Crown Oil sustainability

CARBON NEUTRAL
IN ACCORDANCE WITH ISO 14068

Carbon Management Plan

Commitment to achieving Net Zero direct emissions by 2030

ISO 14068 verified

Our commitment

Statement from top management

In 2020 when we implemented our sustainability program, we recognised the need to address our environmental impact. As we navigate the challenges and opportunities of 2026, our commitment to operating sustainably has not changed. We are, however, no longer merely following our original roadmap; we are accelerating it, bringing our target for achieving net zero Scope 1 and 2 greenhouse gas emissions forward from 2030 to 2027.

This acceleration is backed by the significant progress we have made since conducting our comprehensive baseline carbon footprint. Since then, we have moved beyond foundational energy efficiency upgrades and waste reduction efforts to implement more sophisticated decarbonisation strategies. A cornerstone of this progress remains our transition to low carbon fuels, specifically the use of Hydrotreated Vegetable Oil (HVO), which has been instrumental in reducing emissions across our vehicle fleet.

As we progress through the 2025–2026 financial year, we have integrated rigorous new initiatives designed to mitigate some of the most hard-to-abate emission sources, while simultaneously providing our clients with the framework to achieve similar reductions. We have implemented a policy for the mandatory procurement of Sustainable Aviation Fuel (SAF) for all corporate air travel; this targeted investment provides essential capital to the aviation industry, supporting the transition toward the fossil-free liquid fuels required to decarbonise this sector.

Furthermore, we are pioneering carbon in-setting within road transport operations. By investing in sustainability projects directly within our own value chain - rather than relying solely on external offsets - we are generating measurable, verifiable climate benefits. This strategic approach not only reduces our carbon intensity but also bolsters our long-term operational resilience and ensures the integrity of our environmental commitments.

Crucially, we have expanded our capabilities to offer these same solutions to our customers. This enables our partners to address their own Scope 1 and 3 emissions through a model that offers absolute transparency and full traceability. By participating in these initiatives, our customers can be confident that their investments deliver real-world impact, supported by robust data and a clear audit trail.

Looking toward the future, we remain steadfast in our commitment to addressing Scope 3 emissions in full alignment with the UK government's 2050 net-zero mandate. We recognise that these indirect emissions, arising from our supply chain and product lifecycles, represent the largest portion of our footprint. To manage this, we are actively collaborating with our suppliers to adopt sustainable practices and exploring innovative circular solutions for our products and services.

Transparency remains the bedrock of our strategy. We continue to verify our greenhouse gas emissions in line with the ISO 14064-1 standard to ensure data reliability, while maintaining our verification of carbon neutrality to the ISO 14068-1 standard. Our journey to Net Zero is an evolving process of research, investment, and collective action. By working alongside our employees, customers, and partners we will collectively achieve our goals.

Mark Andrews
Director of Crown Oil Group

Leadership & commitment

The leadership and commitment of Crown Oil Ltd are pivotal to achieving carbon neutrality. Top management demonstrates accountability by publicly committing to net zero targets and integrating these goals into core governance documents. Competent individuals are appointed to oversee actions towards net zero, ensuring alignment between policy and practice.

Strategic direction, oversight and necessary resources, including financial support, are provided to meet these targets. Additionally, incentives are implemented to drive progress, with executive compensation linked to achieving milestones. Regular communication on plans and progress, along with actions to promote equity, biodiversity, and deforestation-free supply chains, underscores our dedication to sustainability and climate action.

Assessment boundary

Crown Oil Ltd is a leading supplier of fuels, oils and lubricants. We use our company-owned fleet to distribute purchased oil-based products to our customers. We understand that climate change poses a significant challenge to the environment, humans and the natural world, necessitating mitigating measures at international, national and local levels.

Global warming impacts businesses, natural systems and communities. This is caused by an increase in greenhouse gas (GHG) emissions, known colloquially as carbon emissions. However, from our first-hand experience with customers, we are aware of the reliance society has on oil-based products for daily life, even though fossil fuels are a primary source that produces GHG emissions. Thus, we are in a unique position to make a positive impact on the environment in the way we deliver fuels and work towards influencing society to transition to a net-zero carbon world.

Our portfolio

The Crown Oil Group is a limited company that operates under a number of sub businesses called:

- **Crown Oil Fuels and Lubricants** – supplies fuels, oils and lubricants across the UK
- **Beesley Fuels Ltd** – dedicated fuel delivery to the West Midlands region
- **Speedy Fuels Ltd** – dedicated fuel deliveries in the London region
- **Crown Oil Environmental** – a provider of planned preventative maintenance services for fuel-dependent businesses
- **Nationwide Fuels and Lubricants** – dedicated fuel delivery with capability to deliver to remote locations

Our emission boundary

It is important to set an emissions scope boundary in accordance with the operational control approach previously stated. Figure 1 presents these boundaries for the quantification of our GHG emissions. This figure was last updated from the FY 2024/25 GHG report.

Our locations

Crown Oil Ltd operates from seven facilities, with our main base at the Oil Centre in Bury, Lancashire. The Oil Centre is our main distribution depot and includes two buildings. Located in Bury, the two buildings representing the Oil Centre are in proximity to three more buildings that are used as offices (Borden Way, Crown House and Bridge House).

We also operate at four distribution depots in Doncaster, Birmingham and London (two locations). During the FY22/23, we expanded our operational footprint through the acquisition of a new facility, which, following its purchase, underwent extensive refurbishment and construction processes; as a result of these significant upgrades and modifications, the facility remained non-operational throughout the reporting period.

Table 1 provides an overview of the facilities and locations that were in operation during the reporting period within the Crown Oil Ltd group of companies.

Figure 1: Crown Oil Ltd's Value Chain and System Boundary for the Carbon Assessment

