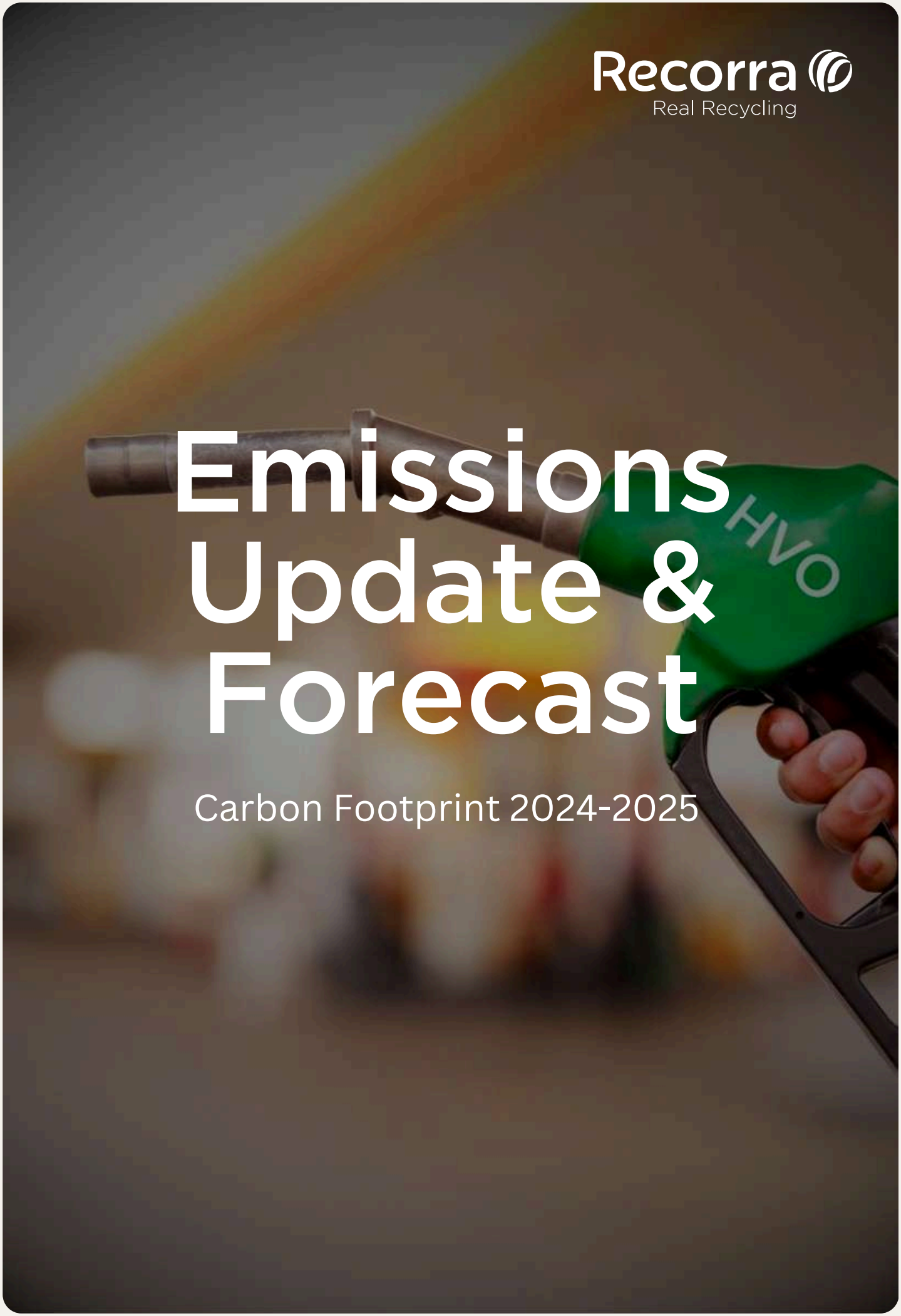
Recorra
Real Recycling

Emissions Update & Forecast

Carbon Footprint 2024-2025



Contents

A Year of Progress

Sustainability was front and centre of Recorra's strategy throughout 2025. Upholding our responsibility as a business to reduce our climate impact, we made significant progress on our core aim of decarbonising our operations. This was all while achieving our highest turnover numbers to date, proving that you can decouple carbon from growth.

