

BRIGGS AMASCO LIMITED

ENVIRONMENTAL PERFORMANCE INDICATORS

2022 REPORT



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INTRODUCTION

Briggs Amasco Ltd is committed to continuous improvement in all aspects of its business. It is an integral part of our Integrated Management System (IMS), which comprises our ISO certifications for Quality (9001), Environment (14001), and Safety (45001).

Due to the growing nature of our commitment to sustainability and net zero we have decided to split our KPIs into two reports:

KPI Report: Employee Feedback, Customer Satisfaction, Profitability & Productivity, Supplier Performance, Health & Safety, and Process Evaluation all remain in the standard KPI report.

EPI Report: Waste, Vehicle Emissions, Energy Consumption, LPG Usage. We anticipate that these will develop, and further aspects added as we move forward with our net zero challenges and goals.

The following report summarises each KPI and includes Objective, Procedure and Results. Objectives and Procedures are assessed every year and amended where appropriate, in line with our continuous improvement philosophy.

Responsibilities

All environmental objectives are initially set by the Sustainability Department which comprises of the Supply Chain & Sustainability Manager and the Sustainability Officer.

These are discussed with the Chairman and Managing Director at quarterly sustainability meetings and also form part of the IMS Group meetings, of which the Supply Chain & Sustainability Manager is a member.

More information on the results, analysis and data can be obtained by contacting:
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Email: jjohnson@briggsamasco.co.uk

WASTE

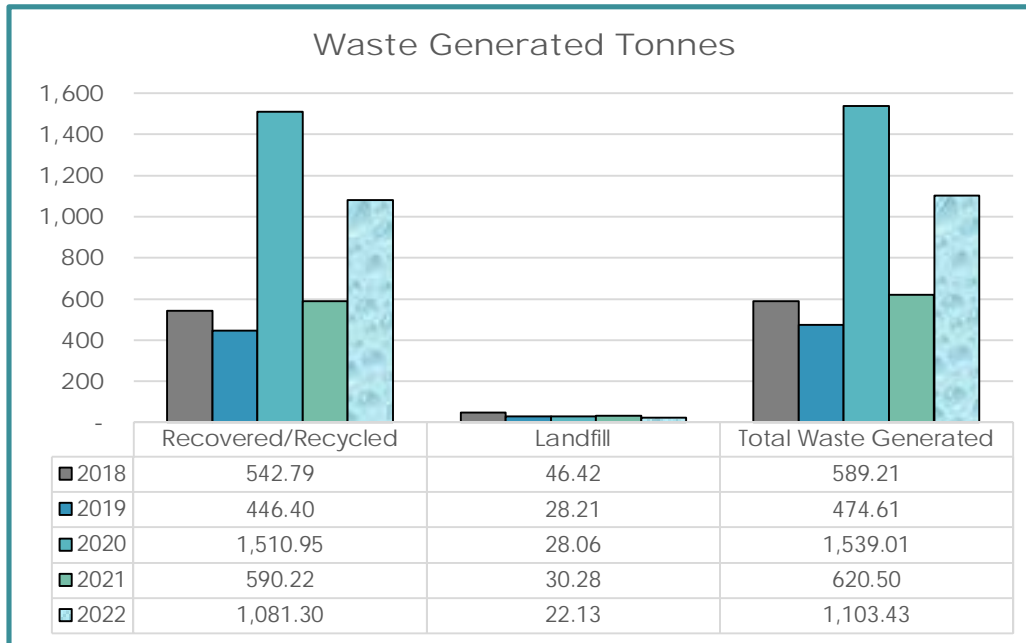
OBJECTIVES

- To reduce our waste to landfill by implementing a re-use or recycle policy where manufacturers' products and/or specification of materials allow for this. Our target is zero to landfill but this is dependent upon products being used and therefore our realistic aim is to be below 10%.
- To reduce our waste arisings and waste to landfill generated per £100k of construction output (turnover).
- To reduce our emissions from waste.
- Specific targets are difficult to set due to the differing nature of our work.

