



Cabinet Office

# Carbon Reduction Plan

Supplier name: Uniserve Ltd

Publication date: 19<sup>TH</sup> June 2024

## Commitment to achieving Net Zero

Founded by Iain Liddell in 1984, Uniserve has grown to become the UK's largest privately-owned logistics and global trade management provider. Over the last 40 years the business has diversified its supply chain management offer significantly. We are now able to offer the most comprehensive range of freight transport and supply chain solutions on the market.

Driven by a relentless determination to deliver value to customers, Uniserve has become synonymous with quality, reliability and innovation, all delivered at the lowest possible cost. This, allied with continuous investment, has allowed Uniserve to grow and become the UK's largest privately owned logistics and global trade management provider.

As a socially responsible company, we are committed to the principals of good corporate governance and ensure that our business is properly directed and managed for the benefit of its stakeholders; including its managers, employees and customers. Uniserve recognise the need to reduce human impact on the planet. We also recognise there are some significant technological challenges and opportunities for the logistics and distribution sector in the years to come. We are committed to measuring our impact and maintain pragmatic in our approach to carbon reduction and environmental protection whilst maintaining our commercial approach.

### OUR MISSION STATEMENT

To be a recognised leader, by continuing to develop innovative and proven operations and services in logistics and global supply management. To become an integral part of our clients businesses, managing their products and expectations and ensuring they reach market without delay or issue. We will achieve this with a passionate workforce and quality partners around the world, who ensure our business is continually evolving and at the forefront of industry. Our Core Values are: Pride, Improvement, Commitment, Reward, Involvement and Fair Treatment.

## 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.

<b>Baseline Year: January – December 2022</b>	
<b>Additional Details relating to the Baseline Emissions calculations.</b>	
The baseline year is 2022, as this is the first year in which Uniserve Ltd began reporting emissions for the requirements under this measure. We recalculated our baseline emissions and targets in 2023 to account for some emissions related to bulk diesel for another entity which were included in the Uniserve figures in error. Our recalculated 2022 baseline is as below. Previous figures in brackets for comparison.	
<b>Baseline year emissions</b>	
<b>EMISSIONS</b>	<b>TOTAL (tCO<sub>2</sub>e)</b>
<b>Scope 1</b>	<b>10,985 (13,947) tCO<sub>2</sub>e</b>
<b>Scope 2</b>	Location Based = <b>1,868 tCO<sub>2</sub>e</b>
<b>Scope 3</b> (Included Sources)	<b>710 tCO<sub>2</sub>e</b> <ul style="list-style-type: none"><li>• Business travel</li><li>• Employee commuting</li><li>• Waste generated in operations</li><li>• Upstream transportation and distribution</li><li>• Downstream transportation and distribution.</li></ul>
<b>Total Emissions</b>	<b>15,584 (16,525) tCO<sub>2</sub>e</b>

## Current Emissions Reporting

Reporting Year: January – December 2023	
EMISSIONS	TOTAL (tCO <sub>2</sub> e)
Scope 1	10,600 tCO <sub>2</sub> e
Scope 2	Location Based = <b>946 tCO<sub>2</sub>e</b> Market Based (accounting for green electricity purchased) = <b>109 tCO<sub>2</sub>e</b>
Scope 3 (Included Sources)	1,045 tCO <sub>2</sub> e <ul style="list-style-type: none"> <li>• Business travel</li> <li>• Employee commuting</li> <li>• Waste generated in operations</li> <li>• Upstream transportation and distribution</li> <li>• Downstream transportation and distribution</li> </ul>
Total Emissions	Gross Emissions = <b>12,591 tCO<sub>2</sub>e</b> Net Emissions (accounting for green energy) = <b>11,754 tCO<sub>2</sub>e</b>

## Scope 1 and Scope 2:

Scope 1 and 2 emissions are shown in Figure 1. Scope 1 and 2 emissions account for 92% of our emissions reported in scope of this Carbon Reduction Plan. Diesel for the HGV Fleet accounted for 85% of Scope 1 and 2 emissions and was by far the largest emissions source. Decarbonisation of the haulage sector is complex and the government position regarding a future approach remains unclear. We continue to pursue multiple efficiency improvements and fuel options for our fleet as outlined further below. We included our fugitive emissions from air conditioning units for the first time in 2023.