In February 2025, we switched our primary fuel source from diesel to HVO, enabling a significant reduction in lifecycle emissions as the biofuel is made from waste organic sources, meaning the impact of the carbon emissions is climate neutral.

The electrification of our fleet also continues at pace. As of 2026, we have an electric alternative for every mode of vehicle in our fleet, including one of our heaviest Roll-on Roll-off trucks, the first ever made by Scania.

As reporting periods are two years behind disclosure deadlines, it is challenging to show the effect of these recent actions in our reports. This is why are providing projections for our direct emissions from 2025, alongside the full inventory for 2024 and 2023, to show the positive progress we have made.

With these three years in parallel, we can observe the impact of actions we have taken across time to cut emissions at source. It's clear from this that tackling the most challenging aspects first has paid off – by decarbonising our logistics operation, we have succeeded in reducing our direct emissions, and the scope 3 emissions of our client's significantly.

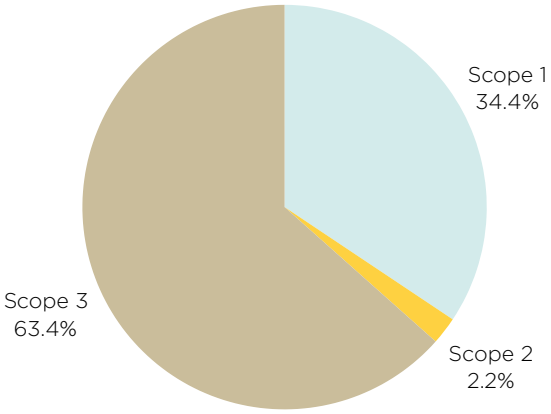
Read the following pages to dig into our updated and projected carbon footprint.

2024 Carbon Footprint

Our total 2024 carbon footprint weighed in at 5813.91 tonnes of carbon dioxide equivalent, a step up from the previous year due to continued organisational growth.

Recorra's sizeable logistics operation makes up a third of total emissions, meaning our proportion of Scope 1 is significantly higher than that of the average business which usually has 80% - 90% of its carbon footprint as supply chain Scope 3.

Greenhouse Gas Emissions by Scope



2024 Carbon Footprint at a Glance

Total Footprint
5813.91 tCO2e

Scope 1
1998.13 tCO2e
34% of footprint

Scope 2
127.92 tCO2e
2% of footprint

Scope 3
3687.86 tCO2e
63% of footprint

% renewable electricity procured
100% (REGO certificates)

Electricity Consumed
617,824 kWh

Fuel Combusted
795,184.98 litres

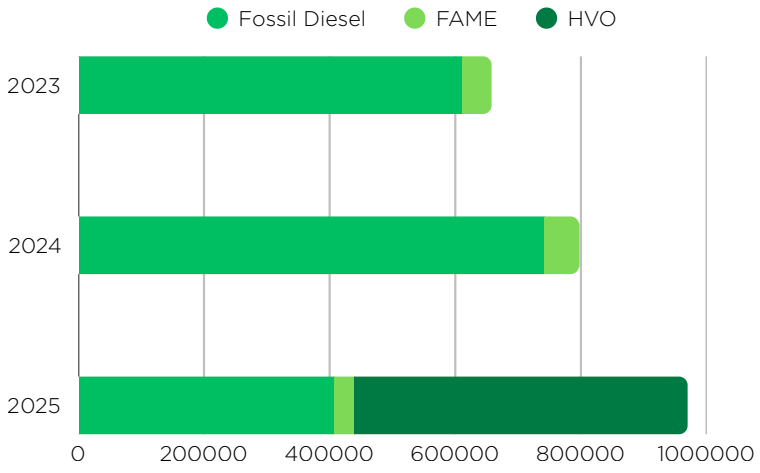
Scope 3 Categories Reported
9 out of 15 Scope 3 categories relevant to Recorra Ltd

Scope 1

Scope 1 refers to all the direct greenhouse gas emissions from our own operations. This mostly refers to ‘mobile combustion’, the fuel burnt to power our road fleet and yard machinery and mostly comprises of carbon dioxide.

