



JLA – Carbon Footprint Statement and Net Zero Carbon Reduction Plan, In-line with PPN 006

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This PPN 006 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 70.2% 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.

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: 1st October 2023 to 30th September 2024	
Additional Details relating to the Baseline Emissions calculations.	
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 ₂ e emissions. We have made these calculations based on Operational Control of our emissions. There is no previous reporting and therefore our baseline emissions and reporting year emissions are equivalent.	
Baseline year emissions:	
EMISSIONS	TOTAL (tCO₂e)
Scope 1	3,134.3
Scope 2 (Located-based)	245.5
Scope 3 (Included Sources)	2,002.0 This includes the emissions from the following required sources of Scope 3: <ul style="list-style-type: none"> • Upstream Transportation and Distribution • Waste Generated in Operations • Business Travel • Employee Commuting • Downstream Transportation and Distribution
Total Emissions	5,381.8 (tCO₂e)

Current Emissions Reporting

Reporting Year: 1 st October 2024 to 30 th September 2025	
EMISSIONS	TOTAL (tCO _{2e})
Scope 1	3,530.5
Scope 2 (Location-based)	240.0
Scope 3 (Included Sources)	1,260.7 This includes the emissions from the following required sources of Scope 3: <ul style="list-style-type: none"> • Upstream Transportation and Distribution • Waste Generated in Operations • Business Travel • Employee Commuting • Downstream Transportation and Distribution
Total Emissions	5,031.1 (tCO_{2e})

Emissions Reduction Targets

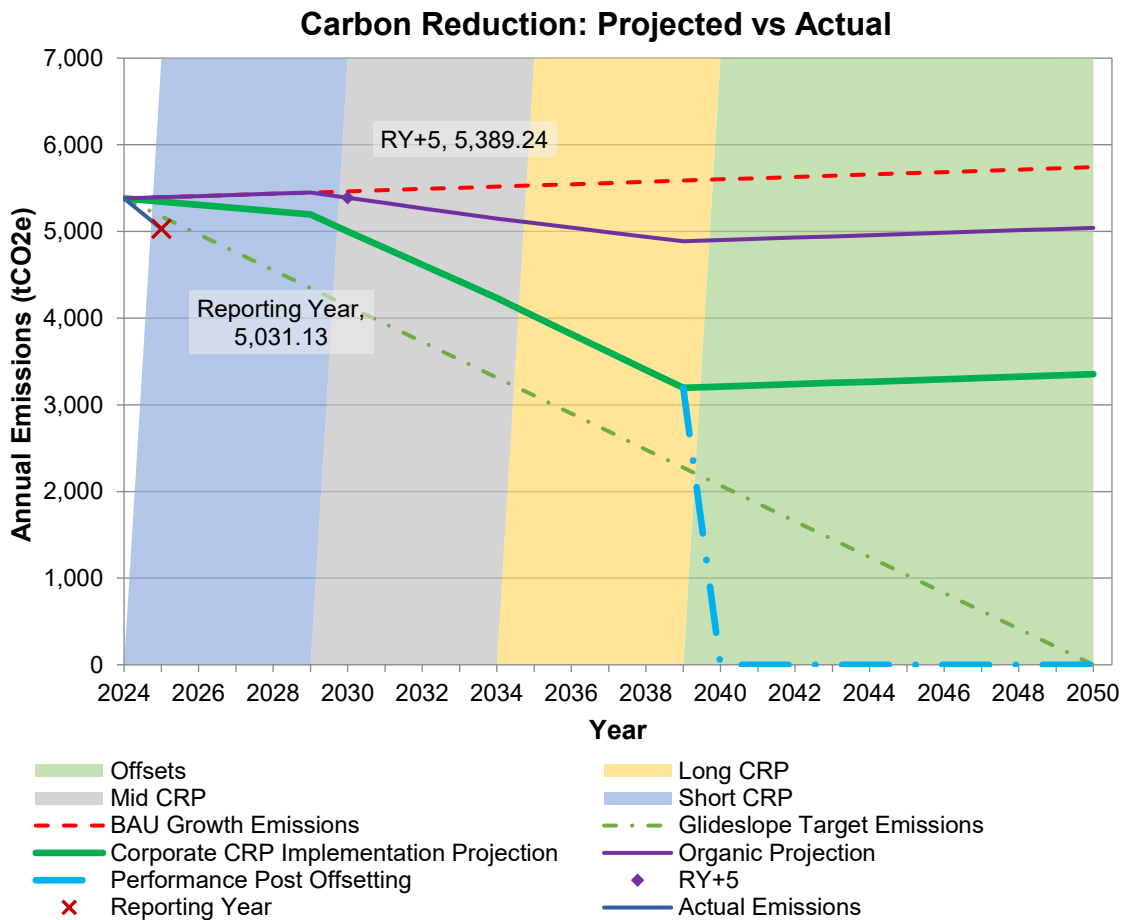
In order to continue our progress to achieving Net Zero, we have adopted the following carbon reduction targets.