PROCEDURE

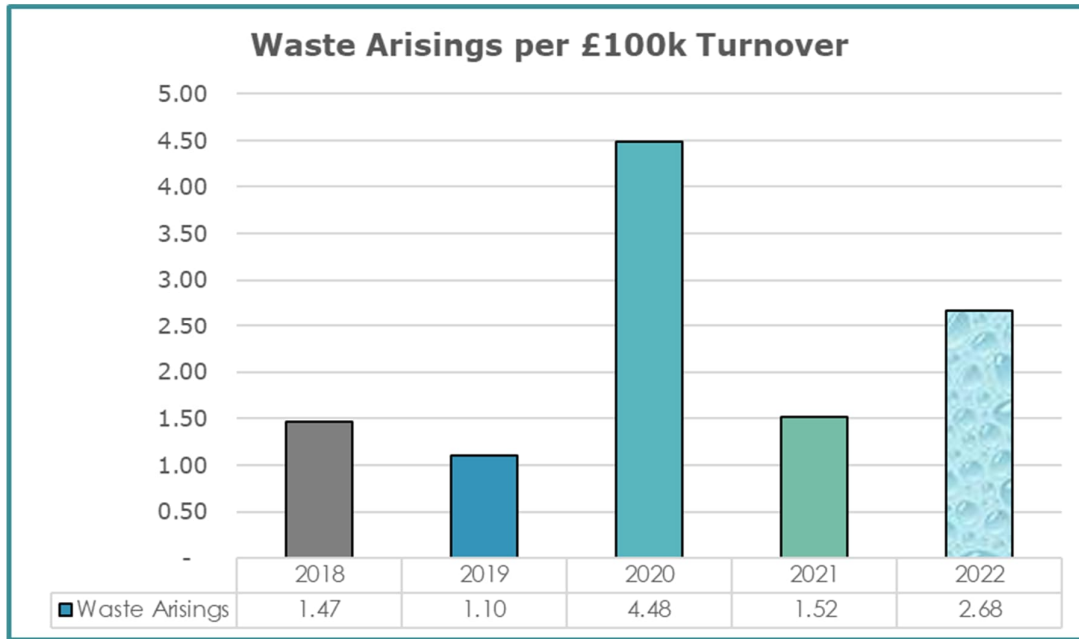
- Data is collected from our waste management companies, combined, and analysed.
- Total tonnes of waste generated are divided by £100k of construction output.
- Emissions are calculated by converting tonnes of waste into kgCO2e using the UK Gov conversion factor sheet for waste. Where no specific category is stated, general construction has been used. These emissions would be classed as Scope 3 according to the GHG Protocol Guidelines. The base year for this has been set at 2022 as it is a new calculation.

RESULTS



Whilst our waste tonnages haven't reached the peak achieved in 2020, they have risen by 78% from 2021. Waste to landfill has fallen by -27% but Recovered/Recycled has risen by 83%.

