



# ESG Update



# ESG Overview

There is an imperative that all businesses, across all industries globally need to act now to reduce the adverse effects on the environment.

During 2022 we took significant steps forward in this area. In line with our aim to be a sustainable business, not only financially but also within the environment and communities in which we operate, we appointed an ESG Lead within the business to drive forward our current activities and develop our road map to meet UK Government mandatory targets and expected best practice.

## Achievements:

- Updated our commercial car fleet policy with a green fleet choice of electric or ultra-low emission
- Rolled out 13 electric vans across the network with a view to increasing this number.
- In collaboration with our suppliers, our small van and HGV drivers have received extensive fuel efficiency driver training.
- Consolidated all the transport fleet across the Group under a new transport management system to better utilise the fleet, maximising loads and reducing mileage.
- Partnered with Zest Recycle which has seen 13 sites rolled out with a new waste management system that has seen 84% of recycled material.
- Launched our new supplier charter setting out how we expect suppliers to behave so that together we can achieve higher ESG standards in our supply chain.
- Supported our local communities and charities through volunteering opportunities, fundraising campaigns and activities.
- Launched our first ethical and sustainable uniforms to all Whistl drivers and warehouse staff.
- Developed a Sustainable Mail guide for customers on how to achieve an eco-friendly mailing product covering the mail material and its recyclability.
- Achieved a CDP score of –B
- Achieved an 85% share of renewable electricity.
- Re-baselined our carbon calculation across the Whistl group
- Launched EDI training for our EDI allies
- Conducted a double materiality assessment and launched Whistl's first ESG strategy.
- First TCFD report.
- Achieved an EcoVadis rating 'Silver'.

We are  
committed  
to being  
net-zero  
by 2045



# ESG Strategic Framework

As part of our ESG strategy, we have conducted a double materiality assessment.

This was an inclusive process involving engagement with our colleagues and with external stakeholders, including our customers, suppliers and carriers through interviews and surveys on 16 ESG topics.

We completed a business impact analysis and maturity assessment against the ESG topics which has given Whistl better insight to the issues that are most material to our stakeholders.

As a result, Whistl have launched the first ESG Strategy and Governance structures with detailed KPIs and targets.





# Whistl's 2022 Carbon Footprint

2022 GHG Emissions (tCO <sub>2</sub> e)	
Gross Scope 1 emissions source (tCO <sub>2</sub> e)	17,820
Vehicle fuel	15,696
Natural gas	792
Refrigerants	1,332
Gross Scope 2 emissions source (tCO <sub>2</sub> e)	1,380
Grid electricity: location-based	1,380
Grid electricity: market-based	320
Gross Scope 3 emissions source (tCO <sub>2</sub> e)	356,243
Upstream transport and distribution (suppliers/carriers)	332,972
Upstream transport and distribution (sub-contractors)	8,578
Purchased goods and services	6,984
Fuel and energy-related activities	4,324
Employee commuting: staff travel	1,626
Capital goods	1,382
Business travel: transport	263
Waste	50
Employee commuting: homeworking	32
Business travel: hotel stays	22
Water	10
<b>Total gross emissions (tCO<sub>2</sub>e) (location-based)</b>	<b>375,443</b>
<b>Total gross emissions (tCO<sub>2</sub>e) (market-based)</b>	<b>374,383</b>





# Carbon Footprint Methodology

We have reviewed our carbon footprint for the baseline year 2019 to ensure we are setting a credible reference point against which emissions can be measured.

To do so, we have built upon previous Scope 1, 2 and partial Scope 3 emissions reporting (Scope 3, Category 6 Business travel only) to ensure appropriate coverage for all material greenhouse gas emissions in line with science-based target principles.

In accordance with these requirements, materially significant Scope 3 data has now been collected and has formed the recalculation of our 2019 baseline.

Our 2022 carbon footprint will therefore be used as the base year inventory going forwards to ensure comparable performance monitoring over time.



## Scope 1

Natural gas consumption was provided by Inspired Energy and utilities bills in a standardised unit of energy (kWh). Where consumption of natural gas was not provided, it has been assumed there was none at this site.

Vehicle fuel consumption was split between Whistl's two fleet compartments: HGVs and vans. This is based on the telematic data installed within the Whistl fleet. Where this was not available, purchased fuel data was used.

Refrigerants used is R410a, with a leakage rate of 6%. A benchmark kg per m2 office space has been created using an industry average cooling system.

## Scope 2

Consumption of electricity was obtained from utilities bills from the majority of Whistl's sites in a standardised unit of energy (kWh). Where consumption data was not available for locations, it was estimated based on a commercial building benchmark (based on the square footage of the location).

Where Renewable Energy Guarantees of Origin (REGOs) were provided, the emissions associated with the consumption of renewable energy were calculated using an average of Base Carbone's renewable energy conversion factors.

## Scope 3

Purchased goods and services data was obtained from Whistl's spend report and converted to emissions using UK's databased for purchased goods and services DEFRA (2014). Expenditure was categorised to the closest EEIO categories.

Upstream transportation and distribution is based on Whistl's expenditure and broadly split into two sources: sub-contractors and carriers/suppliers. This was converted to emissions using the DEFRA (2014) conversion factor to road transport of goods based on spend data.

Fuel and energy emissions related to activities in Scope 1 & 2 categories were calculated by using the relevant BEIS (2022) emissions factors for the generation, transmission and distribution of fuel & energy.

Capital expenditure is based on whistl's expenditure and converted to emissions using the relevant DEFRA (2014) emissions factor, factoring in UK inflation from 2011 to 2022.

Waste production was provided in a standardised unit of consumption (tonnes) for the majority of Whistl's sites. Where waste production has not been provided, a benchmark based on Whistl's waste intensity per m2 floor space has been used.

Water consumption data was available for most of Whistl sites. Where water consumption has not been provided, an industry benchmark of m3 water consumption per m2 floor space for offices and industrials has been used.

Employee commuting is estimated and based on commute mileage between home and contracted place of work. A number of assumptions were made on frontline vs non-frontline workers, average days of commute and mode of transport provided by Whistl's employee survey. Homeworking hours were calculated using an emissions factor for heating and electrical equipment per hour of home working to calculate emissions.

Business travel (Cars, flights, hotels, trains/tubes, taxi) are provided through Whistl's travel portal (Click Travel) and through Whistl's expenses system. The relevant BEIS (2022) emissions factors were used to calculate carbon emissions for the reporting year.

# Frameworks and Credentials

