

An aerial photograph of a winding road through a dense forest, with the road curving from the top right towards the bottom right. The image is in a dark teal color scheme.

Avelair

Net Zero Report 2025

Avelair
compressed air solutions

**positive
planet**

Foreword

In 2022, we partnered with **Positive Planet** to begin our journey to Net Zero. Since then we have measured our emissions for four reporting periods, set some near and long-term Science Based Targets (SBTs) and created a reduction roadmap to 2030.

Each year that we complete our carbon footprint we can collect more high-quality data and gain increasing insight into our emissions hotspots. This year, we measured our scope 1, 2 and upstream scope 3 impacts and found that the production of the materials and components we buy to produce our products were, again, our largest source of emissions. We are yet to measure our downstream impacts, which will include the emissions related to the use of our products and what happens to our product at end-of-life, but we are committed to measuring these emissions by 2027.

As well as measuring our impact, we have committed to some Science Based Targets (SBTs), including a commitment to reduce emissions by 42% from our baseline year by 2030 and to reach Net Zero by 2045.

In this document, you can find our full carbon footprint measurement results, methodology, near- and long-term reduction targets and our priorities for the year ahead.

Avelair is a UK-based company located in Bury St Edmunds with a reputation for manufacturing and supplying high-quality compressed air products and services to our partners and clients.

We manufacture a full range of rotary screw air compressors up to 160kW with a full complement of air treatment equipment under our ISO 9001 Quality Management System accredited by the British Standards Institute.

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Why we're taking
action

Why we're taking action

The UK manufacturing industry will without a doubt be a major contributor to the UK's journey to Net Zero. Being the UK's third most emitting sector and responsible for a sixth of the country's total emissions, a concerted effort to reduce manufacturing emissions will have an important impact on the country's overall emissions profile. (Make UK, 2023)

"As a UK manufacturer and service provider within the compressed air industry, we are committed to reducing our carbon emissions to mitigate the effects of global climate change, improve public health and maintain biodiversity in the world."

Dave Wood
Managing Director

In their most recent report, the Intergovernmental Panel on Climate Change (IPCC) concluded that human activities have increased global surface temperatures by 1.1°C above 1850-1990 levels (IPCC, 2023).

This increase in temperature is already having adverse effects in regions across the globe, disproportionately affecting vulnerable communities that have historically contributed the least to global greenhouse gas emissions.

These adverse effects are responsible for the displacement of communities, water and food scarcity, negative human health impacts and damage to ecosystems.

Risks and opportunities

Embracing sustainable practices is not just a response to warnings of the worsening state of our climate. Many actions that are required to reduce emissions are expected to have a positive impact on other areas of our business. It is also important for the success of our business that we consider the challenges that we may face in order to sustain stakeholder confidence.

Risks

- Supply chain disruption
- Human health impacts
- Rapidly changing regulations
- Changing customer demands
- Increased insurance costs
- Increased heating and cooling costs
- Reputational risks

Opportunities

- Attract and retain talent and customers
- Develop new offerings
- Attract investment
- Decrease insurance costs
- Increase efficiency, reduce costs
- Increase resilience to change
- Brand enhancement

Our carbon footprint

How we measure our footprint

In devising a carbon reduction plan with the goal of achieving Net Zero, it is critical that we first understand where our emissions come from. To support this, we have partnered with Positive Planet to measure our emissions.

How our carbon footprint is calculated:

Our carbon footprint has been measured using principles from The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard.

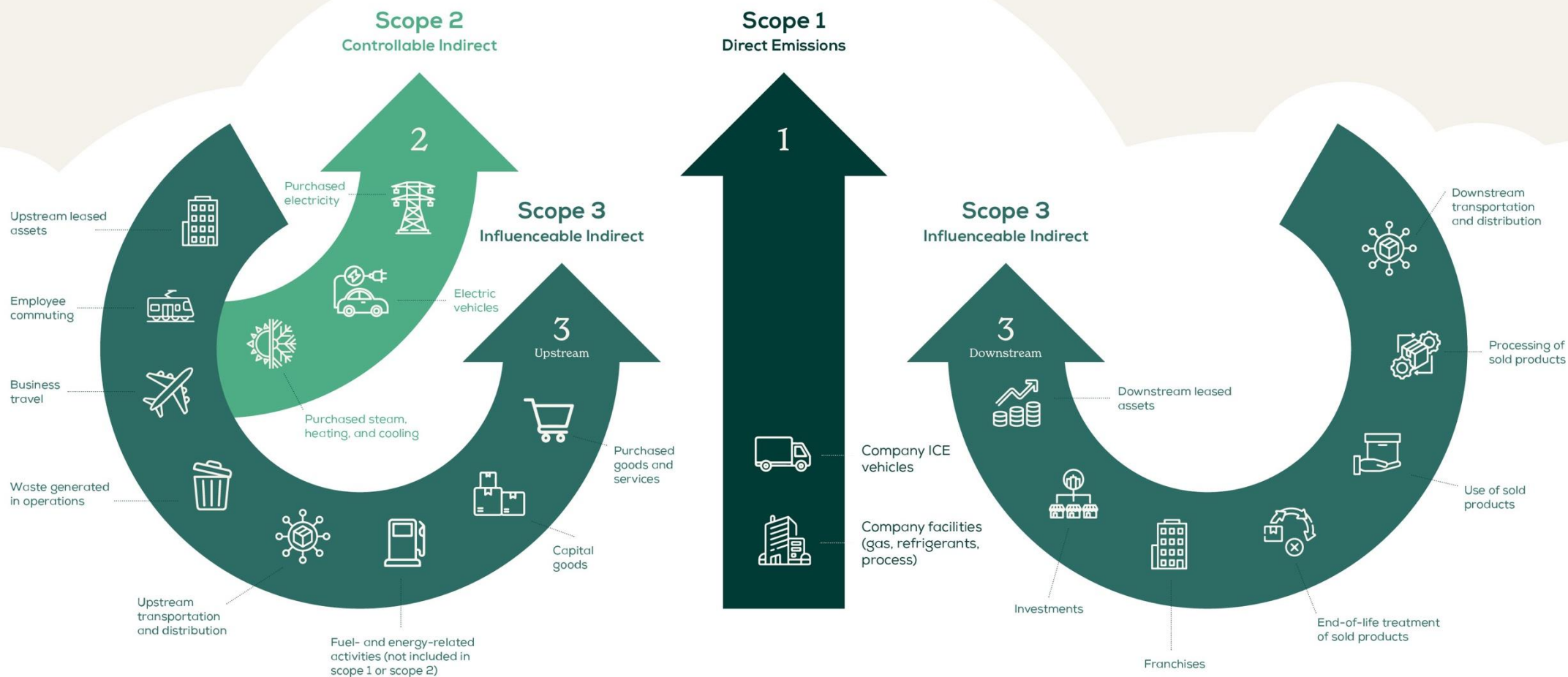
Six Greenhouse Gases are calculated as part of this emissions report, known as the six Kyoto Protocol GHGs. These gases occur the most often as a result of business activities, with the highest Global Warming Potential. For emissions reporting, these gases are simplified and measured in the unit tonnes of carbon dioxide equivalent (tCO₂e).

