Howorth Air Technology Limited

# CARBON REDUCTION PLAN

Sustainability at Howorth Air Tech

September 2025

# Carbon Reduction Plan

Cleaner environment
Part of our sustainability initiative

**Publication date: 25th September 2025**

## Commitment to achieving Net Zero

Howorth Air Tech is committed to achieving Net Zero emissions by 2050.

## 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.

| Baseline year emissions: 2022 (1st January to 31st December) |
|---|
| **Additional Details relating to the Baseline Emissions calculations.** |
| Howorth Air Tech's emissions reporting began in the 2022 reporting year. Our initial 2022 baseline covers Scope 1 and 2 emissions and a subset of Scope 3 based on operational control, including: Fuel- and Energy Related Activities (3.3), Waste Generated in Operations (3.5), Business Travel emissions from grey fleet (3.6), and Staff Commuting (3.7).<br><br>For 2023 onwards, we have expanded our Scope 3 reporting to include the following additional categories that are materially relevant to our activities: Purchased Goods & Services (3.1) and Upstream Transport (3.4). In addition, coverage of Business Travel emissions (3.6) expanded to include flights, trains and taxi usage. A full list of included and excluded emissions categories under the GHG Protocol are listed at the end of this report.<br><br>Purchased Goods & Services emissions are calculated based on the suppliers that together make up 90% of our spend on goods and services not otherwise covered in other emissions categories. Emissions for 2023 and 2024 were calculated using spend-based analysis.<br><br>Reported Upstream Transport emissions for 2023 and 2024 covered the activities of customer deliveries by our logistics partners, which account for the vast majority of customer deliveries. Reported emissions do not currently cover the upstream transport of goods from suppliers due to a lack of accessible data. These activities will be added to a future rebaseline when data become available.<br><br>To better reflect our real-world environmental impact, our Staff Commuting figures include homeworking, all air travel and transport calculations include the impact of radiative forcing, and we have used life cycle emission factors for Scope 3 activities wherever possible. We are committed to continuous improvement in our emissions data, and recalculation of our base year will be implemented in future reporting periods if necessary to maintain an effective base year comparison. |

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| Baseline year emissions: 2022 (1st January to 31st December) | |
|---|---|
| **Emissions** | **Total (tCO2e)** |
| Scope 1 | **231.41** |
| Scope 2 | **33.45** |
| Scope 3 (Included Sources) | **311.94**<br>(3) Fuel and Energy Related Activities: 62.57<br>(5) Waste Generated in Operations: 2.89<br>(6) Business Travel: 39.43<br>(7) Staff Commuting: 207.05 |
| Total Emissions | **576.79** |

## Current Emissions Reporting

| Reporting year: 2024 (1st January to 31st December) | |
|---|---|
| **Emissions** | **Total (tCO2e)** |
| Scope 1 | **220.38** (-4.8%) |
| Scope 2 | **4.33** Market-based (-87%)<br>**35.29** Location-based (+5.5%) |
| Scope 3 (Included Sources) | **2,667**<br>(1) Purchased Goods and Services: 2,225<br>(3) Fuel and Energy Related Activities: 51.05 (-18.4%)<br>(4) Upstream Transportation and Distribution: 115.90<br>(5) Waste Generated in Operations: 5.82 (+101.4%)*<br>(6) Business Travel: 66.40 (+68.4%)**<br>(7) Staff Commuting: 202.84 (-2.0%)<br>(9) Downstream Transportation and Distribution: N/A†<br>*Increase in emissions due to a site move during 2024.<br>**Increase in emissions due to an increased boundary of reported activities since baseline.<br>†The vast majority of downstream deliveries are paid for by Howorth Air Tech via our logistics partners and are therefore reported in the Upstream Transport category. |
| Total Emissions | **2,892** Market-based |

