Carbon Reduction Plan For APR Medtech

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Created by: Positive Planet

Our Commitment

APR Medtech is aiming to achieve Net Zero emissions by 2030.

What does Net Zero mean in practice?

To achieve Net Zero, we will be aiming to reduce emissions in line with the latest science-based targets (SBTs). SBTs are greenhouse gas reduction goals set by organisations; they are defined as "science-based" when they align with the scale of reductions required to limit global temperature increases to 1.5°C compared to pre-industrial temperatures. To achieve Net Zero under this scenario, we will need to reduce our absolute emissions by 90% from our baseline year.

What emissions are covered by our targets?

- Scope 1 emissions: direct greenhouse gas emissions that occur from sources owned or controlled by a company, such as emissions from the combustion of fuels in on-site boilers, furnaces, or vehicles.
- Scope 2 emissions: indirect greenhouse gas emissions that result from the generation of purchased electricity, steam or other forms of energy consumed by a company.*
- Scope 3 emissions: all other indirect greenhouse gas emissions that occur in an organisation's value chain, including emissions from upstream and downstream activities.

*Purchased electricity emissions are measured and reported in two ways: the location-based method and the market-based method. The location-based method reflects the average emissions intensity of grids on which energy consumption occurs (using mostly grid-average emission factor data), whilst the market-based method reflects emissions from the electricity that companies have purposefully chosen (or their lack of choice). A market-based method, therefore, takes into account the purchase of electricity via a verified renewable energy tariff. We have chosen to base our Net Zero target on a market-based methodology.

Our Carbon Footprint

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, and are the reference point against which emissions reduction can be measured.

Baseline Year: 1st April 2022 – 31st March 2023	
We measured all scope 1, scope 2 and both upstream and downstream scope 3 emissions using the operational control approach. We reported emissions under the following scope 3 categories: purchased goods and services (including goods for resale), capital goods, fuel- and energy-related activities, waste generated in operations, business travel, commuting, upstream transportation and distribution and end-of-life of sold products. Our base year figures have been updated to reflect changes to methodology and emissions factors since the original publication.	
Emissions	Total (tonnes CO_2e)
Scope 1	None
Scope 2	Market-based: None Location-based: None
Scope 3	317.6
Total Emissions	**Market-based: 317.6** **Location-based: 317.6**

Carbon Intensity Metrics

Metric	Carbon Intensity
Tonnes of CO_2e per FTE	108.3
Tonnes of CO_2e per £m of Revenue	275.0
Tonnes of CO_2e per 100 Orders	17.0

Calculated using total market-based results.

Current Emissions Reporting

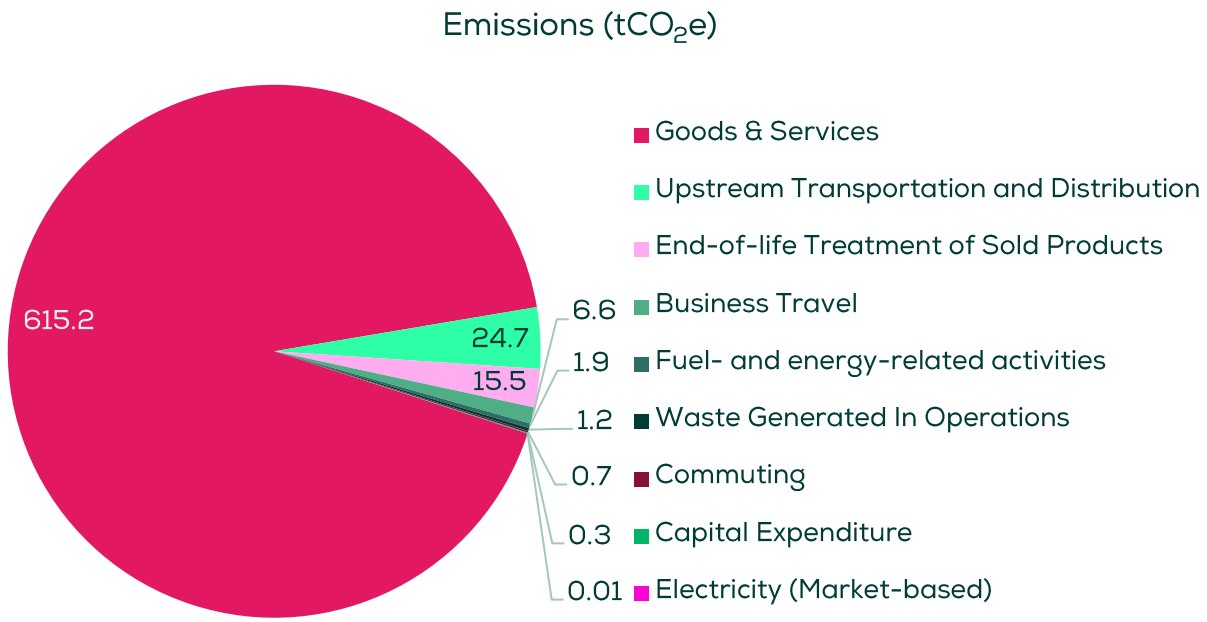
Current Year: 1st April 2024 – 31st March 2025	
We measured all scope 1, scope 2 and both upstream and downstream scope 3 emissions using the operational control approach. We reported emissions under the following scope 3 categories: purchased goods and services (including goods for resale), capital goods, fuel- and energy-related activities, waste generated in operations, business travel, commuting, upstream transportation and distribution and end-of-life of sold products.	
Emissions	**Total (tonnes CO_2e)**
Scope 1	None
Scope 2	Market-based: 0.010 Location-based: 0.006
Scope 3	666.2
Total Emissions	**Market-based: 666.2** **Location-based: 666.2**