We sorted our business activities into the scopes and categories outlined by The GHG Protocol and reported all direct and upstream indirect emissions.

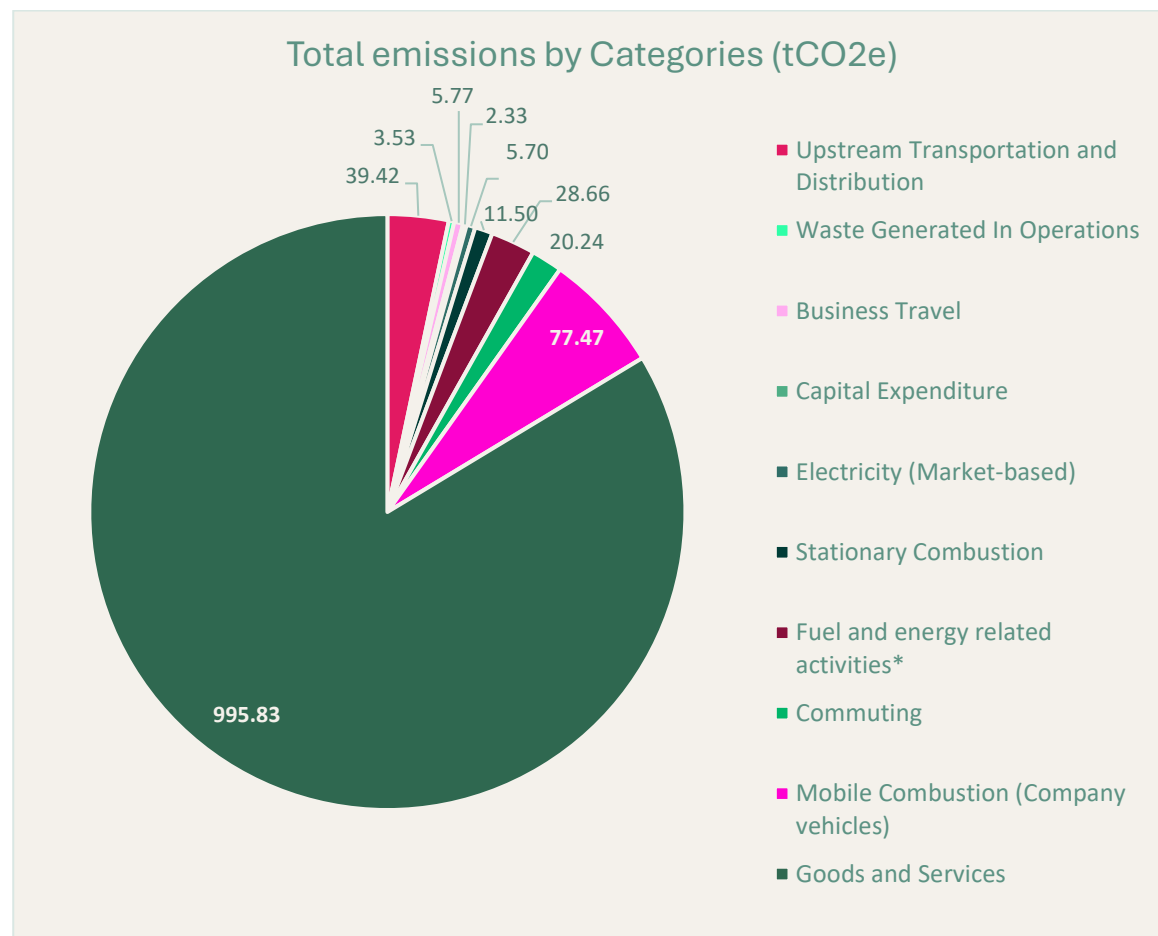
We measured all scope 1, scope 2 and upstream scope 3 emissions. We have not yet quantified our downstream impacts (which will include emissions associated with the use of our products and their disposal at end-of-life).