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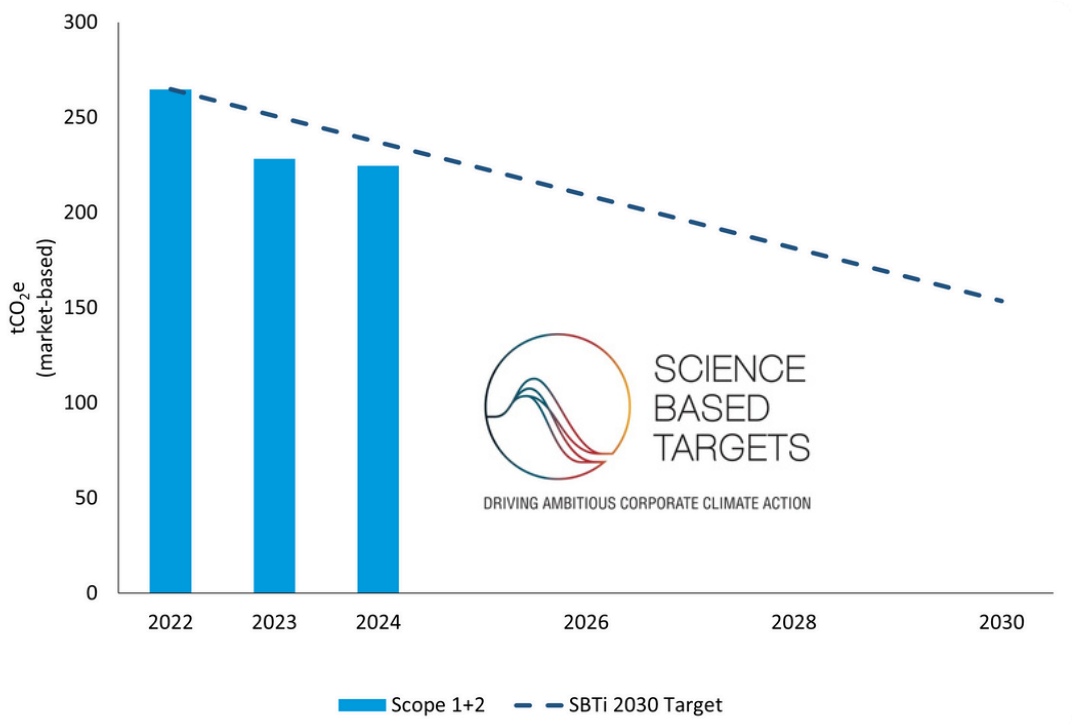
## Emission Reduction Targets

Howorth Air Tech has committed to a long-term target of achieving net zero by 2050.

In order to continue our progress to achieving Net Zero, we have also set a near-term, science-based target. Howorth Air Tech commits to reduce Scope 1 and Scope 2 GHG emissions 42% by 2030 from a 2022 base year, and to measure and reduce our Scope 3 emissions. The Science Based Targets initiative has approved our near-term science-based emissions reduction target.

We are currently on-track for achieving this target, with Scope 1 and 2 emissions (market-based) 15.2% lower in 2024 compared to 2022:



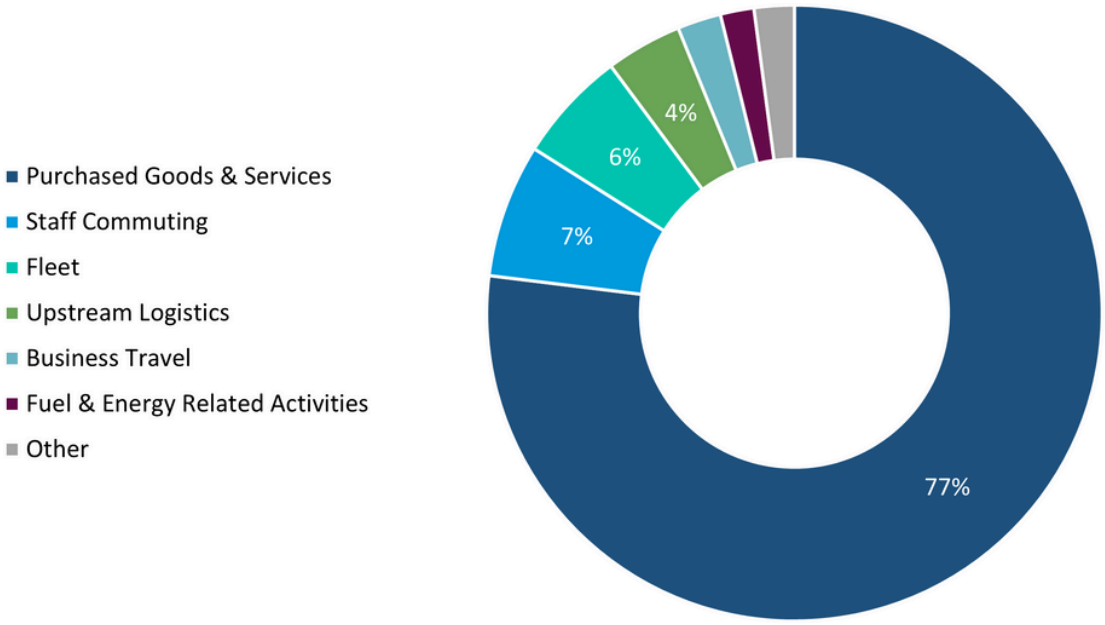

## Carbon Reduction Projects

As a responsible organisation we are committed to doing the right thing for the future of our business, our people, our communities, and our planet.

