



MEASUREMENT REPORT

YEAR 4

Chelsom Ltd

Reporting period:

01 January 2025 to 31 December 2025

Contents

Reporting boundary and key figures

Measured carbon footprint & comparisons

Scope 1 emissions

Scope 2 emissions

Scope 3 emissions

Annual Review

Appendix – supplementary information

Data Quality and boundary assessment

Benchmarking

Location-Based

SDG alignment

Caveats

Carbon footprint breakdown

About

Boundary and key figures

Reporting period
01 January 2025 to 31 December 2025

Organisational boundary
Heritage House, Blackpool, FY4 4QA

Operational boundary

Scope 1:
Stationary Fuels, Mobile Fuels

Scope 2:
Electricity

Scope 3:
Category 3: Fuel- and Energy-related Activities
Category 5: Waste
Category 6: Business Travel
Category 7: Employee Commuting

Chelsom Ltd has been measuring its carbon footprint with Planet Mark for 4 years.

The Planet Mark measurement methodology is fully aligned to Greenhouse Gas (GHG) Protocol and all data is checked against evidence provided by Chelsom Ltd.

Chelsom Ltd’s highest emitting category was Scope 3 Category 6: Business Travel at 31.5% of their total market-based footprint followed by Scope 1 Stationary Fuels at 28.8% of their total market-based footprint. Electricity has seen the largest decrease in emissions, reducing by 13.8 tCO₂e since 2024.

All Scope 2 emissions are reported using the market-based methodology unless stated otherwise.

This report compares this year’s (YE2025) emissions to baseline year’s (YE2024) emissions.

Chelsom Ltd has expanded its boundary this year in the following categories: Fuel- and Energy-Related Activities, Business Travel, Employee Commuting and accordingly comparisons throughout this report are presented using data that has been normalised to exclude any emissions that were reported for the first time this year. For transparency, non-normalised data comparisons are also shown in the data tables.

Key Figures

>	-16.6 %	Comparison of Scope 1 & 2 emissions vs previous year
>	-14.5 %	Comparison of absolute measured emissions vs 2024 baseline (normalised)
>	210.0 tCO ₂ e	Measured carbon footprint (market-based)
>	3.7 tCO ₂ e	Measured carbon footprint per FTE (market-based)
>	89.7 %	Data Quality Score
>	100.0 %	Organisational Boundary Score
>	58.8 %	Operational Boundary Score

Greenhouse Gas Protocol

Scopes 1, 2 and 3

KEY

- Measured emissions
- Not yet measured
- Not applicable or de minimis

SCOPE 1

- Stationary Fuels
- Mobile Fuels
- Fugitive emissions

SCOPE 2

- Electricity
- Heat and steam
- Cooling

SCOPE 3 UPSTREAM

- 1 Purchased Goods and Services
- 2 Capital Goods
- 3 Fuel and Energy Related Activities
- 4 Transportation and Distribution
- 5 Waste Generated in Operations
- 6 Business Travel
- 7 Employee Commuting
- 8 Leased Assets

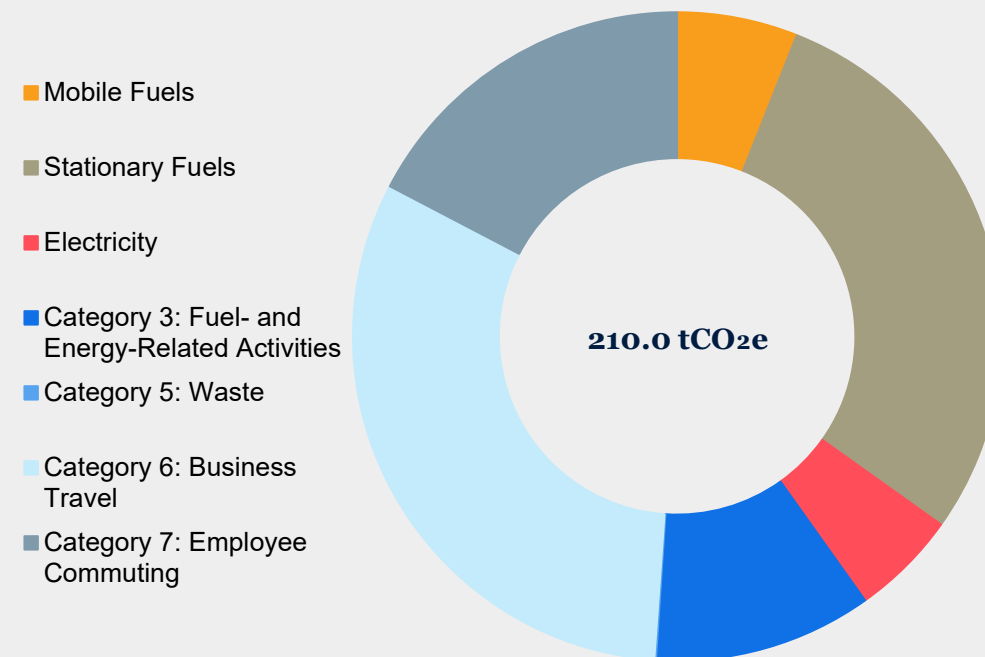
SCOPE 3 DOWNSTREAM

- 9 Transportation and Distribution
- 10 Processing of Sold Products
- 11 Use of Sold Products
- 12 End of life Treatment of Sold Products
- 13 Leased Assets
- 14 Franchises
- 15 Investments

Measured carbon footprint

Scope	Emission Category	YE 2025 tCO ₂ e	YE 2025 Proportion
Scope 1	Mobile Fuels	12.6	6.0%
	Stationary Fuels	60.5	28.8%
Scope 2	Electricity (location-based)	24.7	-
	Electricity (market-based)	11.1	5.3%
Scope 3	Category 3: Fuel- and Energy-Related Activities	22.9	10.9%
	Category 5: Waste	0.2	0.1%
	Category 6: Business Travel	66.2	31.5%
	Category 7: Employee Commuting	36.4	17.3%
Total (market-based)		210.0	
No. employees		56.3	
Per Employee		3.7	
Turnover £m		10.2	
Per £m turnover		20.6	
Total (location-based)		223.6	
No. employees		56.3	
Per Employee		4.0	
Turnover £m		10.2	
Per £m turnover		22.0	

Total carbon footprint by emission category (market-based) for YE 2025

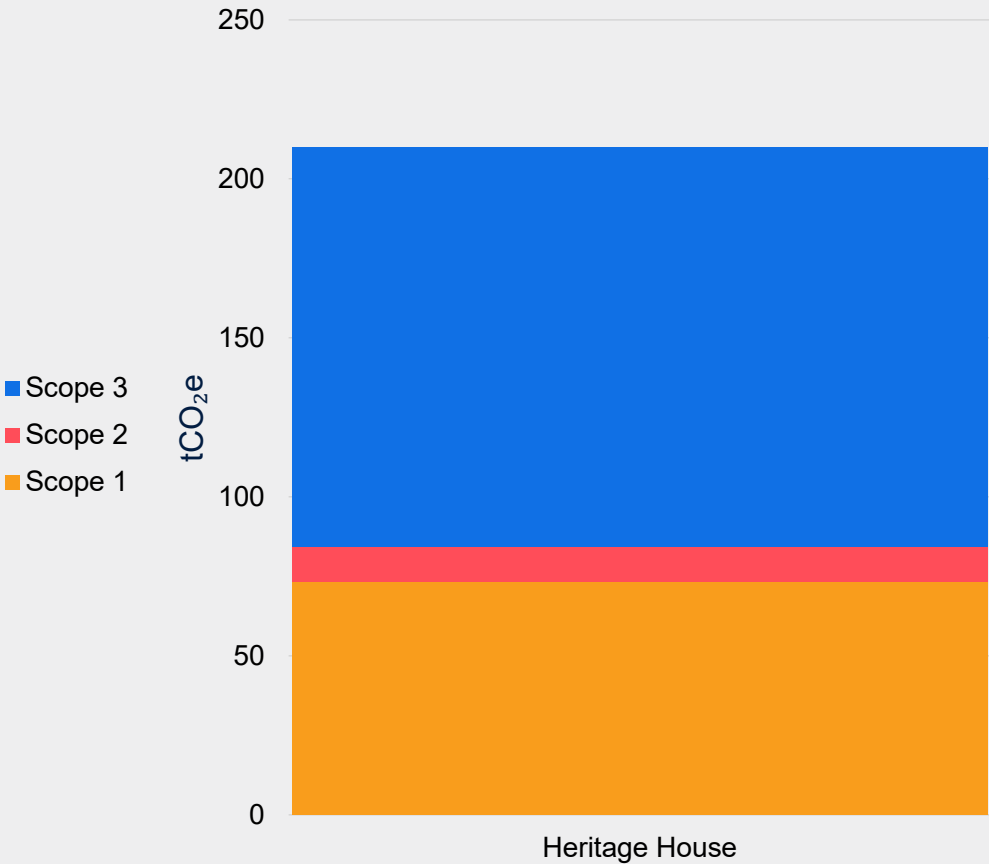


Comparison by location

The graph represents a comparison per location for the current year.

