Climate Transition Plan.

Y-2025

Jays Transport

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Hi.



From Our Transport Manager:

This Cliamte Transition Plan sets out our commitment to understanding, measuring and reducing the environmental impact of our operations. It represents an important step in our journey towards continual improvement, operational transparency, and emission reduction strategies.

Looking ahead, Jays Logistics (South West) Ltd is committed to embedding sustainability into our business decisions through investment in cleaner technologies, improved operational efficiency, responsible procurement, and engagement with our employees, customers and supply chain partners. This Transition Plan provides the framework that will guide our progress as we support the UK's ambition to achieve Net Zero greenhouse gas emissions by 2050.

Who We Are.

We are Jays Logistics (South West) Ltd, trading as Jays Transport: a family-owned haulage and logistics business based in Highbridge, Somerset. We recognise that the road transport, warehousing and logistics sector has a significant role to play in supporting the UK's transition to a low-carbon economy. As a business operating HGV transport and storage services throughout the UK, we understand that reducing greenhouse gas emissions is not only an environmental responsibility but also an essential part of delivering efficient, resilient and sustainable services for our customers, employees and the local communities in which we operate.

We hold ISO 9001, FORS Silver and Bronze, Constructionline Gold, and EcoVadis Bronze certification. Our RTITB Master Driver CPC membership supports safer, more fuel-efficient driving across the fleet.

Our SDG Alignment.

While we have not yet formally aligned our strategy with the United Nations Sustainable Development Goals, many of our existing commitments already support them.

Our work connects to SDG 7 (Clean Energy), SDG 8 (Decent Work), SDG 9 (Industry and Innovation), SDG 12 (Responsible Consumption), and SDG 13 (Climate Action).

SDG 7
Affordable and Clean Energy

SDG 9
Industry, Innovation and Infrastructure

SDG 12
Responsible Consumption and Production

SDG 13
Climate Action

2,837 tCO_2e
Scope 1

19 tCO_2e
Scope 2

1,322 tCO_2e
Scope 3

4,179 tCO_2e
Total Footprint

4
Strategies Ahead

2050
Net Zero

Executive Summary.

This Climate Transition Plan marks Jays Transport's second annual carbon report, building on the Y–2024 baseline with an expanded inventory and a deepening commitment to transparent disclosure.

The total carbon footprint for the period 1 November 2024 to 31 October 2025 stands at 4,178.93 tCO_2e. The largest emissions source is Scope 1 mobile combustion, fleet diesel consumption, accounting for 68% of the total. On an intensity basis, emissions relative to business activity, they emit 212.8 tCO_2e per £m revenue and 39.8 tCO_2e per employee.

Over the next twelve months, the priorities are formalising waste data collection, delivering carbon literacy training, launching supply chain sustainability engagement, and exploring alignment with the Science Based Targets initiative. These actions, aligned with a 1.5°C pathway and responsible business practice, build the momentum this transition demands.

The Landscape.

Road freight is the backbone of UK commerce, and one of the hardest sectors to decarbonise. Transport is one of the UK's largest emitting sector, accounting for 24% of national greenhouse gas output, and heavy goods vehicles represent a large portion of that. The underlying problem isn't lack of commitment, but an uncertainty in which zero-emission technology is most suitable for long-haul HGVs. Battery electric, hydrogen and biomethane each carry different trade-offs, and all carry infrastructure scale limiation and affordability concerns.

The regulatory picture reflects that complexity. Government frameworks set clear expectations for reducing carbon intensity from new vehicles, and procurement. The Environmental Audit Committee's response to the Seventh Carbon Budget (June 2026) calls explicitly for infrastructure delivery to precede deployment surges, for pre-agreed contingency options where technologies are nascent, and for active monitoring of trigger points if the transition doesn't arrive at the expected pace or scale.