For our reporting, we differentiate between ‘fossil emissions’ - those produced from fossil fuels, and ‘biogenic emissions’, those produced from organic matter, which are carbon neutral. As 7% of standard diesel is made from biofuels, we have split these out from both fossil diesel and biogenic HVO. Both FAME and HVO are biofuels.

Fuel Consumption by Fuel Type

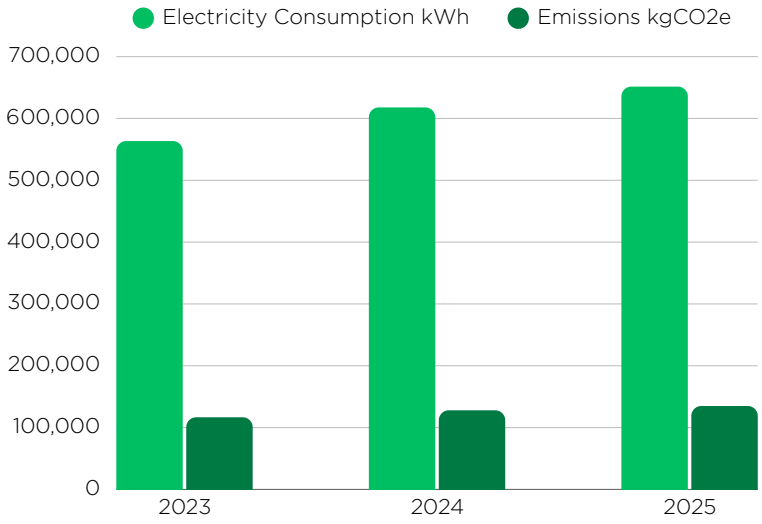


Scope 2

This includes the indirect emissions from purchased energy, and comes exclusively from electricity used across our offices, operations and material recovery facility (MRF). While Recorra purchases all our electricity from verified renewable suppliers, the ISO standard measures energy emissions based on location, not market proportion, so we report these emissions.

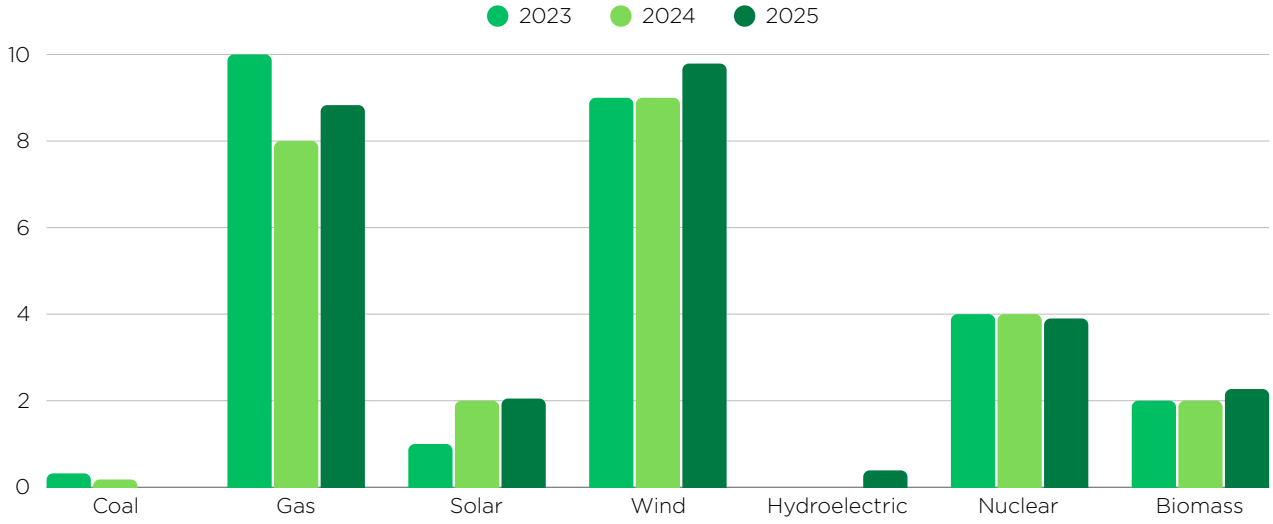
100% of Recorra's electricity is sourced from green energy and verified by REGO certificates.