Carbon Intensity Metrics

Metric	Carbon Intensity
Tonnes of CO_2e per FTE	222.1
Tonnes of CO_2e per £m of Revenue	247.3
Tonnes of CO_2e per 100 Orders	22.2

Calculated using total market-based results.

Carbon Emissions Breakdown



The majority of emissions came from Goods & Services, which contributed 615.2 tCO_2e. 96% of these emissions are a result of the production of the goods we buy for resale, whilst the remaining 4% of these emissions result from our purchase of goods and services required to run our business, such as advertising and marketing, IT services and employer pension contributions.

Upstream Transportation and Distribution was the next largest contributor at 24.7 tCO_2e, covering emissions from third-party logistics, couriers, and freight services. End-of-life Treatment of Sold Products accounted for 15.5 tCO_2e, representing emissions associated with the disposal and processing of products once they reach the end of their useful life. Business Travel contributed 6.6 tCO_2e, including emissions from employee mileage, flights, rail, and accommodation related to work activities.

Smaller sources included Fuel- and Energy-Related Activities (1.9 tCO_2e), which capture upstream emissions associated with energy use*; Waste Generated in Operations (1.2 tCO_2e), covering emissions from waste disposal (this is managed by one of our logistics partners); and Commuting (0.7 tCO_2e), reflecting employee homeworking emissions (we did use a shared office within the period but the employee walked to this office and there were therefore no associated commuting emissions to report).

Capital Expenditure contributed 0.3 tCO_2e, relating to emissions embedded in long-term asset purchases (computers), and market-based Electricity emissions were minimal at 0.01 tCO_2e. Location-based Electricity emissions were measured to be 0.006 tCO_2e, as grid emissions were lower than tariff emissions for the reporting period. Electricity emissions include those associated with an EV purchased towards the end of the measurement period, which is charged at an employee's home.

*In the other energy use categories, e.g. business travel, we are accounting for the generation of electricity used or the combustion of fuels used, but these calculations do not consider the other emissions that occur, e.g. the generation emissions of electricity lost in the transmission and distribution system or the well-to-tank (extraction, processing and transportation) emissions of fuels. To ensure we are measuring our full impacts, we have included these emissions for all scope 1, scope 2 (mandatory) and upstream scope 3 (optional) energy use activities.

Comparison of Emissions

	BY - 2023	PY - 2024	CY - 2025	% Change (vs BY)	% Change (vs PY)
Scope 2					
Electricity (Location-based)	0.0	0.0	0.006	New	New
Electricity (Market-based)	0.0	0.0	0.010	New	New
Scope 3					
Goods & Services	278.8	423.7	615.2	+121%	+45%
Capital Expenditure	0.7	0.2	0.3	-55%	+92%
Fuel- and energy-related activities	2.7	1.4	1.9	-30%	+30%
Upstream Transportation and Distribution	19.8	19.7	24.7	+25%	+26%
Waste Generated In Operations	1.1	1.2	1.2	+11%	+3%
Business Travel	4.9	5.3	6.6	+35%	+25%
Commuting	1.3	1.2	0.7	-46%	-40%
End-of-life Treatment of Sold Products	15.4	16.9	15.5	+1%	-8%
Location-based	324.8	469.5	666.2	+105%	+42%
Market-based	324.8	469.5	666.2	+105%	+42%

Since our base year, our emissions have increased by 105% under both the market-based method and the location-based method.

Our Purchased Goods & Services emissions increased by 121% as a result of an increase in spending on goods for resale and overheads alongside business growth. Our spending on capital goods decreased by 55% since the base year, but increased slightly from the previous year, with the emissions changing in a similar way.

Our Fuel- and Energy-Related Activities emissions are made up of upstream emissions associated with electricity usage, Upstream Transportation and Distribution and Business Travel. Emissions in these categories have increased since the base year, and so Fuel- and Energy-related emissions have also increased, but only since the previous year. Emissions

were actually larger to start off with because of the high upstream energy emissions associated with air freight (which was used more in the base year than in more recent years).

Upstream Transportation and Distribution emissions overall have increased, but it is important to note that incoming goods emissions have decreased by 60% since the base year (69% per order) due to work to condense shipments and importing from European distribution outlets. The increase here is mainly a result of increased logistics costs once our goods arrive within the UK, where spending has increased by 167% since the base year. Our waste emissions increased as a result of a larger number of orders being processed, resulting in higher waste disposal costs.

