



Topspeed is committed to achieving Net Zero by 2040 and having a fully electric van fleet by 2027

To achieve this, the company has implemented significant initiatives to reduce emissions and waste.

Through application of our ISO 14001 Environmental Management System, we can demonstrate real gains and we use a sophisticated carbon accounting engine to calculate Scope 1, 2 and 3 emissions and identify areas for improvement.

In accordance with the GHG Protocol, our Plan focusses on Reduction rather than Offsetting and is managed within the 14001 EMS which is subject to annual review and external audit.

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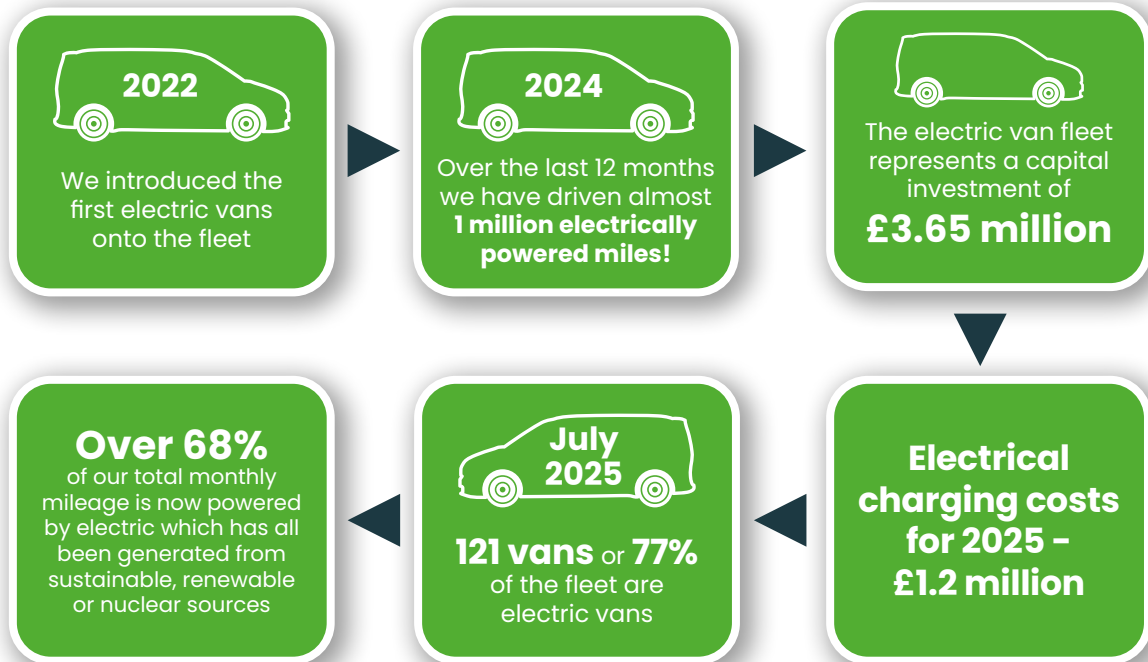
Annual Emissions Reporting (April to March)

Year	Scope 1	Scope 2	Scope 3	Total annual emissions tCO2e	No. of employees at year end
2021 Baseline	1,860	4	353	2,217	137
2022	1,867	33	730	2,630	142
2023	1,867	125	830	2,822	129
2024	1,912	182	1,257	3,351	146
2025	2,158	160	1,720	4,038	240

