



Birmingham Optical Group 2026

Towards a Sustainable Future

Carbon footprint





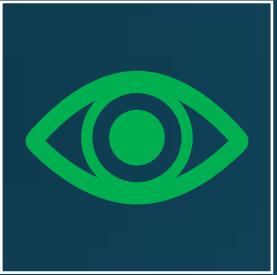
Contents

- Introduction
- Site Summary
- Our carbon reduction plan
- Baseline year assumptions
- Emission break down
- Emission Reduction Progress
- Comparison 2024-2025

Introduction



Arran Fewkes - CEO of
Birmingham Optical



Birmingham Optical is a leading entity within the optical industry supply chain. We recognize the critical importance of reducing our carbon footprint and contributing to a more sustainable future. In 2024, our commitment to environmental responsibility drove us to implement effective strategies that benefit both our business and the planet we share.

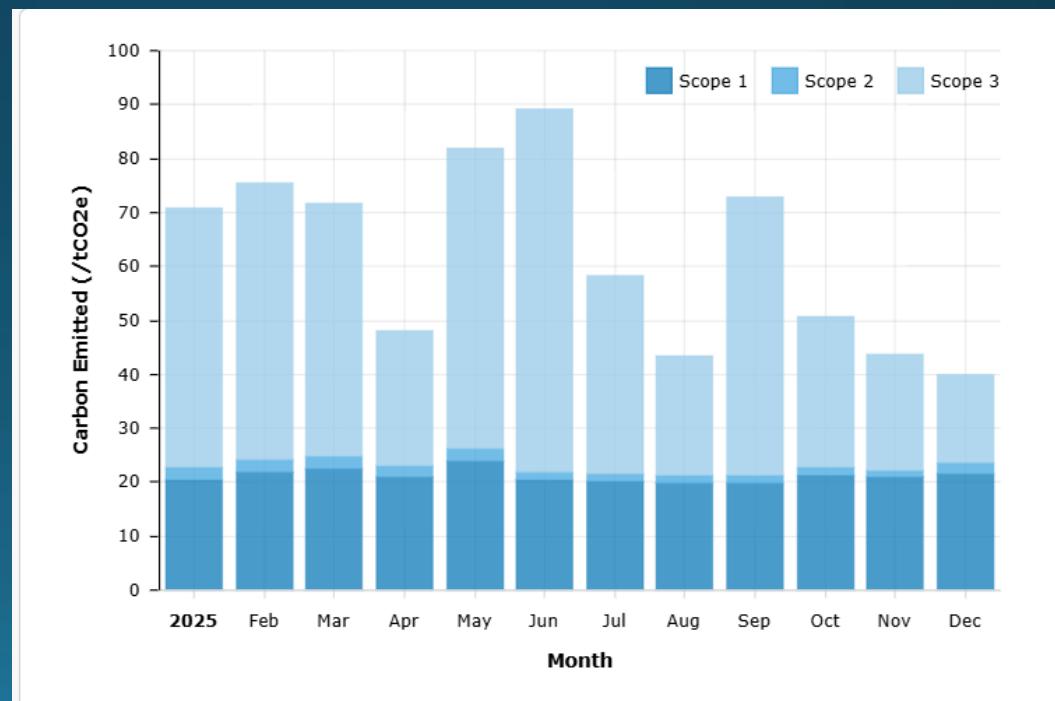
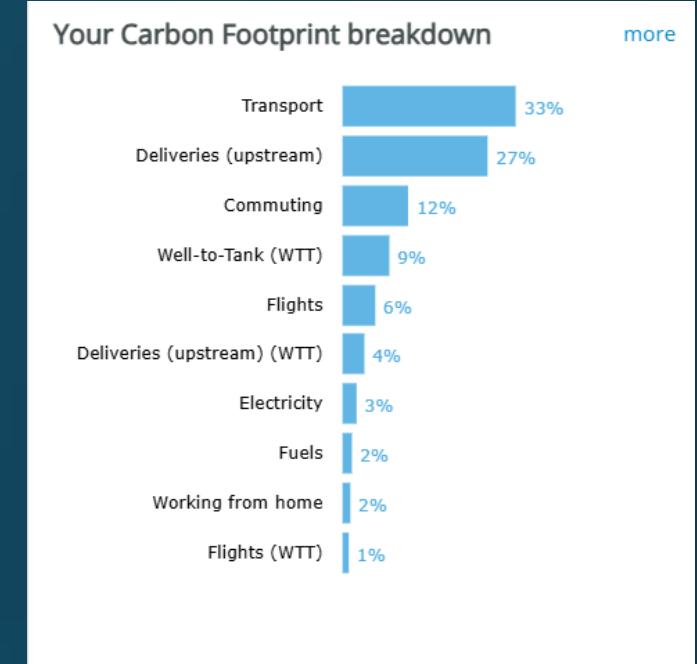
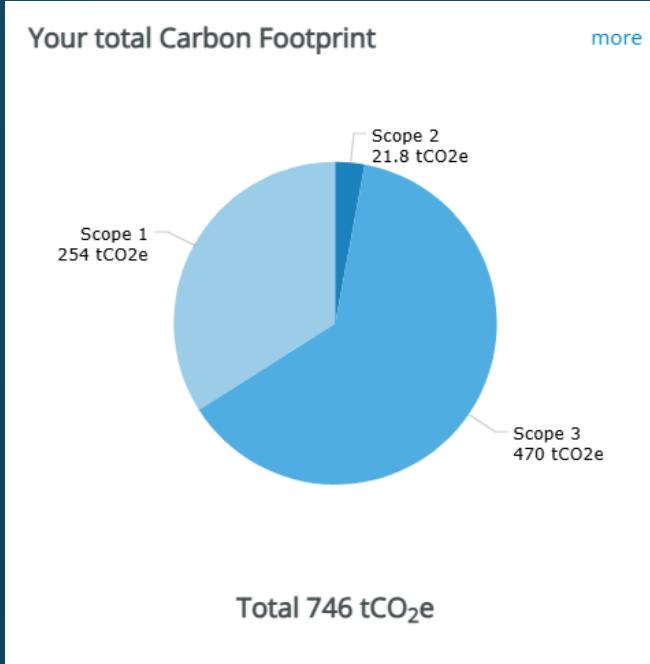