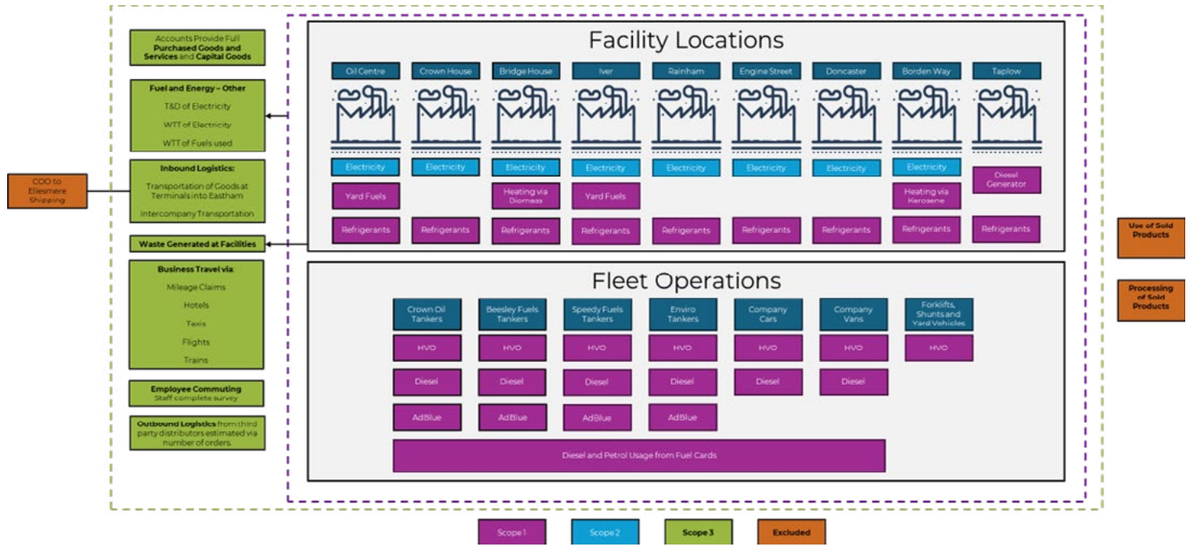


Table 1: An overview of Crown Oil Ltd's locations and buildings

Name of facility	The Oil Centre	Crown House	Bridge House	Doncaster	Oldbury	Iver	Rainham	Borden Way	Taplow
Companies Operating at Facility	Crown Oil Fuels and Lubricants, Beesley Fuels Ltd, Speedy Fuels Ltd, Crown Oil Environmental, Nationwide Fuels and Lubricants	Crown Oil Fuels and Lubricants, Beesley Fuels Ltd, Speedy Fuels Ltd, Crown Oil Environmental, Nationwide Fuels and Lubricants	Crown Oil Fuels and Lubricants, Beesley Fuels Ltd, Speedy Fuels Ltd, Crown Oil Environmental, Nationwide Fuels and Lubricants	Crown Oil Fuels and Lubricants	Beesley Fuels Ltd	Speedy Fuels Ltd	Speedy Fuels Ltd	Crown Oil Fuels and Lubricants, and Crown Oil Environmental,	Speedy Fuels Ltd
Location	Bury	Bury	Bury	Doncaster	Birmingham	London	London	Bury	Maidenhead
Purpose	Main base	Office	Office	Distribution depot	Distribution depot	Distribution depot	Distribution depot	Office, vehicle maintenance, truck parking and IBC storage	
Number of buildings	2	1	1	1	2	2	1	2	1
Owned/leased	Owned	Owned	Leased	Leased	Owned	Leased	Owned	Owned	Owned

Carbon neutrality management hierarchy

The Carbon Reduction Hierarchy prioritises direct actions to reduce GHG emissions at their source. This involves implementing measures to enhance energy efficiency, transitioning to low-carbon technologies and optimising operational processes to minimise emissions. By focusing on these primary reduction strategies, organisations can achieve significant and sustainable decreases in their carbon footprint. We adhere to this hierarchy by prioritising emission reductions within our operational boundaries before considering other measures.

Once all feasible emission reduction measures have been implemented, the next step in the Carbon Reduction Hierarchy is to enhance GHG removals.

This involves activities that actively remove carbon dioxide from the atmosphere, such as:

Reforestation - The process of replanting an area with trees.

Soil carbon sequestration - The natural process of capturing CO_2 from the atmosphere through photosynthesis and storing it long-term in soil as organic matter. This converts soil into a ‘carbon sink’, helping to reduce climate change while improving soil fertility, structure and agricultural productivity.

The deployment of carbon capture and storage technologies - A climate mitigation technology that captures CO_2 emissions from large industrial sources before they enter the atmosphere. The CO_2 is compressed, transported via pipelines/ships and injected into deep underground geological formations for permanent storage.

These removal efforts are essential for balancing any remaining emissions that cannot be eliminated through reduction alone, ensuring a comprehensive approach to achieving net zero emissions.

Offsetting residual emissions that cannot be reduced or removed - The final tier of the Carbon Reduction Hierarchy. This is achieved by purchasing high-quality carbon credits from verified projects that focus on GHG removals. These credits are used to counterbalance the remaining emissions, ensuring that our overall carbon footprint is neutralised. It is crucial that offsetting is only used as a last resort, after all possible reduction and removal measures have been exhausted, to maintain the integrity and effectiveness of the carbon neutrality strategy.

Carbon neutrality management plan

Timescale for implementation

Our carbon neutrality management plan outlines a clear timeline for achieving carbon neutrality and maintaining it through a series of strategic actions. The overall timeline spans from the baseline year of 2020/21 to the target year of 2050, with key milestones set for 2022, 2028, 2030, 2040, and 2050. This structured approach ensures that all actions are timely, coordinated and effectively managed to achieve the desired outcomes.

Baseline and target year

The baseline year for our carbon neutrality efforts is 2020/21, during which the total emissions were quantified at 8,933 t CO_2e. The target year for achieving carbon neutrality was set for 2021/22. This baseline serves as the reference point for measuring progress and setting future targets. The emissions are broken down into Scope 1, Scope 2, and Scope 3 categories, providing a comprehensive understanding of the company's carbon footprint.

Methodology for carbon footprint quantification

This business carbon assessment (organisational carbon footprint) shall be completed every year for ISO 14068-1 verification. Emissions shall be calculated in accordance with the international standard BS EN ISO 14064-1, a similar methodology to following that of the World Resources Institute GHG Protocol - A Corporate Accounting and Reporting Standard, Revised Edition (the GHG Protocol). An operational control approach is taken, ensuring everything in the operational control of Crown Oil is accounted for in the carbon footprint.

Carbon equivalent data conversions have been calculated in accordance with greenhouse gas reporting: 2025 published by the UK Government Department for Energy Security and Net Zero (DESNZ) as well as the Department for Business and Trade (DBT). Hereafter, this database is referred to as DESNZ. Global Warming Potentials are stated from IPCC Sixth Assessment Report, 2021 (AR6). Spend-based data was analysed through utilising Standard Industrial Classification (SIC) and Classification of Individual Consumption According to Purpose (COICOP) categories.

Factors were provided from the 2021 DEFRA dataset in cooperation with the University of Leeds. An inflation adjustment rate shall be accounted for in each year of reporting. SIC emission factors are calculated based on economic output and organisational carbon footprints. COICAP factors are calculated based on consumer spending and product footprints. Electricity and gas usage of rented shared office spaces was calculated from estimated area occupancy and median gas/electricity usage from the Non-domestic National Energy Efficiency Data-Framework (ND-NEED) 2023.