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Sustainability Drive

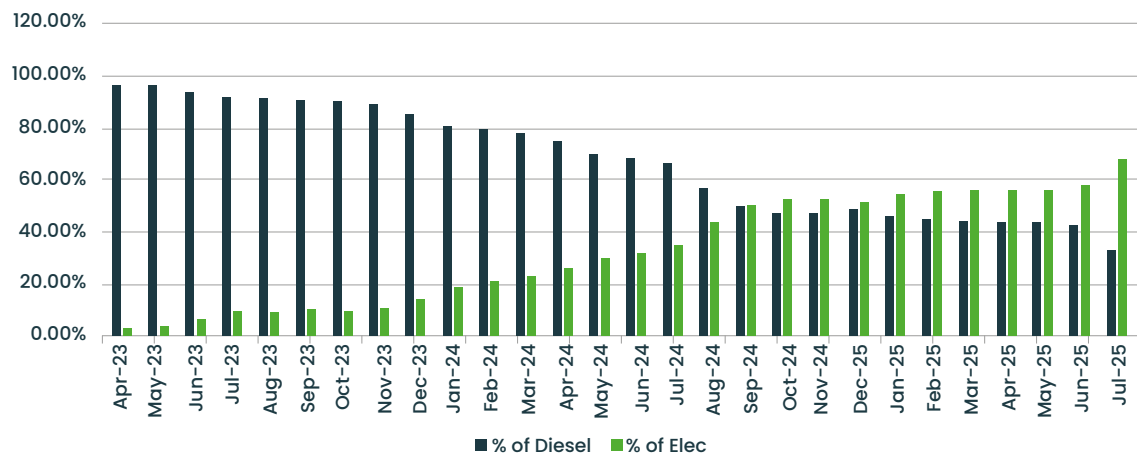
Topspeed stands alone as the sole Crown Commercial Services Framework transport supplier driving carbon reduction and embracing the electric vehicle revolution.



In 2025, electrical charging at the Topspeed Operations Hub was 61,125 kWh (100% renewable), and charging on the infrastructure was 2.86m kWh (85% renewable)

This graph shows that in October last year the mileage of the electric fleet overtook the diesel fleet:

Electric mileage



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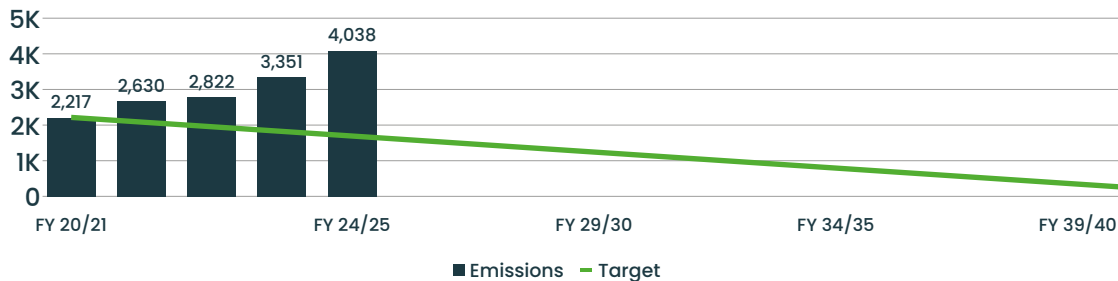
The task of decarbonising our fleet over the last couple of years has caused our emissions to increase. This is because we have accounted for the emissions from the manufacture of the new electric vans and the cost of delivering them to our Winsford HQ. However, as we continue with our sustainability drive, we expect there to be substantial reduction in our current year emissions which we will set out in our 2026 Carbon Reduction Plan to be published next summer.

We are confident of far exceeding the target we set ourselves in 2021 of reducing our carbon emissions by over **37% by 2027**.

Topspeed is an industry leader in driving sustainability and while the vehicle fleet is our biggest source of emissions, in other areas of the business we have also made substantial savings by reducing waste and emissions. For example, replacing lighting and heating at our Winsford HQ & Hub with the most efficient LED fittings and air conditioning units and replacing the entire roof with insulated panels that incorporates 10% roof lights to allow natural light into Hub.

We have a system of collecting, checking and returning to customers used fibreboard dangerous goods packaging for re-use. This specialist packaging is expensive to buy and is usually disposed of after first use. If not reused this represents a significant waste.

Long-term absolute (tCO₂e)



By decarbonising our fleet, we are also helping to reduce pollution in inner city and urban areas, where many of our customers are based.

According to the WHO more than 1,100 people a year in the UK are developing adenocarcinoma – the most dominant subtype of lung cancer because of air pollution caused by Diesel emissions.

With a large element of our work involving public health, disease prevention and medical research we see it as an imperative to not be part of the problem and this initiative aligns with the Government Buying Standards and Defra's & DfT's policy paper – Air quality plan for tackling roadside nitrogen dioxide concentrations.