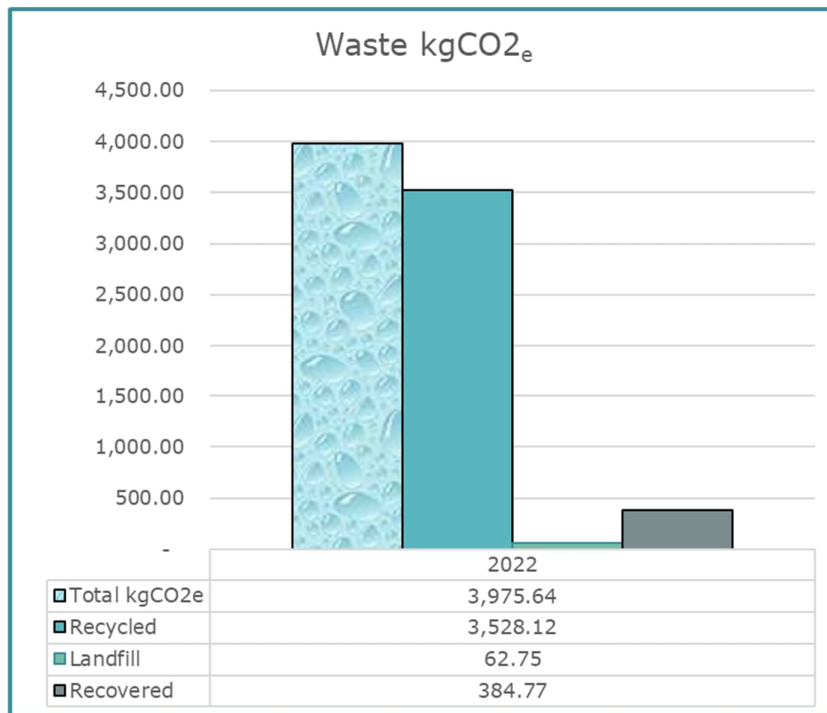
The following chart shows Waste Arisings which is calculated by dividing total waste tonnages by £100k of turnover. This gives an indication of how much change is due to increased turnover and how much is due to generation of more waste. It is important to note that we several very large roof renewal projects that generated a vast amount of waste during removal of the existing structure.



Whilst turnover rose by 1%, waste arisings rose by 76%. This is still an improvement on 2020 when arisings peaked at 4.48 due to increased waste disposal (where we undertook deep cleaning of the yards and disposal of products in storage that were beyond their 'use' date by the time work recommenced) combined with a decrease in turnover due to the pandemic.

In 2021 we were still coming out of the pandemic and in 2022 we were operating normally.

Due to the abnormal circumstances during the period 2020-21, 2022 results will be treated as the new benchmark going forwards. This also lines up with the following emissions chart where the first calculation is for 2022.



VEHICLE EMISSIONS

OBJECTIVE

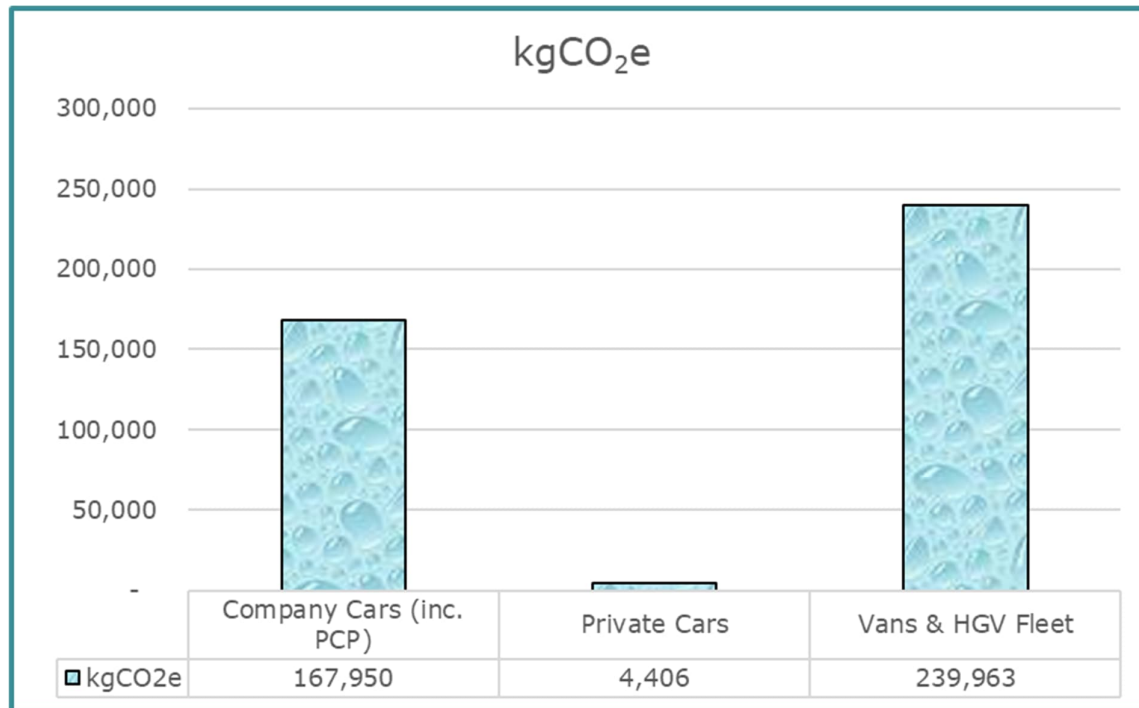
Due to increased quality of data, our objective from 2022 to 2025 is to reduce our emissions by 5% on cars and 3% on vans. 2022 is our new baseline. We still need to factor in varied site locations, and we have set a lower target for the van fleet to take this into account (due to daily travel to site).

