

Newton's Medical Supplies Carbon Reduction Plan

Supplier name: Newton's Medical Supplies Ltd.

Publication date: 22/10/24

Commitment to achieving net zero

Newton's Medical Supplies Ltd. (Newton's) is committed to achieving Net Zero emissions by 2045.

About Newton's Medical Supplies

Newton's creates, sources and supplies high-quality, low-cost medical consumables and equipment to NHS organisations, private hospitals, care providers, dentists, veterinary practices, schools and businesses. We have specialist knowledge and expertise in the sourcing and provision of endoscopy equipment.

Baseline emissions footprint and issues with data collection

We are currently collecting data for our baseline emissions footprint, which is being measured in parallel with our financial year, from 1st August 2024, to 31st July 2025. We plan to publish this within 2 months of the end of our financial year i.e. by end September 2025.

We have encountered data collection issues in trying to calculate our baseline prior to this point and are resolving these as described below:

- We have two business-owned vehicles, an electric fork-lift truck (emissions from which will be included in scope 2 emissions as the vehicle is charged on-site) and a short wheel-base, diesel Ford transit van which we use to deliver products to customers and to transport some bought-in products from suppliers. We do not have accurate mileage or fuel consumption records for our company-owned van. This is being remedied with accurate mileage tracking which will enable us to report scope 1 emissions for our baseline year (01/08/24-31/07/25).
- Our premises are leased and electricity is provided through a central energy contract managed by our landlord. This energy contract covers all leased units on the site. Historically, the data on invoices provided by the landlord does not include kWh. We have requested this information be included on each invoice, but failing that, we will access and read the electricity meter ourselves. We believe each individual unit is metered separately. This will enable us to measure and report on our scope 2 emissions accurately for our baseline year.
- By far the biggest source of scope 3 emissions will be category 4: upstream distribution and transport and in particular, relating to sourcing products from overseas. To calculate emissions associated with deliveries from each overseas supplier, we need to collect accurate data on routes travelled and modes of transport from both our suppliers and our Freight Forwarders. We are confident of capturing this at least from our Freight Forwarders and at least some of our overseas suppliers for our baseline year. The other applicable category of scope 3 emissions which we will track is paid-

for deliveries to customers, under category 9. We have not previously tracked mileage for these deliveries, but are now doing so to calculate our baseline (01/08/24-31/07/24).

Having reviewed the required sub-set of scope 3 emissions, we have concluded seeking to measure the following categories would be disproportionate:

Category 5: Waste generated in operations and treated by a third party

There is extremely little waste generated through our operations which needs to be treated by a third party. The largest potential source of waste by far, by weight and volume, is cardboard packaging. However, we recycle cardboard packaging wherever possible, by reusing it to pack our deliveries to customers. If for some reason cardboard cannot be re-used in our own operations, we ensure it is recycled externally.

Category 6: Business travel

Business travel is extremely low as almost all our interactions with our suppliers and our customers are conducted virtually. The only notable exception is where we collect product from our suppliers, which is captured under scope 1.

Category 7: Employee commuting

The company has 2 full-time employees (a married couple). Several years ago, to reduce commuting travel, these individuals moved to within easy walking distance (under 1 mile) of the business premises.

Our 1 other part-time employee, does commute. However, given both the low emissions involved and the fact that there is no realistic alternative for our part-time worker to come to work other than by car, we do not propose to measure and track employee commuting emissions within the CRP.

Baseline Year: 1st August 2024 to 31st July 2025	
Baseline year emissions:	
EMISSIONS	TOTAL (tCO_{2e})
Scope 1	TBC
Scope 2	TBC
Scope 3 (Included Sources)	TBC
Total Emissions	TBC

Current emissions reporting (also our baseline year)

Reporting Year: 2024/25	
EMISSIONS	TOTAL (tCO ₂ e)
Scope 1	TBC
Scope 2	TBC
Scope 3 (Included Sources)	TBC
Total Emissions	TBC

Emissions reduction targets

We will include reduction targets when publishing our baseline.

Carbon reduction projects

Energy efficiencies within premises

Our current premises are highly energy efficient, being fully insulated, with no external windows and capable of maintaining a constant temperature (approximately +/- 2 degrees Celsius) with no requirement for cooling in summer and (minimal) heating in winter. Winter heating is only required in our office areas, not our warehouse.

When we moved into our current premises, we changed all lighting to energy efficient LEDs and also installed sensors to control lighting to reduce electricity consumption.

Our energy contract is managed on behalf of all leaseholders on the site, by our landlord. Our intention is to work with like-minded leaseholders to lobby the landlord and other leaseholders to support a move towards a green energy supplier or certified green energy plan.

Electrification of company vehicles

To support carbon reduction, we initiated a programme to explore the electrification of our company vehicles. We determined that this was feasible for our warehouse-based forklift truck and we consequently made the investment in an electric vehicle, which we charge on site. When we researched the possibility of replacing our diesel van, which we use for customer deliveries and to pick-up stock from suppliers, with an electric vehicle, it was clear that the range limitations of electric models and the lack of charging infrastructure would make the switch unviable. We continue to review the situation and will make the switch to

electrified distribution when it is clear that vehicle ranges and charging infrastructure will support our operational requirements.

Managing waste

We re-use the majority of cardboard packaging which we receive from our suppliers, to package customer orders.

In the future, we are planning to initiate a drive to reduce the use of paper within our operations e.g. through using electronic purchase orders and invoices.

Declaration and sign off

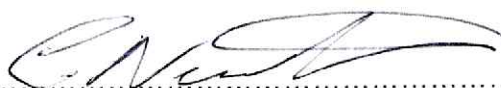
This Carbon Reduction Plan is being completed in accordance with PPN 06/21 and associated guidance and reporting standard for Carbon Reduction Plans.

Emissions will be reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard¹ and will use the appropriate Government emission conversion factors for greenhouse gas company reporting².

Scope 1 and Scope 2 emissions will be reported in accordance with SECR requirements, and the required subset of Scope 3 emissions will be 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.

Signed on behalf of Newtons Medical Supplies Ltd.


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Date: 22/10/2024.....

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>