Sources of Indirect Emissions from Electricity



As we source electricity from the grid, we take responsibility for a proportion of the UK's energy mix, which is outside our control. However, as green policies decarbonise the country's energy base, our emissions from electricity also decrease. You can see which production sources the grid gets its energy from below, and how the proportion of fossil fuels has decreased over time.

The UK Grid - Source of Gigawatts in past 3 years



Scope 3

These are the emissions from an organisation's supply chain and include a lengthy number of subcategories from purchased goods and services to multiple types of transportation, and the emissions of energy transmission across the grid. Not all categories are applicable to Recorra – we only report on nine. See the 2024 tally for each subcategory below;

Emissions by Scope 3 Category tCO2e

Carbon dioxide is a colourless, odourless gas. Its 'invisibility' means it can be difficult to visualise, and even harder to think of in units. CO_2 is measured in metric weight - grams, kilograms and tonnes. See the comparisons to common units below to make sense of the scale of our carbon footprint:

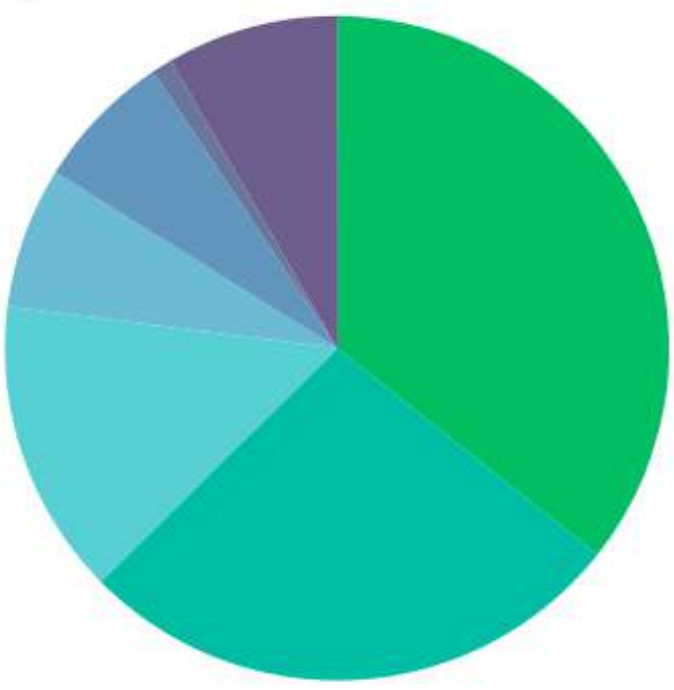
Scope 1 = 1974 one-way flights from London to Tokyo per passenger

Scope 2 = 5117 trees absorb in one year through photosynthesis

Scope 3 = 2,582,679-pint glasses of diesel

Emissions by Scope 3 Category tCO2e 2024

Category 1 Purchased Goods and Services	1315.52 tCO2e
Category 2 Capital Goods	992.92 tCO2e
Category 3 Purchases Connected to Energy & Fuel Supply	530.74 tCO2e
Category 4 Upstream Transportation and Distribution	253.96 tCO2e
Category 5 Transportation of Waste	249.49 tCO2e
Category 6 Business Travel	36.4 tCO2e
Category 7 Employee Commuting	307.53 tCO2e
Category 11 Lifetime Use of Sold Products	0.10 tCO2e
Category 13 Use of Leased Assets	0.76 tCO2e



