

Carbon Reduction Plan and Net Zero Commitment

Document reference	ASL-IMS-05
Revision / status	Rev 1.0 — Issued
Owner / approver	Philip M. Angell BSc MRICS MCInstCES, Managing Director
Date	13 October 2026
Review	Annually, with the published figures updated each year
Parent documents	ASL-IMS-04 Environmental Policy; AS-HSEMS-01 HSEMS Manual
Reporting basis	Greenhouse Gas Protocol Corporate Standard; UK Government GHG conversion factors (current year); structure follows the Cabinet Office Carbon Reduction Plan template

1. Commitment

Angell Surveys Ltd is committed to achieving Net Zero greenhouse gas emissions by 2050 at the latest, and to reducing our emissions over time against the baseline set out below. This commitment is made publicly, is signed by the Director, and is reviewed and republished annually.

2. About the business and its emissions

Angell Surveys Ltd is a small RICS-regulated surveying practice (six staff) operating battery-electric unmanned aircraft (two WingtraRAY and two WingtraOne GEN II fixed-wing VTOL aircraft, and DJI Matrice 350 and Matrice 400 multirotors) from a London registered office and a serviced-office tenancy at Framlingham Technology Centre, Suffolk, with staff otherwise working remotely. We own no manufacturing, warehousing or crewed aviation. Our emissions arise almost entirely from four sources:

1. **Vehicle travel to survey sites** (Scope 1) — a small fleet of 4x4 vehicles carrying aircraft, ground-control equipment and crew. This is by far our largest controllable source.
2. **Electricity** (Scope 2) — principally a high-performance workstation used for photogrammetric and LiDAR processing, plus aircraft battery charging, office and home-working loads.
3. **Business travel not in our vehicles** (Scope 3) — ferries and accommodation for Isle of Man work, occasional rail travel, staff home-to-site mileage in private vehicles.
4. **Purchased equipment, cloud services and waste** (Scope 3) — aircraft, sensors, computing, batteries and the cloud storage and hosting through which we deliver data.

Our aircraft themselves are electric; a fixed-wing VTOL covers in a single battery charge an area that would otherwise need a crewed aircraft or days of ground survey, so the choice of method is already our largest avoided-emission lever.

3. Baseline emissions footprint

Baseline year: **calendar year 2026** (first full year with both offices and the current fleet). Figures will be completed from fuel, mileage and energy records by 31 March 2027; the table below shows the method and the data Phil's records must supply.

1	Company vehicle fuel	
2	Electricity — processing workstation, battery charging, offices	
3	Business travel (ferry, rail, hotels); staff private-vehicle mileage	
3	Purchased goods, cloud services, waste	Spend-based estimate from 2026 accounts
Total		

Until the baseline is complete, we report that our emissions are dominated by vehicle travel and that all other sources are small in absolute terms.

4. Reduction targets

2030	30% reduction in Scope 1 and 2	Travel-reduction measures below; renewable electricity tariff; first electric or plug-in hybrid vehicle when a 4x4 with the required payload and range is available
2040	70% reduction in Scope 1 and 2; Scope 3 measured and reducing	Fully electric fleet; all processing on renewable electricity; supplier engagement
2050	Net Zero across Scopes 1, 2 and material Scope 3	Residual emissions only, offset through recognised UK schemes (Woodland Carbon Code or Peatland Code)

5. Carbon reduction measures already in place and planned

- **Second base closer to recurring work (2026).** The Suffolk office at Framlingham, 12 miles from Sizewell C, removes repeated long-distance return journeys for weekly surveys on the Suffolk coast.

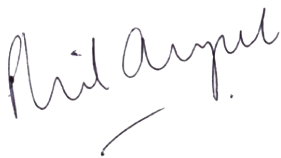
- **Fixed-wing VTOL productivity.** One WingtraRAY flight covers several hundred hectares; large sites are completed in fewer site days and fewer journeys than multirotor or ground methods.
- **Electronic delivery only.** All deliverables issued through secure client portals and cloud links; no couriers, physical media or printed drawings.
- **Remote processing and monitoring.** Field data is transferred by satellite broadband from the vehicle and processed centrally, avoiding return trips to collect or re-fly data.
- **Trip batching.** Isle of Man survey epochs are combined with other island commissions on the same crossing.
- **Battery lifecycle management.** Cycle-count logging, correct storage charge and retirement thresholds extend battery life; retired cells go to a licensed recycler.
- **Equipment longevity.** Aircraft and sensors are maintained to manufacturer schedules and repaired rather than replaced; retired equipment is resold or recycled.
- **Planned:** renewable electricity tariff for the Suffolk office and home-working staff at the next contract renewal; vehicle replacement policy favouring electric or plug-in hybrid 4x4 at next renewal ; annual emissions reporting on this document; staff briefing on eco-driving and route planning.

6. Governance and reporting

The Managing Director owns this plan. Emissions are calculated annually using the UK Government conversion factors for the reporting year and reported in this document, which is published on angellsurveys.com and provided to customers on request. Progress against the targets is a standing item at management review (ASL-QP-06). Where a customer sets contract-specific carbon commitments, these are reported through the customer's chosen mechanism (for YPO framework call-offs, the Social Value Engine).

7. Declaration

This Carbon Reduction Plan has been completed in accordance with the structure of the Cabinet Office Carbon Reduction Plan template and the Greenhouse Gas Protocol Corporate Standard. It has been reviewed and approved by the Managing Director and will be updated at least annually.



Philip M. Angell BSc MRICS MCInstCES

Managing Director, Angell Surveys Ltd · Signed 13 October 2026