



# Carbon Footprint Statement and Net Zero Carbon Reduction Plan

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In-line with PPN 06/21 | Publication Date: 04/02/2025

# **JLA – Carbon Footprint Statement and Net Zero Carbon Reduction Plan, In-line with PPN 06/21**

**Publication Date: 04/02/2025**

This PPN 06/21 reports on the following trading entities: JLA Limited, JLA Total Care Limited, Circuit Launderette Services Limited, JLA HVAC Limited, JLA Fire & Security Limited. Hereafter, they are referred to collectively as JLA.

## **About Us**

JLA is a leading provider of critical business services, specialising in commercial laundry, catering, heating, and fire safety equipment. With a commitment to reliability, innovation, and customer-focused support, JLA partners with organisations across various sectors to deliver tailored solutions that drive efficiency. Trusted by thousands of businesses nationwide, JLA combines industry expertise with cutting-edge technology to ensure operational excellence and peace of mind.

## **Commitment to Achieving Net Zero**

JLA is committed to achieving Net Zero emissions by 2040, by implementing our Carbon Reduction Plan.

Scope 1 emissions (direct emissions from our operations) represent 58.2% of our total in-scope emissions. Within this, transportation was responsible for the greatest proportion of emissions. Therefore, achieving the 2040 target will mostly require us to upgrade the current vehicle fleet to a fleet powered by renewable energy sources once the required infrastructure becomes suitable. Further improvements across the three emission scopes will come about as a matter of course (via UK Gov targets and requirements, evolution of industries, new regulations etc.) and will require active engagement by us with our suppliers and staff as well as development of supply chain and operational policy.

As October 2023 to September 2024 is our baseline and current year, we will strive to implement and develop various carbon reduction activities in the future, and we are confident that we can achieve business growth without the same subsequent increase in our emissions.

## 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.

<b>Baseline Year: 1<sup>st</sup> October 2023 to 30<sup>th</sup> September 2024</b>	
<b>Additional Details relating to the Baseline Emissions calculations.</b>	
We have made a comprehensive audit of the included scope emissions from this baseline year in order to get a full impression of business as usual emissions. Our projections are based on growth of the business which are reflected in our Business As Usual CO <sub>2</sub> e emissions. We have made these calculations based on <b>Operational Control</b> of our emissions. There is no previous reporting and therefore our baseline emissions and reporting year emissions are equivalent.	
<b>Baseline year emissions:</b>	
<b>EMISSIONS</b>	<b>TOTAL (tCO<sub>2</sub>e)</b>
<b>Scope 1</b>	<b>3,134.3</b>
<b>Scope 2</b>	<b>245.5</b>
<b>Scope 3</b> (Included Sources)	<b>2,002.0</b> <b>This includes the emissions from the following required sources of Scope 3:</b>  <b>Upstream Transportation and Distribution</b> <b>Waste Generated in Operations</b> <b>Business Travel</b> <b>Employee Commuting</b> <b>Downstream Transportation and Distribution</b>
<b>Total Emissions</b>	<b>5,381.8 (tCO<sub>2</sub>e)</b>

## Current Emissions Reporting

Reporting Year: 1 <sup>st</sup> October 2023 to 30 <sup>th</sup> September 2024	
EMISSIONS	TOTAL (tCO <sub>2</sub> e)
Scope 1	3,134.3
Scope 2	245.5
Scope 3 (Included Sources)	<b>2,002.0</b> This includes the emissions from the following required sources of Scope 3:  Upstream Transportation and Distribution Waste Generated in Operations Business Travel Employee Commuting Downstream Transportation and Distribution
<b>Total Emissions</b>	<b>5,381.8 (tCO<sub>2</sub>e)</b>