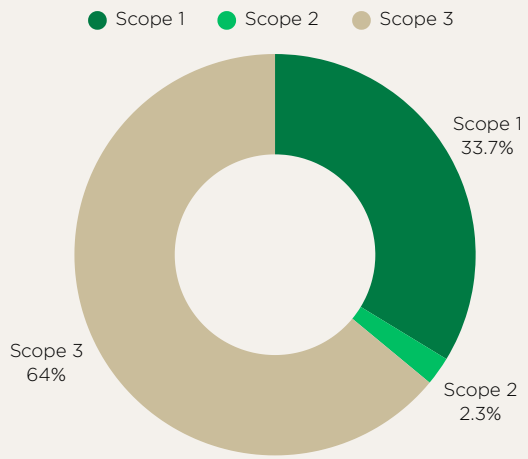
- Category 1 - Purchased Goods and Services
- Category 2 - Capital Goods
- Category 3 - Purchases Connected to Energy & Fuel Supply
- Category 4 - Upstream Transportation and Distribution
- Category 5 - Transportation of Waste
- Category 6 - Business Travel
- Category 7 - Employee Commuting
- Category 11 - Lifetime Use of Sold Products
- Category 13 - Use of Leased Assets

Carbon Footprint Analysis

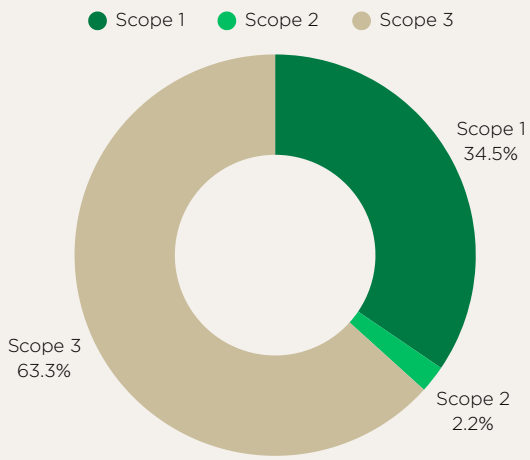
Scopes Breakdown

In 2023, about 30% of our emissions were Scope 1, 2% were Scope 2, and 68% were Scope 3. As a fleet operator, we have significantly higher scope 1 emissions than the average company, which typically has 80% - 90% of emissions in Scope 3. In 2024, the proportions of our emissions remained consistent with the previous year, with a slight increase in our scope 1 percentage. Otherwise, the emissions profile of the organisation remained the same, despite growth in our operations and turnover.

2023 Emissions by Scope

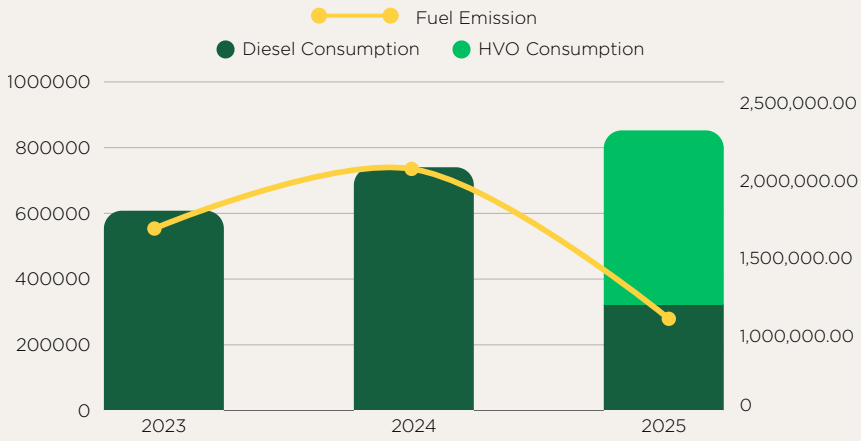


2024 Emissions by Scope



Sources of Direct Emissions

Our single largest source of emissions is fuel combustion. As a logistics operation, we require a significant amount of energy to run our fleet, and despite our progress with electrification, the vast majority of this is still liquid fuel, used in our vehicles' internal combustion engines. Our Scope 1 comprises entirely of these direct greenhouse gas emissions, overwhelmingly carbon dioxide, from mobile and stationary fuel.