Site name	YE 2025 tCO ₂ e	YE 2025 Proportion
Heritage House	210.0	100.0%
Total	210.0	100.0%

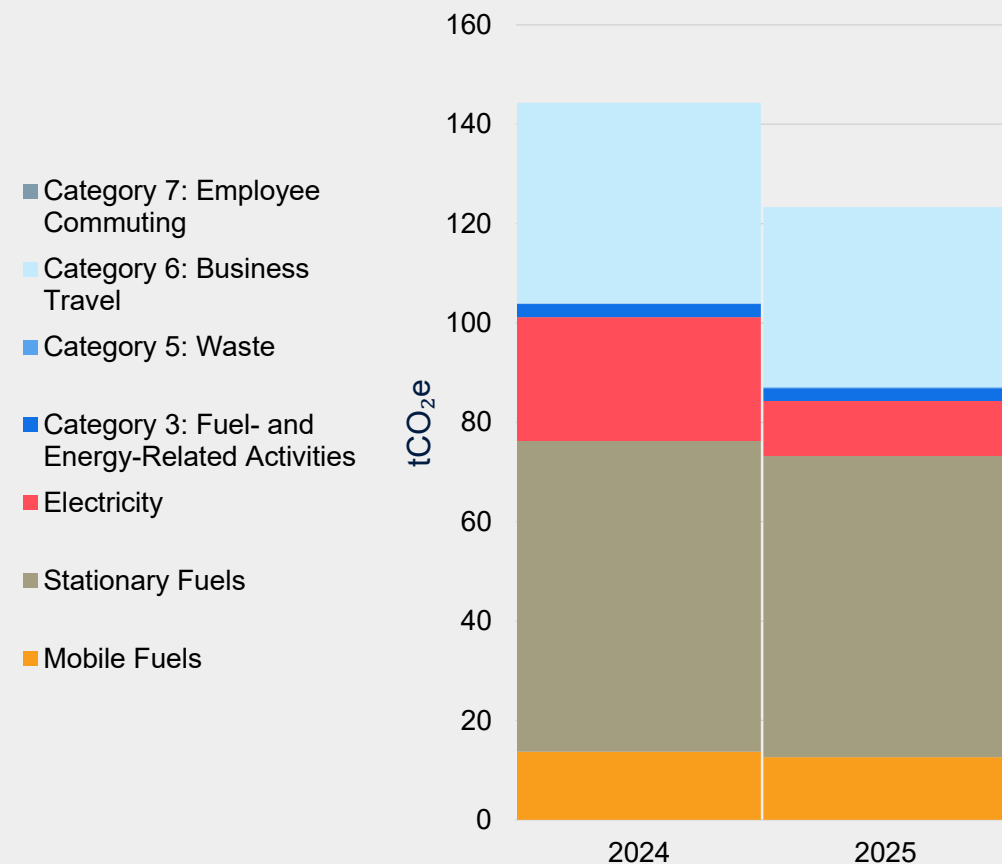
Carbon footprint by Scope 1, 2 & 3 (market-based) per location for YE 2025



Measured carbon footprint comparison

Scope	Emission Category	YE 2024 tCO ₂ e	YE 2025 tCO ₂ e	YE 2025 Proportion	YE 2025 Change	YE 2025 tCO ₂ e normalised	YE 2025 Change normalised
Scope 1	Mobile Fuels	13.7	12.6	6.0%	-7.7%	12.6	-7.7%
	Stationary Fuels	62.5	60.5	28.8%	-3.2%	60.5	-3.2%
Scope 2	Electricity (location-based)	30.0	24.7	-	-17.7%	24.7	-17.7%
	Electricity (market-based)	24.9	11.1	5.3%	-55.4%	11.1	-55.4%
Scope 3	Category 3: Fuel- and Energy-Related Activities	2.7	22.9	10.9%	760.7%	2.6	-2.5%
	Category 5: Waste	0.1	0.2	0.1%	21.8%	0.2	21.8%
	Category 6: Business Travel	40.4	66.2	31.5%	64.1%	36.3	-10.1%
	Category 7: Employee Commuting	0	36.4	17.3%	-	0	-
Total (market-based)		144.3	210.0		45.5%	123.4	-14.5%
No. employees		63	56.3			56.3	
Per employee		2.3	3.7		62.7%	2.2	-4.4%
Turnover £m		11.0	10.2			10.2	
Per £m turnover		13.1	20.6		57.0%	12.1	-7.7%
Total (location-based)		149.4	223.6		49.6%	137.0	-8.3%
No. employees		63	56.3			56.3	
Per employee		2.4	4.0		67.3%	2.4	2.5%
Turnover £m		11.0	10.2			10.2	
Per £m turnover		13.6	22.0		61.5%	13.5	-1.1%

Total carbon footprint by emission category (market-based) for YE 2024 & YE 2025

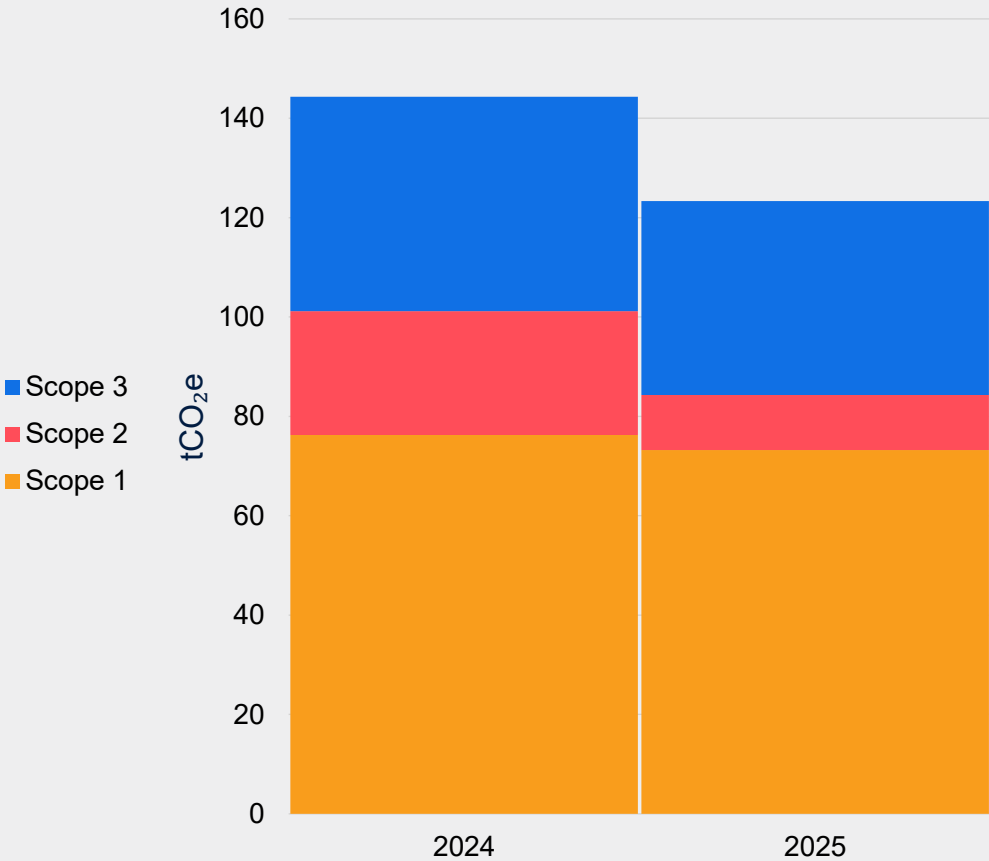


This comparison graph uses data that has been normalised to exclude any emissions that were reported for the first time in this reporting period.

Comparison by Scope

Emission Scope	YE 2024 tCO ₂ e	YE 2025 tCO ₂ e	YE 2025 Proportion	YE 2025 Change	YE 2025 tCO ₂ e normalised	YE 2025 Change normalised
Scope 1	76.2	73.2	34.9%	-4.0%	73.2	-4.0%
Scope 2 (market-based)	24.9	11.1	5.3%	-55.4%	11.1	-55.4%
Scope 2 (location-based)	30.0	24.7	-	-17.7%	24.7	-17.7%
Scope 3	43.2	125.7	59.8%	191.1%	39.0	-9.6%
Total	144.3	210.0	100.0%	45.5%	123.4	-14.5%
Total Scope 1 & 2	101.2	84.3	40.2%	-16.6%	84.3	-16.6%
Total Scope 1 & 2 per FTE	1.6	1.5	-	-6.8%	1.5	-6.8%
Total Scope 1 & 2 per Turnover	9.2	8.3	-	-10.0%	8.3	-10.0%
Total Scope 1 & 2 (location-based)	106.3	97.9	43.8%	-7.9%	97.9	-7.9%
Total Scope 1 & 2 per FTE (location-based)	1.7	1.7	-	3.1%	1.7	3.1%
Total Scope 1 & 2 per Turnover (location-based)	9.7	9.6	-	-0.5%	9.6	-0.5%

Carbon footprint by Scope (market-based) for YE 2024 & YE 2025



This comparison graph uses data that has been normalised to exclude any emissions that were reported for the first time in this reporting period.