## Emissions Reduction Targets

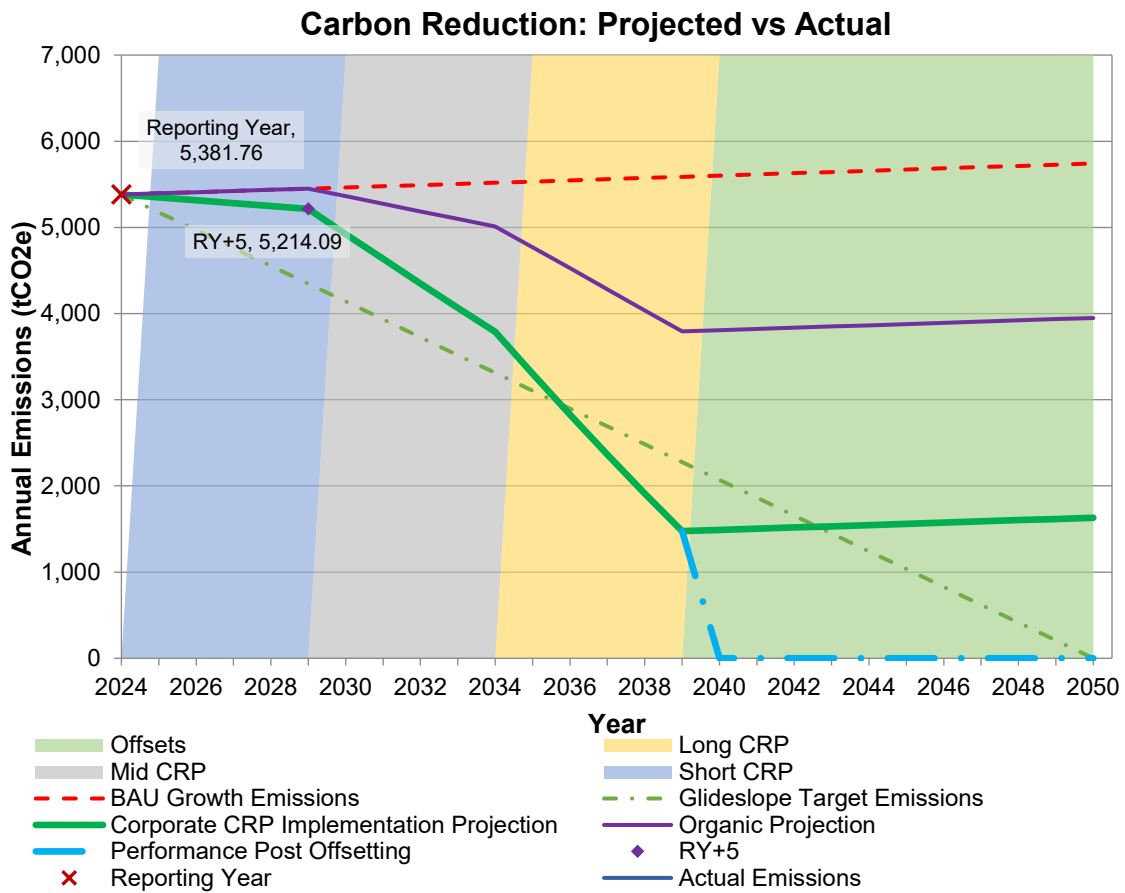
In order to continue our progress to achieving Net Zero, we have adopted the following carbon reduction targets.

We project that our Business As Usual (BAU) carbon emissions will increase over the next five years to 5,449.37 tCO<sub>2</sub>e by RY 28/29. This is a 1.26% increase in our BAU emissions due to the growth of our business.

However, our current strategy is to make emissions reductions via a three-stage CRP and concluding with zero emissions by 2040 at the latest. It is our current intention to practicably minimise all emissions by 2039. From that point we aim to offset all residual emissions such that our carbon footprint defined by this PPN 06/21-aligned disclosure is zero from 2040 and beyond.

Therefore, with taking our reduction actions into consideration, we project that carbon equivalent emissions will decrease over the next 5 years to 5,214.09 tCO<sub>2</sub>e. This is a reduction of 4.32% against BAU.

Progress against these targets can be seen in the graph below:



## Carbon Reduction Projects

The following environmental management measures and projects have been completed or implemented during the October 2023 to September 2024 reporting period.

From October 2023, we have replaced 58 diesel vans with hybrids.

We also continue to deploy electric company cars instead of internal combustion engine (ICE) vehicles.

Regarding renewable energy consumption, we increased the percentage (%) of renewable energy compared to total electricity/gas building energy from 68% in Q4 of 2023 to 91% in Q3 of 2024.