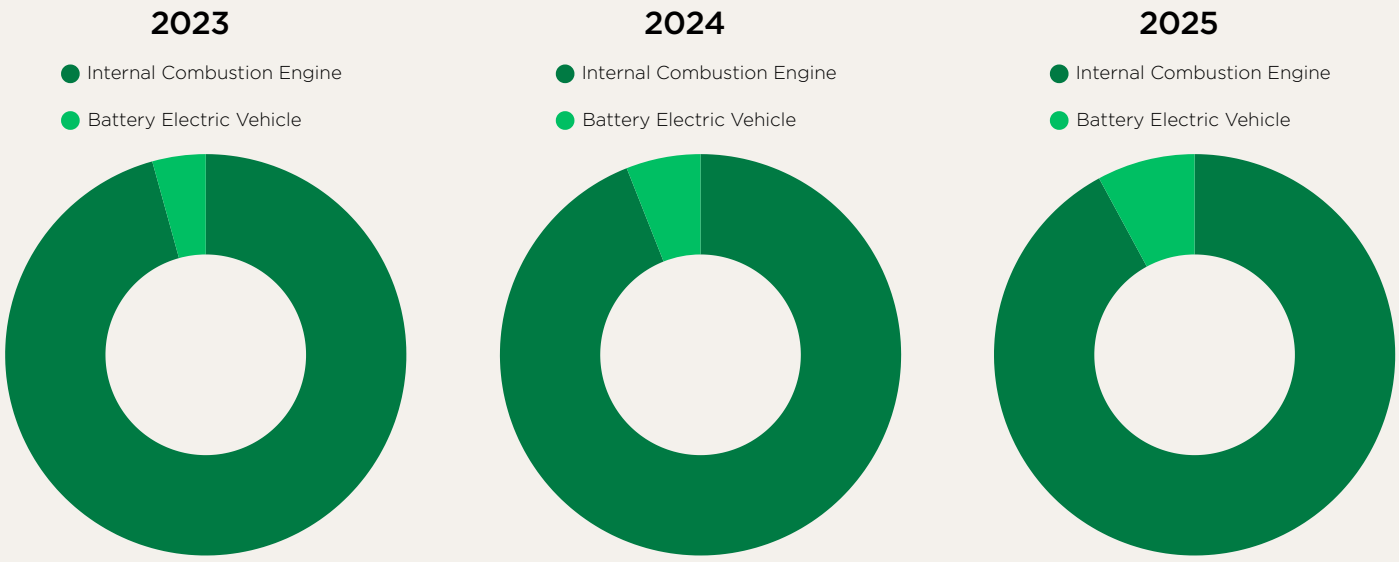


In February 2025, Recorra switched its primary fuel source from diesel to HVO - an alternative biofuel made from waste vegetable oil, which produces entirely biogenic emissions when burnt. While our total fuel consumption increased due to operational growth, the proportion of this which was diesel decreased by more than half, and our total proportion of fossil fuel consumed reduced from 93% to 42%. The effect of this on emissions is evident from the chart above, showing the significant drop in direct emissions despite an increase in total fuel use.