An aerial photograph of a long, curved bridge spanning a body of water with vibrant turquoise and teal hues. The bridge is a light grey color and curves from the top left towards the bottom right of the frame. The water below shows various textures and patterns, possibly due to underwater reefs or sandbars.

Scope 1 emissions

The emissions from sources that a company creates directly (e.g., from burning fuel in gas boilers and in company owned vehicles).

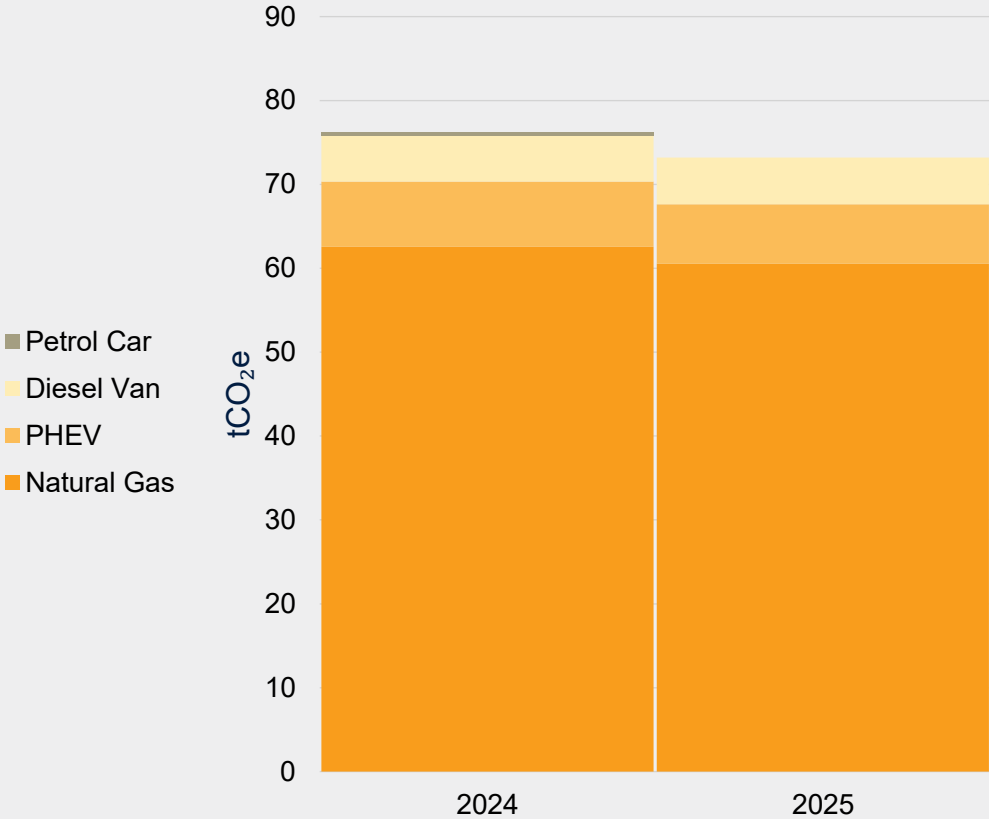
Scope 1 emissions

Scope 1 emissions form 34.86% of this year’s total carbon footprint, with a decrease of 4% in emissions.

Decreases in natural gas emissions (3.2%) and Plug-in hybrid vehicles emissions (9.1%) are the drivers behind the decrease in Scope 1.

Emission Source	YE 2024 tCO ₂ e	YE 2025 tCO ₂ e	YE 2025 Proportion	YE 2025 Change
Natural Gas	62.5	60.5	82.7%	-3.2%
PHEV	7.8	7.1	9.7%	-9.1%
Diesel Van	5.5	5.6	7.6%	1.5%
Petrol Car	0.4	0	0.0%	-100.0%
Total	76.2	73.2	100.0%	-4.0%

Scope 1 emissions for YE 2024 & YE 2025



Scope 2 emissions

The emissions a company creates indirectly, associated with the energy it purchases (e.g., electricity).

Scope 2 emissions

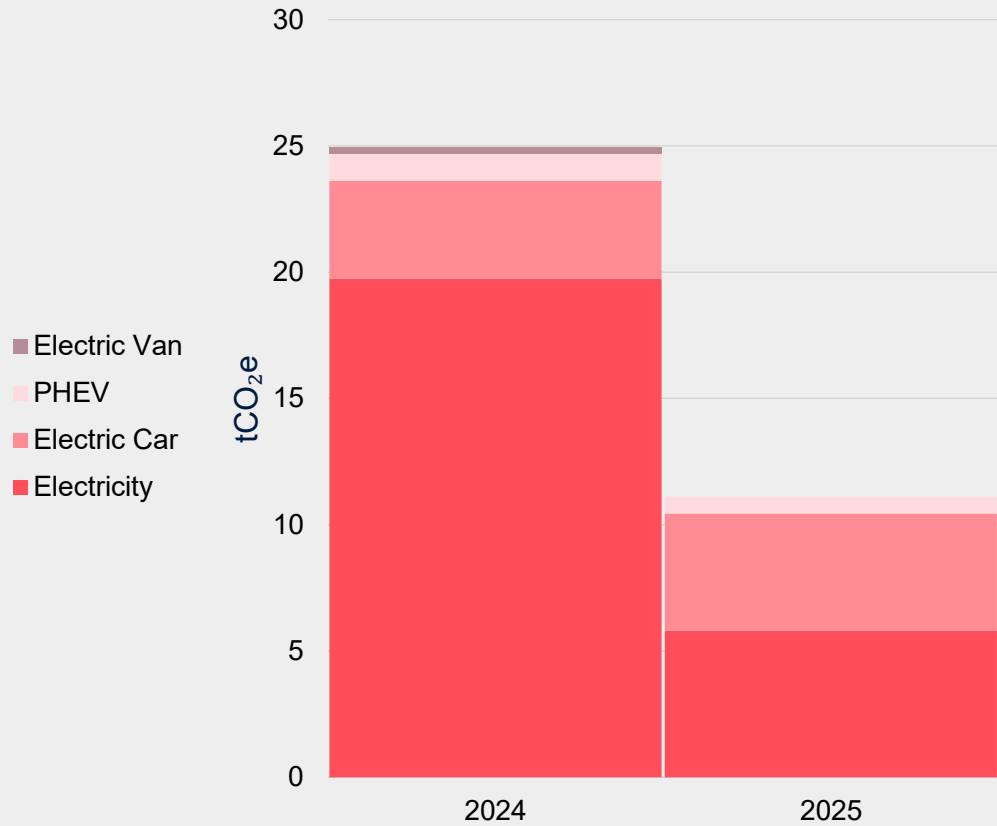
Scope 2 market-based emissions form 5.3% of this year’s total carbon footprint.

The most notable decrease is for market-based buildings electricity. A decrease in kWh consumption, as well as YE 2025 being the first full year in which a renewable tariff applies for 2 out of 3 meters, is behind this.

There has been an increase in electric car emissions (19.5%), which will likely be due to Chelsom Ltd having expanded their electric fleet compared to YE 2024.

Emission Source	YE 2024 tCO ₂ e	YE 2025 tCO ₂ e	YE 2025 Proportion	YE 2025 Change
Electricity	19.7	5.8	52.3%	-70.6%
Electric Car	3.9	4.6	41.6%	19.5%
PHEV	1.1	0.7	6.1%	-35.6%
Electric Van	0.2	0	0.0%	-100.0%
Total	24.9	11.1	100.0%	-55.4%

Scope 2 emissions (market-based) for YE 2024 & YE 2025



Scope 3 emissions

The emissions that are not produced by the company itself, but by those within the company's value chain.

