and relevant variations to normal working patterns; and
- Known car-sharing arrangements

Calculation Methodology

Annual commuting activity was calculated for each employee using:
Return journey distance × number of commuting days

Distances recorded in miles were converted to kilometres using:
1 mile = 1.609344 kilometres

The appropriate UK Government 2024 greenhouse gas conversion factor was then applied according to the relevant mode of transport.

Emissions were calculated in $kgCO_2e$ and converted to tonnes of carbon dioxide equivalent (tCO_2e).

Reported Emissions

The resulting **2024 Scope 3 Employee Commuting baseline is 19.839 tCO_2e**.

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Adjustments and Assumptions

The calculation reflects known variations in individual working arrangements, including part-time or compressed working patterns and days worked from home.

Where employees travelled together in the same private vehicle, the shared vehicle journey was counted once rather than separately for each passenger.

Company vehicle journeys already accounted for elsewhere within the Company's greenhouse gas inventory were assigned zero emissions within this Scope 3 category to prevent double counting.

Where walking formed the employee's commuting mode, no emissions were attributed to the journey for this calculation.

Conversion Factors

The calculation uses the relevant **UK Government 2024 greenhouse gas conversion factors for Company reporting**, selected according to the mode of transport recorded for each employee.

The conversion-factor source and calculation methodology have been retained with the supporting calculation spreadsheet to provide an audit trail and allow the calculation to be reproduced.

Data Quality and Review

The calculation is based on the best available Company records and employee commuting information for the 2024 reporting year.

The underlying data, assumptions and calculations have been retained as supporting evidence. The calculation has been internally prepared and independently checked against the UK Government 2024 conversion factors.

This methodology will be reviewed for future reporting periods and refined where improved activity data becomes available.

UK Government GHG Conversion Factors for Company Reporting 2024 (DESNZ/DEFRA) were used wherever an applicable factor was available: https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2024

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Category 9 – Downstream Transportation and Distribution

Scope and Reporting Year

This calculation covers third-party transportation and distribution of goods dispatched by Adam,Rouilly Limited to customers during the 2024 reporting year. The source dataset contains consignment records and records the dispatch date, origin and destination country/postcode, chargeable shipment weight, transport mode and freight cost.

The source file identifies both road consignments and air consignments. Chargeable weight is available for the dataset except for three records with zero weight or incomplete destination information. Those three records have been excluded from the activity calculation rather than assigned an assumed weight.

Calculation Methodology

An activity-based tonne-kilometre method has been used. For each included consignment, emissions are calculated as:

Shipment weight (tonnes) × estimated transport distance (km) × emission factor (kgCO2e/tonne.km)

The 2024 UK Government Greenhouse Gas Conversion Factors have been used for freight transport. The road calculation uses the "All HGVs - Average Laden" freight factor of 0.09752 kgCO2e per tonne-km as a proxy because the courier vehicle mix was not available. Air freight uses the 2024 freight-flight factors with radiative forcing: 1.66816 kgCO2e per tonne-km for short-haul movements and 1.09904 kgCO2e per tonne-km for long-haul movements. A 3,700 km threshold has been used to distinguish short- and long-haul air freight.

Distance Assumptions

Actual carrier route distances were not available. Distances are therefore estimated on a consistent basis. UK road deliveries use representative distances from the ME10 origin to the relevant postcode area. International road movements use great-circle distance from the UK origin to the destination-country centre with a 20% uplift to reflect road routing. Air movements use great-circle distance from the UK origin to the destination-country centre; the selected UK Government air-freight factors already incorporate the published distance uplift used in the conversion-factor methodology.

These assumptions mean the result should be treated as a reasonable Scope 3 estimate rather than a carrier-verified shipment footprint. The underlying shipment weights, modes and destinations are retained in the calculation workbook so the estimate can be refined if more specific carrier data becomes available.

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2024 Result

Transport Mode	Chargeable Weight (kg)	Emissions (tCO_2e)
Road	32,128.0	1.160
Air	2,762.5	23.710
Total	**34,890.5**	**24.870**

The resulting **2024 Scope 3 Downstream Transportation and Distribution baseline is 24.870 tCO_2e.** Air freight represents approximately 95% of the calculated downstream emissions. This is consistent with the materially higher emission intensity of air freight compared with road freight, despite air consignments representing a much smaller proportion of shipment records.

Future Improvement

For future reporting years, the preferred improvement would be to obtain carrier-specific route distance, vehicle/freight-mode information or carrier carbon-report data where available. This would reduce reliance on representative postcode-area and country-centre distance assumptions while retaining the same underlying activity-based calculation structure.

Department for Energy Security and Net Zero, Greenhouse gas reporting: conversion factors 2024, updated 30 October 2024: https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2024

Office for National Statistics, Postal geographies: https://www.ons.gov.uk/methodology/geography/ukgeographies/postalgeography

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Overall Scope 3 Summary

2024 Scope 3 Baseline	Emissions (tCO_2e)
Category 4 – Upstream Transportation and Distribution	51.120
Category 5 – Waste Generated in Operations	0.0627
Category 6 – Business Travel	36.93
Category 7 – Employee Commuting	19.839
Category 9 Downstream Transportation and Distribution	24.870
Total tCO_2e	**132.82**

This Addendum establishes Adam,Rouilly Limited's 2024 baseline for the five reported Scope 3 categories and provides a documented methodology against which future reporting can be reviewed, refined and compared as the quality and availability of activity data improves.

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January 2026

Low Carbon Audit
Carbon Footprint Certificate

This certificate confirms that Adam,Rouilly has had a carbon emission audit carried out for the period: **01.01.24 – 31.12.24**

Total emissions calculated for the year - 52.76 tCO_2e

Under GHG protocol standards and UK Government Conversion Factors

Nextlevel Services

Paul Brown

To renew this certificate please call 07771 727810