Climate action is a key part of the Cleaner Environment pillar of our Sustainability at Howorth Air Tech framework, which informs all of our sustainability activities. This includes taking ambitious measures to bring down our greenhouse gas emissions in line with science-based targets.

Sustainability
at Howorth Air Tech

The breakdown of our 2024 emissions is as follows:




## Projects Completed/Underway

**Reporting & disclosure**

A significant amount of progress has been made since 2022 to build the groundwork for future projects by improving our reporting and measurement practices, which has resulted in Howorth achieving the Ecovadis Silver standard and Science Based Targets initiative (SBTi) verification for our 2030 emissions reduction target. In 2024 we also achieved CDP score B (the highest available to SME businesses in 2024) for climate change disclosure.

Since 2022, we have greatly expanded our data capture for Scope 3 and are now able to report against almost all material aspects of our footprint for which we have operational control.

**Buildings**

Energy consumption at Howorth Air Tech's sites generated around 24% of our total Scope 1 and 2 emissions in 2024. During 2024 we moved out of our largest site to a more modern building that is better suited to retrofitting for energy efficiency and decarbonisation over the coming years. Measures already under consideration include rooftop solar and staff energy efficiency training. The new site also has wellbeing facilities for cycling commuters.

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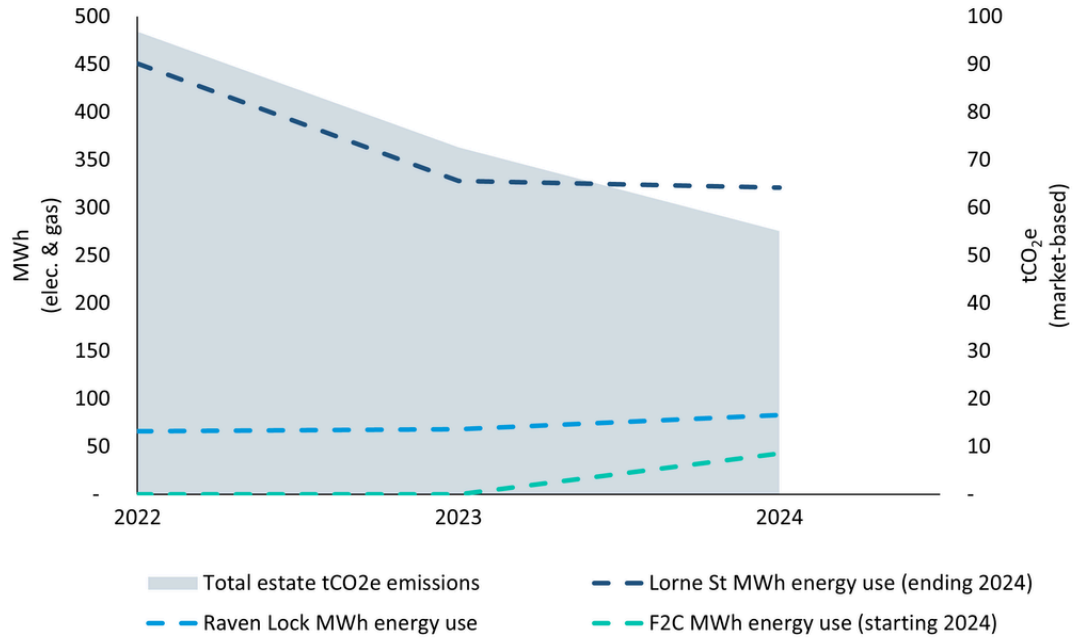
**Renewable electricity**

We have gradually increased the share of renewable electricity in our energy procurement since 2023. As of the end of 2024, all of the electricity we consume is now backed by independently assured Renewable Energy Guarantee of Origin (REGO) certificates from solar, wind, tidal, hydroelectric or biomass sources.