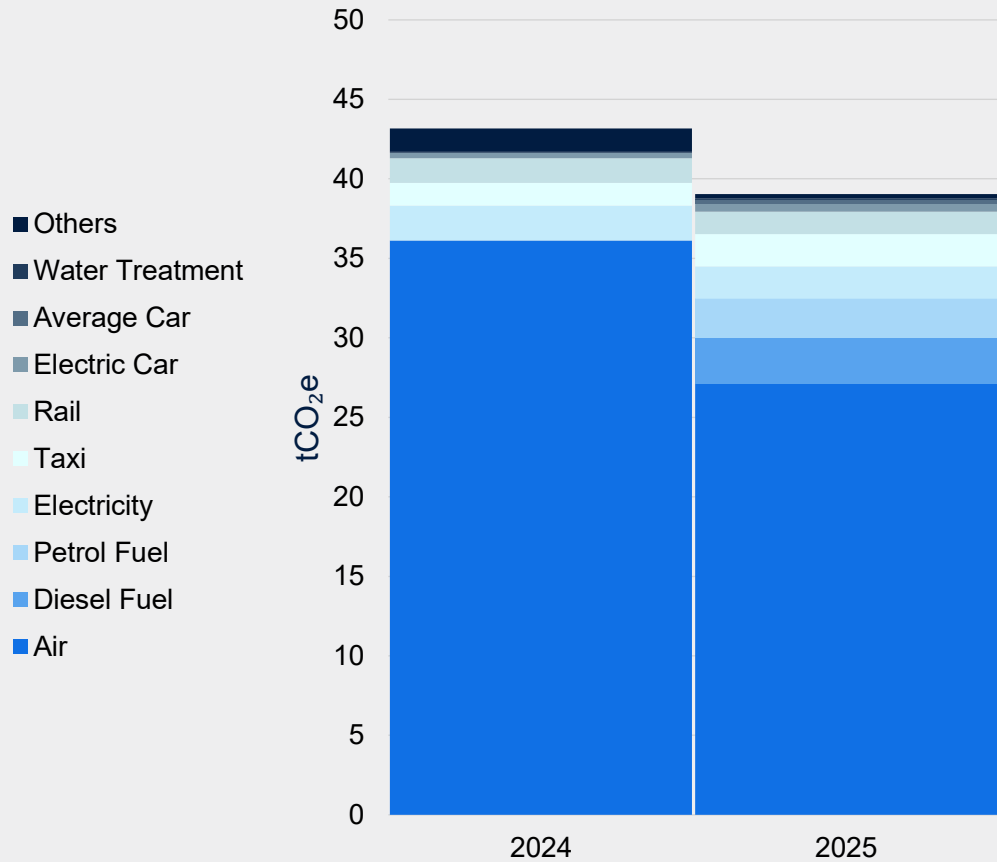
Scope 3 is split into 15 categories.

Scope 3 emissions

59.85% of this year’s total carbon footprint. These are the top 10 sources from all scope 3 categories combined.

Emission Source	Emission Category	YE 2024 tCO ₂ e	YE 2025 tCO ₂ e	YE 2025 Proportion	YE 2025 Change	YE 2025 tCO ₂ e normalised	YE 2025 Change normalised
Air	Business Travel	36.1	54.7	43.5%	51.5%	27.1	-25.0%
Diesel Fuel	Business Travel	0	3.6	2.9%	-	2.9	-
Petrol Fuel	Business Travel	0	3.2	2.5%	-	2.5	-
Electricity	Fuel- and Energy-Related Activities	2.2	7.5	6.0%	241.6%	2.0	-7.5%
Taxi	Business Travel	1.4	2.5	2.0%	77.6%	2.0	42.2%
Rail	Business Travel	1.5	1.8	1.4%	13.8%	1.4	-9.2%
Electric Car	Fuel- and Energy-Related Activities	0.3	1.8	1.4%	421.4%	0.5	41.4%
Average Car	Business Travel	0	0.3	0.3%	-	0.3	-
Water Treatment	Waste	0.1	0.1	0.1%	21.0%	0.1	21.0%
Others	Others	1.5	50.2	39.9%	3342.3%	0.3	-82.0%
Total	Total	43.2	125.7	100.0%	191.1%	39.0	-9.6%

Scope 3 emissions for YE 2024 & YE 2025



This comparison graph uses data that has been normalised to exclude any emissions that were reported for the first time in this reporting period.

Fuel and Energy Related Activities

This category includes emissions from the extraction, production and transportation of fuels, electricity and other energy purchased and consumed but occurring off-site. Includes emissions from Well to Tank and Transmission and Distribution Losses.

Scope 3 emissions

Category 3: Fuel and Energy Related Activities

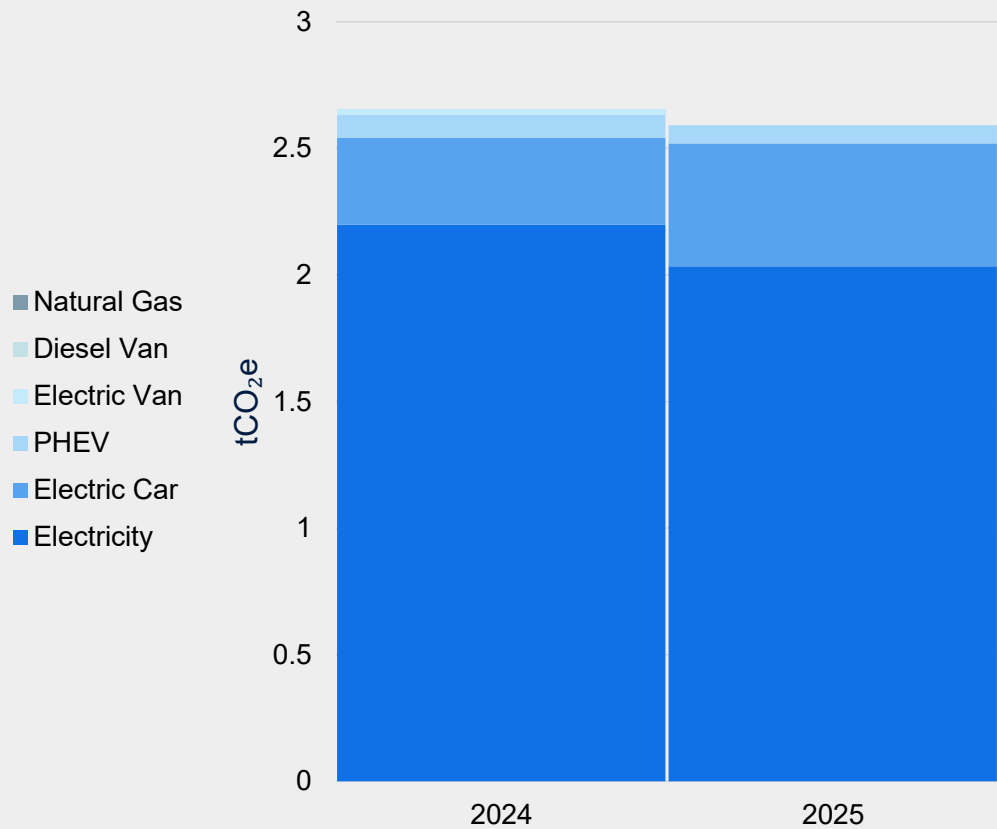
10.89% of this year’s total carbon footprint.

This year is the first time we are measuring emissions associated with Well to Tank and Transmission and Distribution Losses associated with Well-to-tank, and these are now included as a standard element of reporting. Therefore, these emissions have been normalised to ensure a like-for-like comparison.

For example, for the ‘Electricity’ row in the below table, the YE 2024 2.2 tCO₂e and YE 2025 2.0 tCO₂e normalised figure are comparable, as they relate only to transmission and distribution losses, as this is something which has previously been measured as standard.

Emission Source	YE 2024 tCO ₂ e	YE 2025 tCO ₂ e	YE 2025 Proportion	YE 2025 Change	YE 2025 tCO ₂ e normalised	YE 2025 Change normalised
Electricity	2.2	7.5	32.8%	241.6%	2.0	-7.5%
Electric Car	0.3	1.8	7.8%	421.4%	0.5	41.4%
PHEV	0.1	2.2	9.8%	2305.8%	0.1	-23.4%
Electric Van	0.02	0	0.0%	-100.0%	0	-100.0%
Diesel Van	0	1.3	5.8%	-	0	-
Natural Gas	0	10.0	43.7%	-	0	-
Total	2.7	22.9	100.0%	760.7%	2.6	-2.5%

Scope 3 Category 3: Fuel and Energy Related Activities emissions for YE 2024 & YE 2025



This comparison graph uses data that has been normalised to exclude any emissions that were reported for the first time in this reporting period.

SCOPE 3 CATEGORY 5

Waste

This category includes emissions from third-party disposal and treatment of waste generated. Includes both solid waste and wastewater.