Carbon neutrality pathway & targets

Carbon neutrality target year and future maintenance

We achieved carbon neutrality in the target year 2021/22 and are committed to maintaining this status through continuous monitoring, reduction efforts and offsetting residual emissions.

We will regularly review and update our carbon management strategies to ensure ongoing compliance with carbon neutrality standards and to address any emerging challenges or opportunities. We will calculate the organisational carbon footprint annually using BS EN ISO 14064-1 and the GHG Protocol, covering Scope 1, Scope 2 and Scope 3 emissions. Any unavoidable emissions will be offset through credible carbon offset projects like reforestation and renewable energy initiatives.

We will also focus on reducing emissions at the source through energy-efficient technologies and sustainable energy sources, ensuring financial sustainability by implementing cost effective measures and exploring government incentives. By balancing environmental responsibility with financial prudence, we aim to set an example in the energy sector, demonstrating that sustainable practices benefit both the planet and the bottom line.

Short & long-term targets

Aligned with Science Based Targets, our short-term target is:

- **To achieve a 42% reduction in GHG emissions across all scopes well within 10 years from the baseline year, aiming for 2028**

This translates to a significant reduction by 2028 that shall work towards combatting global temperature rises.

Our long-term target is:

- **To achieve operational net zero for Scope 1 and Scope 2 emissions by 2030**
- **To reduce Scope 3 emissions by 75% to 1,472 t CO_2e**
- **To achieve complete net zero, including only residual emissions for Scope 3, by 2050**

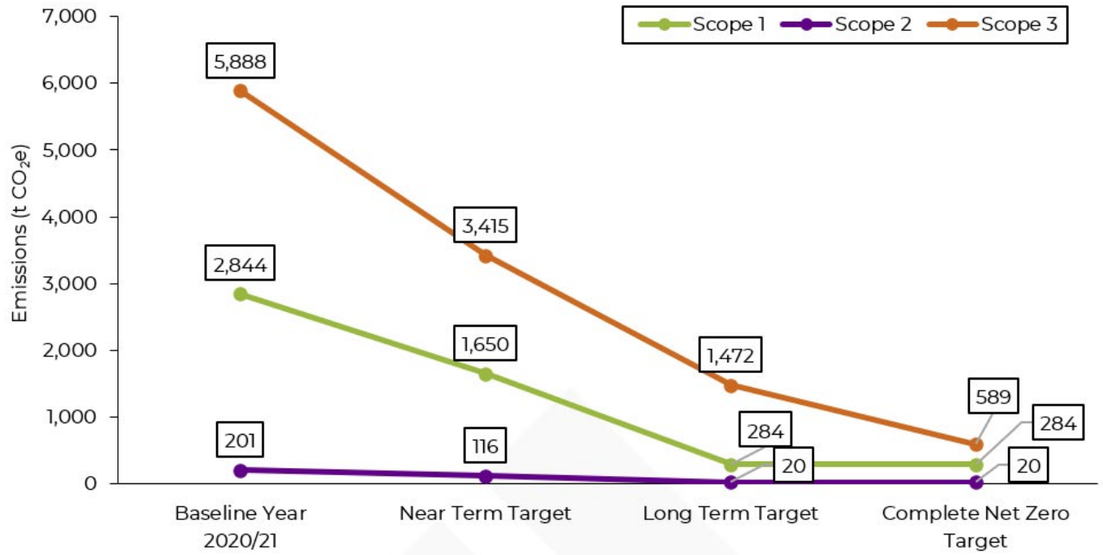
These targets are ambitious yet achievable, ensuring that Crown Oil remains at the forefront of sustainability efforts.

Target year for residual emissions

The target year by which only residual GHG emissions will remain is clearly defined as 2030 for Scope 1 and Scope 2 emissions, and 2050 for Scope 3 emissions. This phased approach allows Crown Oil Ltd to systematically reduce its carbon footprint while implementing effective GHG removal and offsetting strategies.

Figure 2 clearly illustrates our ambitious GHG reduction targets across Scope 1, Scope 2, and Scope 3 emissions. For Scope 1 and Scope 2, we aim to achieve operational net zero by 2030. Meanwhile, for Scope 3, the target is set for complete net zero by 2050, addressing all residual emissions. This phased approach signifies our commitment to substantial emissions reduction efforts and underscores the company's long-term sustainability strategy.

Figure 2: Our GHG reduction targets



GHG emission reduction activities

Near-term activities (before 2028)

To align with Science Based Targets and achieve a 42% reduction in GHG emissions by 2030, we have implemented and will continue to implement the following activities:

Transition to low-carbon fleet

- **Switching to HVO:** We have transitioned our fleet to run on Hydrotreated Vegetable Oil (HVO), significantly reducing emissions from mobile combustion
- **Electric vehicles (EVs):** We are progressively replacing our van fleet with EVs as leases expire. This includes installing charging infrastructure at Crown Oil facilities and subsidising home chargers for employees who take company vans home

Renewable energy sourcing

- **Eco tariffs:** We have switched to Ofgem certified eco tariffs with REGO certifications for our electricity supply

Onsite renewable energy

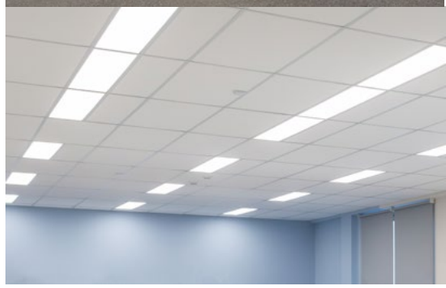
- **Solar PV installation:** We are installing solar photovoltaic (PV) systems across our facilities to generate renewable electricity onsite. This initiative aims to reduce reliance on grid electricity and further lower Scope 2 emissions

Energy efficient improvements

- **Heating controls:** Improved heating controls have been installed in office buildings to reduce energy waste. This includes centralised AC controllers and smart boiler controllers
- **Building insulation:** Additional insulation and draught proofing have been implemented at the Oil Centre and other facilities to reduce heating demand
- **LED lighting:** Upgrading to LED lighting and installing automatic lighting controls to reduce electricity consumption

Business travel and commuting

- **Incentives for sustainable travel:** We are incentivising employees to use public transport, carpool or switch to electric vehicles for business travel and commuting. Competitions and rewards are being used to encourage sustainable travel choices



Long-term activities (by 2050)

We aim to achieve a 90% reduction in GHG emissions and reach complete net zero by 2050.

The specific activities to reach these targets are not set in stone, as they will depend on technological advancements and supplier capabilities. Each year, we will review and update our strategies based on the latest research and developments, ensuring that the most effective measures are implemented.