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Our 2025 carbon footprint



**Our Total Market-based Emissions are
1,190.5 tCO₂e**

*Excluding downstream scope 3 emissions

Reporting Period

1st May 2024– 30th April 2025

Carbon Intensity Per FTE

56.7 tCO₂e / Employee

Carbon Intensity Per £1 Of Revenue

0.3391 kgCO₂e / £1 of Revenue

Scope 1 – 89.0

Scope 2 (Location-based) – 9.1

Scope 2 (Market-based) – 5.8

Scope 3 – 1,095.8

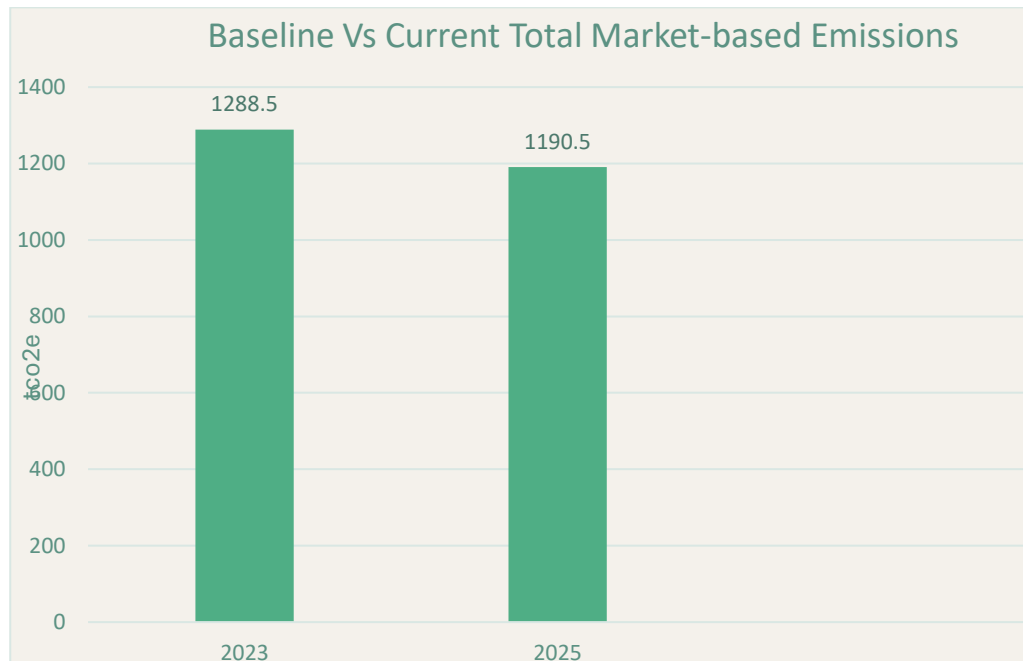
Total emissions- 1190.5 tCO₂e

High Impact Activities

- Procurement of goods & services
- Company vehicle use

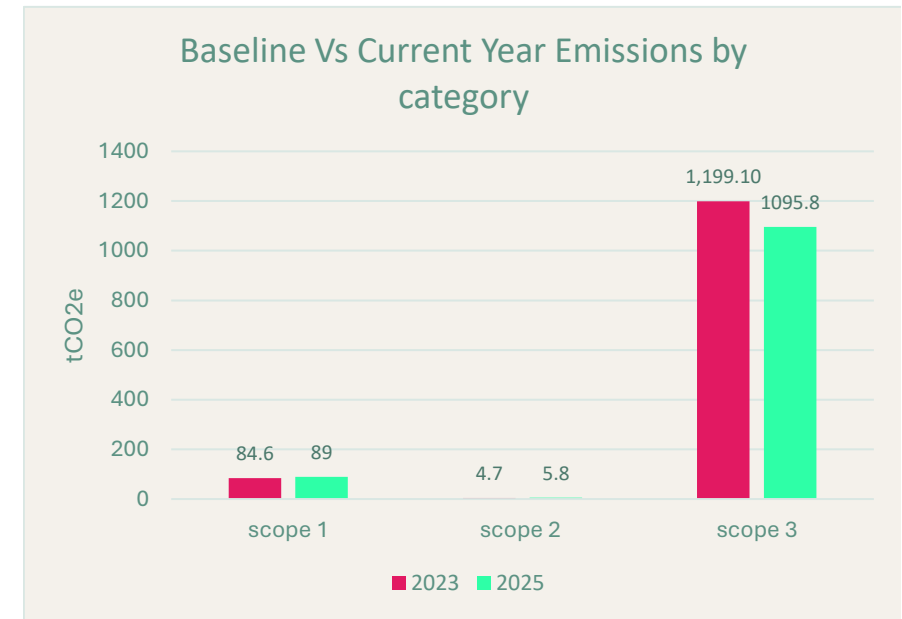
**Fuel- and energy-related activity emissions are those that occur in addition to the combustion emissions and electricity generation emissions that are measured in the other energy use categories.*

Our baseline emissions



Baseline Reporting Period: 1st May 2022 – 30th April 2023
Current Year: 1st May 2024- 30th April 2025

Emissions were also measured from 1st of May 2021 to the 30th of April 2023, but due to improvements in data collection and methodology, we will be using the above as our baseline year.



Since our baseline reporting period, our overall market-based emissions have decreased by 98 tCO₂e which is a reduction of 7.6%.

Our Scope 3 emissions have decreased from 1199.10 in 2023 to 1095.8 tCO₂e which is a reduction of 103.3 tCO₂e, an 8.6% reduction.

A full breakdown of emissions by category is given on the next page.

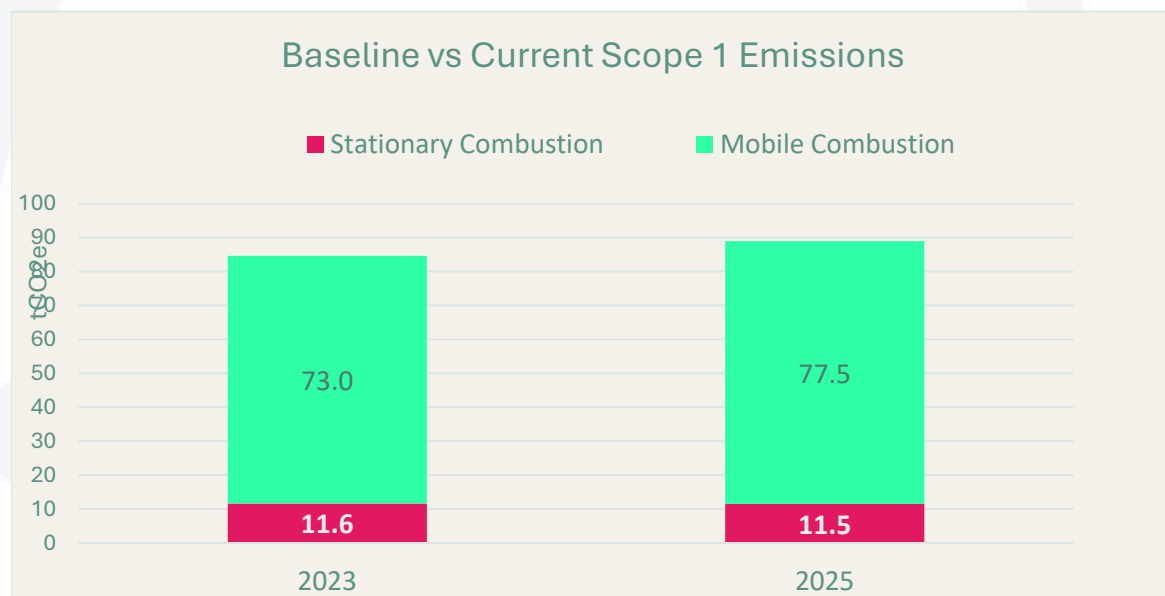
Category breakdown

Scope	Category	Baseline Emissions (tCO ₂ e)	Current Emissions (tCO ₂ e)	% Change
Scope 1	Stationary Combustion	11.6	11.5	-0.9%
Scope 1	Mobile Combustion	73.0	77.5	+6.2%
Scope 2	Electricity (Location-based)	7.7	9.0	+16.9%
Scope 2	Electricity (Market-based)	4.7	5.7	21.3%
Scope 3	Goods & Services	1058.0	995.8	-5.9%
Scope 3	Capital Goods	63.5	2.3	-96.4%
Scope 3	Fuel- and Energy-Related Emissions	27.4	28.6	+4.4%
Scope 3	Transportation & Distribution	23.3	39.4	+69.1%
Scope 3	Waste & Water	1.4	3.5	+150.0%
Scope 3	Business Travel	3.0	5.7	+90.0%
Scope 3	Commuting	23.2	20.2	-12.9%

Scope 1

Scope 1 emissions are those that occur as a result of the combustion of fuels onsite (stationary combustion) or in our company vehicles (mobile combustion).

Our stationary combustion activities include the use of propane, and our mobile combustion activities, the use of diesel. Between the baseline year and the current year, our emissions from our diesel vehicles have increased by 4.5 tCO₂e. There has been a 0.1 tCO₂e reduction in our onsite propane use.