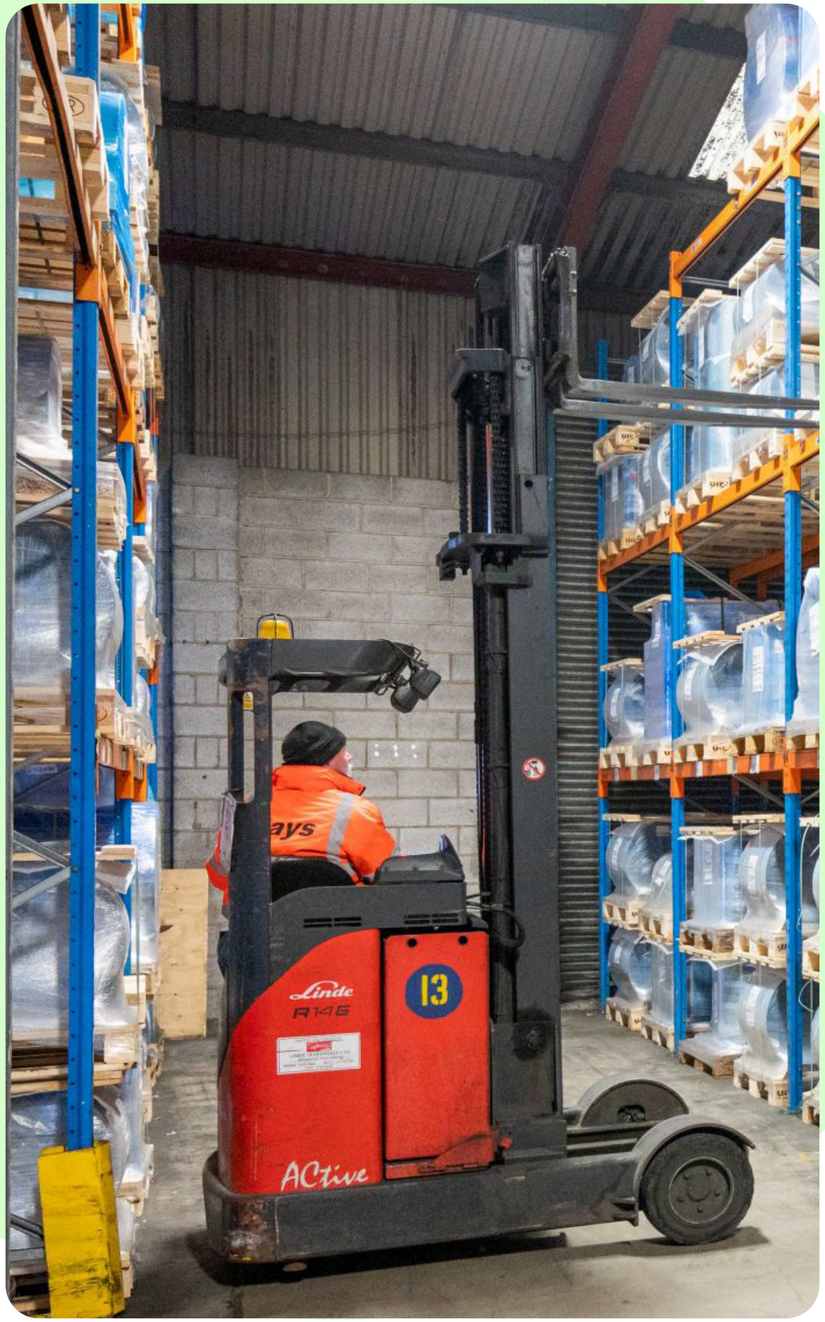
Jays Transport's customers are already factoring this in. The emissions produced by a logistics partner sit directly within a customer's Scope 3 footprint. Across freight and distribution, businesses are publishing baselines, setting targets, and measuring progress for the procurement teams and sustainability auditors that require it.

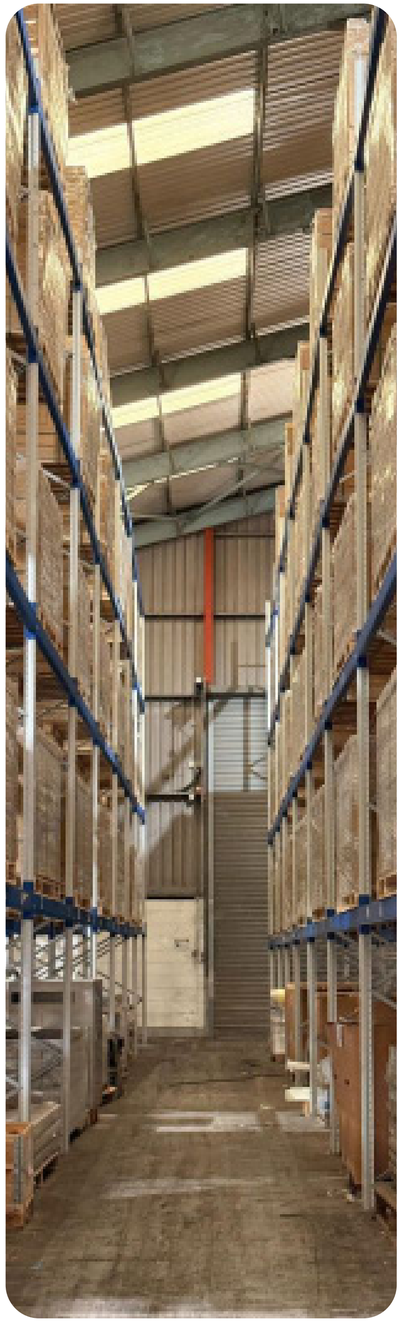
24%

The percentage of emissions produced by Surface transport across the UK

2050

The UK's legal net zero deadline.