PROCEDURE

Company mileage is reported by both company car, PCP, and private car drivers on monthly expense forms. Van mileage is collected from our fleet management company platform. The KPI does not include any hire vehicles but due to improved data availability in 2022 we have been able to include mileage used by purely private car owners driving on company business.

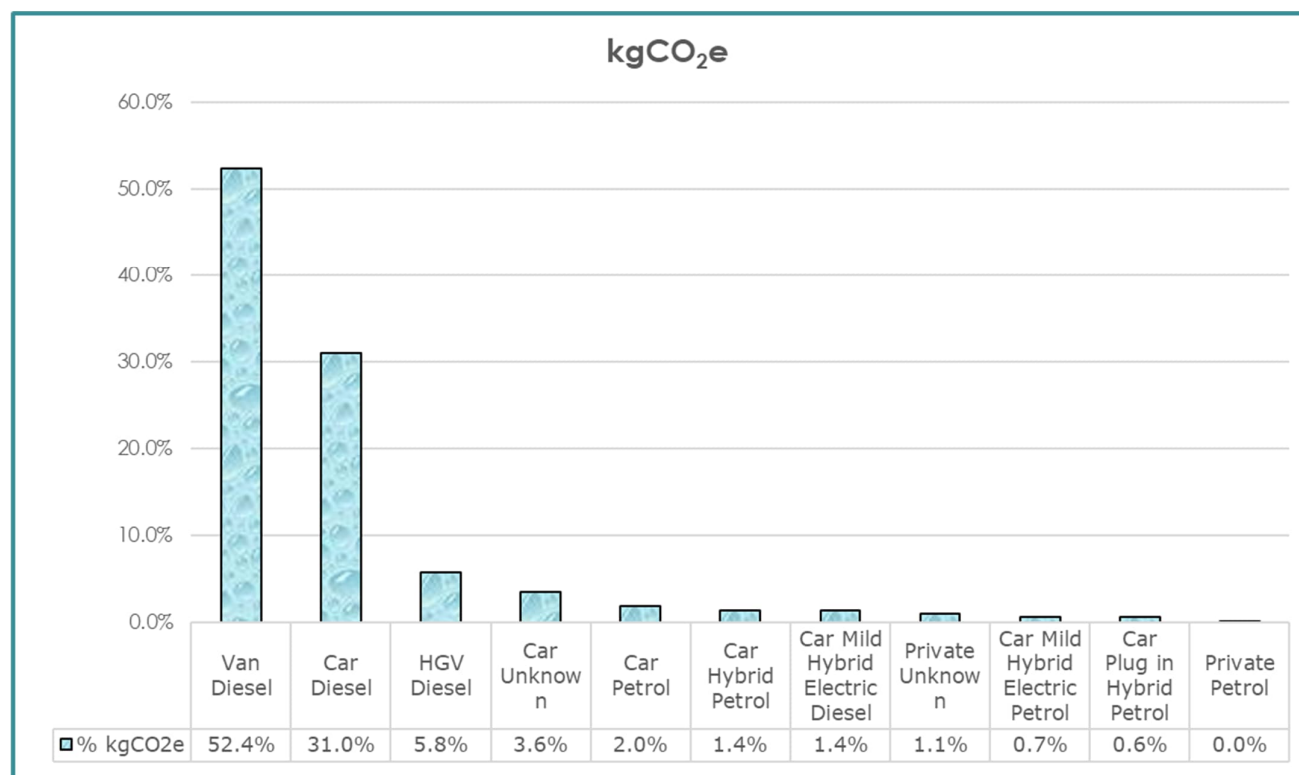
The total mileage is converted using relevant published UK Government conversion rates depending on the vehicle. Pre-2022, all conversions were based on an average diesel car or an average diesel van up to 3.5 tonnes. Data quality has improved, and the majority of vehicles are now categorised and for 2022, the conversion factors are relevant to the vehicle. Therefore, if we use previous years as a baseline, this will not give a true reflection of emission changes. We shall also calculate emissions for each category.