This has led to a significant decrease in market-based emissions from energy use across our estate. However, we will continue to report our location-based electricity emissions annually and take measures to reduce electricity consumption on an absolute basis.




**Commuting & travel**

Staff Commuting was the second-largest contributor to Howorth's Scope 3 emissions in 2024. To encourage and incentivise more sustainable methods of commuting we now have a Cycle to Work scheme and EV Salary Sacrifice scheme in place for our workforce. Early uptake of EV Salary Sacrifice is expected to deliver an estimated 79,000 miles of zero tailpipe emissions per year, saving around 20 $tCO_2e$.

**Product efficiency**

We recognise that Howorth Air Tech's products have a lifecycle impact through the energy they consume. We have started to offer upgrades to reduce emissions for our customers, for example by retrofitting high efficiency LEDs into our downflow booths. These efforts will serve to reduce our Scope 3 emissions from Use of Product (3.11), which we aim to begin reporting on in future.

## Future Carbon Reduction Initiatives

Moving forward, we will be making targeted interventions to tackle the emissions hotspots we have identified through our analysis. Our 2024 reporting shows that Purchased Goods and Services are responsible for over three quarters (77%) of Howorth Air Tech's emissions. A large portion of the remaining emissions (19%) are generated through transport or travel.

In the future we hope to implement targeted measures such as:

**Eco driver training & optimisation**
Our company fleet is responsible for around three quarters of our Scope 1 and 2 emissions in 2024, and is the second largest contributing category to Howorth Air Tech's footprint overall. We plan to analyse our vehicle usage data to investigate how we may be able to use vans more efficiently between hubs across the country to minimise movement of goods. We will also explore options for training and incentives to reduce fuel consumption through improved driving habits.

**Fleet electrification**
Long-term, Howorth's single largest direct emissions reduction opportunity is to electrify our fleet of vans. We are analysing our vehicle usage data to identify the most suitable vans for replacement and will begin investing on a case-by-case basis as and when it is feasible to do so.

**Workforce engagement**
We plan to roll out awareness training for our staff to embed a more sustainable, energy efficient culture in the workplace and encourage uptake of initiatives to bring down commuting and travel emissions, such as our Cycle to Work and EV Salary Sacrifice schemes.

**Supplier engagement**
During 2025, we have worked with external sustainability specialists to begin mapping and calculating the impact of our supply chain. We now have a spend-based understanding of our emissions from Purchased Goods and Services, which has identified our largest emissions hotspots. Moving forward, we plan to update our calculations from spend-based estimates to more accurate volumetric data where possible, and engage with key suppliers to understand their own net zero plans.

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## 2024 Reporting Boundary

| GHG Protocol Reporting Category | Inclusion/Exclusion |
|---|---|
| Stationary Combustion (1.1) | Included |
| Mobile Combustion (1.2) | Included |
| Process Emissions (1.3) | Excluded: not applicable |
| Fugitive Emissions (1.4) | Excluded: estimated to be insignificant |
| Electricity (2.1) | Included |
| Purchased Goods and Services (3.1) | Included |
| Capital Goods (3.2) | Included within Purchased Goods and Services |
| Fuel and Energy Related Activities (3.3) | Included |
| Upstream Transport and Distribution (3.4) | Included (purchased logistics only) |
| Waste Generation (3.5) | Included |
| Business Travel (3.6) | Included |
| Staff Commuting (3.7) | Included |
| Upstream Leased Assets (3.8) | Excluded: not applicable |
| Downstream Transport and Distribution (3.9) | Excluded: estimated to be insignificant |
| Processing of Sold Products (3.10) | Excluded: not applicable |
| Use of Sold Products (3.11) | Excluded: limited access to data |
| End-of-life of Sold Products (3.12) | Excluded: limited access to data |
| Downstream Leased Assets (3.13) | Excluded: not applicable |
| Franchises (3.14) | Excluded: not applicable |
| Investments (3.15) | Excluded: not applicable to current operations |

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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* and uses the appropriate Government emission conversion factors for greenhouse gas company reporting**.

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***.

* https://ghgprotocol.org/corporate-standard
** https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting
*** https://ghgprotocol.org/standards/scope-3-standard

### Signed on behalf of the organisation

**Signature:** 

**Name & Position:** John Hale, Supply Chain & OpEx Director

**Date:** 25th September 2025