Looking Beyond.

Our Governance.

Jays Transport's governance is structured, documented and independently reviewed. This is the company's second annual carbon footprint, prepared in accordance with the GHG Protocol, reviewed by ISEP-certified carbon accountants at Balanced, and signed off at board level by the directors of Jays Logistics (South West) Ltd. Underpinning these commitments is a formal internal policies, including a Corporate Social Responsibility Policy, an Environmental Policy and an Equal Opportunities Policy, each versioned, reviewed annually and approved at director level.

Our People.

Around 105 people run the operation. The Equal Opportunities, Diversity and Inclusion Policy, signed by Managing Director Jonathan White, governs recruitment and progression on merit, with apprentices mentored and paid above the legal minimum. The workplace is protected by clear grievance procedures and equal-pay principles, noise is monitored quarterly at both sites (averaging 66.7 dB(A), well within limits), and staff commuting is surveyed and fed straight into the Scope 3 inventory.

Our Community.

Jays Transport is a long-standing part of the South West economy, a member of Somerset Chambers of Commerce and the TPN national pallet network. It favours local suppliers where possible, cutting transport miles and keeping economic activity in the region, and partners with Somerset Wildlife Trust through the Wilder Carbon programme to support habitat restoration across Somerset.

Our Value Chain.

TPN membership enables load consolidation and network-level route efficiency, reducing empty running, supported by telematics and load-optimisation software and HVO and ElimiNOX fuel trials during the year. Sustainable procurement is documented policy: supplier contracts set responsible-business terms, a prompt-payment commitment and Modern Slavery Policy are in place, and upstream Scope 3 now covers purchased goods, capital goods and energy supply, building the base for structured supplier engagement.

Our Environment.

The Environmental Policy frames site-level management of energy, waste, hazardous materials and spillage risk, each risk-assessed and reviewed annually. LED lighting, energy monitoring and a company-wide “switch it off” principle run alongside SAFED driver training with telemetry on every LGV. Hazardous waste is managed under the 2005 Regulations with logged returns, wash water is recycled through interceptor tanks, and air quality is monitored (PM2.5 7.4 mu g/m³, PM10 14.4 mu g/m³, both well within target).

Our EcoVadis Performance.

Jays Transport holds an EcoVadis Bronze medal at 65/100, the 70th percentile globally and well ahead of the ~38/100 sector average, benchmarked against 73 road-transport peers. Environment is the strongest theme (70/100), with Ethics and Labour & Human Rights also above the median and Sustainable Procurement the main development area. The gaps identified map onto the year-ahead strategies, and the target is EcoVadis Silver at the February 2027 renewal.



Inventory Performance.

The full inventory for the year is set out below by scope and activity. Activity data is supplied by Jays Transport and converted with DESNZ/DEFRA conversion factors

Carbon Performance.

Jays Transport is a road freight business, which means the fleet is the footprint. Diesel combustion across 70+ vehicles accounts for 67.9% of total emissions, not because of inefficiency, but because that is what moving goods by road looks like at this scale. The Y-2025 total of 4,178.93 tCO_2e is higher than the baseline year, but that increase is primarily due to a wider reporting boundary. Upstream energy supply and capital goods, both added to the Scope 3 boundary this reporting year, account for part of the headline movement.

Hotspot Analysis.

Three areas account for the vast majority of the footprint. The diesel fleet sits at the top, the fuel burned to move goods is a non negotiable at this time. Upstream energy, the carbon embedded in producing and delivering that diesel to the pump, follows as the second largest source. Capital goods, the embedded carbon in the vehicles and equipment that make the operation possible, complete the top three. Together these reflect the business structure of a freight operation rather than any specific inefficiency. Employee commuting is smaller but the category most directly influenced by people-led action.