In 2025, we reduced our primary sources of carbon emissions—including deliveries and utility use—exceeding our annual 5% reduction target. These achievements reflect the strength of our carbon reduction plan, which outlines clear goals, strategies, and initiatives to minimize our environmental impact.

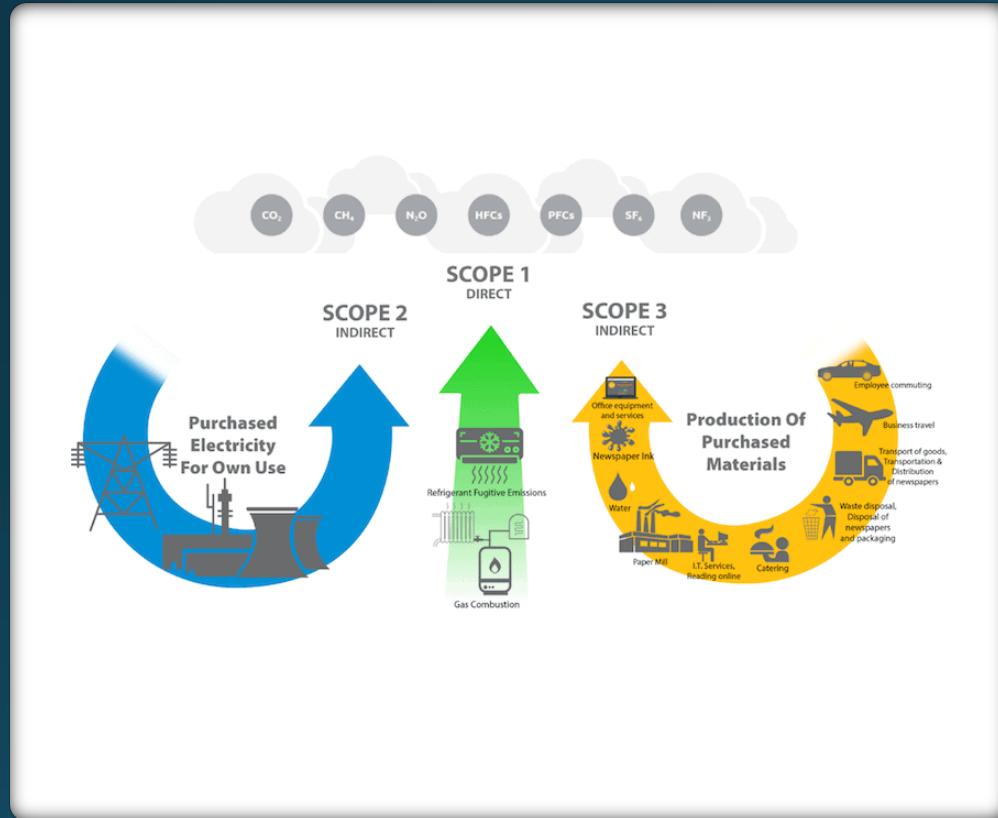


By working collaboratively and actively engaging our employees, suppliers, and stakeholders, we have successfully met our sustainability goals for 2025. We are extremely proud of these accomplishments, and our continued commitment to environmental improvement will help set the standard for sustainability within the optical industry.

Site Summary



Our carbon reduction plan



We remain committed to achieving our annual 5% reduction in carbon emissions. Although this year's substantial decrease may make our future progress appear less linear, we are confident in our ability to maintain a downward trajectory and continue moving toward a more carbon-neutral Birmingham Optical. Despite the significant progress already made, we recognize there are still several areas across the business where improvements can be made - We are continuing to refine our processes and adopt more sustainable practices, and we aim to further reduce our emissions in the years ahead.

Baseline Year Calculation

- We worked with Enistic Ltd, who helped to conduct a staff survey. Following the standard practice set by Enistic Ltd, we used 10% of the workforce to calculate emissions for homeworking and commuting.
- We worked out the mileage through a monthly odometer report where we minus the odometer reading at the start of the month from the end to estimate the mileage that the individual has used in that period.
- To calculate our hotels and journeys, we used reports from our corporate travel management service, which is pre-calculated.
- For our waste, we receive a yearly report
- Our gas and electricity has been taken from our utility bills, which Enistic Ltd then calculates the emissions
- Deliveries are inputted monthly from data that is filled in by our warehouse Team – we split into International deliveries and local UK deliveries.



Emissions Breakdown

Scope 1	Total emissions (tonnes)
1: Energy - Gas (£)	12.5
1: Transport - Hybrid diesel car	177
1: Transport - Medium Van 1.7-2.0 litre diesel	59.6
1: Transport - Medium car 1.7-2.0 litre diesel	4.7
Total scope 1	253.8

Scope 2	Total emissions (tonnes)
2: Energy - Electricity (£)	20.6
2: Energy - Renewable Electricity (kWh)	0
2: Transport - Electric car	1.3
Total scope 2	21.9