Electrification Progress

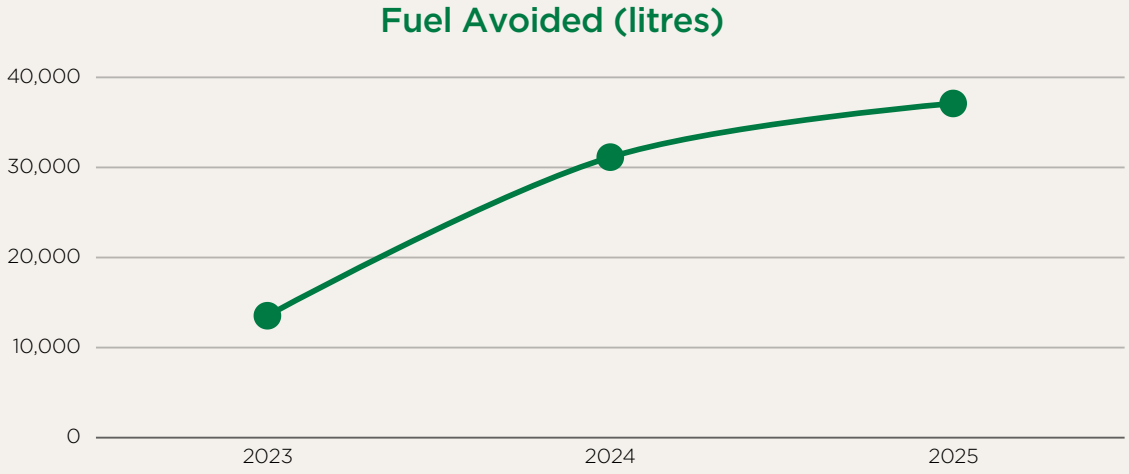
Recorra has steadily increased the number of electric vehicles (EVs) in our fleet over the past three years, to the point where we now have an electric version of every mode that we operate, including the heaviest RoRo vehicle. By 2025, our fleet was 8% electric, with three retrofitted RCVs, a cage vehicle, a RoRo lorry and two panel vans, all powered at our depot. Every EV eliminates the negative air quality and climate impacts of tailpipe emissions from internal combustion engines.

Percentage of the Fleet Electrified



Fuel Consumption Avoided from Electric Vehicles

Each EV in our fleet not only eliminates emissions but prevents fuel consumption in the first place, conserving resources. Below you can see how we avoided almost 40,000 litres of fuel in 2025 by using our decarbonised vehicles.



The Carbon Footprint

Greenhouse Gas (GHG) summary tables of direct and indirect emissions by scope. Calculated according to the Greenhouse Gas Protocol and audited to the ISO 14064-1 standard.

Scope 1 Total (tCO_2e)

	2019	2020	2021	2022	2023	2024
Total	1434.49	770.15	909.83	1440.57	1649.42	1998.13

Scope 2 Total (tCO_2e)

	2019	2020	2021	2022	2023	2024
Total	116.54	84.62	84.10	94.15	116.67	127.92

Scope 3 Total (tCO_2e)

	2019	2020	2021	2022	2023	2024
Category 1	808.85	516.85	710.67	1036.59	859.47	1315.52
Category 2	1703.06	339.3	335.31	159.7	968.47	992.92
Category 3	353.42	191.66	228.63	351.75	413.02	530.74
Category 4	169.74	92.2	87.56	159.76	261.56	253.96
Category 5	56.23	25.32	51.06	111.22	413.02	249.49
Category 6	21.55	17.22	10.97	17.49	21.84	36.4
Category 7	226.56	223.51	108.71	189.4	306.37	307.53
Category 11	0.13	0	0.04	0.04	0.08	0.1
Category 13	0.29	0.4	0.29	0.29	0.42	0.76
Total	3339.84	1406.47	1533.25	2026.23	3130.46	3687.86

Total Net Emissions (tCO_2e)

	2019	2020	2021	2022	2023	2024
Total	4890.86	2261.24	2527.18	3560.95	4896.55	5813.91

Key

Category 1
Purchased Goods and Services

Category 2
Capital Goods Total

Category 3
Energy and Fuel Related Emissions

Category 4
Upstream Transportation and Distribution Services

Category 5
Waste Generated in Operations

Category 6
Business Travel

Category 7
Employee Commuting

Category 11
Use of Sold Products

Category 13
Downstream Leased Assets

Emissions Analysis

The Limits of Carbon Footprints

Carbon footprints track total GHG emissions. While this is a useful way to describe an organisation's climate impact, it does not consider business size or other impacting factors.
An organisation with a smaller footprint isn't necessarily more climate friendly than one with a larger footprint. In fact, larger companies usually have a higher capacity to invest in climate mitigation and carbon free technologies.