Scope 3 emissions

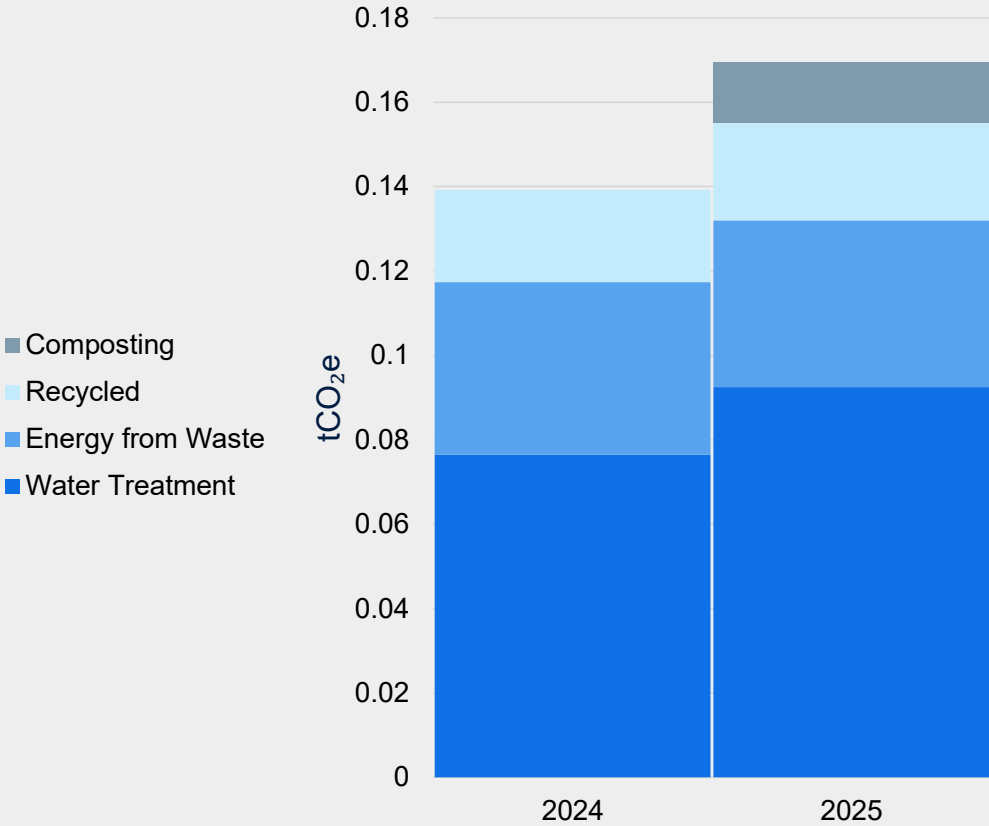
Category 5: Waste

0.08% of this year’s total carbon footprint.

Overall waste emissions have increased, due to a 21% increase in water treatment emissions, as well as a 6% increase in recycled waste emissions and the introduction of food composting.

Emission Source	YE 2024 tCO ₂ e	YE 2025 tCO ₂ e	YE 2025 Proportion	YE 2025 Change
Water Treatment	0.1	0.1	54.6%	21.0%
Energy from Waste	0.04	0.04	23.3%	-3.5%
Recycled	0.02	0.02	13.7%	6.0%
Composting	0	0.01	8.5%	-
Total	0.1	0.2	100.0%	21.8%

Scope 3 Category 5: Waste emissions for YE 2024 & YE 2025



Business Travel

This category includes emissions from the transportation of employees for business-related activities in vehicles owned or operated by third parties, such as aircrafts, trains, buses, and passenger cars.

It does not include commuting or travel in company-owned vehicles.

Scope 3 emissions

Category 6: Business Travel

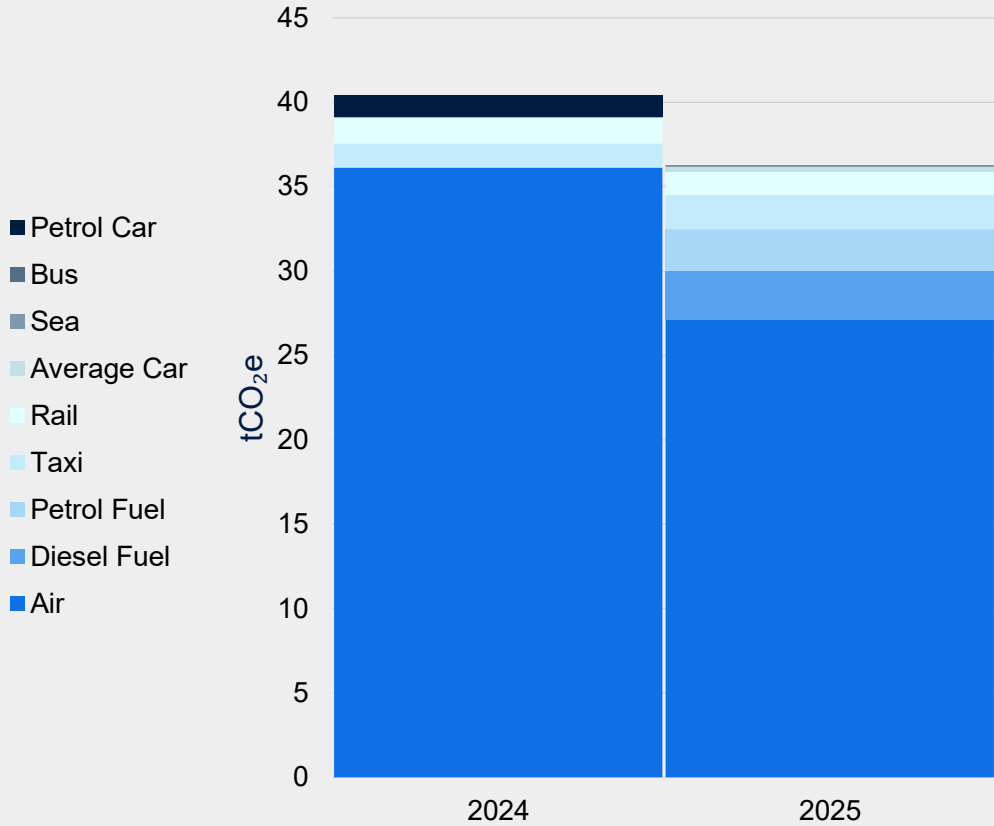
31.54% of this year’s total carbon footprint.

We also measure additional Scope 3 elements of reporting, including radiative forcing for flights, and well-to-tank for business travel, for YE 2025. Therefore, for true comparison, the YE 2025 normalised columns should be referred to.

Overall business travel emissions decreased by 10.1%. A 25% decrease in normalised air travel emissions is the key reason behind this.

Emission Source	YE 2024 tCO ₂ e	YE 2025 tCO ₂ e	YE 2025 Proportion	YE 2025 Change	YE 2025 tCO ₂ e normalised	YE 2025 Change normalised
Air	36.1	54.7	82.6%	51.5%	27.1	-25.0%
Diesel Fuel	0	3.6	5.4%	-	2.9	-
Petrol Fuel	0	3.2	4.8%	-	2.5	-
Taxi	1.4	2.5	3.8%	77.6%	2.0	42.2%
Rail	1.5	1.8	2.7%	13.8%	1.4	-9.2%
Average Car	0	0.3	0.5%	-	0.3	-
Sea	0.03	0.1	0.1%	188.3%	0.1	135.0%
Bus	0.01	0.1	0.1%	665.0%	0.04	509.6%
Petrol Car	1.2	0	0.0%	-100.0%	0	-100.0%
Total	40.4	66.2	100.0%	64.1%	36.3	-10.1%

Scope 3 Category 6: Business Travel emissions by transport mode for YE 2024 & YE 2025



This comparison graph uses data that has been normalised to exclude any emissions that were reported for the first time in this reporting period.

Employee Commuting

This category includes emissions from the transportation of employees between their homes and their place of work. Emissions from employee commuting may arise from car travel, bus travel, rail travel, air travel, and other modes of transportation.

Companies may include emissions from teleworking (i.e., employees working remotely) in this category

Scope 3 emissions

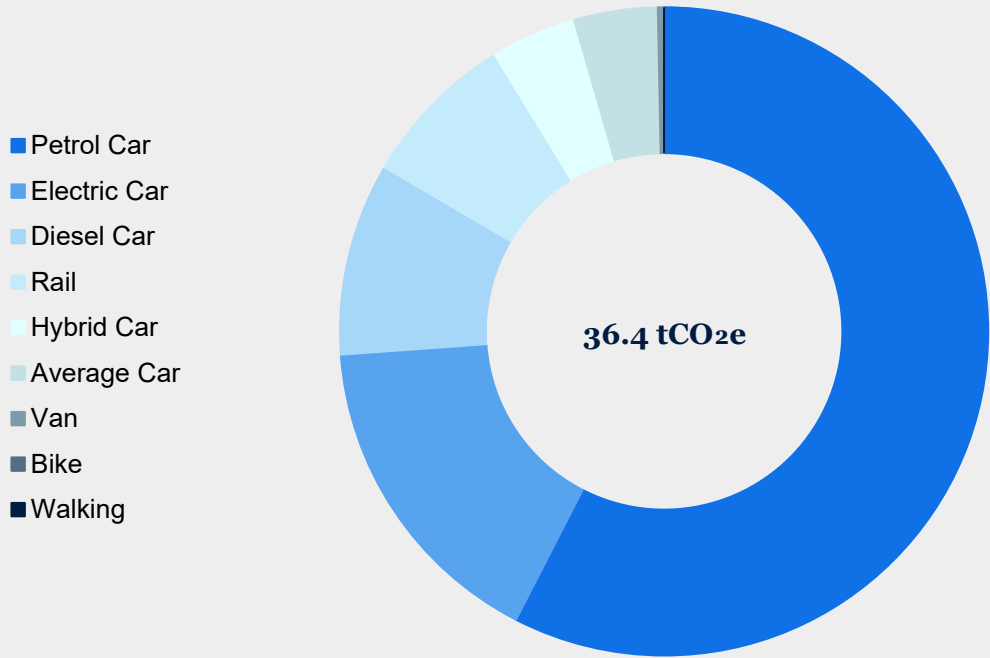
Category 7: Employee Commuting

17.34% of this year’s total carbon footprint.