RESULTS



The 2022 results show most emissions are in the Vans & HGV category with the lowest in the private car category. This is to be expected as private car users rarely use their own car for business. The one fully electric car has not been included in this calculation.

These main vehicle categories can be broken down into sub-categories which gives further insight into the emissions. The following graph shows the % share of emissions each sub-category had in 2022.



This calculation is based on the total emissions.

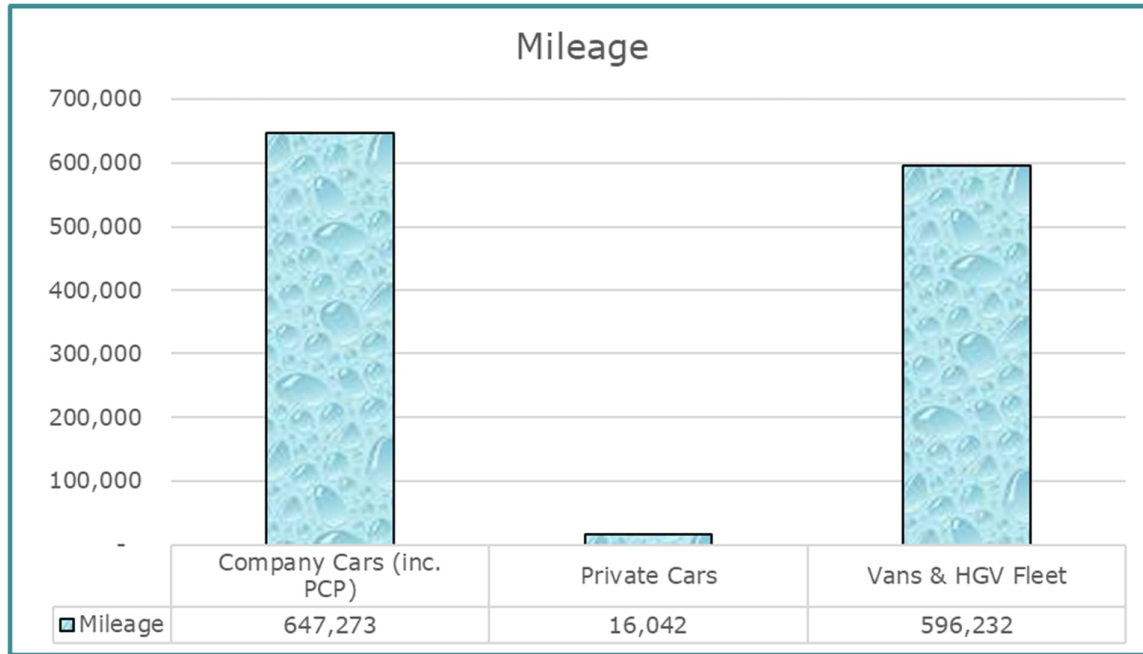
Vehicle breakdown by numbers is:

Fuel	Company Car/PCP	Van/HGV	Private Car
Diesel	45	37 + 1	
Petrol	10		1
Hybrid Petrol	2		
Mild Hybrid Electric Diesel	2		
Mild Hybrid Electric Petrol	3		
Plug in Hybrid Petrol	2		
Unknown	8		5
Electric (not included)	1		
Total	73	38	6

- The vehicles with the highest share of emissions are diesel vans and diesel cars. They are also the two highest on numbers and consequently mileage.
- Conversion factors have a part to play. Obviously, the fuels with higher pollution have a higher conversion factor. As an example, if all cars were petrol hybrid, then the emissions would be reduced by 44,217 kgCO₂e.

Mileage

It is important to take into account mileage as that will reflect upon the emissions each year. However, this is difficult to analyse entirely as there will be variances depending on where our jobs are situated, how many non-operative site visits are required, duration of the works, etc. For the purposes of this EPI we have recorded the 2022 mileage for as a starting point.



ELECTRICITY AND GAS CONSUMPTION IN COMPANY PREMISES

OBJECTIVE

Our target is to reduce combined consumption over a five-year period (2021-2025) on an annual basis by 5% for kilowatt hours and by 7% for emissions. This allows for renewable electricity affecting the conversion factors.

PROCEDURE

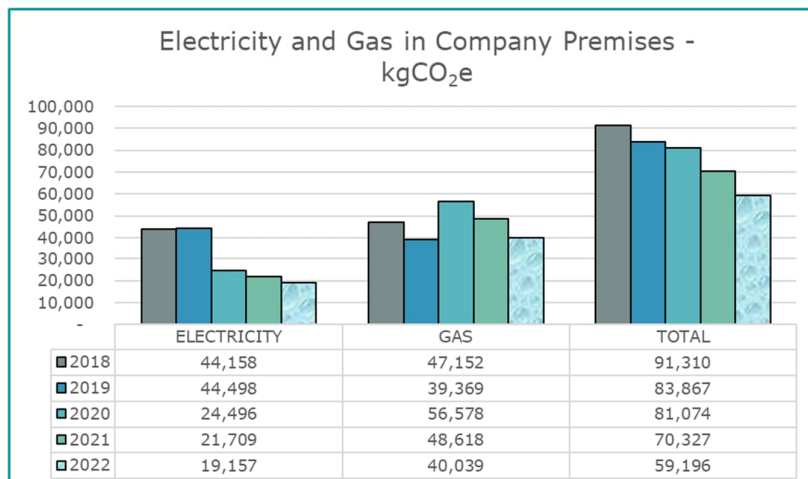
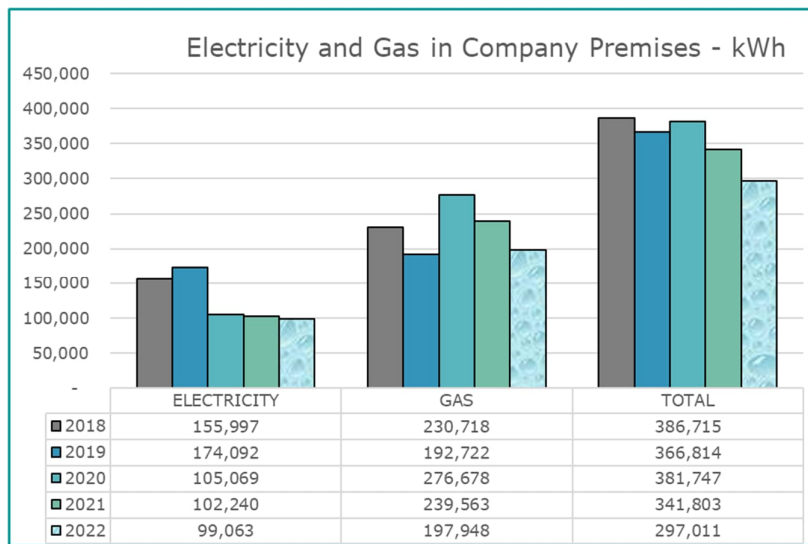
Data is collected from utility bills and calculated.