39.8
tCO_2e/FTE

212.8
tCO_2e/£m turnover

Scope	tCO_2e	Share
Scope 1, direct fuel combustion	2,837.41	67.9%
Scope 2, purchased electricity	19.15	0.5%
Scope 3, measured value chain	1,322.37	31.6%
Total (market-based, fossil)	4,178.93	100%

Historical Analysis.



Jays Transport's total footprint increased from 2,341.43 tCO_2e in Y-2024 to 4,178.93 tCO_2e in Y-2025.

Scope 1.

Scope 1 increased primarily due to higher fuel consumption. The fleet reduced in size from 75 to 70 vehicles, but diesel litres rose from 859,080 to 1,103,700, a 28.5% increase, reflecting greater utilisation per vehicle as business demand grew. A minor upward revision to the DEFRA emission factor for diesel (2.51279 to 2.570 $kgCO_2e$ per litre) contributed a further 65 tCO_2e, in line with the annual UK government update.

Scope 2.

Scope 2 moved in a positive direction, down 7.3%, as electricity consumption and the associated emission factor continued to reflect a decarbonising UK grid.

Scope 3.

Scope 3 accounts for the largest share of the year-on-year increase, but the primary driver is expanded reporting coverage rather than new emissions activity. Capital goods (embedded carbon in fleet vehicles and equipment) was reported for the first time at 485.04 tCO_2e. Energy supply was extended from transmission and distribution losses only to the full upstream Well-to-Tank pathway for diesel, at 681.56 tCO_2e. Employee commuting, reported on the same methodology in both years, reduced by 10% to 139.47 tCO_2e, reflecting updated UK government conversion factors.

On an intensity basis, revenue intensity moved from 119.21 to 212.8 tCO_2e per £m and headcount intensity from 20.36 (115 FTE) to 39.8 tCO_2e per FTE (105 FTE), both tracking the expanded Scope 3 boundary. Year-on-year reporting with a growing inventory is a sign of a carbon programme maturing, and it is the foundation on which the strategies ahead are built.

Climate Risks.

Physical Risks.

Flooding and severe weather present the most material physical risks for Jays Transport, and both are consistent across warming scenarios. The Met Office UKCP18 report projects sea level rises of 0.4 metres under a low emissions pathway and 0.7 metres under a high emissions pathway, a structural and permanent shift in the UK's flood risk profile. Severe storms are also expected qross all scenarios, reinforcing the pattern of elevated weather event exposure.

For a logistics operation of Jays Transport's scale, these risks translate into concrete operational exposure. The M5 corridor is the primary arterial route for HGV movements across the South West. Flooding events, whether driven by inland precipitation or coastal inundation, have historically caused significant and extended disruption to this route and to the wider South West road network. As frequency and severity increase, so does the risk of route closures, delayed journeys and damage to vehicles and depot infrastructure.

Reputational Risks.

Physical disruption does not stay within operations. The downstream consequence of a flood–related route closure is a missed or delayed delivery, and for a logistics partner, reliability is the pulse of the commercial relationship. Clients depend on Jays Transport to move goods on time, on the terms agreed. When that commitment cannot be met, even for reasons attributable to extreme weather, it introduces doubts of dependablity for future contracts.



The plan from here.

4
Strategies Ahead

Net Zero
2050



The Strategies

1. Standardised Waste Data Collection and Management.

Waste management practices are well established at Jays Transport, with hazardous waste logs, quarterly returns and approved carrier disposal already embedded in the Environmental Policy. The next step is connecting those operational practices to the carbon account through standardised data collection: consistent measurement of waste volumes by type, captured regularly and reconciled against disposal records.

2. Carbon Literacy Training.

EcoVadis has identified a gap in documented evidence of GHG initiative evaluation. Carbon literacy training for site managers and operational leads builds the internal capability to close that gap. When the people delivering initiatives understand how their decisions translate into emissions and how to measure whether an action has worked, the business moves from external dependency to internal accountability.