Scope 2

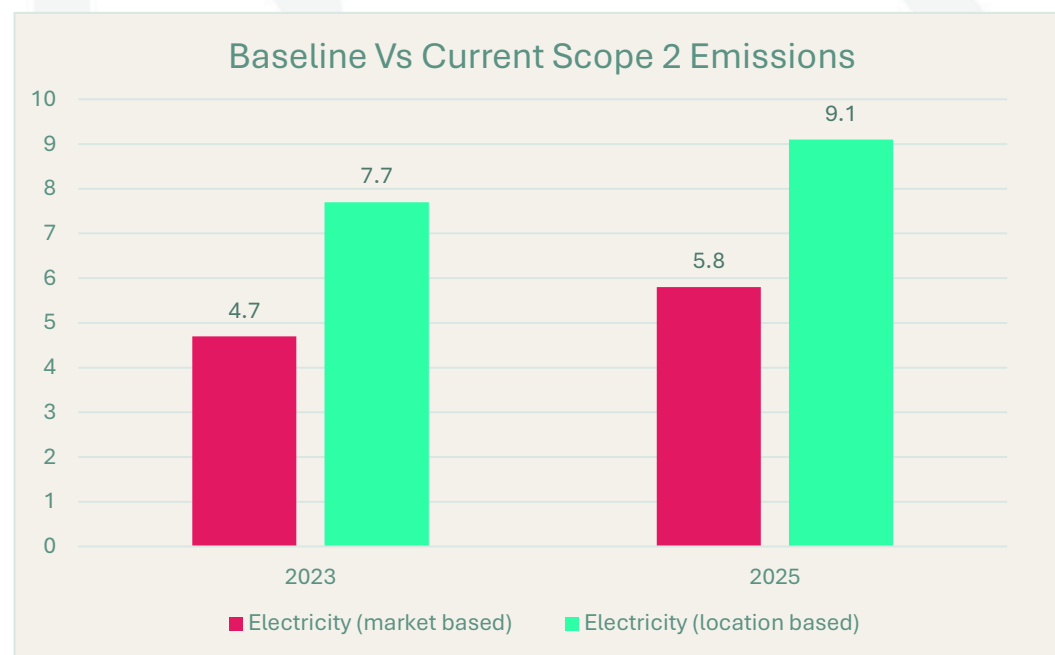
Scope 2 emissions occur offsite during the generation of electricity used by Avelair.

Emissions are measured and reported using two methods:

1. The location-based method is an estimate of emissions before the introduction of any renewable energy purchasing instruments. This method uses the emissions intensity of the national grid from which the electricity was purchased.
2. The market-based method (used in final reporting), which takes into account the specific electricity supplier and tariff chosen by us.

Both our location-based and market-based emissions increased between the baseline year and the current year as we used more electricity for both our site and fleet of EVs.

The market-based emissions in 2025 reflect the 76% renewable energy tariff and Avelair aim to switch this to a 100% renewable energy tariff by 2030.



Scope 3

Scope 3 emissions are those that occur throughout Avelair's value chain. So far we have measured all upstream scope 3 emissions; with emissions to report in all but one upstream scope 3 GHG category (upstream leased assets).

Goods and Services

This category includes the cradle-to-gate emissions of all goods and services we purchased within the reporting year (excluding capital goods). We can further break this category down into direct goods and services (the things we buy to produce our goods) and indirect goods and services (administration costs).

Goods and Services: Direct

The purchase of direct goods and services is our largest source of emissions as these are all the components we purchase to manufacture our compressed air products. We are currently measuring these emissions using spend.

Good and Services Direct

. Our five largest sources of emissions within this category were:

- Filter Parts – 203.7 tCO₂e
- Compressor Panels - 175.3 tCO₂e
- Compressor Parts - 130.8 tCO₂e
- Air Receiver Tanks – 96.3.tCO₂e
- Electric Motors – 36.9. tCO₂e

Scope 3

Goods and Services: Indirect

As with direct goods and services, emissions are being measured using spend this year. When calculating emissions by spend we use Government averages for emission factors. The below table shows some of the largest categories by emissions.

Category	Current Emissions (tCO2e)
Rent and Building Services	11.1
Subsistence and Entertainment	14.7
Insurance and Pensions	6.3
Equipment and Uniforms	3.4
Consumables	1.4
Internet, Telecoms and IT Services	3.9
HR, Training and Memberships	1.2
Vehicle Repair	4.2
Consultancy and Business Support Services	24.9
Marketing	1.5
Financial and Legal Services	0.3
IT support, Cloud Services and software subscriptions	4.3

Whilst we are measuring Goods & Services emissions using spend, we cannot expect to see a reduction in emissions without a significant reduction in spend. We need to collect product or supplier data to track actual reductions that may be occurring in the supply chain. This will be one of our priorities for the year ahead.

Scope 3

Fuel- and Energy-Related Activities

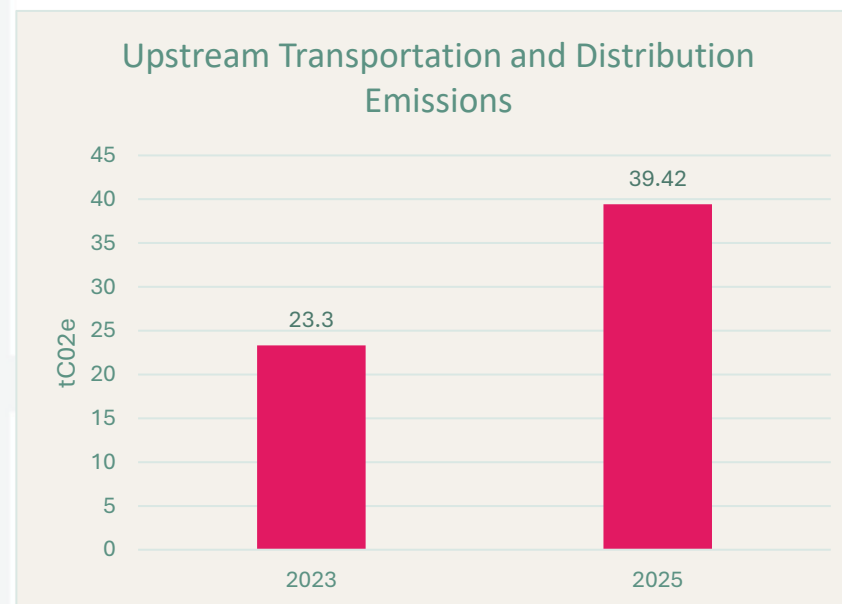
This category includes all of the emissions that occur before fuel reaches the tank e.g. from mining, processing and transportation (known as well-to-tank emissions), and emissions associated with electricity that is lost in the transmission and distribution system (known as T&D losses). In this measurement, we have included the upstream energy emissions for all scope 1, scope 2, and upstream scope 3 activities (distribution, business travel and commuting). These emissions cannot be targeted with any standalone action but will be reduced as energy consumption across all activities is reduced.

Upstream Transportation and Distribution

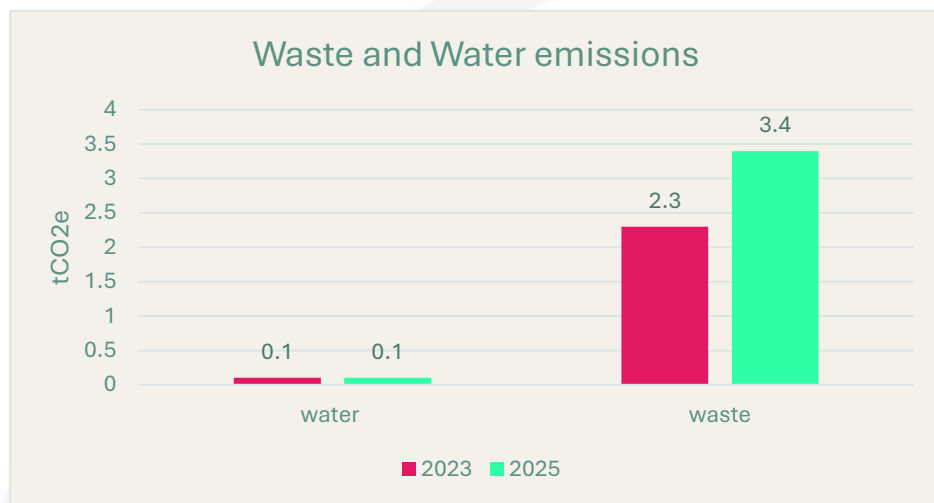
Here we are measuring emissions associated with the transportation of incoming goods (where paid for by us) and outgoing goods. We are measuring incoming goods emissions using spend, and outgoing using distance and weight data (converted to tonne.km).