We are considering a comprehensive Supplier Engagement Plan, which includes collaborating with suppliers to calculate their carbon footprints, developing supplier-specific emission factors, and encouraging the adoption of carbon reduction plans (further detailed below).

Establishing long-term partnerships with suppliers will be crucial for continuously improving carbon reduction efforts, setting joint targets, and sharing best practices. Ongoing research will be conducted annually to identify new technologies and practices that can further reduce emissions, including exploring innovative solutions for carbon capture and storage, alternative fuels, and sustainable materials.

This section will be updated in each GHG report to reflect the latest strategies and activities.

Figure 3 outlines the recommended carbon reduction strategies that will enable us to reduce our GHG emissions in the long-term.

From the 2020/21 baseline year, 70.7% of the total emissions can be reduced through the implementation of the strategic carbon reduction initiatives.

At this stage in our sustainability journey, the most significant emission reductions are only achievable through Supplier Engagement Plans. Activities such as raising carbon awareness and the implementation of supplier requirements to include a carbon reduction plan in procurement terms are becoming increasingly popular. The necessary residual emissions that remain could be offset to achieve net zero carbon.

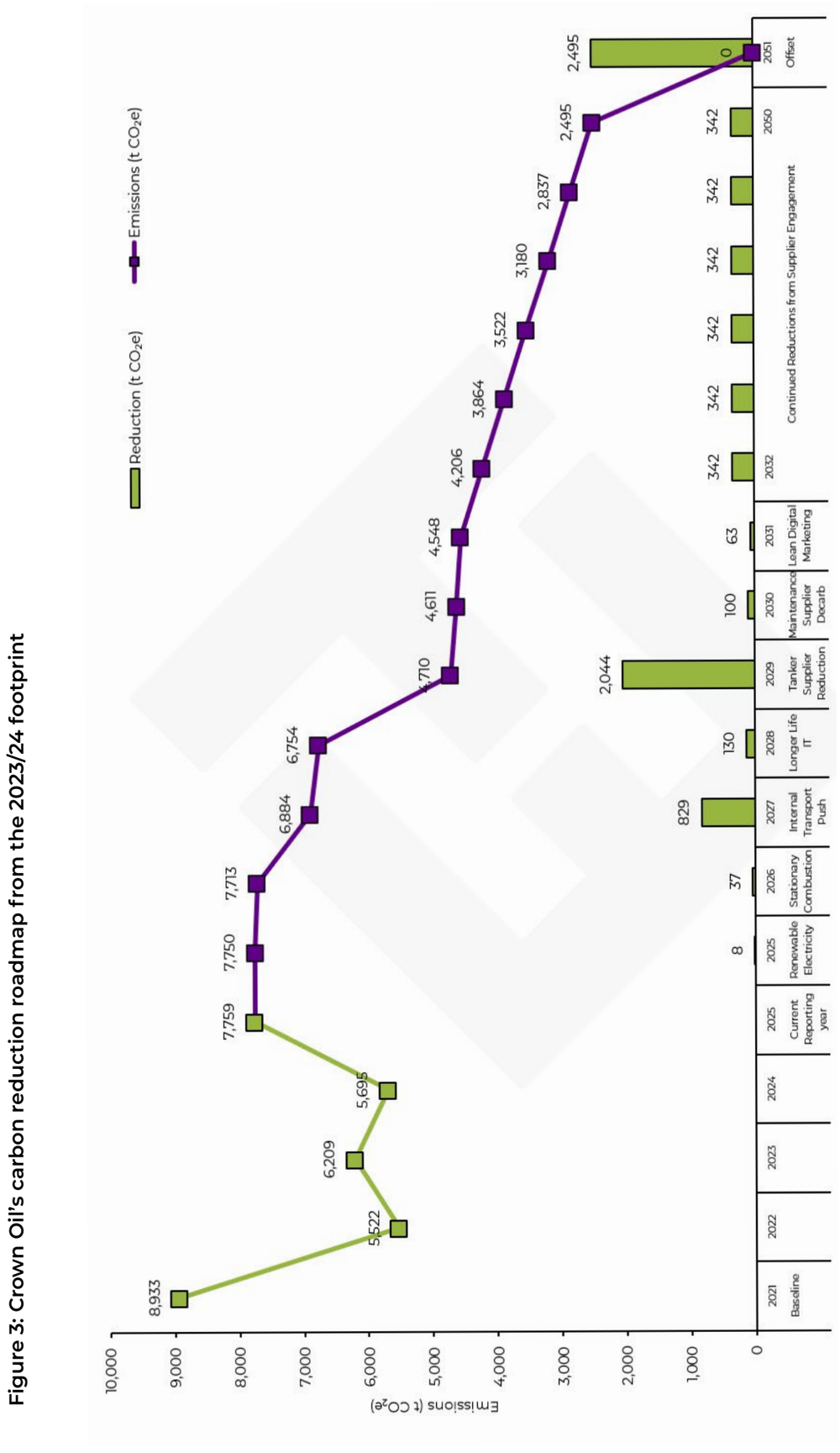


Figure 3: Crown Oil's carbon reduction roadmap from the 2023/24 footprint

We have previously set carbon reduction targets to reduce Scope 1 and 2 emissions to zero, then subsequently develop a Scope 3 reduction target.

Specific projects to achieve these goals include:

- Switched all fleet fuel from diesel to HVO
- Switched van and car fleet vehicles to electric
- Using heat recovery ventilation systems
- Installed onsite Solar PV
- Improving heating controls
- Switching from oil to electric heating
- Switching yard equipment (such as forklifts) to electric
- Installed additional insulation and draught proofing
- Upgrades to fuel pump motors
- Replaced lighting with LED lights
- Installed automatic lighting controls

These projects are significant in terms of energy saving and reducing Scope 1 and 2 emissions. It is also recommended to develop a Scope 3 reduction program by collecting Scope 3 data in more detail.

Currently, the spend-based method is used to calculate GHG emissions from purchased goods and services and capital goods. Although this method is considered appropriate for this carbon assessment, it does not provide the granularity required to develop a targeted carbon reduction plan for Scope 3 emissions.

