



# Carbon Reduction Plan

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Aligned to the UK Government Carbon Reduction Plan guidance (PPN 06/21)

## Supplier information

**Supplier name:** BTD Limited

**Publication date:** 28 January 2026

**Reporting boundary:** UK operations (3 directors; delivery scaled using subcontractors).

**Operating model:** Remote-first delivery with approximately 50% homeworking; onsite delivery as required.

## Commitment to Net Zero

BTD Limited is committed to achieving Net Zero greenhouse gas emissions by 2050 at the latest. We will review this plan annually and update our measurement approach as our data quality improves.

## Organisational boundary and key assumptions

- No dedicated office premises and no electricity contract in the company name (Scope 2 reported as zero).
- No company-owned fuel combustion sources or fleet (Scope 1 reported as zero).
- Primary emissions sources are business travel to client sites and homeworking.
- Subcontractor travel is not reimbursed and is not currently measured; it is excluded from this first-pass footprint and will be incorporated when data is available.
- Two directors use battery electric vehicles (BEVs) for business travel; the third director uses a diesel vehicle.

## Methodology

Emissions are calculated using UK Government greenhouse gas conversion factors and reported in tonnes of carbon dioxide equivalent (tCO<sub>2</sub>e). Where full data is not yet available, categories are reported as “not material” with an explanation, and we set actions to improve reporting in future updates.



## Baseline emissions footprint

Baseline year: 2025 (first year of formal reporting)

Category	Emissions (tCO <sub>2</sub> e)	Notes
Scope 1 (Direct emissions)	0.00	No company-owned combustion sources or fleet.
Scope 2 (Purchased electricity)	0.00	No office electricity contract; remote/onsite working uses buyer/home utilities.
Scope 3 – Category 4 (Upstream transport & distribution)	0.00	Not material; limited inbound logistics for digital services.
Scope 3 – Category 5 (Waste generated in operations)	0.00	Not material; limited operational waste and minimal printing.
Scope 3 – Category 6 (Business travel)	7.53	Director business mileage (2 BEV; 1 diesel). Excludes subcontractor travel (not reimbursed).
Scope 3 – Category 7 (Employee commuting and homeworking)	0.83	Homeworking emissions estimate based on 50% remote working for 3 directors.
Scope 3 – Category 9 (Downstream transport & distribution)	0.00	Not applicable; no distribution of physical products.
Total emissions	8.36	Sum of the above categories.

Calculation notes (baseline year):

- Business travel: 38,000 BEV miles and 19,000 diesel miles (all business).
- BEV emissions: 38,000 miles × 0.05894 kgCO<sub>2</sub>e/mile = 2.24 tCO<sub>2</sub>e.
- Diesel emissions: 19,000 miles × 0.27849 kgCO<sub>2</sub>e/mile = 5.29 tCO<sub>2</sub>e.
- Homeworking estimate: 2,475 hours × 0.33378 kgCO<sub>2</sub>e/hour = 0.83 tCO<sub>2</sub>e (assumes 220 working days, 7.5 hours/day, 50% remote).



## Current emissions reporting

Reporting year: 2025 (same as baseline for first publication).

Category	Emissions (tCO2e)	Notes
Scope 1 (Direct emissions)	0.00	No company-owned combustion sources or fleet.
Scope 2 (Purchased electricity)	0.00	No office electricity contract; remote/onsite working uses buyer/home utilities.
Scope 3 – Category 4 (Upstream transport & distribution)	0.00	Not material; limited inbound logistics for digital services.
Scope 3 – Category 5 (Waste generated in operations)	0.00	Not material; limited operational waste and minimal printing.
Scope 3 – Category 6 (Business travel)	7.53	Director business mileage (2 BEV; 1 diesel). Excludes subcontractor travel (not reimbursed).
Scope 3 – Category 7 (Employee commuting and homeworking)	0.83	Homeworking emissions estimate based on 50% remote working for 3 directors.
Scope 3 – Category 9 (Downstream transport & distribution)	0.00	Not applicable; no distribution of physical products.
Total emissions	8.36	Sum of the above categories.

## Emissions reduction targets

Given our operating model, the most material and controllable emissions sources are travel and homeworking. We therefore set the following targets, measured against the baseline year:

- Maintain and improve measurement coverage for Scope 3 categories (including subcontractor travel data capture).
- Reduce Scope 3 business travel emissions intensity (tCO2e per delivery day) by 10% by 2028 through travel avoidance and mode shift.
- Increase the proportion of low-carbon travel (rail/EV) for client travel where practicable.
- Achieve Net Zero by 2050 at the latest.



## Carbon reduction initiatives

### Completed / in place

- Digital-first delivery with minimal printing and paper usage.
- Remote-first governance and planning meetings to reduce travel.
- Two directors use battery electric vehicles for business travel.
- Device power management enabled on personal laptops where practicable.

### Planned initiatives (next 12–24 months)

- Travel hierarchy: remote-first; rail before road where feasible; avoid flights.
- Trip consolidation: cluster onsite days to reduce single-purpose travel.
- Standardised travel logging for directors (mileage and mode) to improve accuracy.
- Subcontractor engagement: request travel mode/miles where engaged for public sector delivery (for inclusion in future Scope 3 reporting).
- Reduce IT refresh impact: extend device life where secure and practical; use certified recycling for end-of-life equipment.

## Governance and review

Responsibility for this Carbon Reduction Plan sits with the company directors. Progress will be reviewed at least annually and the plan updated as measurement and reduction actions mature.

## Declaration and sign-off

This Carbon Reduction Plan has been completed in line with the UK Government Carbon Reduction Plan reporting expectations. Where data is limited in this first publication, we have declared categories as “not material” with an improvement plan to expand reporting coverage.

### Signed on behalf of BTD Limited:

Name: Bilal Bham

Role: Director

Date: 28/01/2026



## References

- Carbon Reduction Plan template (UK Government):  
<https://www.gov.uk/government/publications/carbon-reduction-policy/carbon-reduction-plan>
- Applying to the G-Cloud framework (UK Government):  
<https://www.gov.uk/guidance/applying-to-the-g-cloud-framework>
- Greenhouse gas reporting conversion factors (UK Government):  
<https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>