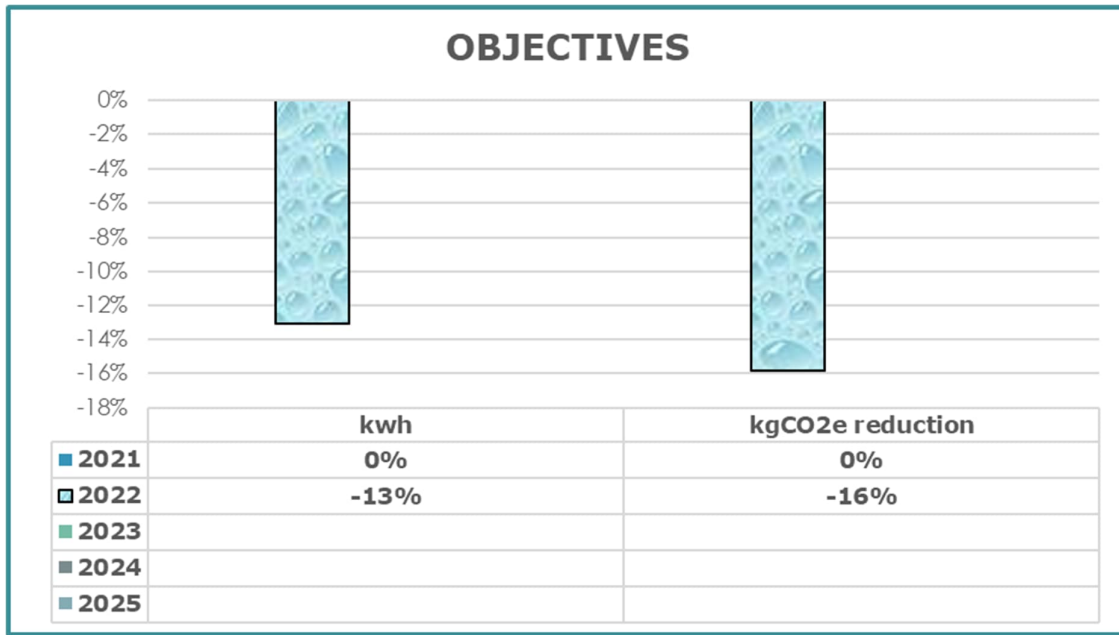
Consumption is reported in kWh (kilowatt hours) and then converted to kgCO₂e as per our annual SECR report (January-December).

We have added an intensity ratio based on number of employees (excluding operatives). This indicates where a change in personnel numbers using the offices could affect the usage.

RESULTS

The graphs show 2018-2022 for historic information but the analysis will be on the period stated in the objectives.





As with all objectives, certain things can have an extreme external impact on results. The Covid-19 pandemic is a prime example of this. However, objectives can also be affected by more commonplace conditions and with gas and electricity, weather is obviously a major factor affecting usage. A cold, dark winter is likely to increase the need for heating and lighting, for example.

Our first year in the five-year period is 2021 and the Met Office states that this year had temperatures fairly close to the long-term average. However, 2022 was the warmest year on record for both mean and maximum temperatures and all months apart from December were warmer than average.

The energy price crisis also meant that we put a number of additional strategies in place to save energy. This coupled with warmer weather will have contributed to the falls in usage that exceed our targets of 5% and 7%.