The following opportunities have been identified to reduce the emissions above:

- **Inset removals** - to enable verified HVO swaps elsewhere in the value chain, reducing 419 t CO_2e of unavoidable road fuel card emissions through insetting
- **Renewable electricity** - to continue procuring REGO-certified renewable electricity for all remaining locations until market-based Scope 2 emissions reach zero
- **Stationary combustion** - to reduce kerosene heating emissions at Borden Way and diesel generator use at Taplow by switching to electric heating, biofuels, or improved efficiency where feasible
- **Internal transport push** - to bring more fuel deliveries in-house with new tankers, shifting emissions from Scope 3 downstream transport to Scope 1 where HVO and fleet optimisation can be directly applied
- **Longer Life IT** - to extend the lifespan of IT and communication equipment through repair, upgrades and delayed replacement, halving annual emissions from this subcategory
- **Tanker supplier reduction** - to engage the tanker manufacturer to reduce our Scope 1, 2 and upstream Scope 3 emissions, targeting up to a 75% cut in the embedded emissions from new tanker purchases
- **Maintenance supplier decarb** - to require key repairs and maintenance contractors to measure and cut our emissions, aiming for a 40% reduction from this subcategory through supplier collaboration
- **Lean digital marketing** - Shift marketing spend to optimised digital campaigns with efficient creatives and reduced waste, cutting around 40% of emissions from marketing and advertising
- **Continued reductions from supplier engagement** - Systematically work with all major suppliers to measure, report, and reduce their emissions, driving ongoing Scope 3 reductions across purchased goods, services, and capital items.

Insetting reductions

We have implemented a structured insetting programme to address residual Scope 1 emissions from mobile combustion. These emissions come specifically from fuel card usage on public roads. HVO is not widely available at retail petrol stations for ad-hoc refuelling. This limits direct substitution despite the near-complete transition to HVO in bulk fleet and depot operations.

The insetting scheme enables verified emission reductions within the broader value chain by facilitating equivalent switches from conventional diesel to HVO by third-party transport operators. The scheme replaces the same volume of diesel purchased via fuel cards during the reporting period. This delivers reductions from both the tailpipe combustion of that diesel and the well-to-tank (WTT) emissions associated with its production and distribution.

The programme uses blockchain technology for traceability. We are provided with certificates that confirm the swaps occurred directly as a result of our participation. All HVO involved carries ISCC Proof of Sustainability certificates. These ensure feedstock sustainability, no deforestation risk, and full supply chain auditability.

This insetting qualifies as a GHG emission reduction activity under BS ISO 14068-1:2023. The standard sets a clear hierarchy: prioritise direct and indirect GHG emission reductions, plus removal enhancements, within the value chain before any offsetting. Insetting aligns with this requirement. It delivers verifiable cuts tied to supply chain interventions rather than external compensation. These reductions are not subtracted from the gross GHG inventory (quantified per BS EN ISO 14064-1:2019). They are reported as mitigation actions that lower the effective carbon footprint ahead of residual offsetting.

The insetting is treated as occurring within our organisational boundary. This is because it directly addresses unavoidable emissions from fuel cards used in our own operations. There is inherent uncertainty and variability in insetting outcomes. The reductions depend on the availability and participation of suitable third-party operators, the quality and verification of the HVO swaps, and ongoing market conditions for sustainable fuels. We consistently assess the programme. This includes monitoring whether alternative or additional measures become available to further reduce emissions from on-the-road tanker use, such as wider HVO availability, electric vehicle options, or other proven technologies.

This approach remains under regular review to ensure it continues to represent the most credible and effective way to tackle these residual emissions in line with the standard's requirements for transparency and continuous improvement.

Supplier engagement plan

Reducing emissions from Capital Goods and Purchased Goods and Services can be difficult when using the Environmentally Extended Input-Output (EEIO) spend-based model with SIC codes. This is because the EEIO model is based on economic input-output data, which is often aggregated at a high level and may not accurately reflect the specific emissions associated with a particular product or service. Additionally, SIC codes are a classification system for industries, and may not accurately capture the emissions associated with suppliers within an industry. This can make it difficult to accurately quantify emissions and implement effective reduction strategies.

Scope 3 emissions emanating from Capital Goods and Purchased Goods and Services represents a significant proportion of our annual emissions every year. To achieve net zero, we must find a strategic plan for our supply chain.

One way is through a Supplier Carbon Reduction Plan which introduces a methodical process for calculating emissions at a supplier-specific level. This plan involves a categorisation of suppliers into four distinct quadrants (Figure 4), allowing focus on emission-intensive partners.

Following this categorisation, a targeted survey will be disseminated to our top-tier suppliers, aiming to gain insights into their current carbon footprint and ascertain their commitment to future emission reduction goals. Additional work with suppliers and subcontractors to understand their goals will enable us to accurately forecast the reduction of Scope 3 emissions.

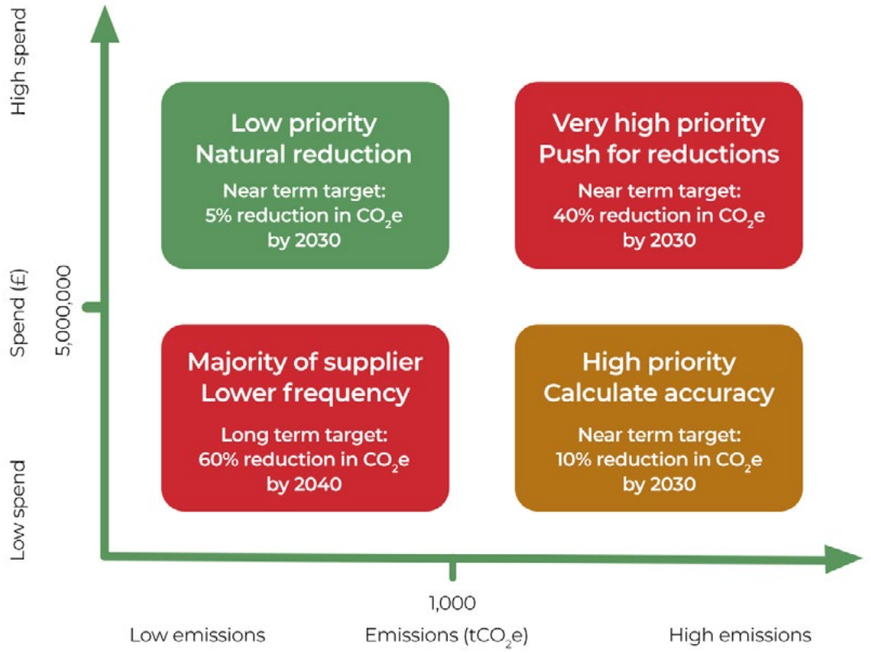


Figure 4: Four-quadrant matrix used for supplier and subcontractor categorisation based on amount spend (£) and emissions (t CO_2e).

The four quadrants are described as follows:

1. **Low Spend, Low Emissions:** This quadrant typically encompasses a multitude of suppliers and subcontractors with whom the company has minimal financial transactions and who contribute a small fraction to the overall emissions. Most companies find an abundance of suppliers and subcontractors in this category. It is often more practical to reduce the frequency of transactions with these suppliers and subcontractors, and focus on consolidating spend with fewer, more strategic partners.