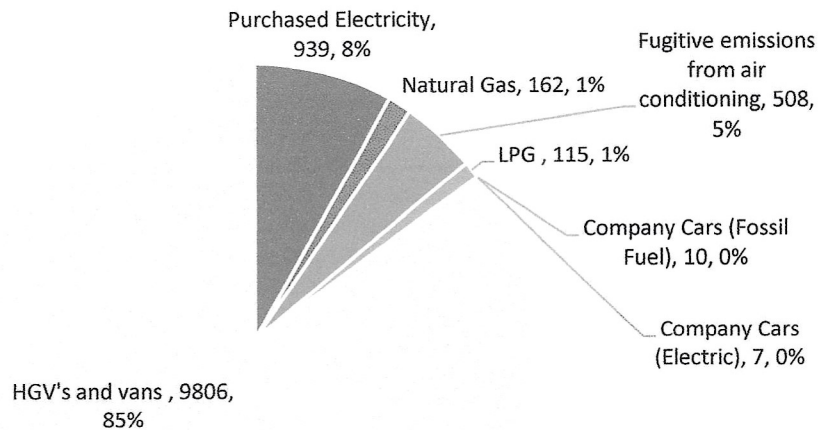


Figure 1 - Scope 1 and 2 Emissions by Category. Scope 2 Emissions are location based above. Uniserve Purchased 88% renewable energy in 2023 reducing our scope 3 emissions under market based reporting. Value = tonnes CO2e

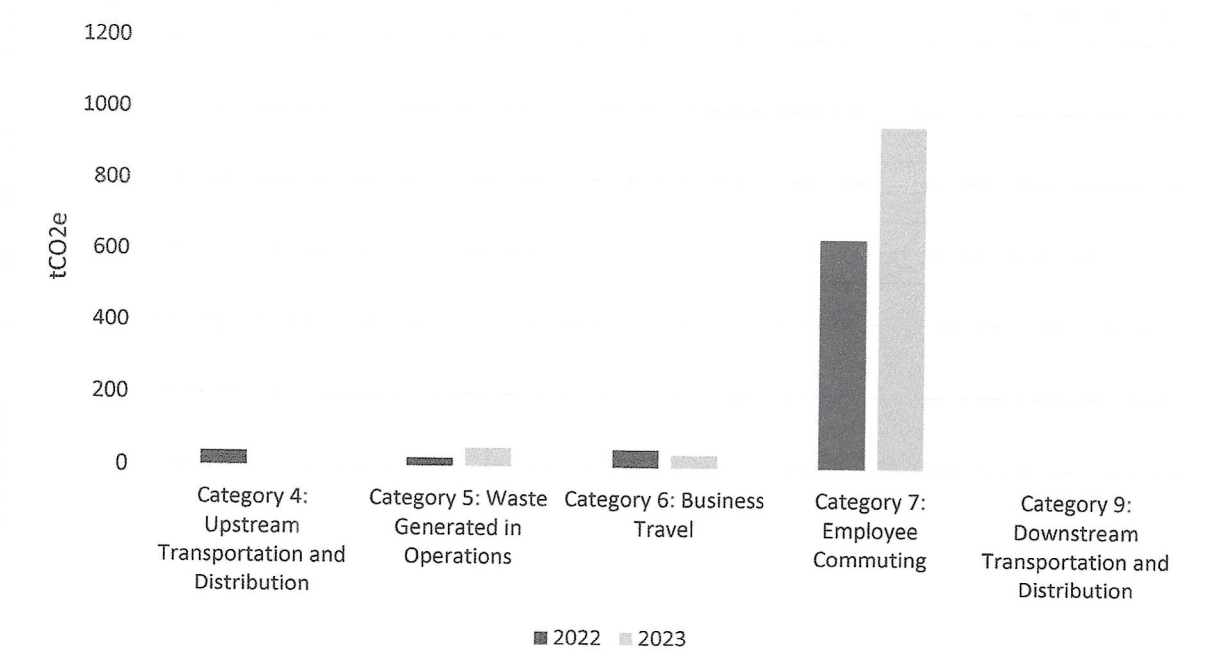


### Scope 3:

Scope 3 Emissions are those which are a consequence of our activity, but which occur at sources which we do not own or control. The scope 3 emissions reported in this Carbon Reduction Plan account for 8% of our emissions reported in scope of this Carbon Reduction Plan. As with many organisations, we have a complex supply chain and measuring our scope 3 emissions will involve continuous improvement. We will endeavour to increase the accuracy and coverage of scope 3 categories over time. Please note our targets and PPN 06 2021 include the following scope 3 categories:

- Business travel
- Employee commuting
- Waste generated in operations
- Upstream transportation and distribution
- Downstream transportation and distribution

A breakdown of scope 3 emissions in the above categories for Uniserve Ltd is outlined below. Our Scope 3 emissions increased by 47% in 2023, this is largely due to an increase in employee commuting emissions and waste generated, following a more accurate data collection process for both of these categories when compared to our baseline year.



