



Carbon Reduction Plan

Sycous Limited

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Our Low Carbon Vision

Sycous is committed to having a positive and sustainable impact for our communities. This commitment extends wholeheartedly into ensuring that minimising environmental impact is integrated into our everyday practice.

Our Carbon Reduction Plan has been developed to guide us towards achieving Net Zero by 2050 and currently encompasses the areas of the business with the most substantial impact on achieving this aim.

Methods of Data Collection

The Sycous carbon footprint has been assessed using the Operational Control methodology.

Data has been collected from across a range of records, including supplier and customer records, HR records, data from third party systems and invoices. Estimations of carbon footprint have been made using openly available records from reputable sources, including carbon footprint charities, government provided data, academic studies and direct supplier information. A tendency towards overestimating impact has been adopted when estimating impact.

Baseline Year: FY2023-2024

a. Scope 1

Sycous facilities: we are tenants in buildings owned by real estate investment companies and will be excluded from calculations.

Company vehicles: we lease class 1 vans in our engineering team and collect real-time mileage and emissions data for these. We previously had a single pool car, for which there was no data available for emissions measurement in the current year.

Type of vehicle	Miles	Idling time %	kgCO2e
Company Vans	187,203	9.33%	42,820
Company Pool Car	No data	No data	No data

b. Scope 2

Purchased utilities for own use: we purchase electricity for our own use in our office and warehouse facilities. Heating systems utilise the same electricity source.

Facility	Consumption (kWh)	kgCO2e
Office	45,309	10,020
Warehouse	7,931	1,790

c. Scope 3

i. Category 1: Purchased Goods and Services

Purchased goods and service: our core purchased products have been identified and analysed, with no data for some items in the current year.

Product Category	Quantity	kgCO2e	Notes
Metering Devices	12,479	686,383	All electronic metering devices assessed using embodied kgCO2e estimates.
PAYG Devices	2,797	425,285	All electronic PAYG devices assessed using embodied kgCO2e estimates.
Data Collection Devices	889	49,185	All electronic data collection devices assessed using embodied kgCO2e estimates.
Plastic Payment Cards	0	0	
Cardboard Payment Cards	930	4.65	
Packaging	No data	No data	
IT Services	No data	No data	
Azure Services	No data	No data	

ii. Category 2: Capital Goods

Capital goods: our core capital goods have been included. Small and consumable items have been excluded.

Product Category	Quantity	kgCO2e	Notes
Laptops	6	1,623	Assessed using embodied kgCO2e estimates.
Smartphones	4	240	Assessed using embodied kgCO2e estimates.
Desktop computers	0	0	
Screens	0	0	
Furniture	0	0	
Warehouse Equipment	0	0	

iii. Category 4: Upstream Transportation and Distribution

Deliveries received from UK source: all deliveries of products received from UK sources and shipped from UK sources direct to us.

Deliveries received from international source: all deliveries received from international sources and shipped from overseas direct to us.

Delivery Source	Quantity	kgCO2e	Notes
UK	1,805	496	Assess using well to wheel kgco2e estimates
International	206	7,524	Assess using well to wheel kgco2e estimates

iv. Category 5: Waste Generated in Operations

Waste generated in operations: our office waste has been excluded, due to use of shared waste collection within shared office building. Office waste is considered to be negligible impact. All other waste is disposed of through the warehouse facility. Warehouse waste volume has been collected by using capacity estimate.

Waste Source	Quantity (Litres)	kgCO ₂ e
Warehouse: Cardboard	27,456	No data
Warehouse: Non-hazardous industrial	10,732	No data

v. Category 6: Business Travel

Our business travel data has been collected and split by method of transport for domestic and international travel made using noncompany owned vehicles.

Travel Type	Miles	Journeys	kgCO ₂ e
International (Flights)	32,868	20	10,600
Domestic (Flights)	0	0	0
Domestic (Car)	49,342	380	13,231
Domestic (Train)	19,261	88	1,100
Domestic (Tube, Tram)	210	36	10

vi. Category 7: Employee Commuting

Employee commuting: our commuting related emissions have been estimated using the averages method provided by the GHG Protocol. Estimation of emissions from home working have also been included.

Travel Type	Miles	Journeys	kgCO ₂ e
Train	47,370	4,737	4,737
Car	42,630	2,842	8,527
Walking	1,421	1,421	0
Bus	2,365	1,471	236
Working from Home	-	-	24,998

vii. Category 9: Downstream Transportation and Distribution

Deliveries to UK destinations: all deliveries of products to UK destinations.

Deliveries to International destinations: all deliveries to international destinations.

Deliveries by ByBox: all deliveries made using ByBox services between internal engineering team members and our warehouse.

Deliveries of consumer post: deliveries of letters to UK destinations by Royal Mail.