2. **Low Spend, High Emissions:** Suppliers and subcontractors in this quadrant represent those with whom the company spends less but which have a disproportionately high emissions profile. These suppliers and subcontractors should be approached cautiously, as the company's limited purchasing power offers less leverage to influence their emission reduction practices. The goal here is to accurately calculate emissions and understand the company goals to sustainability.

3. **High Spend, Low Emissions:** Suppliers and subcontractors falling into this category are significant in financial terms but are responsible for lower emissions. While these suppliers and subcontractors are important from a procurement standpoint, they can be temporarily set aside to concentrate on suppliers and subcontractors with higher emissions impact.

4. **High Spend, High Emissions:** This quadrant is typically reserved for a select few suppliers and subcontractors with whom the company has substantial financial dealings and who are also responsible for a large share of emissions. These key suppliers and subcontractors should be treated as partners in sustainability, working collaboratively to set and achieve tangible emission reduction targets.

In essence, the strategy is to focus efforts where they will have the most impact. By concentrating on suppliers and subcontractors that fall into the two high emissions quadrants, Crown Oil can more feasibly manage its supplier relationships and implement effective measures to achieve its sustainability objectives.

Stage 2 focuses on enhancing the accuracy of carbon emissions tracking by transitioning from spend-based calculations to activity-based data, while also engaging suppliers and subcontractors through carbon reduction plan surveys to gain insights into their sustainability initiatives, challenges, and strategies for reducing emissions.

The following questions should be asked to help transition to more accurate calculations.

1) Carbon Metrics - What is Scope 1, 2 & 3?

Baseline year - [Insert baseline year]

Scope 1	Scope 2	Scope 3
[Insert Scope 1 tCO_2e]	[Insert Scope 2 tCO_2e]	[Insert Scope 3 tCO_2e]

Current year emissions

Scope 1	Scope 2	Scope 3
[Insert Scope 1 tCO_2e]	[Insert Scope 2 tCO_2e]	[Insert Scope 3 tCO_2e]

2) Targets

Scope 1	
Scope 2	
Scope 3	

3) Do you have a carbon reduction roadmap?

Yes ☐ If yes, please provide a copy

No ☐

4) Milestones plan (12 month look ahead - provide a separate milestone plan document if applicable

Ref #	Activity	Start date	End date
1			
2			
3			

5) Financials: please provide past 3 years annual turnover

Ref #	[Insert year]	[Insert year]	[Insert year]
Turnover	[Insert turnover]	[Insert turnover]	[Insert turnover]
Carbon spend % V turnover	[Insert %]	[Insert %]	[Insert %]

Following the supplier survey, effective communication with the supply chain is crucial to foster collaboration towards achieving sustainability goals. A clear and engaging communication strategy is essential to ensure supplier understanding and cooperation in the implementation process. The initiative may begin with a strong message, outlining the importance of sustainability and our prioritisation within the company. This initial communication would demonstrate our commitment to sustainability, set the context for the initiative, clarify expectations, and provide resources to help suppliers and subcontractors understand the requirements.

Subsequent updates and reminders would be delivered regularly by procurement or sourcing teams, who serve as the primary points of contact for suppliers and subcontractors. These communications should reinforce the significance of carbon reduction targets, provide clear timelines and deliverables, address common questions, and direct suppliers and subcontractors to additional resources as needed. This structured approach will ensure effective and ongoing engagement with suppliers and subcontractors throughout the process.

Implementing effective carbon pricing

1. For the company

Carbon pricing can significantly complement and enhance our efforts on energy efficiency programs, renewable energy adoption, and emissions reduction targets, by creating a clear financial incentive for further emissions reductions and by ensuring that our sustainability goals are integrated into our financial decision-making.

By adopting a carbon pricing mechanism, such as an:

- internal carbon fee
- carbon tax
- emissions trading system

we can internalise the environmental cost of our emissions, driving more sustainable decision making across our operations. An internal carbon price would help us assess and integrate the environmental impact of our activities into financial decision-making, such as capital investment, product pricing, and resource allocation. For example, when evaluating new projects or investments, we could apply a carbon fee to the emissions associated with each option, incentivising the selection of low-carbon alternatives. This would encourage investments in energy efficiency, renewable energy, and low-carbon technologies, all of which are crucial for reducing emissions and advancing toward net-zero goals.

Implementing carbon pricing also fosters long-term cost savings by identifying areas of inefficiency, such as energy-intensive processes or high-emission materials, which can be optimised or replaced with more sustainable options. On a long-term basis, this can result in lower operational costs, improved energy efficiency, and enhanced resilience to rising carbon prices and potential future carbon regulations.

Moreover, carbon pricing strengthens our alignment with global climate policies and helps future-proof our operations against regulatory changes. It provides a proactive way to prepare for carbon taxes or emissions trading schemes that could affect costs in the future. By integrating carbon pricing now, we position ourself as a leader in sustainability, improving competitiveness in a market that is increasingly prioritising climate action.

Finally, adopting carbon pricing aligns financial and environmental objectives by directly linking emissions reductions to business value. As we reduce our emissions, we not only contribute to global climate goals but also unlock financial benefits from improved resource efficiency, innovation, and risk mitigation. This strategy can play a critical role in helping us achieve net-zero emissions by guiding business decisions towards more sustainable practices, reducing operational and supply chain emissions, and supporting innovation in green technologies.

2. For our supply chain

We could go a step further in mitigating our emissions from our supply chain by implementing an effective carbon pricing within our supply chain. This would serve as a key strategy to reduce GHG emissions and support our long-term sustainability goals to achieving net-zero emissions.

By adopting an internal carbon pricing mechanism, we can incentivise our suppliers to adopt more sustainable practices, reduce emissions, and innovate in low-carbon technologies. For instance, we could introduce a carbon fee based on the carbon intensity of goods and services purchased from suppliers and subcontractors. This would encourage our supply chain to reduce their carbon footprints.

This approach offers several long-term benefits. First, by internalising the environmental costs of emissions, we will be able to drive cost-effective emissions reductions throughout our supply chain. As carbon pricing creates a financial incentive for suppliers to reduce their emissions, it ensures that both financial and environmental goals are aligned. Over time, suppliers that fail to reduce emissions may face higher costs or lose business, thus encouraging widespread adoption of low-carbon solutions across the supply chain.

Carbon pricing provides a clear pathway to net-zero by pushing us and our suppliers to actively seek emission-reduction opportunities, through process improvements, energy efficiency measures, or innovation in new, cleaner products. As suppliers adjust to the carbon price, we will see a reduction in its Scope 3 emissions, which constitutes its largest carbon footprint. By applying carbon pricing, we will also be better prepared for potential future carbon regulations, such as carbon taxes or emissions caps. Additionally, the transparency created by carbon pricing encourages better measurement and reporting of emissions data, enabling us to monitor progress toward its net-zero targets more accurately. This aligns with best practices for climate risk management and helps position us as a leader in sustainability, enhancing our reputation and ensuring our competitiveness in an increasingly carbon-conscious market.