## Emissions reduction targets

We have opted to take a 2 phase approach to reducing our emissions, Figure 2. 85% of our total scope 1 and 2 emissions footprint is attributable to diesel use in our fleet. We are committed to increasing efficiencies in our existing fleet, and examining alternative fuels. In 2023 we began to offer HVO as an option for our customers. However, current technology for hydrogen, hydrogen fuel cell and electrification of HGV is some way off being viable. Greater emissions reduction will become accessible over time with advances in technology and infrastructure development.

Phase 1: we are committed to a 2.5% annual reduction in our scope 1, 2, and our scope 3 emissions for categories included under PPN 06 2021 (Business travel; Employee commuting; Waste generated in operations; Upstream transportation and distribution; Downstream transportation and distribution). We will increase our reductions to 6.33% annually from 2035 reaching Net Zero (95% reduction in emissions) by 2050. With the remaining 5% offset in long term removal and storage projects. Our Targets are absolute, meaning we will aim to meet them, even as the business grows.

In 2023 we consumed less diesel, reducing our scope 1 emissions by 3.5% which is in advance of our 2.5% target. Our Scope 2 emissions also decreased by 49% largely due to another business taking responsibility for the emissions associated with electricity for refrigeration at our FMDC warehouse, but also attributable to energy efficiency action. We report here and below our location based figures accounting for the emissions of the UK grid generation mix. In 2023 we began to purchase green energy for 88% of our supply. As a result, our market based emissions for scope 2 are lower, at 109 tCO<sub>2</sub>e a 94% reduction in emissions against our 2022 baseline.

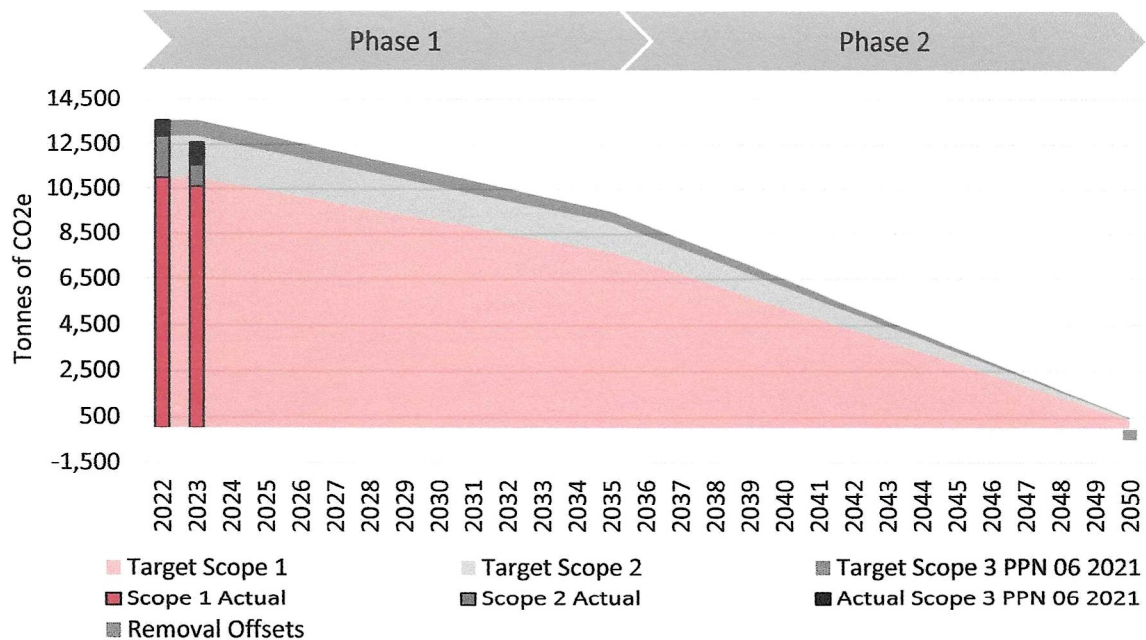


Figure 2 Target graph for Scope 1, 2 (location based) and 5 Categories of Scope 3. Phase 1: 2.5% annual reduction; Phase 2: 6.33% annual reduction; Starting in 2024; Phase 1 to 2035; Phase 2 to 2050; 30% reduction by 2035; 95% reduction by 2050. This to meet the requirements of PPN 06 2021 (Net Zero by 2050). This graph was updated in 2023 in line with the recalculation of our 2022 baseline.