This year, spent more on incoming goods deliveries, causing an increase in emissions.

	2023	2025
Tonne.km	15,036	18984.1
Spend	£40,247	£72,639



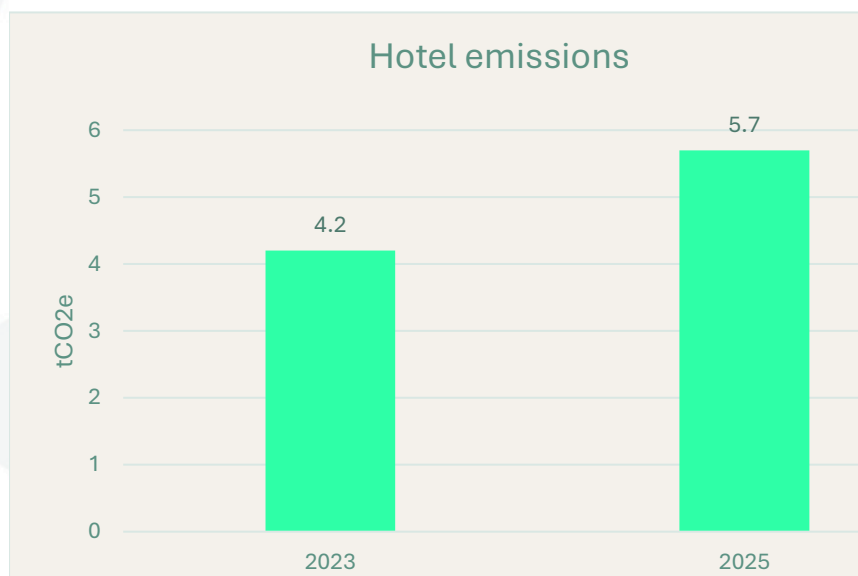
Scope 3



Waste Generated in Operations

This category includes emissions associated with the disposal of waste and also site water use. Waste emissions were measured using weight and destination data, water emissions were measured using m3 usage.

	2023	2025
Waste – (tCO2e)	2.3	3.4
Water – (tCo2e)	0.1	0.1



Business Travel

All travel for business purposes is completed in company vehicles and recorded in scope 1. The only emissions we measure in scope 3 is the impact of hotel stays. We measure this using spend. As spending has increased between the baseline and current year emissions have also increased.

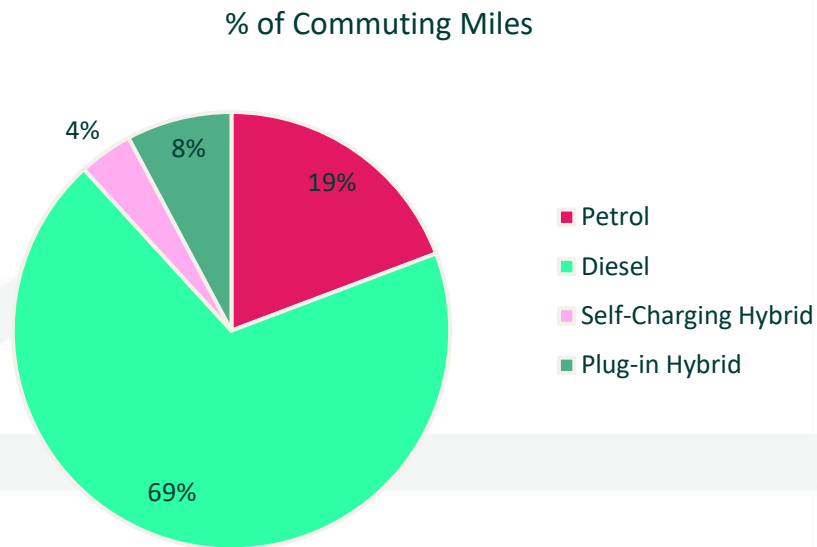
Scope 3

Employee Commuting

Employee commuting emissions include those that occur as a result of our employees travelling to and from work and when using energy during work-from-home days (for office equipment and heating).

We collected data from our employees using a survey and used this data to measure emissions for both years.

Employees do an average of 21 work-from-home days per year and commute for an average of 17 miles per day; all employees commute via car.



On average, each employee produced around 1 tCO₂e via their commuting and work-from-home activities.

Our reduction targets

What does Net Zero mean?

To achieve Net Zero, we will be aiming to reduce emissions in line with guidance from the Science Based Target Initiative (SBTi).

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 keep global temperature increases well below 2°C, and ideally below the 1.5°C agreed in the Paris Agreement, compared to pre-industrial temperatures. SBTs provide organisations with pathways to sustainable transformational change to accelerate the transition to a low-carbon economy.

We have set the following long-term, Net Zero, targets:

- To reduce our total market-based emissions by at least 90% by 2045
- To offset any residual residual emissions once Net Zero has been reached

What's the difference?

Net Zero

When a business has reduced its scope 1, 2 and 3 emissions by as much as possible, leaving only ‘residual’ emissions, which cannot be removed. Current guidance from the SBTi states that for most businesses, this means a total reduction in emissions across all scopes by ~90%. Carbon removals should then be used to neutralise the residual emissions.

Carbon neutral

A carbon-neutral business has committed to reducing emissions, and in the meantime balances its remaining emissions through carbon removal/offsetting schemes.

Zero emissions

When no carbon is produced directly from a particular activity, product, or service (such as the running of an electric van or an electric cooker on electricity produced through solar power).