Delivery Destination	Quantity	kgCO ₂ e	Notes
UK	156	40.00	Assess using well to wheel kgco ₂ e estimates
International	0	0.00	Assess using well to wheel kgco ₂ e estimates
UK (ByBox)	305	48.88	
UK (Royal Mail)	3,385	84.63	

Baseline Year Emissions

All emissions that were possible to estimate have been included. Where estimation or data gaps have been highlighted, these are not included in the below table but will be included for improved data collection.

Emissions		Total kgCO2e
Scope 1		42,820
Scope 2		11,810
Scope 3		
	Category 1	1,160,858
	Category 2	1,863
	Category 4	8,020
	Category 5	No Data
	Category 6	24,941
	Category 7	38,498
	Category 9	173.51
Total		1,288,984

Current Year: FY2024-2025

d. Scope 1

Sycous facilities: we are tenants in buildings owned by real estate investment companies and will be excluded from calculations.

Company vehicles: we lease class 1 vans in our engineering team and collect real-time mileage and emissions data for these. We had no pool car, during the period.

Type of Vehicle	Miles	Idling Time %	kgCO2e
Company Vans	164,015	9.35%	32,867
Company Pool Car	0	0	0

e. Scope 2

Purchased utilities for own use: we purchase electricity for our own use in our office and warehouse facilities. Heating systems utilise the same electricity source. We do not choose the supplier for the office due to using the landlord's supply.

Facility	Consumption (kWh)	kgCO2e
Office	42,681	5,294
Warehouse	4,877	605

f. Scope 3

i. Category 1: Purchased Goods and Services

Purchased goods and service: our core purchased products have been identified and analysed, with no data for some items in the current year.

Product Category	Quantity	kgCO2e	Notes
Metering Devices	9,805	539,304	All electronic metering devices assessed using embodied kgCO2e estimates.
PAYG Devices	2,957	449,613	All electronic PAYG devices assessed using embodied kgCO2e estimates.
Data Collection Devices	1,094	60,526	All electronic data collection devices assessed using embodied kgCO2e estimates.
Plastic Payment Cards	0	0	
Cardboard Payment Cards	912	4.56	
Packaging	0	0	No new packaging required in the year due to utilisation of older stock and policy of reuse of packaging.
IT Services	N/A	315	Emissions produced from Microsoft related digital tools i.e. MS Entra, domain hosting, email etc.
Azure Services	N/A	2,343.1	Emissions related to product from Microsoft i.e. product hosting, app services etc.

ii. Category 2: Capital Goods

Capital goods: our core capital goods have been included. Small and consumable items have been excluded.

Product Category	Quantity	kgCO2e	Notes
Laptops	39	10,549	Assessed using embodied kgCO2e estimates.
Smartphones	4	240	Assessed using embodied kgCO2e estimates.
Desktop computers	0	0	
Screens	0	0	
Furniture	0	0	
Warehouse Equipment	0	0	

iii. Category 4: Upstream Transportation and Distribution

Deliveries received from UK source: all deliveries of products received from UK sources, and shipped from UK sources direct to us.

Deliveries received from International source: all deliveries received from international sources and shipped from overseas direct to us.

Delivery Source	Quantity	kgCO2e	Notes
UK	834	208	Assess using well to wheel kgco2e estimates
International	51	1,075	Assess using well to wheel kgco2e estimates

iv. Category 5: Waste Generated in Operations

Waste generated in operations: our office waste has been excluded, due to use of shared waste collection within shared office building. Office waste is considered to be negligible impact. All other waste is disposed of through the warehouse facility. Warehouse waste weight has been collected directly from waste disposal contractor, with confirmation that 100% of waste has been diverted from landfill and 22.94% has been recycled. kgCO₂e estimate has been made using UK Government GHG conversion factors.

Waste Source	Quantity (kg)	kgCO ₂ e
Warehouse: Cardboard	203	-60.9
Warehouse: Non-hazardous industrial	682	460.4

v. Category 6: Business Travel

Business travel: our business travel data has been collected and split by method of transport for domestic and international travel made using non company owned vehicles.

Travel Type	Miles	Journeys	kgCO ₂ e
International (Flights)	1,248	2	317
Domestic (Flights)	0	0	0
Domestic (Car)	26,720	224	4,568
Domestic (Train)	21,450	110	1,416
Domestic (Tube, Tram)	320	50	12.4

vi. Category 7: Employee Commuting

Employee commuting: our commuting related emissions have been estimated using the averages method provided by the GHG Protocol. Estimation of emissions from home working have also been included.

Travel Type	Kilometres	Journeys	kgCO ₂ e
Train	37,600	3,760	3,760
Car	33,840	2,256	6,768
Walking	1,128	1,128	0
Bus	1,880	376	188
Working from Home	-	-	27,610

vii. Category 9: Downstream Transportation and Distribution

Deliveries to UK destinations: all deliveries of products to UK destinations.

Deliveries to International destinations: all deliveries to international destinations.

Deliveries by ByBox: all deliveries made using ByBox services between internal engineering team members and our warehouse.