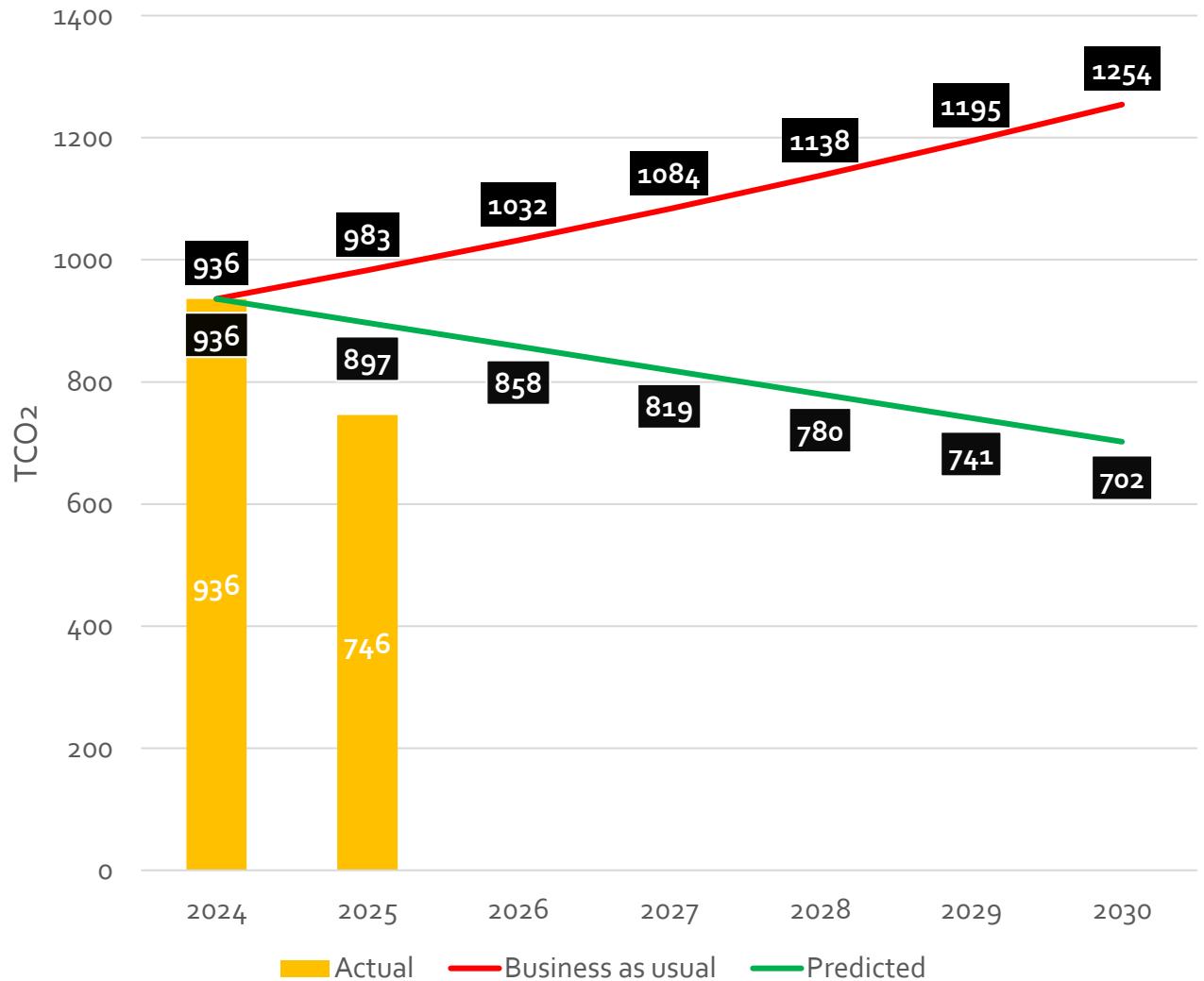
Scope 3	Total emissions (tonnes)
3.04: Deliveries (upstream)	204
3.05: Waste	0.1
3.06: Flights	45.5
3.06: Hotel Stays	7
3.07: Commuting	91.6
3.07: Working from home	11.8
3.09: Deliveries (downstream)	2.8
3.3: Well-to-Tank (WTT)	105
3.3: Transmission and Distribution (T&D)	2.6
Total scope 3	470.4

Total emissions (tonnes)	
	746

Emission Reduction Targets

This graph shows our emissions targets based on last year's figures (green line), alongside a *business-as-usual* projection (red line) that illustrates what would have happened if we had made no changes to our carbon emissions. The yellow bars represent the CO₂ emissions (in tons) we have produced. As the graph shows, we have achieved a significant 20% reduction in our CO₂ emissions in just one year. This is slightly less than our overall target of a 25% reduction over five years, but we still intend to keep aiming for our 5% reduction-per-year goal despite our overarching success. While we expect the rate of reduction to slow somewhat moving forward, we are incredibly pleased with the progress made between 2024 and 2025 and are committed to maintaining this downward trend.

Business as usual vs Predicted (5% growth a year)



Month Comparison

This graph shows that 2024 and 2025 have very different trends, for example, in April 2025 that was one of our lowest emissions months compared to in April 2024 which was one of the highest for that year and the reason that the trends for both years are so different is due to our required meetings in Tokyo and our quantity of deliveries (Nidek Japan). For example, in April 2024, we flew twice to Tokyo and received six deliveries from Nidek, but in April 2025, we didn't fly to Tokyo and received only two deliveries from Nidek. These two measures have a large impact on our overall carbon footprint and mainly drive the trend lines, while all our other factors are quite consistent or have little impact. (Although September is an anomaly, as we had 23 short-haul flights in 2025 and only 5 in 2024)