Our near-term targets

Avelair is committed to reaching Net Zero by 2045. We have also set the following near-term targets which we will use to track progress to 2030:

1

Reduce scope 1
emissions by 42% by
2030

2

Reduce market-
based scope 2
emissions by 100%
by 2030

3

Reduce scope 3
emissions by 42%
by 2030

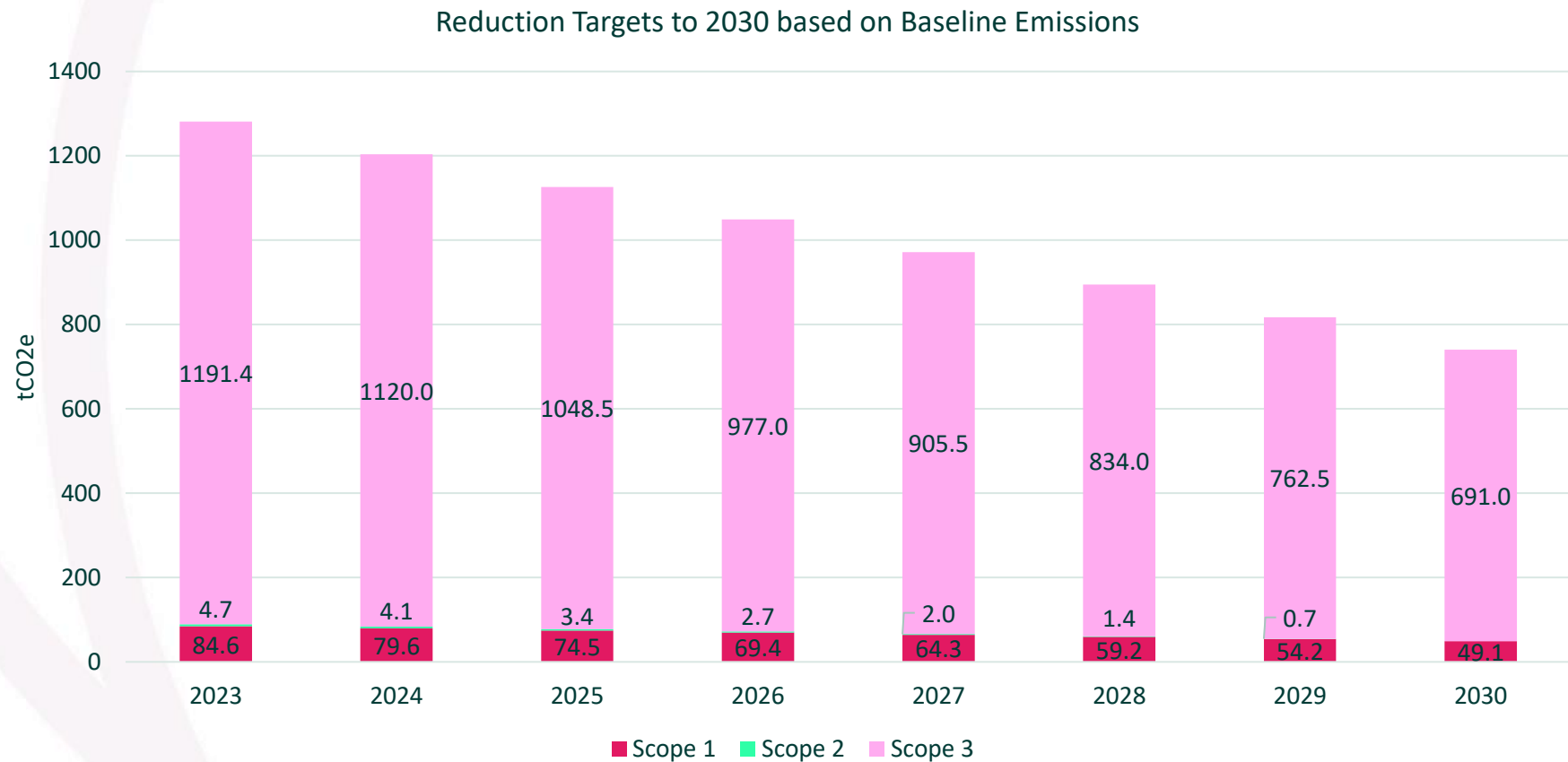
4

Measure
downstream
impacts by 2025

NB. We will review our targets following any significant changes to our business, with the release of any new guidance from the SBTi and as standard every five years.

Targeted annual reduction

The graph below shows our scope 1, market-based scope 2 and scope 3 emissions reduction targets to 2030 based on our **baseline emissions**. To achieve a linear reduction, we would need to reduce scope 1 emissions by 5.1 tCO₂e each year, market-based scope 2 emissions by 0.7 tCO₂e each year and scope 3 emissions by 71.5 tCO₂e each year.



Progress

Scope 1

Our Scope 1 emissions increased between the baseline and the current year by 5%, meaning we are behind target. We were aiming for Scope 1 emissions of 74.5 tCO₂e or less, but actual emissions were measured at 89.0 tCO₂e.

Market-based Scope 2

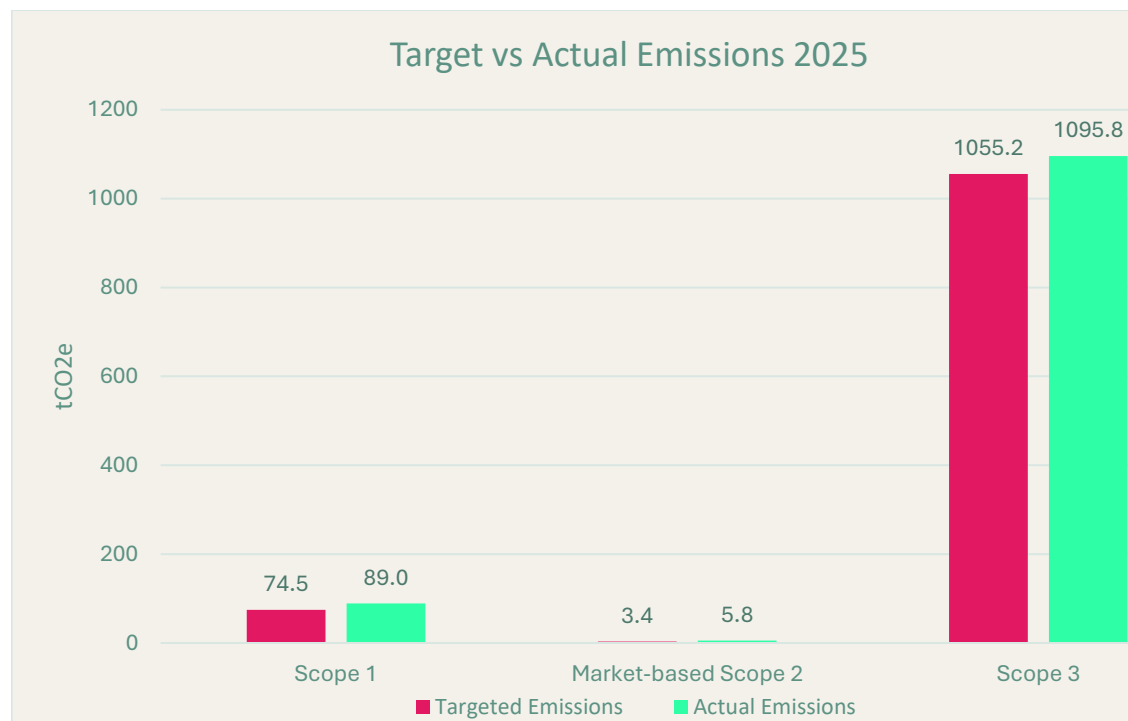
Our market-based Scope 2 emissions also increased between the baseline and the current year by 21.3%. We were targeting market-based Scope 2 emissions of 3.4 tCO₂e or less, however emissions were estimated to be 5.8 tCO₂e.

Scope 3

Scope 3 emissions decreased by 8.7% between the 2023 baseline year and the current year, falling from 1200.1 tCO₂e to 1095.8 tCO₂e. However, emissions remain slightly above the 2025 target of 1055.2 tCO₂e.