This is the first reporting year in which Category 7 has been measured, and therefore all emissions associated with this category have been normalised from comparison.

Emission Source	YE 2025 tCO ₂ e	YE 2025 Proportion
Petrol Car	21.0	57.6%
Electric Car	5.9	16.3%
Diesel Car	3.5	9.6%
Rail	2.8	7.8%
Hybrid Car	1.6	4.3%
Average Car	1.5	4.2%
Van	0.1	0.3%
Bike	0	0.0%
Walking	0	0.0%
Total	36.4	100.0%

Scope 3 Category 7: Employee Commuting emissions by transport mode for YE 2025



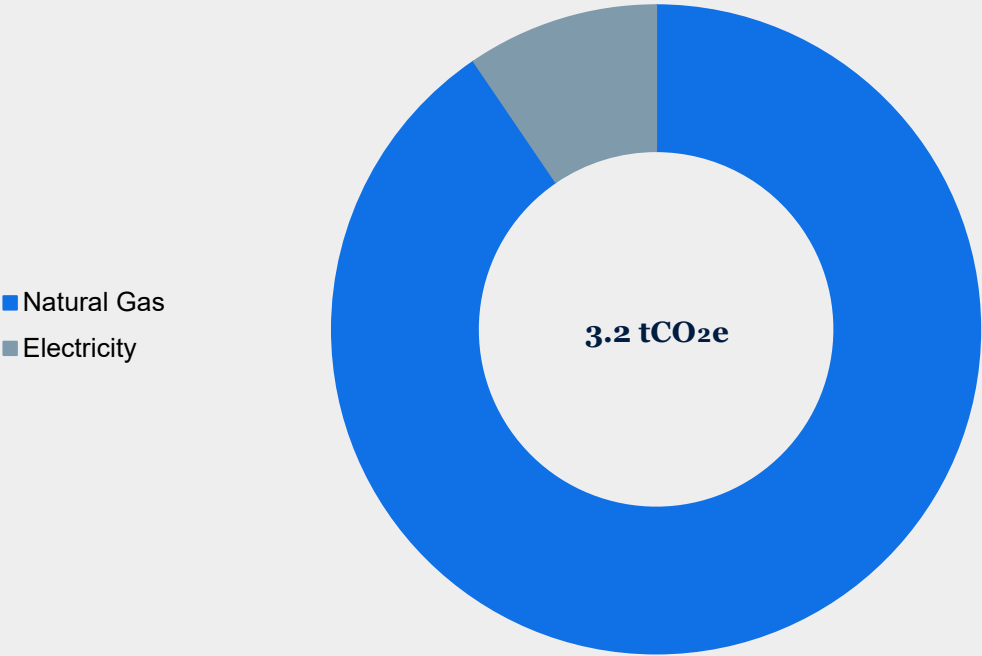
Scope 3 emissions

Category 7: Employee Commuting (Homeworking)

Emissions from this category are not included in the overall carbon footprint due to the uncertainties surrounding homeworking estimations.

Emission Source	YE 2025 tCO ₂ e	YE 2025 Proportion
Natural Gas	2.9	90.5%
Electricity	0.3	9.5%
Total	3.2	100.0%

Scope 3 Category 7: Employee Commuting (Homeworking) emissions for YE 2025



Annual review

Comparison of key figures

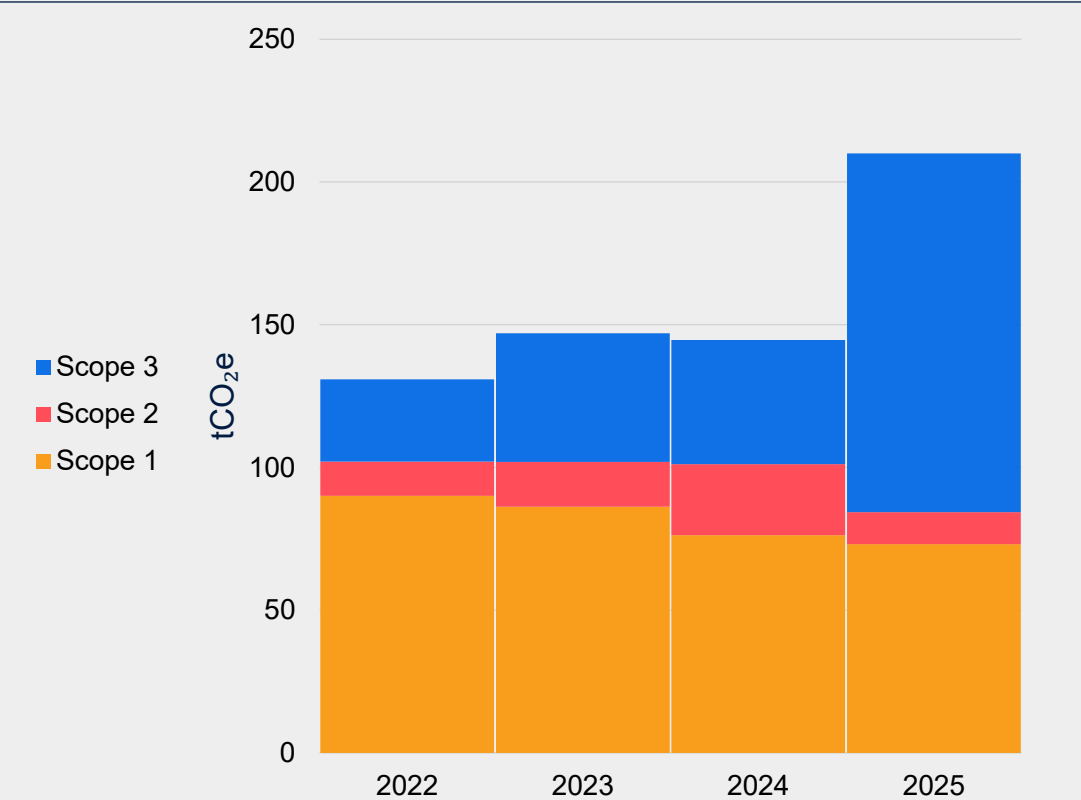
	YE 2024	YE 2025	Difference from previous year
Organisational Boundary score (%)	100.0%	100.0%	0.0%
Operational Boundary score (%)	52.9%	58.8%	5.9%
Data Quality Score (%)	82.5%	89.7%	7.2%
Total carbon emissions (tCO ₂ e)	144.3	210.0	45.5%
Scope 1 & 2 emissions (tCO ₂ e)	101.2	84.3	-16.6%
Scope 3 emissions (tCO ₂ e)	43.2	125.7	191.1%

This comparison is using data that has NOT been normalised to exclude any emissions that were reported for the first time. This data highlights the measurement and the organisations' reporting journey, not its carbon reduction journey.

Historic comparison

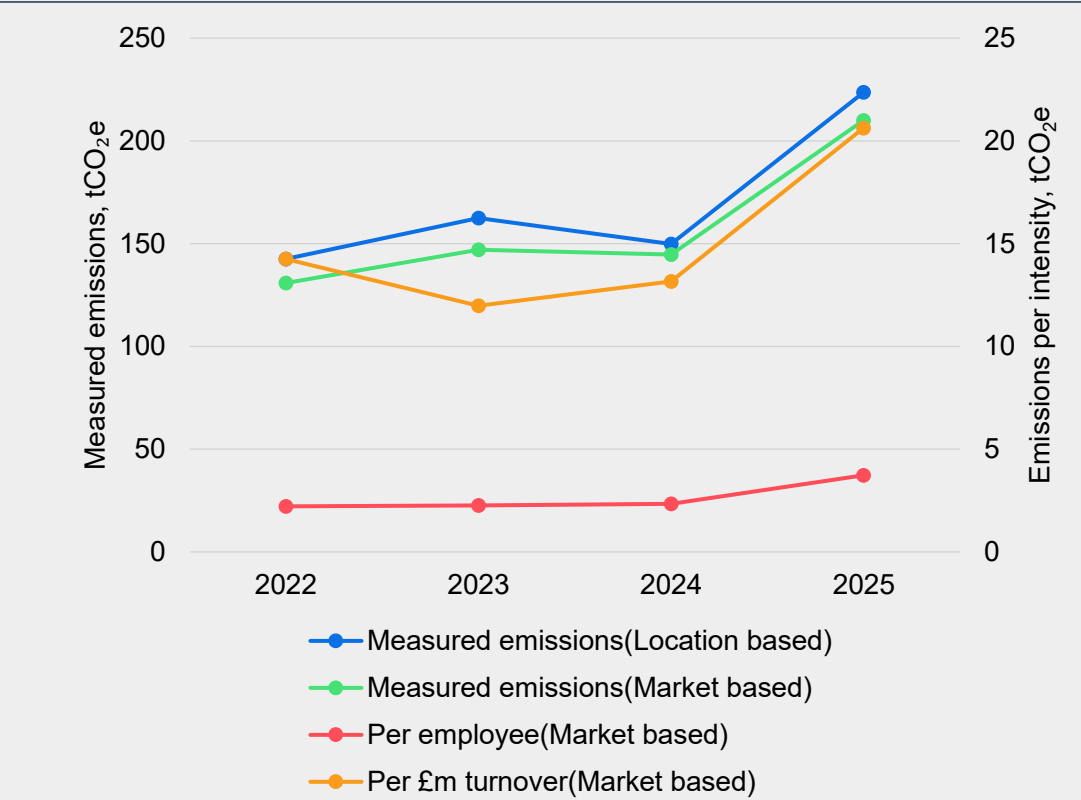
Measured carbon footprint throughout the years

