

# Carbon Reduction Plan

Reporting period: Dec-2024 to Dec-2025

Published: 18 December 2025

## **GATWARD (MAIDSTONE) LIMITED is committed to net zero scope 1, 2 & 3 emissions by 2050**

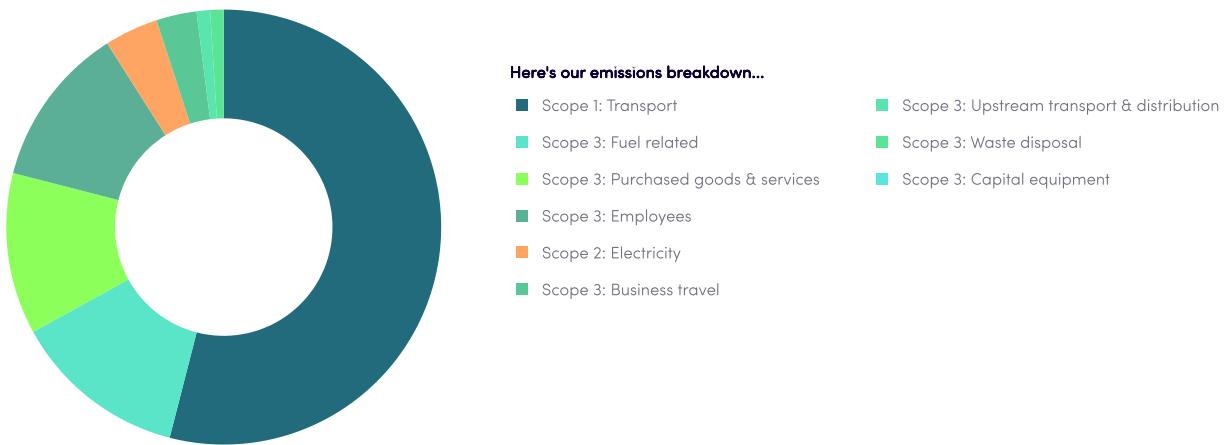
At Gatward (Maidstone) Limited, we are committed to taking meaningful steps to reduce our carbon footprint. We recognise that taking action on climate change is urgent and we have a responsibility to our current team members and partners, as well as to future generations to act now. This Carbon Reduction Plan outlines how we will continue to make positive changes to our behaviour and the way we use resources.

We have developed a detailed plan for reducing carbon emissions, aligning with the protocols set by the Science-Based Targets initiative (SBTi) and ISO Net Zero Guidelines (IWA 42:2022). This document is our roadmap to reach net zero, outlining the strategic measures and initiatives we will implement to reach this goal.

# Our emissions

Reporting Year: 2024	CO <sub>2</sub> e tonnes	
Scope 1	26.739	'Direct' emissions, including fuel for heating plus fuel used by vehicles.
Scope 2	1.846	'Energy' emissions from electricity used in our buildings and to charge electric fleet vehicles.
Scope 3	21.288	'Indirect' emissions that occur across the value chain and outside of our direct control.
Total	49.9	Carbon equivalent in tonnes

This is the first year of reporting carbon emissions. In future years, we'll show how we've reduced carbon from these baseline figures.