Spend-based emissions calculation methods will always show bigger companies as emitting more, even when this isn't true. Cheap does not mean more carbon efficient.

Carbon Intensity

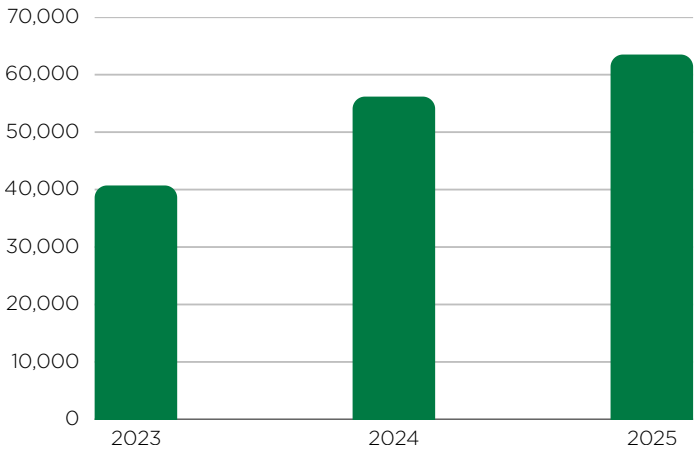
This is why we also look at carbon intensity. This is achieved by calculating emissions in relation to something like the number of employees or total revenue. This approach gives a clearer picture of a company's impact and makes it easier to compare the impact of businesses of different sizes.

Intensity metrics are ways of looking at a company's climate impact that rewards climate investment, without penalising growth. The success of a climate efficient company will contribute to the decarbonisation of their industry and sector overall.

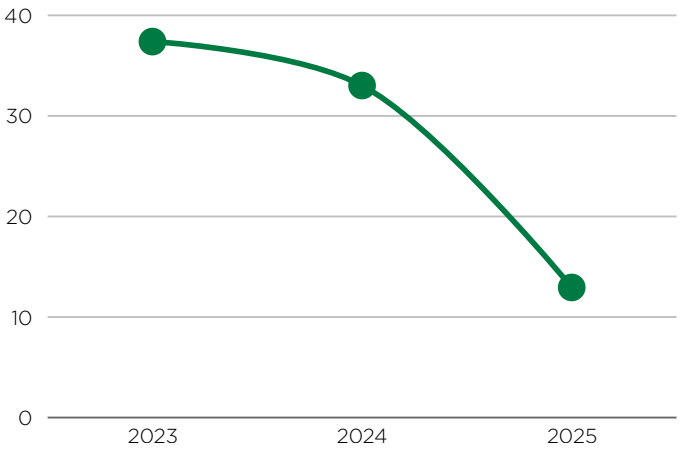
We decided that the best intensity metric for Recorra was emissions per tonne of waste collected, as this tracks with our operational efficiency.

There has been a 65% decrease in emissions intensity from 2023 to 2025, due to the decarbonisation of our operations with electrification and HVO.

Waste Managed (tonnes)



Carbon Intensity of Managing One Tonne of Waste (tCO2e/t)



Recorra
Real Recycling

London
52 Lant St
London
SE1 1RB
020 7407 9100

Brighton
Unit 6, 30 Chartwell Road
Lancing Business Park
Brighton
BN15 8TU
01273 685 628

Hastings
Unit 11, Moorhurst Road
St Leonards on Sea
East Sussex
TN38 9NB
01424 853 985