By applying carbon pricing to our supply chain, we will need to engage suppliers to track and report their emissions accurately. Implementing carbon pricing across the supply chain is feasible, but it requires cooperation from suppliers and the ability to manage complex data. If this can be achieved, carbon pricing implementation could create a powerful financial incentive for emissions reductions, stimulate innovation, and align our business strategies with our environmental goals.

Carbon credits and offsetting

To address residual emissions, we have employed a strict offsetting strategy, purchasing high-quality carbon credits from verified projects that meet rigorous standards for additionality. These credits are retired in official registries to prevent double counting and ensure the integrity of the offsetting process.

We prioritise projects that focus on GHG removals, such as reforestation and carbon capture initiatives, to maximise the environmental benefits and support global efforts to combat climate change.

Progress against targets

Our most recent verification of our organisational carbon footprint against ISO 14068-1 (incorporating ISO 14064-1 principles) was issued by BSI Assurance UK Ltd on 3 March 2026 with certificate number CNCV 812041 03032026 for the period 1 August 2024 to 31 July 2025.

This confirms that the operational control boundaries and scope remain current and accurately reflect our activities with no changes. The verified emissions are Scope 1 direct GHG emissions of 539 t CO_2e (with direct GHG removals of 419 t CO_2e), Scope 2 market-based emissions of 8.36 t CO_2e and location-based emissions of 89.5 t CO_2e, Scope 3 emissions of 7,630 t CO_2e, and total market-based carbon footprint of 7,759 t CO_2e.

We have worked extremely hard and implemented numerous activities to reduce GHG emissions, achieving significant progress towards our targets.

Figure 5 and Figure 6 illustrate the fantastic impact on Scope 1 and Scope 2 emissions.

Scope 1 emissions have been reduced to 133 t CO_2e, beyond the long-term target of 284 t CO_2e.

Scope 2 emissions have also gone beyond the target of 20 t CO_2e, reaching 9 t CO_2e.

However, more focus is now needed on Scope 3 emissions, which remain well above the near-term target of 3,415 t CO_2e, currently standing at 7,735 t CO_2e.

Figure 7 highlights the current status of Scope 3 emissions.

Scope 1

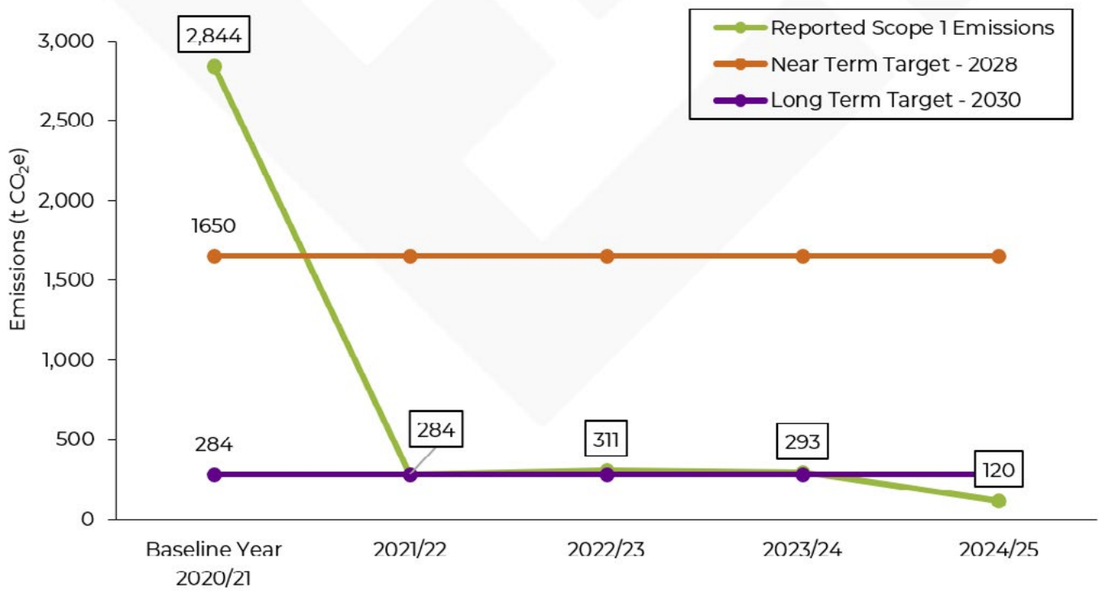


Figure 5: The Scope 1 emissions in the reporting year in comparison to the targets.

Scope 2

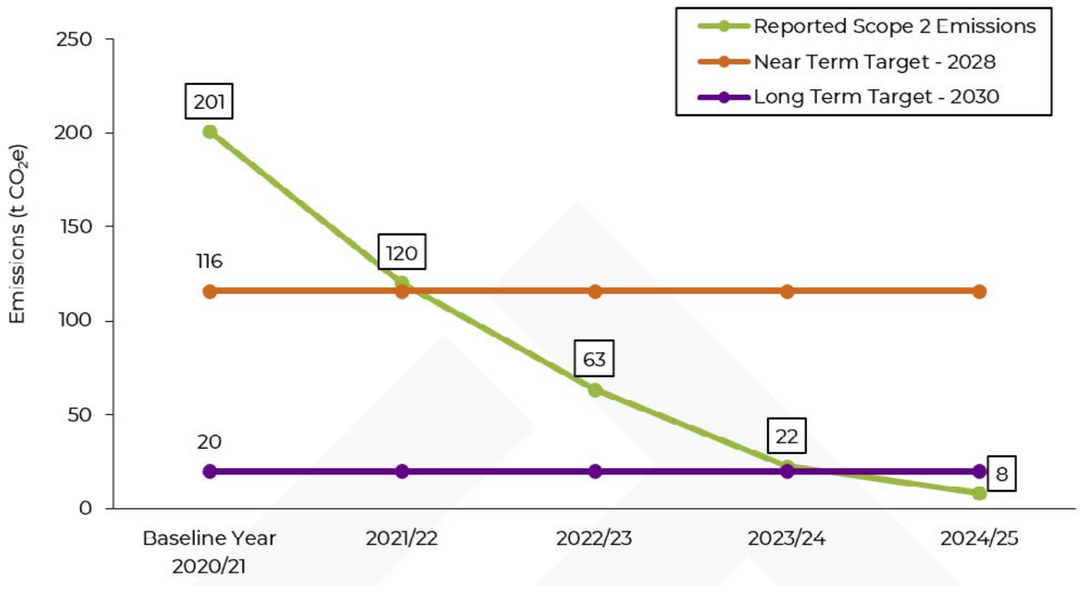


Figure 6: The Scope 2 emissions in the reporting year in comparison to the targets.