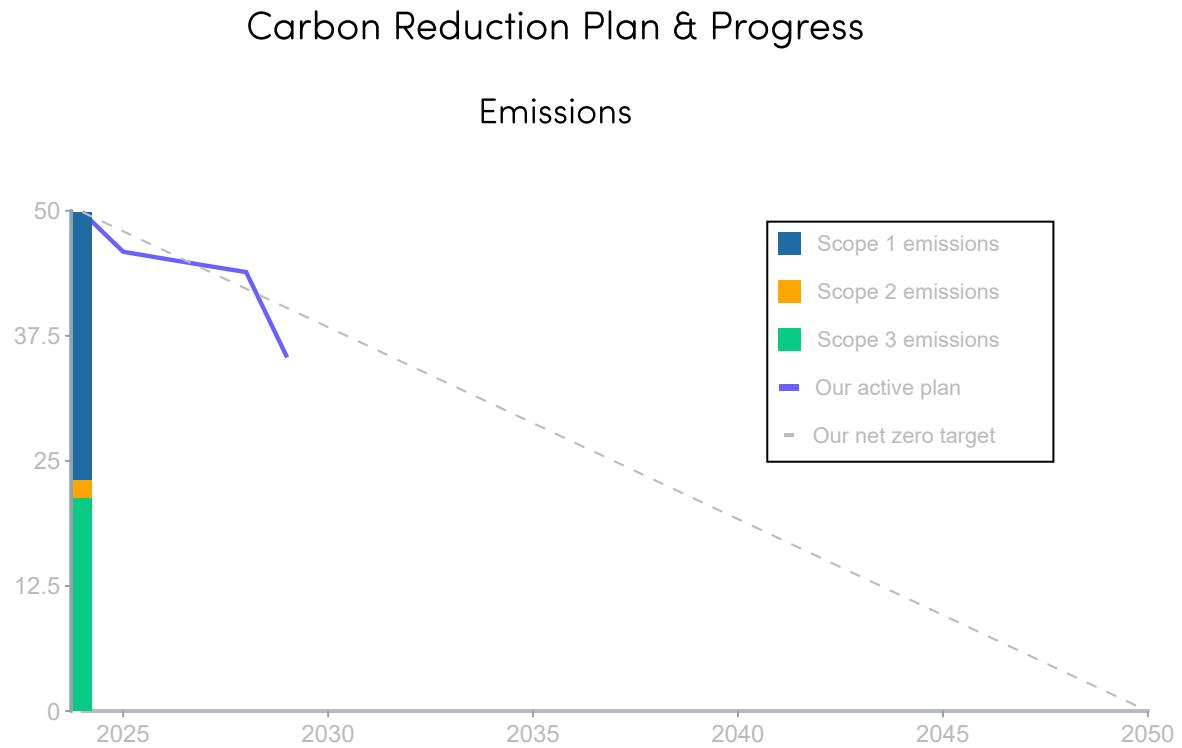
Of our 21.3 tonnes of associated Scope 3 emissions, the following subset are detailed:

Category	Reporting year: 2024	CO <sub>2</sub> e tonnes	
4	Upstream transport & distribution	0.374	Emissions from transporting purchased goods and materials from suppliers, plus courier services
5	Waste	0.269	Waste generated by the business
6	Business travel	1.717	Personal travel by air, rail, car
7	Employee commuting	6.182	Employee commuting emissions
9	Downstream transport & distribution	0	There are no emissions from transportation and distribution of products after the point of sale

Transport is our main source of emissions (Scope 1) and it is hard to reduce these currently as there are not many affordable electric/hybrid alternatives for our business activities. We have invested recently in Euro 6 recovery trucks which is the highest standard of emissions currently available for commercial vehicles and meet the criteria for all low emission zones throughout the UK and Europe. Gatward (Maidstone) Limited will continue to review the vehicle market for lower carbon alternatives.

# Our decarbonisation plan

We're on track to achieve an overall carbon reduction of 12% in the next five years. By tackling direct sources of carbon emissions we aim to reduce emissions (5% reduction) and by working with our suppliers (22% reduction) Through these changes we aim to reduce our carbon footprint from 50 tonnes to 44 tonnes by 2030.



These are the technologies that we will adopt to reduce our direct carbon footprint:

	Date	Carbon saved
Solar PV	2026	0.5 tonnes CO <sub>2</sub> e pa
EVs	2031 to 2035	21.4 tonnes CO <sub>2</sub> e pa

## Upcoming Initiatives

Cutting carbon isn't just about investing in new technology, it's also about changing behaviours and habits. We plan to engage our entire workforce in carbon reduction through the following initiatives:

To increase our use of renewable energy we'll explore installing solar PV at our office.

We will continue to maintain a rewilded wetland area around our office and will review opportunities to enhance the biodiversity of the area where appropriate.

As part of our carbon reduction journey we will be improving the way we measure and report our carbon emissions.

To reduce energy wasted in heating, we'll explore energy efficiency measures, such as: loft/ceiling insulation; window glazing. To lower our electricity use, we'll explore the following measure actions: installing more LEDs; installing more energy-saving controls; replacing compressed air with battery tools where possible .

To reduce our transport emissions we plan to transition to lower carbon vehicles when feasible. In the meantime, we continue to keep a watching brief on suitable EV alternatives for our recovery vehicle fleet.

We will work with suppliers to reduce the carbon associated with our supply chain by exploring increased use of sustainable equipment, such as refurbished parts where appropriate and by reviewing our procurement processes in order to select lower carbon products and services.

By exploring 'time-of-use' tariffs and working to change our operations, we hope to increase the proportion of lower carbon electricity used.

We will review our internal processes to minimise material waste where possible.

# Declaration

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<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 GATWARD (MAIDSTONE) LIMITED

Geoffrey Gatward, Managing Director

Date: 18-12-2025

<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>



## Carbon Reduction Plans by Gopher Zero

This PPN006 compliant CRP has been compiled using the Gopher Zero online platform. Gopher Zero used data provided by this business, information from equipment suppliers, as well as standard assumptions around typical energy use and journey patterns.