3. SBTi Investigation.

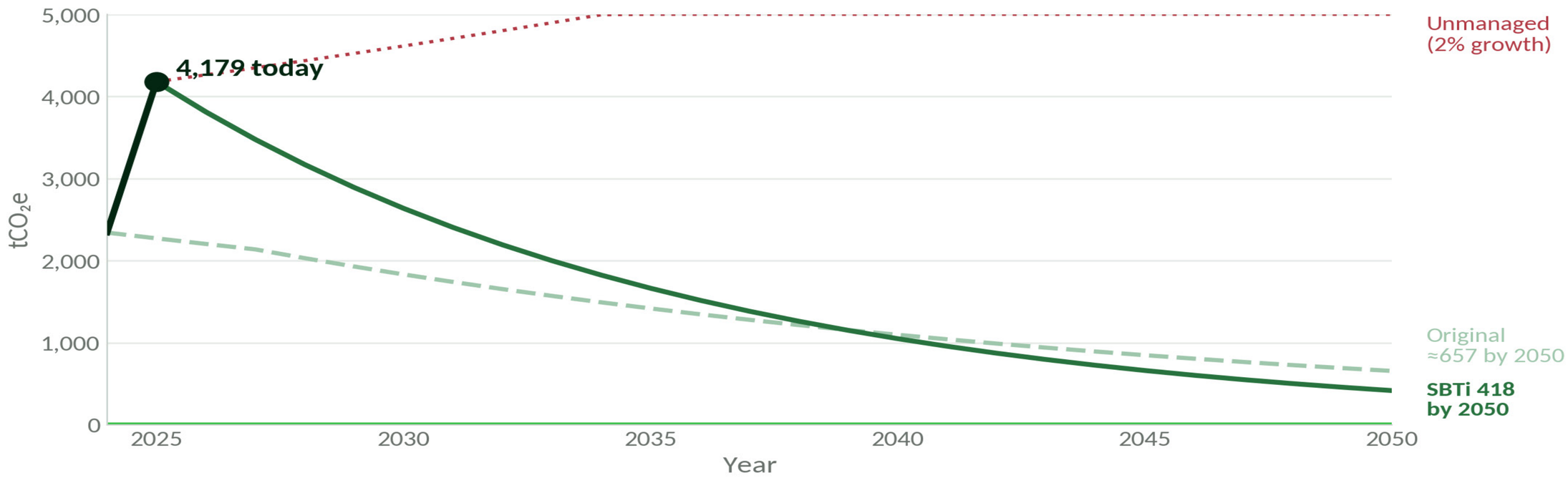
Jays Transport is exploring alignment with the Science Based Targets initiative (SBTi). As an SME, the most accessible route is the SME Climate Commitment, a simplified pathway that provides independent recognition of net zero direction without the full corporate validation process. No formal commitment has been made at this stage; the focus for this period is on understanding the requirements and assessing what alignment would mean for the business.

4. Supplier Sustainability Questionnaire.

EcoVadis has identify the absence of a documented supply chain sustainability risk assessment. Jays Transport's CSR Policy references supplier standards, but engagement has not yet been formalised or evidenced. A structured questionnaire to key suppliers, covering environmental policies, carbon reduction plans and waste management, creates immediate, auditable evidence of supply chain engagement.

Looking Ahead.

A choice, not a forecast



2,341.43 tCO_2e
Y-2024 Baseline Footprint

4,179 tCO_2e
Y-2025 Total Footprint

657 tCO_2e
Original Target

418 tCO_2e
SBTi target 2050

Closing Statement.

Jays Transport has completed its second year of carbon reporting, building on the baseline established in Y-2024 and deepening the evidence base that will guide the journey ahead.

Jays Transport is targeting net zero by 2050, guided by four near-term priorities: standardising waste data collection, delivering carbon literacy training, launching a supplier sustainability questionnaire, and exploring alignment with the Science Based Targets initiative. These specific, tangible actions are the foundation for reducing emissions and operating responsibly.

Climate transition is an ongoing process of improvement, engagement, and accountability. Alongside reducing emissions, Jays Transport is committed to bringing its people, supply chain, and community along on that journey, and to reporting progress with the same transparency demonstrated here.

2,837 tCO_2e
Scope 1

19 tCO_2e
Scope 2

1,322 tCO_2e
Scope 3

4,179 tCO_2e
Total Footprint

4
Strategies Ahead

2050
Net Zero

Certification.

This is to certify that Jays Transport has completed a carbon footprint assessment for the reporting period 1st November 2024 to 31st October 2025. This assessment was conducted in accordance with the GHG Protocol.

2050 Net Zero
Is the goal

4 Strategies
Ready to go

4,179 tCO e
Our Total Footprint

The verification process includes:

Data Integrity: activity data checked against source evidence provided by the client.

Emission Factors: recognised, source-appropriate factors applied, selected for locality and relevance. Gov.UK activity and spend-based database (V.2025)

Methodology Alignment: calculations prepared in line with the GHG Protocol Corporate and Value Chain standards.

Quality Assurance: figures reviewed by an ISEP-certified expert publication.