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Emission intensity

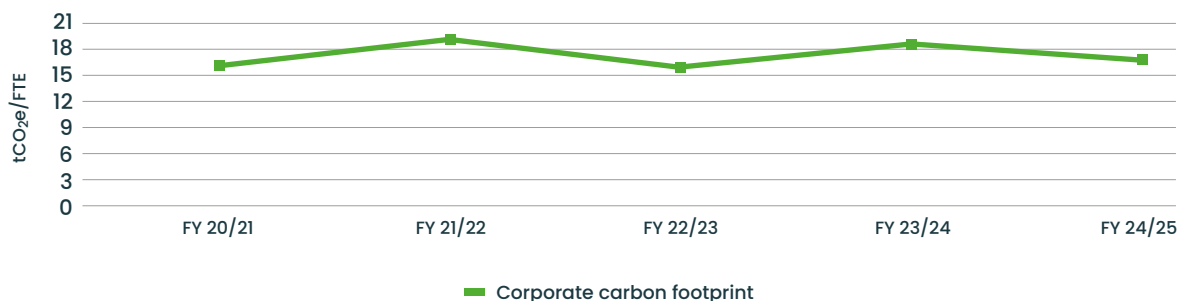
Emission intensity allows us to measure our emissions in terms of growth and we do this both by tracking the direct correlation of emissions to employees and revenue.

Since the baseline year of 2020 – 2021 to March 2025 our business has grown significantly. Sales have increased over 50% as has the number of people we employ – Drivers and Managers.

Therefore, Emissions Intensity is important as it shows that we can drive sustainability at the same time as managing significant growth, which in itself is a significant achievement!

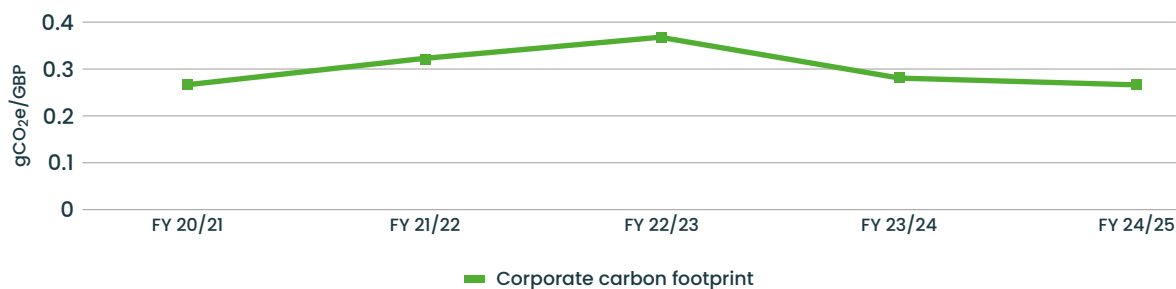
This graph shows how the correlation between emissions and the number of people we employ:

Employee (FTE), FY 20/21 – FY 24/25



And this graph shows how the emissions intensity is reducing when matched against revenue:

Revenue (GBP), FY 20/21 – FY 24/25



Clearly, we have some way to go, but it's remarkable that we have implemented these significant initiatives while substantially growing the business in recent years.

We are therefore confident of beating the target we set ourselves in 2021 of reducing our carbon emissions by 37% by 2027.

Only after we achieved a significant reduction in carbon emissions will we look to implement a meaningful and transparent carbon offsetting programme.

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Summary

Topspeed's commitment to environmental sustainability and carbon reduction has achieved a significant milestone with the validation of our net zero target date by the Science Based Targets initiative (SBTi) and have been added to the SBTi register.

The independent assessment by SBTi validates our commitment to environmentally responsible practices.



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For more information visit the Science Based Targets Initiative or We Mean Business

This initiative, a collaboration between CDP, the United Nations Global Compact, World Resources Institute (WRI), and the Worldwide Fund for Nature (WWF), plays a crucial role in defining and promoting best practices in science-based target setting.

Declaration and Sign Off

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 (and associated guidance and reporting standards) and validated by Crown Commercial Services.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard (see link 1 below) and uses the appropriate Government emission conversion factors for greenhouse gas company reporting (see link 2 below).

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 (see link 3 below).

This Carbon Reduction Plan has been reviewed and signed off by the Board of Directors.

A handwritten signature in black ink, appearing to read 'G. Lockley'.

Gillian Lockley, Managing Director

13th August 2025

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

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

3 <https://ghgprotocol.org/corporate-value-chain-scope-3-standard>

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