Measured carbon footprint by year by Scope (market-based)



This comparison is using data that has NOT been normalised to exclude any emissions that were reported for the first time. This data highlights the measurement and the organisations reporting journey, not its carbon reduction journey.

Measured carbon footprint and intensity by year



An aerial photograph of a large ocean wave breaking, showing deep blue water and white foam. The text 'Appendix – supplementary information' is overlaid in white serif font, preceded by a thin white horizontal line.

Appendix – supplementary information

Boundary and quality assessment

Recommendations:

Aim to move towards more of an activity-based (distance) approach for business travel, since a number of modes currently have the distance estimated from cost.

Look at increasing the response rate to the survey going forward upwards of 69%.

Measure one additional category which is applicable to Chelsom Ltd each year, up until all available categories as part of your membership package are being measured. Category 4: Upstream Transportation and Distribution should be the last applicable category for your package, so this will need to be measured next year.

100.0 %

Organisational Boundary Score

Chelsom Ltd's carbon footprint for this year represents its full organisational boundary.

To be eligible to move up to Level 2: Planet Mark Certified Net Zero Committed an organisational boundary score of 100% needs to be achieved.

58.8 %

Operational Boundary Score

Chelsom Ltd's carbon footprint for this year does not represent its full operational boundary.

To recertify next year as a Planet Mark Certified Business this score needs to improve by a minimum of 6%. To be eligible to move up to Level 2: Planet Mark Certified Net Zero Committed an operational boundary score of 100% needs to be achieved.

89.7 %

Data Quality Score

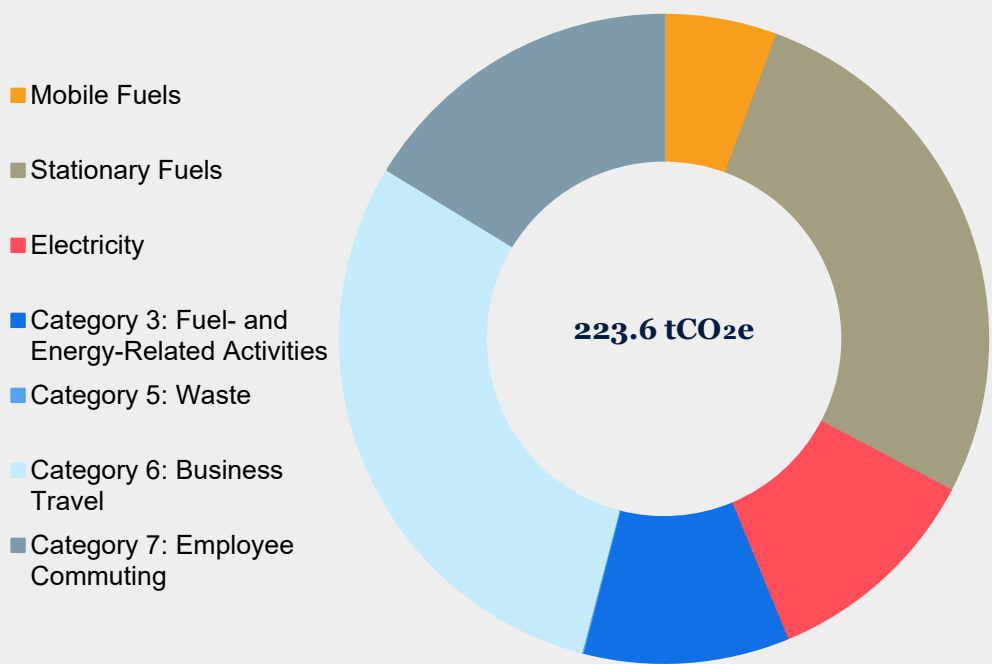
A data quality score in this range is High, meaning the organisation has excellent data quality which is reliable for decision-making and an accurate carbon footprint.

To be eligible for any level of Planet Mark certification a data quality score of at least 30% must be achieved.

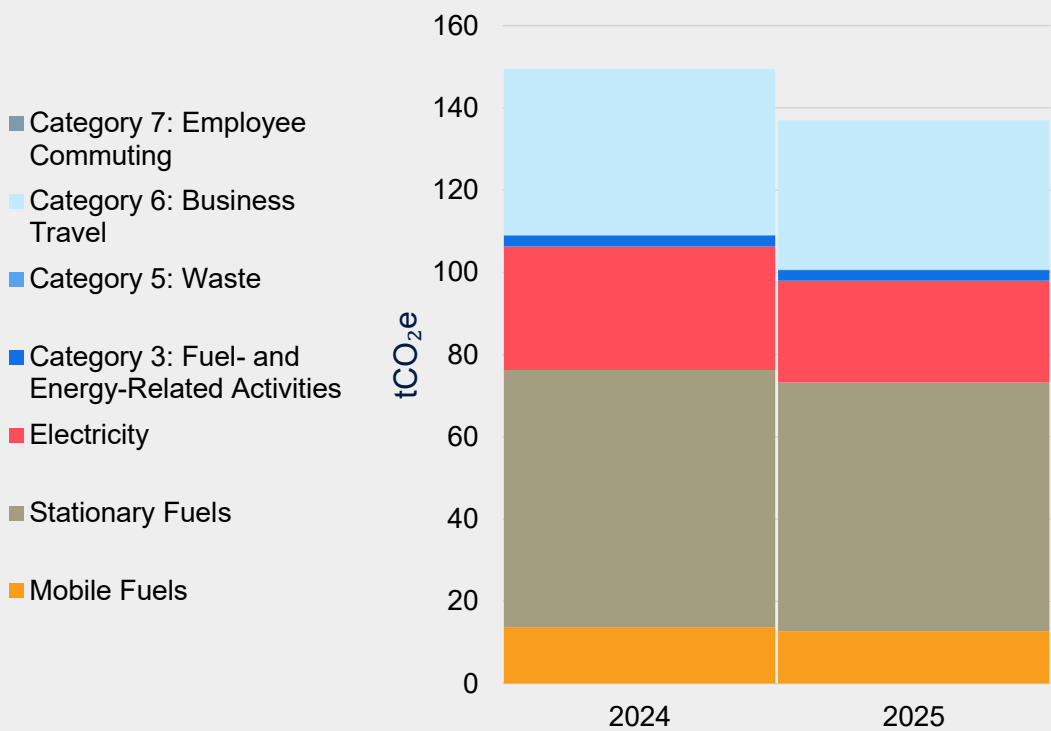
Measured carbon footprint and comparison by emission category

(Location-based)

Carbon footprint by emission category (location-based) for YE 2025

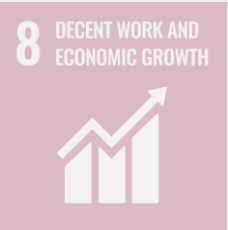


Carbon footprint by emission category (location-based) for YE 2024 & YE 2025



SDG alignment

The Sustainable Development Goals (SDGs), also known as the Global Goals, are a collection of 17 interrelated goals set by the United Nations. They cover a broad range of social and economic development issues. These include poverty, hunger, health, education, climate change, gender, equality, water, sanitation, energy. By measuring and reducing your carbon footprint with the Planet Mark, you can directly and measurably contribute to up to 8 SDGs addressing 15 SDG targets



- 9.4 - Reduction in energy use
- 9.4 - Reduction in electricity use
- 9.4 - 91% of fleet that is electric or hybrid

- 11.6 - Measured carbon emissions
- 11.4 - Donation to the Eden Project

- 12.6 - Measured carbon emissions



- 13.3 - Donation to the Eden Project

Caveats (i)