We project that our Business As Usual (BAU) carbon emissions will increase over the next five years to 5,462.99 tCO_{2e} by FY 2030. This is an 8.58% increase in our BAU emissions, compared to the reporting year, 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 006-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 5,389.24 tCO_{2e}. This is a reduction of 1.35% 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 2024 to September 2025 reporting period:

- This year, we carried out energy monitoring across our operations to improve the accuracy of our energy data, identify key areas of consumption and inform targeted actions to reduce future energy use and associated emissions.
- We have increased our renewable electricity coverage further.
- The shift towards hybrid and electric vehicles continued, reducing fuel usage and associated transport emissions.

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

- **Energy efficiency and renewable electricity**

In the short term, we plan to implement energy saving opportunities identified through our ESOS Phase 3 audit, including out-of-hours energy reviews, gas heater replacement, solar gain film and LED lighting upgrades. Over the mid to long term, we also aim to procure 100% REGO-backed renewable electricity for owned sites to reduce market-based Scope 2 emissions.

- **Business travel reduction**

We plan to reduce emissions from business travel by prioritising e-meetings and other collaborative solutions where feasible. This will help reduce business flights, train travel, taxi use and hotel stays. Where travel is necessary, staff will be encouraged to use lower-carbon options such as public transport, walking, cycling and car sharing.

- **Employee commuting and home working**

We aim to develop a green commuting policy to support more sustainable staff travel. This may include car share programmes, working from home where appropriate, awareness training and guidance on lower-carbon commuting options. We may also provide advice to employees on household energy efficiency behaviours and utility tariffs to support energy reduction while home working.

- **Waste, packaging and supply chain engagement**

We plan to further develop a waste handling policy across all sites to support waste minimisation, segregation and responsible disposal. We also aim to review packaging associated with inbound deliveries, identify inefficiencies and work with suppliers to reduce unnecessary packaging. In addition, we will engage with key suppliers to understand their carbon reduction plans and identify opportunities to select lower-carbon products, materials and services where commercially viable.

- **Logistics and freight improvements**

We aim to reduce emissions from inbound and outbound logistics by consolidating deliveries and shipments, reducing the number of vehicle movements and improving load efficiency. We also plan to prioritise logistics providers with strong environmental credentials, including those using lower-carbon transport modes and sustainable fuels. In the longer term, we will seek to move non-essential air freight to sea freight where practical and commercially viable.

- **Fleet, onsite fuels and EV infrastructure**

We plan to reduce onsite fuel use by replacing fuels with lower-carbon alternatives, including electric solutions and biofuels where appropriate. We also aim to increase the proportion of plug-in hybrid and battery electric vehicles in the company fleet over time. To support this transition, we plan to improve onsite EV charging infrastructure and encourage staff to use chargers powered by renewable electricity where possible.

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 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 standard¹ and uses the appropriate Government emission conversion factors for greenhouse gas company reporting².

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) Standard³.

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:6 May 2026.....

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

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

³ <https://ghgprotocol.org/standards/scope-3-standard>