In the future we plan to implement further measures such as:

**Implement energy savings opportunities that were suggested as part of ESOS Phase 3, short-term**

During our ESOS Phase 3 external audit, various actions were suggested to us that could help us reduce our natural gas and electricity emissions. Opportunities included conducting an out-of-hours audit, replacing gas heaters, applying solar gain film to windows and installing LED lighting. We aim to implement these opportunities within the next few years.

**Reduction of business flights and business train travel through e-meetings and other collaborative solutions, short-term**

We are aiming to cut down on our business flights and train travel by having more online meetings, where feasible. This approach will help us reduce emissions while also saving time and money.

**Reduction of travel in cars/taxis for business travel, through more public transportation use as well as more cycling/walking/carpooling, short-term**

In instances where business travel is necessary, we will encourage our staff to opt for alternative methods of transportation where possible. This could include using public transport, walking or cycling for nearby locations, and carsharing when multiple team members are travelling to the same site.

**Develop a green commuting policy including car share programmes, working from home, awareness training etc., short-term**

We aim to develop a commuting policy to educate staff on ways they can make their commute more sustainable.

**Company-sponsored/supported home improvement programme, short term**

We could offer advice to employees regarding their utility tariffs and energy efficiency behaviour, to help them reduce costs and save energy.

**Implement a waste handling policy within all sites, short term**

We will continue to ensure waste is minimised and that it is appropriately segregated and disposed of.

**Reduce onsite fuel usage and replace with more sustainable alternatives, mid-term**

We will replace onsite fuels with lower-carbon alternatives, such as electric solutions or biofuels.

### **Reduction in hotel stays due to utilising online video conferencing where possible, mid-term**

By limiting in-person meetings and utilising online video conferencing where possible, we aim to reduce the need for hotel stays.

### **Carry out delivery consolidation actions on all items delivered to site or shipped from site, mid-term**

We aim to streamline logistics by consolidating inbound deliveries into fewer, larger shipments and coordinating outbound shipments to reduce the number of trips. This approach will lower emissions and improve operational efficiency.

### **Identify and rectify inefficiencies in packaging, mid-term**

We aim to conduct an analysis of our inbound deliveries to identify any unnecessary packaging. We will feed this back to suppliers to limit waste.

### **Select logistics providers with green credentials, mid-term**

We aim to prioritise environmental considerations in our logistics decisions by selecting providers who utilise lower-carbon transport modes and sustainable fuel types, reducing the environmental impact of deliveries.

### **Procure renewable electricity for all owned sites, mid and long-term**

We aim to transition electricity at all owned sites to 100% REGO-backed renewable electricity, which will reduce our market-based emissions.

### **Conversion of company fleet to EV, mid and long-term**

We currently utilise electric vehicles within our company fleet and aim to expand the proportion of plug-in hybrid (PHEVs) and battery electric vehicles (BEVs) over time. This transition will significantly lower our Scope 1 emissions. Scope 2 emissions will increase through increased electricity consumption, however not to the same extent.

### **Improve electric vehicle charging infrastructure and encourage staff to charge vehicles on site, or at chargers powered by renewable electricity, mid and long-term**

To maximise renewable energy use for charging company electric and hybrid vehicles, we will improve on-site charging and encourage staff to prioritise its use. Where off-site charging is necessary, employees should be encouraged to opt for chargers powered by renewable energy where possible.

## **Move non-essential air freight to sea freight, long-term**

Where it is practical and commercially viable, we aim to utilise sea freight over air freight for our upstream deliveries. Since there are far lower emissions associated with sea travel compared to flights, this will have a large impact on our emissions.

We also anticipate some changes in UK industry and infrastructure which will help us to reduce our carbon footprint further:

- Sustainability improvements in public transport (affecting business travel and commuting emissions).

- Increasing availability and market share of electric vehicles (affecting business travel and commuting emissions).

- Sustainability improvements in third-party delivery vehicles (e.g. switching to electric vehicles), both upstream and downstream.

- Sustainability improvements in municipal waste management.

- Increased biofuel proportions in average biofuel blends of diesel and petrol used in vehicles.

- Reduction in the carbon content of National Grid electricity



## Declaration and Sign Off

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 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 

Name Ben Gujral

Position CEO

Date: 4 February 2025

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<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/scope-3-standard>

**JLA**  
We'll take care of it.

Talk to our experts: 0800 591 903 | [jla.com](http://jla.com)