While emissions have increased between the baseline year and the current year, emissions per £1 of revenue have decreased by 27.4%.

This is due to an increase in revenue of 25% compared with an increase in emissions of 0.9%.



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**Reducing our
emissions**

Steps we've taken to reduce emissions

Measuring our Emissions

In 2022 we committed to measuring and reporting our business' carbon footprint annually, allowing us to understand where our emissions come from and take action to reduce them. Following each measurement, we have also created an action plan for the year ahead.

Building and Waste

To reduce energy use and the associated emissions we have upgraded all windows in our building to double glazing and all lighting to LEDs. We also improved recycling rates via a campaign focused on proper waste sorting and the introduction of electrical item recycling. We have also improved the number of things we reuse, by reusing cleaning rags and purchasing rechargeable batteries, and have taken action to reduce the amount of physical mail we receive, by unsubscribing from magazine subscriptions.



Steps we've taken to reduce emissions (cont.)

Fleet

So far, we have upgraded two vehicles from combustion engine vehicles to a fully electric vehicle and a hybrid vehicle. We have also installed charging facilities at our office (one charger) and in two employee homes. We are committed to exploring opportunities for further fleet upgrades but are expecting this to take a little longer with our commercial vehicles due to range.

Packaging and Product Manuals

We switched from plastic tape to paper tape for our packages – this reduces emissions as paper is more likely to be made from recycled materials when compared with plastic. We also switched from using printed boxes to non-printed boxes, reducing the need for inks and energy for the printing process. All of our product manuals are now also cloud-based whereas previously these would be shared as hard copies or via flash drives.





Site Energy Use

Our site gas and electricity emissions make up only a small portion of our footprint, but as they are in our direct control, and they have both increased since the baseline year, we have a responsibility to reduce them as soon as possible.

To reduce our gas and electricity emissions we will need to ensure that we minimise usage where possible and also consider alternatives to grid electricity.

Our gas supply now includes a 20% renewable BioLPG blend supplied by Calor.

Over the next few years, we will do the following to reduce our site energy emissions:

- We will perform a site audit and create a long-term plan for building energy efficiency improvements
- We will switch to a 100% renewable energy tariff by 2027
- There are plans already in place to install additional insulation in our factory roof.
- We will install onsite solar arrays
- We will ensure that energy efficiency is considered when purchasing any new technology or machinery

Transport

Fleet

We have committed to reducing our scope 1 emissions by 42% by 2030. To meet this target we will undertake a number of actions to increase efficiency and, over time, electrify or swap our fleet to Hybrid vehicles. our fleet.

We will focus on reducing fuel consumption with measures such as **better route planning, driver training, and speed restrictions** and by **purchasing the most fuel-efficient vehicles** possible.

Commuting

It was estimated that each employee produced, on average, 1 tCO₂e via travel to and from work. By 2045, we are aiming to reduce this to below 0.1 tCO₂e per employee, which will require all employees to be travelling via lower carbon modes (EV, public transport or active transport). If all car mileage was complete in EVs this year, emissions would be 0.2 per employee, and with the decarbonisation of the UK energy grid, this figure will be further reduced.

We will create a Sustainable Travel Policy which outlines the sustainable travel hierarchy. Over the next few years, we will be looking to implement measures that will support and encourage staff to commute via low-emission modes



Supply Chain

The purchase of goods and services is our most carbon-intensive activity, making up 86% of total measured emissions in our baseline year. As our purchased goods and services emissions are essentially our suppliers' emissions, they will need to be working towards similar carbon reduction goals as ours if we are to meet our targets.

The first step towards alignment across our supplier chain will be to **implement an effective system for the collection of data from suppliers** so that we are able to:

1. To assess and compare the sustainability credentials of new and current suppliers
2. To improve the accuracy of our footprint calculation

Information will need to be collected before procurement decisions are made and properly considered alongside other criteria (e.g. price, speed, quality), and then on an annual basis going forward for use in the footprint. We will first need to **consider the different methods available** to us for the collection of environmental data from our suppliers and contractors (e.g. software vs the use of our own systems), and then work to **implement a system** that is capable of executing data collection for these two functions.

The second step will be to **set targets for our suppliers and procurement teams** based on several metrics (emissions reporting, target setting, carbon reduction) and **build this into our Procurement Policy**. We will ensure open **communication** with our suppliers and provide them with **resources and support**. We can also offer sustainable suppliers **preferential terms and pricing** or introduce terms surrounding emissions measurement and reduction into some of our **contracts**.

We have begun engaging some of our suppliers and requesting information from them regarding their emissions and targets. Next year we will submit goods and services data in a way that will allow analysis on a by-supplier basis so that any collected emissions data can be used.



Products

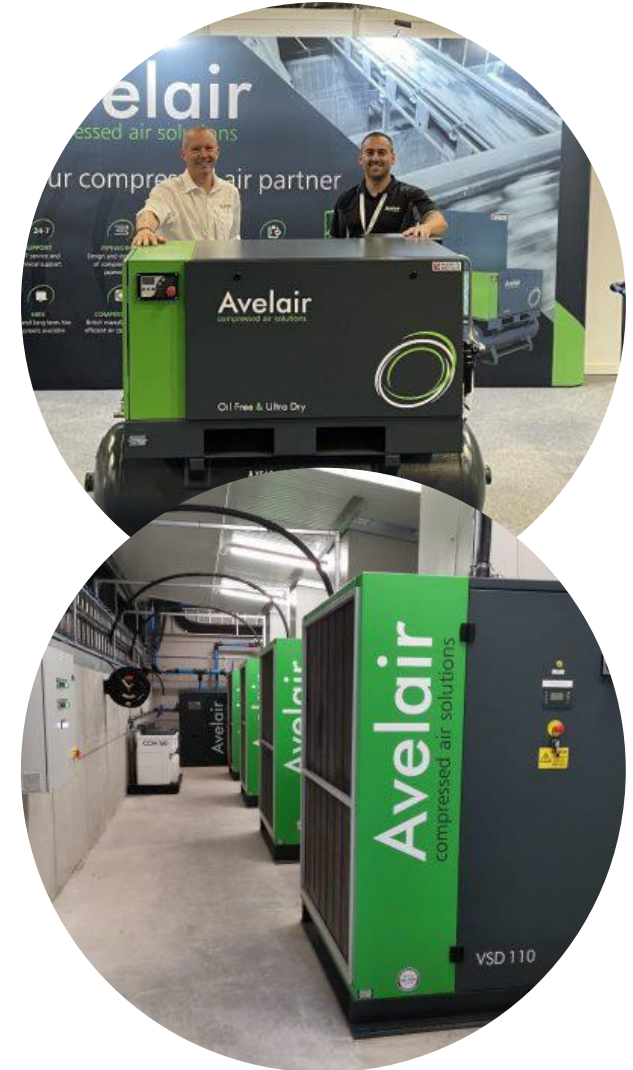
Reducing the emissions of our organisation can not happen without the reduction in our product-related emissions. Product-related emissions include those associated with the production, transportation, use and disposal of our products.