Deliveries of consumer post: deliveries of letters to UK destinations by Royal Mail.

Delivery Destination	Quantity	kgCO ₂ e	Notes
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UK	488	170.8	Assess using well to wheel kgco2e estimates and including last mile by van.
International	0	0.00	Assess using well to wheel kgco2e estimates
UK (ByBox)	338	118.3	Assess using well to wheel kgco2e estimates and including last mile by van.
UK (Royal Mail)	29,786	595.72	

Current Year Emissions

All emissions that were possible to estimate have been included. Where estimation or data gaps have been highlighted, these are not included in the below table, but will be included for improved data collection.

Emissions		Total kgCO2e Current	Total kgCO2e Baseline	Change
Scope 1		32,867	42,820	-23.2%
Scope 2		5,899	11,810	-50.0%
Scope 3				
	Category 1	1,052,105	1,160,858	-9.4%
	Category 2	10,789	1,863	+478.9%
	Category 4	1,283	8,020	-84.0%
	Category 5	399.5	No Data	N/A
	Category 6	6,313	24,941	-74.7%
	Category 7	38,326	38,498	0.0%
	Category 9	884.82	173.51	+409.9%
Total		1,148,866	1,288,984	-10.9%

Strategies for Reduction

g. Purchased Goods and Services

PAYG hardware: The impact of PAYG hardware provision has been identified as a key area for reduction of the carbon emissions of our purchased goods. Newly developed server-based products from Sycous can be used to phase out the need for hardware based PAYG hubs over time. This product will now be actively sold in the current period to contribute to the reduction of carbon intensive electronic products in our supply chain. The impact of server emissions will be actively tracked to ensure this change is not simply shifting emissions to digital products.

Azure server emissions: Azure services are used for much of our digital product provision, and monitoring has been put in place during the period to track the environmental impact of this. Efforts have been made to reduce our digital impact through ensuring our systems are built effectively and efficiently, resulting in a drop from 215 kgCO2e per month to 170 kgCO2e (a drop in Carbon Intensity from 13.8 to 8.2). We will continue to build and update our applications to ensure their environmental impact remains sustainable.

h. Upstream Transportation and Distribution

International deliveries: deliveries from our international suppliers have been targeted for emissions reduction and has resulted in the replacement of international airfreight deliveries with sea freight. Through improvements in planning and forecasting, our highest impact deliveries from China have been reduced to only 6 deliveries per year. Warehousing capacity has been addressed to support this, resulting in a slight increase in warehouse energy costs, but resulting in a drastic decrease in transport emissions. Efforts will continue in the current period to ensure international airfreight deliveries are avoided and international deliveries in general are reduced in quantity to save on emissions.

i. Waste

Data collection: Additional data has been collected to help us to understand the carbon intensity of our waste and help to guide decision making on waste reduction.

j. Business Travel

Method of transport: Efforts will be taken to reduce the quantity of international trips taken as far as possible. Economy travel will continue to be standard for international flights to ensure carbon impact is minimised, and where financially viable carbon offsetting will be used.

k. Employee Commuting

Data collection: Additional data will be collected to verify the commuting tendencies of those team members required in the office. Our flexible working policy will be kept in place to minimise the need for team members to attend the office and therefore eliminate the related commuting emissions.

l. Downstream Transportation and Distribution

Reduction in postage: We will continue to develop our products to encourage digital engagement and remove the requirement for posting of correspondence. We continue to invest in our online customer tools, and this has resulted in an increase in e-billing customers from 3,980 to 6,180 over the last period. This directly reduces the requirement for printing and posting of bills. Efforts will also continue to minimise the number of pages required in correspondence and increase e-billing rates.

Direct shipping: We will continue to promote direct shipping of products from our suppliers to our customers, to remove a part of the journey currently required to our warehouse for onward forwarding.

m. Employee Learning and Behaviour Change

We will continue to require our team to undertake environmental training, to ensure that sustainable business practices are at the forefront of their mind when working on company projects, operations, or developing new services and products.

We will create and promote a fund available to invest in team member generated sustainability projects that focus on reduction of emissions or waste, or improvement of efficiency resulting in lower emissions.

n. Leadership

We have maintained our ISO14001 certification during the previous period and are committed to maintaining our ISO14001 certification in the current year to verify the quality of our environmental management systems.

Environmental metrics will continue to be developed and included in business performance metrics and included in team member targets and performance and contribution reviews.

o. Carbon Offsetting

An investigation into appropriate methods of carbon offsetting will be undertaken in the current year, to enable us to explore options for offsetting unavoidable emissions. A proposal will be made on carbon offsetting at the completion of this current year.

Declaration and Sign Off

This carbon reduction plan has been completed faithfully and with all data currently available to the company. Appropriate sources for analysis and estimation of emissions have been used, and where possible we have ensured that we overestimate rather than underestimate emissions.

Signed



Matthew Hall (Responsible Director)

Date

20th July 2025