Scope 1

Operational Boundary	Unit	Data Source	Data Accuracy	% estimated	Comments, omissions, estimates or extrapolations	Emission factor source
Mobile Fuels	km	Mileage Report	Calculated from distance	0.0%	No comments.	DESNZ 2025
Stationary Fuels	kWh	Invoice	Calculated from company's own consumption from invoices, supplier/energy management reports, meter readings	5.6%	Natural gas consumption for meters E025T0067322S6 and 49172908 was extrapolated/interpolated as data were not provided that matched the reporting period.	DESNZ 2025

Caveats (i)

Scope 2

Operational Boundary	Unit	Data Source	Data Accuracy	% estimated	Comments, omissions, estimates or extrapolations	Emission factor source
Electricity	kWh, km	Invoices, Mileage Report	Calculated from company's own consumption from invoices, supplier/energy management reports, meter readings, Calculated from distance	0.0%	Your scope 2 electricity emissions are reported in two ways: location-based and market-based methods. Location-based electricity emissions have been calculated using carbon emission factors for average national or sub-national grid electricity. Market-based electricity emissions have been calculated using emission factors for your specific electricity supply fuel mix as published on your supplier's website for electricity supplied in the period 2025, and the residual fuel mix for the Henco invoice data (as no information on your specific supplier fuel mix was available). Electric fleet vehicles are charged on-site with various percentages, depending on vehicle. Emissions have not been calculated for this percentage of distance reported to avoid double counting the emissions calculated from the site's electricity consumption.	DESNZ 2025, British Gas, Planet Mark

Caveats (i)

Scope 3

Operational Boundary	Unit	Data Source	Data Accuracy	% estimated	Comments, omissions, estimates or extrapolations	Emission factor source
Fuel- and Energy-Related Activities	kWh, km	Invoices, Invoice, Mileage Report	Calculated from company's own consumption from invoices, supplier/energy management reports, meter readings, Calculated from distance	3.7%	Scope 3 category 3 is calculated using the location-based method.	DESNZ 2025, Planet Mark
Waste	cubic metres, tonnes	Invoice	Calculated from company's own consumption from invoices, supplier/energy management reports, meter readings, Calculated from bin size, amount of collections and assumed mode of disposal, Calculated from actual weights and actual disposal and waste type	0.7%	Waste emissions have been estimated from size and quantity of containers collected. Source: https://www.wrap.ngo/resources/tool/commercial-and-household-waste-and-recycling-apportionment-tool . Or, where there has been any excess waste weight, the emissions are calculated from the actual weight.	DESNZ 2025

Caveats (ii)

Scope 3

Operational Boundary	Unit	Data Source	Data Accuracy	% estimated	Comments, omissions, estimates or extrapolations	Emission factor source
Business Travel	passenger .km, km, litres	Expenses	Calculated from cost and mode of transport, Calculated from actual distance (to/from or fuel usage) and actual mode of transport, Calculated from actual distance (to/from or fuel usage) and actual mode of transport (broken down to class/type if applicable)	0.0%	Emission factors used include well-to-tank emissions. For air travel, radiative forcing has been included. Class data was provided for 100% of flights. For rail travel, where only spend data are available, distance has been estimated using £0.55 per mile for national rail and £0.86 per mile for London underground. Calculations based on 2021 analysis of Planet Mark members' rail journeys. For taxi travel, where only spend data are available, distance has been estimated using £2.53 per mile. Calculations are based on a fixed start price of £2.8 per journey, an average cost of £2.02 per mile and an average taxi journey of 5.36 miles. Sources: UK national average taxi costs, Numbeo and 2019 Passenger journeys per person per year - Taxi and Private Hire Vehicle Statistics: England 2021.	DESNZ 2025
Employee Commuting	km, passenger .km, kWh	Planet Mark Survey	Calculated from Planet Mark survey	8.7%	The employee commuting survey received a 69% response rate. Data was extrapolated by site and month to account for non respondents. Emissions for homeworking were measured but reported separately from the rest of the footprint. UK homeworking energy includes additional electricity and gas consumption as a result of each full-time equivalent employee working from home. We base our estimate of energy consumption due to homeworking on the DESNZ 2023 homeworking emission factors. The annualised DESNZ emission factors have been converted into monthly estimates of energy consumption in order to better account for seasonal variations. Our estimates are based on a 40h working week and a 6-month heating season (October to March) and take into account annual leave.	DESNZ 2025

Caveats (i) Information

Operational Boundary	Unit	Data Source	Data Accuracy	% estimated	Comments, omissions, estimates or extrapolations	Emission factor source
Headcount	FTE	Primary source - staff numbers	Actual		We have used the annual average full-time equivalent employees. Part-time employees are assumed to be half of a full-time employee. We assume headcount only includes active employees.	
Turnover	£m	Primary source - accounts	Actual		No comments.	
Floor Area	square meters	Secondary source - data submission	Assumed actual		No comments.	
Normalisation					Well-to-tank and radiative forcing have been normalised for relevant emission sources as these were not previously measured. Employee commuting has also been normalised, since it is the first time that this category has been measured.	

Carbon footprint breakdown

01 January 2024 to 31 December 2024				01 January 2025 to 31 December 2025					
Category	Unit	Amount	tCO ₂ e	Amount	tCO ₂ e	tCO ₂ e normalised	% Change in tCO ₂ e from base year	% total carbon footprint	% Change in amounts from base year
Scope 1									
Mobile Fuels	km	127,538.9	13.7	119,886.5	12.6	12.6	-7.7%	6.0%	-6.0%
Stationary Fuels	kwh	341,926.4	62.5	330,938.7	60.5	60.5	-3.2%	28.8%	-3.2%
Scope 2									
Electricity (location-based)	km	307,964.1	5.2	320,261.1	5.3	5.3	2.6%	-	4.0%
Electricity (location-based)	kwh	120,148.4	24.9	109,807.0	19.4	19.4	-21.9%	-	-8.6%
Electricity (market-based)	km	307,964.1	5.2	320,261.1	5.3	5.3	2.6%	2.5%	4.0%
Electricity (market-based)	kwh	120,148.4	19.7	109,807.0	5.8	5.8	-70.6%	2.8%	-8.6%
Scope 3									
Category 3: Fuel- and Energy-Related Activities	km	307,964.1	0.5	1,080,669.7	5.4	0.6	21.5%	2.6%	250.9%
Category 3: Fuel- and Energy-Related Activities	kwh	120,148.4	2.2	660,359.8	17.5	2.0	-7.5%	8.3%	449.6%
Category 5: Waste	cubic metres	411.6	0.1	541.3	0.1	0.1	21.0%	0.0%	31.5%
Category 5: Waste	tonnes	9.8	0.1	15.0	0.1	0.1	22.7%	0.0%	52.9%
Category 6: Business Travel	km	13,841.3	2.7	22,639.2	2.9	2.3	-14.0%	1.4%	63.6%
Category 6: Business Travel	litres	0	0	4,638.1	6.7	5.4	-	3.2%	-
Category 6: Business Travel	passenger.km	370,161.9	37.7	1,223,150.3	56.6	28.6	-24.1%	27.0%	230.4%
Category 7: Employee Commuting	km	0	0	521,537.8	33.6	0	-	16.0%	-
Category 7: Employee Commuting	passenger.km	0	0	129,462.3	2.8	0	-	1.4%	-
Market Based									
Total	tCO₂e		144.3		210.0	123.4	-14.5%		
No. employees	Number		63		56.3	56.3	-		
Total per employee	tCO₂e		2.3		3.7	2.2	-4.4%		
Turnover £m	Number		11.0		10.2	10.2	-		
Total per £m	tCO₂e		13.1		20.6	12.1	-7.7%		
Location Based									
Total	tCO₂e		149.4		223.6	137.0	-8.3%		
No. employees	Number		63		56.3	56.3	-		
Total per employee	tCO₂e		2.4		4.0	2.4	2.5%		
Turnover £m	Number		11.0		10.2	10.2	-		
Total per £m	tCO₂e		13.6		22.0	13.5	-1.1%		

About

Company name	Chelsom Ltd
Sector	Manufacturing
Reporting period	01 January 2025 to 31 December 2025
Year of measurement	4th
Base year	2024
Planet Mark Membership Package	Business Certification (membership package 1a)
Total turnover (£)	10,179,582.0
Total FTE employees (annual average no.)	56.3
Data collection lead	Caroline Lowe, Finance Assistant - caroline_lowe@chelsom.co.uk
Significant reporting changes	No comments.
Methodology	We follow the GHG Protocol for Corporate Emission Reporting and The National TOMs Framework for Social Value Reporting. Refer to Planet Mark Net Zero Certification Scheme Rules, Procedures and Management for detailed information on the methodology and standards used in the preparation of this report.
Community project	Contributions to the Eden Project have been made as part of Planet Mark Certification.
Prepared by	Kerry Hodgkinson, Senior Data Analyst, Planet Mark
Checked by	Joanne Rowley, Carbon Data and Audit Specialist, Planet Mark
Date	07 May 2026



PlanetMark