Employee business mileage has decreased each year since the base year as a result of greater utilisation of virtual meeting resources such as Microsoft Teams, an increase in rail use and a move towards electric vehicle use. Despite this, Business Travel emissions overall have still increased since the base year as a result of flights, which made up 54% of total Business Travel emissions this year. Our homeworking emissions decreased due to the adoption of a new office/coworking space, which has been utilised by all employees throughout the year.

Carbon Reduction

Our targets

APR Medtech is aiming to achieve Net Zero by 2030, which will involve reducing emissions by 90% from the base year.

Progress

Emissions	Total Carbon Footprint (tonnes CO_2e)		% Change
	Baseline year: 2022-2023	Current year: 2024-2025	
Scope 1	None	None	N/A
Scope 2	None	0.01	New
Scope 3	324.8	467.8	+ 105%

Metric	2023 Carbon Intensity	2025 Carbon Intensity	% Change
Tonnes of CO_2e per FTE	108.3	222.1	+105%
Tonnes of CO_2e per £m of Revenue	275.0	247.3	-10%
Tonnes of CO_2e per 100 Orders	17.0	22.2	+31%

Our absolute emissions have increased by 105% since the base year. Under our current reduction pathway, we are aiming for an absolute reduction, which may not be possible considering the growth of the business since the base year. We are planning to review our targets over the coming years, potentially switching to an intensity-based target rather than an absolute target. We have now also added a source of scope 2 emissions to our footprint; however, to get this back down to zero, we will only need to switch to a renewable tariff for EV charging.

Completed Carbon Reduction Initiatives

The following emissions management measures and projects have been completed or implemented.

Activity	Completion Date	Scope
Commit to measuring the carbon footprint of business activities year on year to gain an understanding of pinch points and to inform carbon reduction planning. Appoint Positive Planet to support with calculating the baseline carbon footprint and reduction recommendations.	2020	1, 2 & 3
Share measurement results and carbon reduction plans with colleagues to involve them in reduction actions. Share sustainability-focused resources and knowledge with the team and create a collaborative environment for action planning.	2020	1, 2 & 3
Support staff to work from home to remove the need for a site and the associated utility emissions and to reduce emissions from daily commuting.	2020	1, 2 & 3
Work with suppliers to condense orders and reduce the number of shipments, reducing our distribution-related emissions.	2024	3
Our Operations Director, Nick, switched to an electric vehicle from a petrol vehicle, reducing business travel emissions.	2024	3
Collected additional information from employees regarding home renewable energy tariffs to improve company car charging and homeworking calculations.	2025	2 & 3

Future Carbon Reduction Plans

We are committing to action the following emissions management measures and projects in line with our Net Zero targets.

Activity No.	Activity	Target Date	Category
1	Continue to work with suppliers to progress supply chain decarbonisation and data availability. We have already received some ESG information from one of our suppliers and will continue to collect information as it becomes available. We will request details regarding the following from any new suppliers/annually from current suppliers: carbon reduction targets set, carbon emissions measured and carbon reduction initiatives that are planned/underway.	Ongoing	Goods and Services
2	Create a product inventory that includes data regarding the weight of equipment and packaging separately. It will be assumed (in accordance with the NHS waste disposal campaign) that packaging will be recycled, and as recycling has lower associated emissions per tonne than High Temperature Incineration (HTI), the end-of-life treatment of sold product emissions will be reduced.	2026	End-of-Life Treatment of Sold Products
3	Contact the shipping broker to discuss sustainable alternatives to current shipping methods, e.g. opting to invest in the use of sustainable aviation fuel or sea/rail transportation where possible. Ask the broker to check for a DHL sustainability report specific to APR Medtech.	2026	Upstream Transportation and Distribution
4	Closely monitor sales to condense and reduce shipments where possible.	Ongoing	Upstream Transportation and Distribution

5	1 of our 3 employees is now driving an electric car. We will continue to investigate opportunities for employee vehicle upgrades to hybrid/electric. Current barriers include cost and charging facilities, but we are committed to helping staff upgrade to electric vehicles as soon as this is feasible.	All by 2030	Business Travel
6	This year, we collected information from employees regarding their home renewable energy tariffs, finding that none of our employees were currently on a 100% tariff. We will consider ways in which the business can incentivise employees to switch to a renewable energy tariff, which will reduce our EV home charging and homeworking emissions.	2026	Homeworking

Declaration and Sign-off

This Carbon Reduction Plan has been completed in accordance with PPN 006 and the 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 [1] and uses the appropriate Government emission conversion factors for greenhouse gas company reporting [2] .

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, and the required subset of Scope 3 emissions has been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard [3].

This Carbon Reduction Plan has been reviewed and signed off by the Project Group Executive Team.

Signed on behalf of APR Medtech:

Name: Nick Ashforth

Position: Operations Director

Date: 25-09-2025

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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