# Carbon Reduction Projects

Reduce: Our completed Carbon Reduction Projects



We follow the [IEMA Greenhouse Gas Management Hierarchy](#):

Eliminate > Reduce > Substitute > Compensate.

- **Generate:** We have invested £2m into 5,500 Solar Panels on Felixstowe Mega Distribution Centre with capacity to generate 2,500 MW of renewable energy PA.
- **Eliminate:** We have eliminated gas at our Felixstowe Mega Distribution Centre, which consumes electricity only.
- **Reduce:** We have evolved innovative projects with clients, one example being a project with client When in Rome, a B-Corp certified company pioneering quality Italian Wine. Utilising a dual chamber flexi bag, we were able to store two separate liquids of 13,000 litres and 10,000 litres in the one 20ft container. The flexi bag uses an innovative design that doesn't require extra reinforcing materials, thus reducing the carbon footprint by 40% compared to other flexi bags.
- **Reduce:** Upgrade Fleet to latest engine variants and fuel saving features. Two new Renault Turbo Compound trucks offering 10% fuel efficiency savings on standard Renault trucks joined the fleet in 2023.
- **Reduce:** We now offer HVO (Hydrogenated Vegetable Oil) as an alternative to Diesel to selected clients. HVO offers a 80-90% reduction in emissions when compared to Diesel equivalents.
- **Reduce:** Driver Eco performance monitored and linked to target and bonus systems. Ongoing driver training – utilise cruise control, telematics drive assessment and coaching via Samsara.
- **Reduce:** Cloud based transport planning system for maximising route optimisation. Monitoring of MPG, fleet managers place best performing vehicles on longest routes.
- **Reduce:** Replace vehicles on a 3-5 year basis – consider fuel efficiency in purchase decisions and all fleet are Euro VI.
- **Reduce:** load weights and tyre pressure email alerts on 90% of trailers by end of 2023 (tyre pressure significantly impacts fuel efficiency).
- **Reduce:** We are transitioning to energy efficient LED lighting at point of replacement across our sites.
- **Reduce:** All new builds have a building management system to track energy performance
- **Reduce:** Where possible we accommodate Hybrid working to reduce employee travel
- **Reduce:** Increased use of software solutions for virtual meetings
- **Reduce:** Bike to work scheme in place
- **Substitute:** In 2023 we began to purchase green energy for 88% of our supply. As a result our market based emissions for scope 2 are lower, at 109 tCO<sub>2</sub>e a 94% reduction in emissions against our 2022 baseline.
- **Substitute:** We are transitioning our company car fleet to electric vehicles. 90,390 miles in electric vehicles in 2023, saving 24 tCO<sub>2</sub>e against the same mileage completed in equivalent diesel vehicles.

## Reduce: Our planned Carbon Reduction Projects

Measure	Target	Reduce
<ul style="list-style-type: none"><li>• <b>Measure:</b> To continue to evolve robust and consistent data collection systems to insure consistent and transparent reporting of our performance.</li><li>• <b>Review:</b> We have commissioned a review of our assets to ascertain the current levels of energy efficiency and identify opportunities for improvement.</li><li>• <b>Review:</b> We actively seek opportunities to trial alternatives to diesel in our HGVs and continue to seek the most efficient fleet options. Including our new HVO offering.</li><li>• <b>Review:</b> We will continue to seek opportunities to work with our customers on partnership opportunities to trial low carbon alternative, such as our flexi-bag project.</li><li>• <b>Review:</b> We are obligated under the Energy Savings Opportunity Scheme to conduct energy efficiency audits of our buildings and fleet. We have commissioned a leading fleet expert to identify opportunities to improve energy efficiency improvements across the fleet with a view to enacting these opportunities where economically and operationally viable.</li></ul>		

### 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>1</sup> and uses the appropriate Government emission conversion factors for greenhouse gas company reporting<sup>2</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>3</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:**

  
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**Position:** Coo

**Date:** 24/06/24

<sup>1</sup><https://ghgprotocol.org/corporate-standard>

<sup>2</sup><https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>

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