Bella Duncan
Written

Steve Gumm
Transport Manager

Ashley Webber
Reviewed



Emissions Inventory Breakdown.

Scope.	Activity Category.	Certainity.	Emissions (tCO_2e).
Scope 1	Mobile Combustion	– 5% to + 5%	2,837.41
Scope 2	Electricity	– 6% to + 7%	19.15
Scope 3	C.1 Goods and Services	– 34% to + 51%	13.76
	C.2 Capital Goods	– 35% to +53%	485.04
	C.3 Energy Supply	– 5% to + 5%	681.56
	C.6 Business Travel	– 31% to + 44%	2.55
	C. 7 Commuting	– 5% to + 6%	139.47

Excluded Categories.

Scope.	Category.	Explanation
Scope 1	Stationary Combustion	Not applicable. No natural gas supply or on-site generators in operation during the reporting period
	Process Emissions	Not applicable. Jays Transport does not undertake heavy manufacturing or industrial processing
	Fugitive Emissions	Not applicable. No F-gas top-ups were recorded during the reporting period.
Scope 3	Upstream Transportation and Distribution	Not applicable to operations. Fuel is procured and stored on-site, with no material third-party upstream transportation of purchased inputs identified.
	Waste Generated in Operations	Not included in the Y-2025 inventory due to a lack of sufficiently reliable activity data. Planned for inclusion in future reporting years as data collection is formalised.
	Upstream Leased Assets	No material data available for this category. Will look to include in future reporting years.
	Downstream Transportation and Distribution	Not applicable. Transportation is Jays Transport's core service; downstream distribution is not a separate category of activity.
	Processing of Sold Products	Jays Transport provides logistics services through transport and warehousing directly to end customers and transport hubs, both regionally and nationally within the UK.
	Process of Product	Jays Transport provides logistics services through transport and warehousing directly to end customers and transport hubs, both regionally and nationally within the UK.
	End of Life Treatment of Sold Products	Jays Transport provides logistics services through transport and warehousing directly to end customers and transport hubs, both regionally and nationally within the UK.
	Downstream Leased Assets	Not applicable. No downstream leased assets identified.
	Franchises	Not applicable. Jays Transport does not operate a franchise model.
	Investments	Not applicable. No qualifying investment activities identified within the reporting boundary.

Methodology.

Data Sources and Emission Factors.

Primary activity data has been used wherever available. Where measured data was unavailable, conservative estimates have been applied to avoid understating emissions. Emissions calculations apply UK Government (DESNZ) greenhouse gas conversion factors for activity-based data, and GOV. UK Spend Factors v2025 conversion factors where spend-based methodology was used. The overall footprint carries an estimated uncertainty range of −6% to +6% at a 95% confidence level.

This footprint has been calculated using Carbon+Alt+Delete, a specialist carbon accounting platform designed to support GHG Protocol-aligned organisational inventories.

Reporting Period.

The reporting period covers Y-2025 (1 November 2024 to 31 October 2025), representing Jays Transport's second annual organisational carbon footprint. The base year against which future emissions reductions are measured is Y-2024 (1 November 2023 to 31 October 2024), with a total baseline footprint of 2,341.43 tCO_2e. Should Jays Transport's operations change materially, the base year may be restated in accordance with the GHG Protocol recalculation policy.

Assessment Standard.

This carbon footprint has been prepared in accordance with the Greenhouse Gas Protocol Corporate Accounting and Reporting Standard, and the GHG Protocol Corporate Value Chain (Scope 3) Standard, using recognised best practice for boundary setting, emissions categorisation, and activity-based calculation.

Organisational boundary.

The assessment covers Jays Logistics (South West) Ltd, trading as Jays Transport, operating from the Highbridge, Somerset site, using the operational control approach.

Scope 1: Direct emissions: Mobile Combustion.

Scope 2: Indirect energy emissions: Purchased electricity at the Highbridge site, reported under both market-based and location-based methods. Results are identical as no Renewable Energy Guarantees of Origin (REGOs) are held.

Scope 3: Indirect value-chain emissions: Purchased Goods and Services (Cat 3.1), Capital Goods (Cat 3.2), Fuel and Energy Related Activities (Cat 3.3), Business Travel (Cat 3.6), Employee Commuting (Cat 3.7).

The only constant is change.

Rather than commit to a fixed long-term plan the world may outgrow, we adapt year by year. We stay proactive and resilient.

Balanced

Jays × Certified B Corporation