If there are more people in the offices then energy usage will rise – more computers being used, more lighting, heating, kitchen equipment, etc. 2021 and 2022 differ by one full time person and therefore there is no real impact on the figures. The intensity ratio will be assessed again in 2023.

LPG

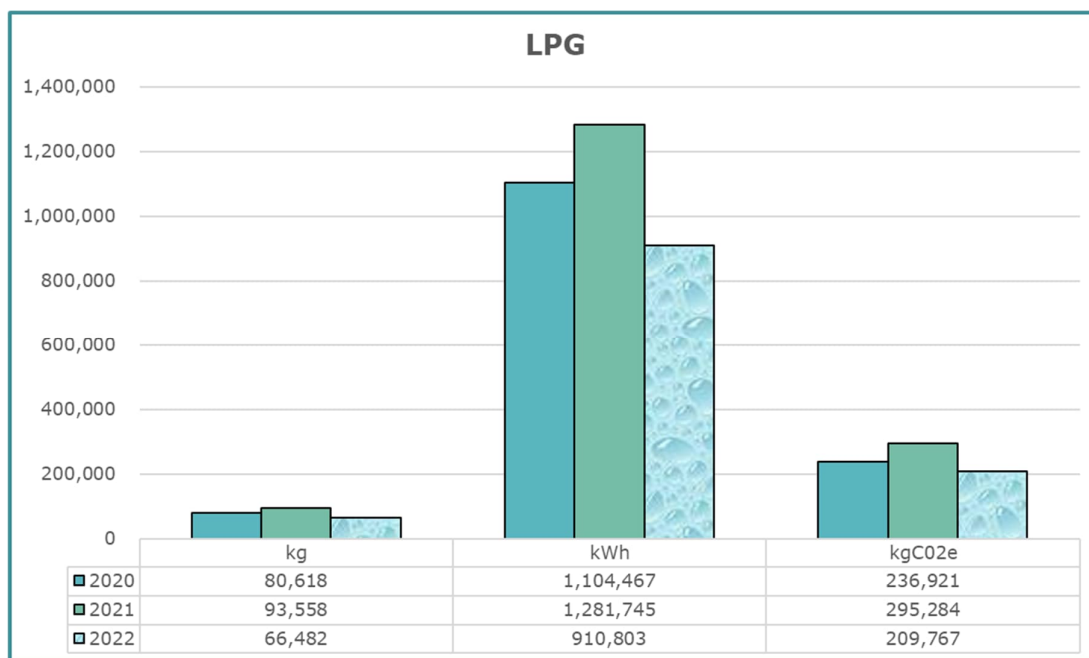
OBJECTIVE

We have re-introduced the usage of LPG as a KPI as this forms part of our SECR report. Our objective is to reduce usage by 5% over the next five years. This takes into account our net zero carbon initiative of promoting the use of electric hot melt machines where possible but also the fact that we use LPG for mastic asphalt mixers. 2020 is our base line.

PROCEDURE

Data is collected from LPG suppliers and the number of kgs converted to kWh. The emissions are then calculated using the UK Gov conversion rates.

RESULTS



	kg	kWh	kgCO ₂ e	Conversion Factor
21 vs 20	16%	16%	25%	7%
22 vs 21	-29%	-29%	-29%	0%
22 vs 20	-18%	-18%	-11%	7%

The 'peak' in 2021 (generally due to the baseline being set during the height of the pandemic in 2020) is now a substantial decrease when we compare 2022 to both 2021 and 2020. This is down to two factors: investment in and usage of more electric melters for hot melt work and a decrease in hot melt turnover (-4%) and mastic asphalt turnover (-20%). Most LPG is used on hot melt work and this indicates that the uptake of electric melters where feasible (with a carbon reduction of c.70%) is having a positive impact.

The emissions conversion factor increased by 7% in 2022 whereas it had been the same for 2020 and 2021. This has an impact upon the emissions being generated and is why investment in electric melters will continue to reduce our overall emissions.