A reduction in product emissions begins at the design stage; the design must incorporate low embodied emission materials and manufacturing processes, ensure that the product is as energy-efficient as possible and that the product is designed with repair and material recyclability in mind.

Energy efficiency is something that Avelair's specialist design team already consider, it requires considerable energy to compress air and by designing energy-efficient air compressors, we are able to offer our customers financial and emissions savings. We also already offer planned preventative maintenance and are committed to ensuring long-term plant reliability.

The next step will be for us to measure the downstream emissions relating to our products that have not yet been quantified so that we have a baseline against which to track reductions.

We will also look to measure the emissions of individual products, so that we can provide customers with high-quality Product Carbon Footprint data. We will work with Positive Planet and their LCA team to look at sourcing more sustainable products in the future.



Company culture

Every company will have a culture made up of both surface elements (e.g. company policies, branding, office environment, organisational structure) and deeper, often undocumented, elements (e.g. leadership attitudes, perceived values and beliefs, employee satisfaction). Sustainability strategies will not be successful if they do not run through all elements of the company culture and if it is not recognised as a priority across the business.

To achieve a culture shift conducive to our proposed sustainability strategy, we will look to embed sustainability into all elements of our company culture through a number of actions such as:

- Implement a sustainable Travel Policy and a Sustainable Procurement Policy in 2026
- We are going to place 3 of the Leadership team through the Carbon Literacy Training in 2026
- Including sustainability-related responsibilities in job descriptions
- Discussing sustainability and reviewing action plan progress during company and team meetings
- Addition of questions surrounding sustainability to 1-2-1 templates
- Creating a sustainability page on our website which contains our Net zero Report

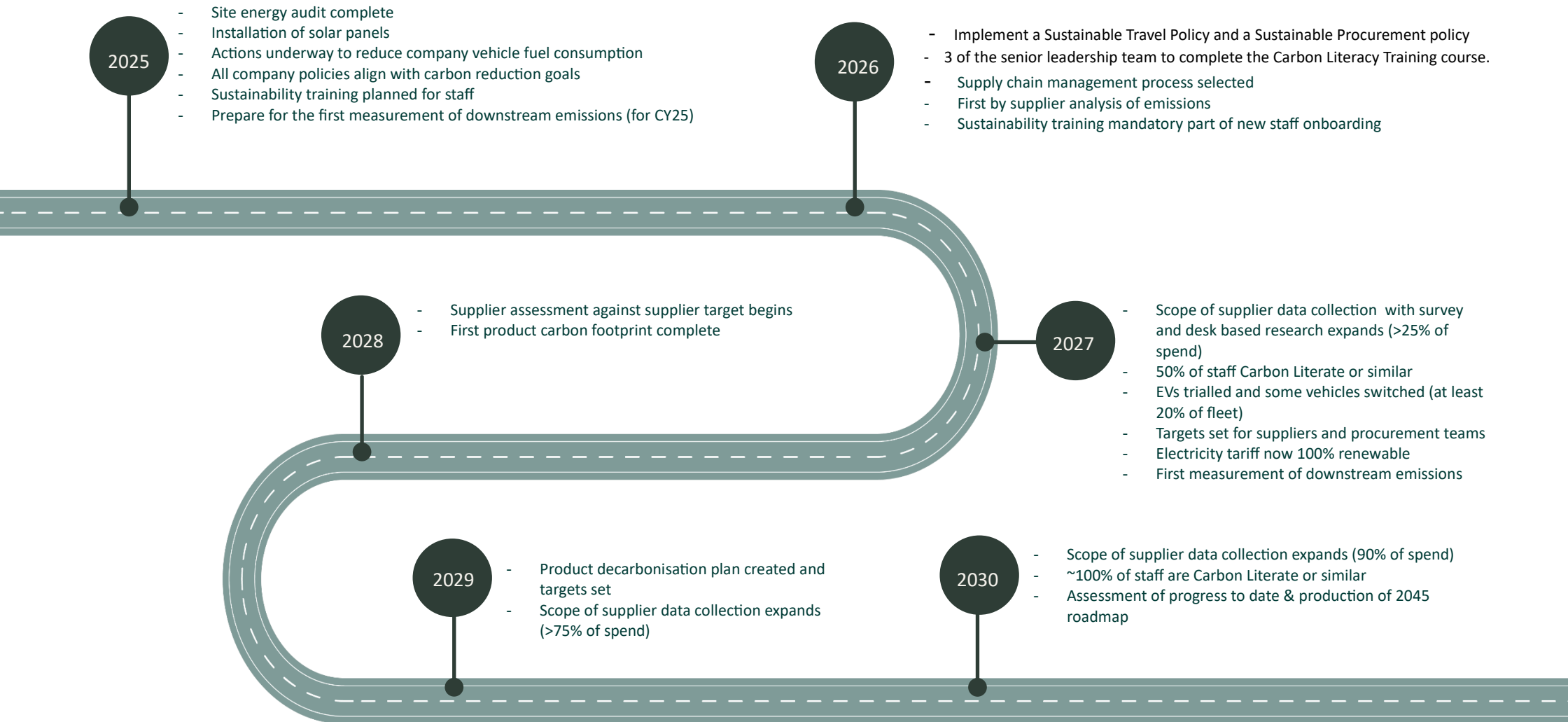
Every member of our organisation will need to be working towards Net Zero if we are to meet our targets, but as an organisation, we also have a responsibility to support staff in doing so.



Our 2030 roadmap

Our 2030 roadmap

The below roadmap sets out some key milestones we would like to achieve by each year's end.



What will Net Zero look like for us?

Company Cars: A fully electrified fleet and use of charging facilities backed by renewable energy tariffs.

Gas Use: Purchase of renewable gas or a 90% reduction in gas use.

Electricity Use: Purchase of electricity through renewable tariffs only.

Procurement (all categories): Goods and services purchased from suppliers that have also reached Net Zero.

Business Travel: Use of low-carbon hotels.

Commuting & Homeworking: Improvements to public transport systems allow more employees to travel via public transport, and improvements to charging infrastructure as well as a decrease in electric vehicle prices allow those who live further away to reduce emissions whilst travelling via private vehicle. An increase in grid renewables has reduced the emissions associated with the emissions of at-home vehicle charging and homeworking, and a gradual phase-out of gas boilers further reduced homeworking emissions.

Waste: All waste is recycled and is collected in electric vehicles.

Use of Sold Products: Use of low carbon fuels, increase in oil-free solutions.

End-of-life of Sold Products: Complete recyclability of parts.

Reaching Net Zero will require collaboration between business and government. Governments will need to introduce policies that support climate action, equally pressure from businesses can stimulate government action.

Current SBTi guidance allows for up to 10% of baseline emissions to remain under the Net Zero definition. It is important to remember that some residual emissions are expected, so a full 100% reduction is not expected in all areas, unless possible.

Summary

As we embark on our journey to Net Zero, we look forward to collaborating with our teams, suppliers and customers to reduce our shared impact.

We are committed to measuring our emissions each year and continuously working to reduce them with the ultimate goal of reaching Net Zero by 2045.