Scope 3

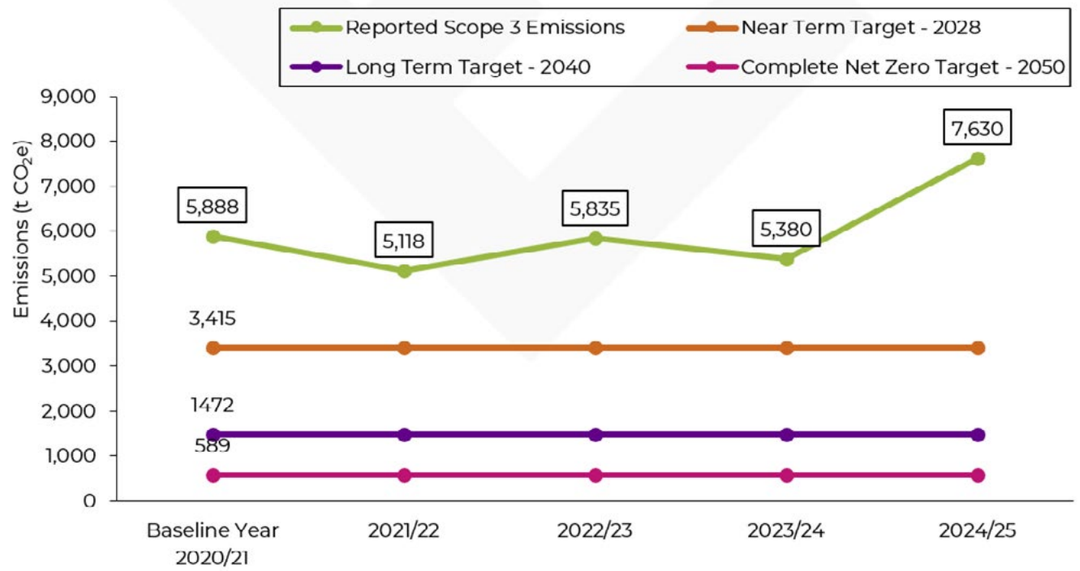


Figure 7: The Scope 3 emissions in the reporting year in comparison to the targets.

Monitoring & evaluation

At Crown Oil, we employ a rigorous monitoring and evaluation process to track progress towards carbon neutrality. This involves continuous measurement of GHG emissions across all scopes, using accurate and reliable data collection methods.

Emissions data is gathered from various sources, including fuel usage records, electricity consumption invoices, and supplier reports. The data is then analysed and compared against the baseline year of 2020/21 to assess reductions. Regular audits are conducted to ensure data accuracy and integrity. If emissions data deviates by more than 5% from the baseline, a recalculation of the baseline will be undertaken to maintain the accuracy and relevance of the carbon footprint.

We assess climate risks and opportunities relevant to our boundaries, including physical risks such as extreme weather events that could disrupt fuel distribution networks and supply chains. This assessment also identifies opportunities like expanding markets for low-carbon fuels, enabling proactive strategies to enhance resilience and drive innovation in sustainable practices.

The Carbon Neutrality Management Plan (CNMP) is reviewed annually when the GHG report for the reporting year is completed. During this review, the effectiveness of implemented measures is assessed, and new strategies are proposed to address any identified gaps. The plan is revised based on the findings of the review, incorporating feedback from stakeholders and advancements in technology. This iterative process ensures that the plan evolves to meet emerging challenges and opportunities, maintaining our commitment to achieving and sustaining carbon neutrality.

Mitigation plan

Our mitigation plan outlines specific actions, assigns responsibilities, and sets clear timescales to achieve carbon neutrality.

Key actions include:

- transitioning to a low carbon fleet
- sourcing renewable energy
- installing onsite renewable energy systems
- improving energy efficiency
- achieving zero waste to landfill
- engaging suppliers in carbon reduction efforts

Responsibilities are assigned to relevant managers, and timescales are set to ensure timely implementation. The plan incorporates a science-based approach, evaluating mitigation potential from technical, economic, and social perspectives to ensure feasibility and effectiveness. An example of this approach is purchasing HVO with ISCC certification, ensuring compliance with the Renewable Energy Directive (EU) 2018/2001 (RED II). This comprehensive strategy supports their commitment to carbon neutrality and sustainable business practices.

The mitigation plan has received approval from senior management, ensuring alignment with our strategic objectives and sustainability goals. Financial resources have been allocated to support the implementation of the plan, with a dedicated budget for each action item. Our Chief Financial Officer (CFO) oversees the financial management, ensuring efficient allocation and monitoring of funds. External funding opportunities are also explored to supplement internal resources.

By securing senior-level approval and allocating the necessary financial resources, we ensure the successful implementation of the mitigation plan. The plan is reviewed annually, and adjustments are made based on progress, new scientific insights, and stakeholder feedback, ensuring continuous alignment with long-term sustainability targets.

Continuous improvement

We are committed to continuous improvement in our carbon neutrality efforts. Feedback mechanisms are established to gather input from stakeholders, including employees, customers, suppliers, and the community. Regular surveys, feedback forms, and stakeholder meetings are conducted to collect valuable insights and suggestions. This feedback is analysed and used to refine and enhance the CNMP, ensuring that it remains effective and responsive to the needs and expectations of all stakeholders.

We actively monitor advancements in climate science and incorporate new scientific knowledge into our CNMP. We respond to changes in climate science by reviewing and updating our strategies and actions based on the latest research and best practices. This includes exploring innovative technologies and solutions for carbon reduction, such as carbon capture and storage, alternative fuels, and sustainable materials.

By staying informed about the latest developments in climate science, we ensure that our mitigation efforts are aligned with the most current understanding of climate change and its impacts.

We recognise the importance of adapting to changing circumstances to avoid adverse impacts on the environment and society. Proposed safeguards include conducting regular environmental and social impact assessments to identify potential risks and implementing measures to mitigate these risks. We prioritise actions that support biodiversity, preserve natural habitats, and promote social equity. Additionally, we engage with local communities and stakeholders to ensure that our activities contribute positively to the social and economic well-being of the areas in which we operate. By proactively addressing environmental and social challenges, we demonstrate our commitment to sustainable development and responsible business practices.


Crown Oil
Fuels and Lubricants
SUSTAINABLE FUELS
FOR A SUSTAINABLE FUTURE