BXTAccelyon Ltd
Carbon Reduction Plan

1st July 2023 - 30th June 2024

Published 28th April 2025

An introduction to BXTAccelyon Ltd

BXTAccelyon Ltd (“BXTA”) is a leading distributor of uro-oncology medical devices, specializing in prostate cancer. BXTA supplies radioactive seed implants for the minimally invasive treatment, LDR brachytherapy, offering quality-of-life benefits. BXTA is also the distributor for PrecisionPoint™, a transperineal prostate biopsy device, outside of the USA.

In response to the pressing global challenge of climate change, BXTA is committed to achieving net-zero emissions by 2050.

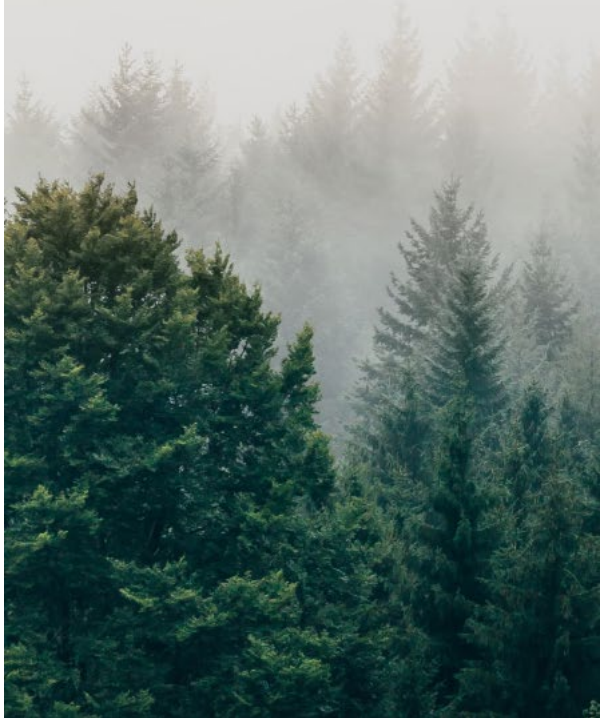
As such, BXTA has engaged in the following project to calculate, report, and identify opportunities to reduce its greenhouse gas (GHG) emissions.

This report, in accordance with PPN 06/21, details the results of BXTA’s baseline GHG inventory, which quantified GHG emissions across the reporting period of 1st July 2023 - 30th June 2024. Also documented is BXTA’s long-term strategy to monitor, manage, and minimise its environmental impact in alignment with achieving its ambitious net-zero commitment.

This report was prepared with the support of Ecologi to ensure that emissions were quantified in alignment with the Greenhouse Gas Protocol Corporate Accounting and Reporting Standard and supplementary Corporate Value Chain (Scope 3) Standard.

Ecologi

Ecologi is a leading climate action platform specialising in emissions measurement, reduction, and reporting, as well as helping businesses fund high impact, high integrity climate solutions. Ecologi equips businesses with the expertise and tools to curate and implement emissions reduction strategies on their journey to net-zero.



1st July 2023-30th June 2024 Carbon Reduction Plan

Methodology

We, BXTA, were responsible for the internal management controls governing the collection and entry of data for processing. The subsequent emissions calculations and this report were generated with the support of Ecologi in accordance with the Greenhouse Gas Protocol Corporate Accounting and Reporting Standard and Corporate Value Chain (Scope 3) Standard.

This Carbon Reduction Plan has been developed in accordance with PPN 06/21 (Procurement Policy Note) and includes reporting on relevant Scope 3 emissions categories. The plan addresses the five mandatory Scope 3 categories: business travel, employee commuting, waste generated in operations, and upstream and downstream transportation and distribution.

Emissions have been calculated using the appropriate UK emission conversion factors published annually by the UK government, Department for Energy Security and Net Zero (DESNZ).

Reported emissions figures are expressed as tonnes of carbon dioxide equivalent (tCO_2e) and include greenhouse gas emissions from all seven GHGs named by the Kyoto Protocol: CO_2, N_2O, CH_4, HFCs, PFCs, SF_6 and NF_3.

The GHG inventory assesses emissions for the reporting period 1st July 2023-30th June 2024. This is the first year for which a GHG inventory has been compiled by BXTA and, therefore, constitutes its base year - the reference point against which all future emissions reductions will be measured.

The operational boundary of BXTA's emissions included in the GHG inventory on the page overleaf covers the mandatory quantification of Scopes 1 and 2. Scope 3 emissions are limited to the five Scope 3 categories prescribed within the technical guidance and requirements of PPN 06/21.

BXTA are committed to iterating on the quality of data and scope of our GHG inventory to develop a more accurate reflection of value chain emissions, in the hope of driving supplier engagement and emissions reduction efforts.

Greenhouse Gas Inventory - 1st July 2023-30th June 2024

Scope	Emissions	Total (tCO_2e)
Scope 1	Stationary combustion	5.39
	Mobile combustion	0.00
	Process emissions	0.00
	Fugitive emissions	0.00
	Total - Scope 1	**5.39**
Scope 2	Purchased electricity (Market-based)	4.02
	Purchased electricity (Location-based)	2.15
	Purchased steam, heating & cooling	0.00
	Total - Scope 2 (Market-based)	**4.02**

Scope	Emissions	Total (tCO_2e)
Scope 3	Upstream transportation and distribution	5,383.59
	Waste generated in operations	10.28
	Business travel	95.65
	Employee commuting (including homeworking)	27.45
	Downstream transportation and distribution	0.00
	Purchased goods & services	7.76
	Fuel & energy related activities	1.59
	Total - Scope 3	**5,526.32**
Total		**5,535.73**

Total Emissions

5,536tCO_2e

Emissions intensity

0.373$kgCO_2e$
per £ Revenue

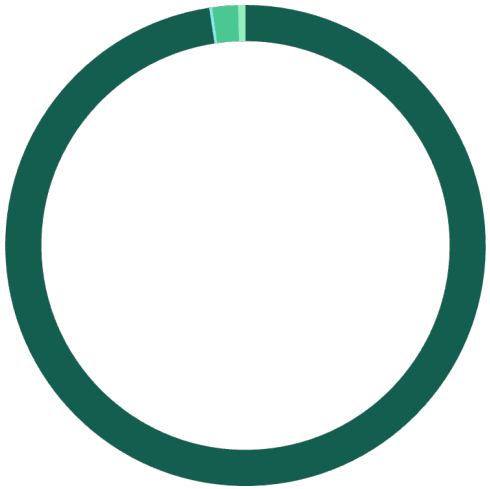
Emissions intensity per FTE

425.85tCO_2e
per FTE

2023/24 Scope breakdown

Scope 1	**5tCO_2e**
Scope 2	**4tCO_2e**
Scope 3	**5,526tCO_2e**

Scope 3 emissions by category

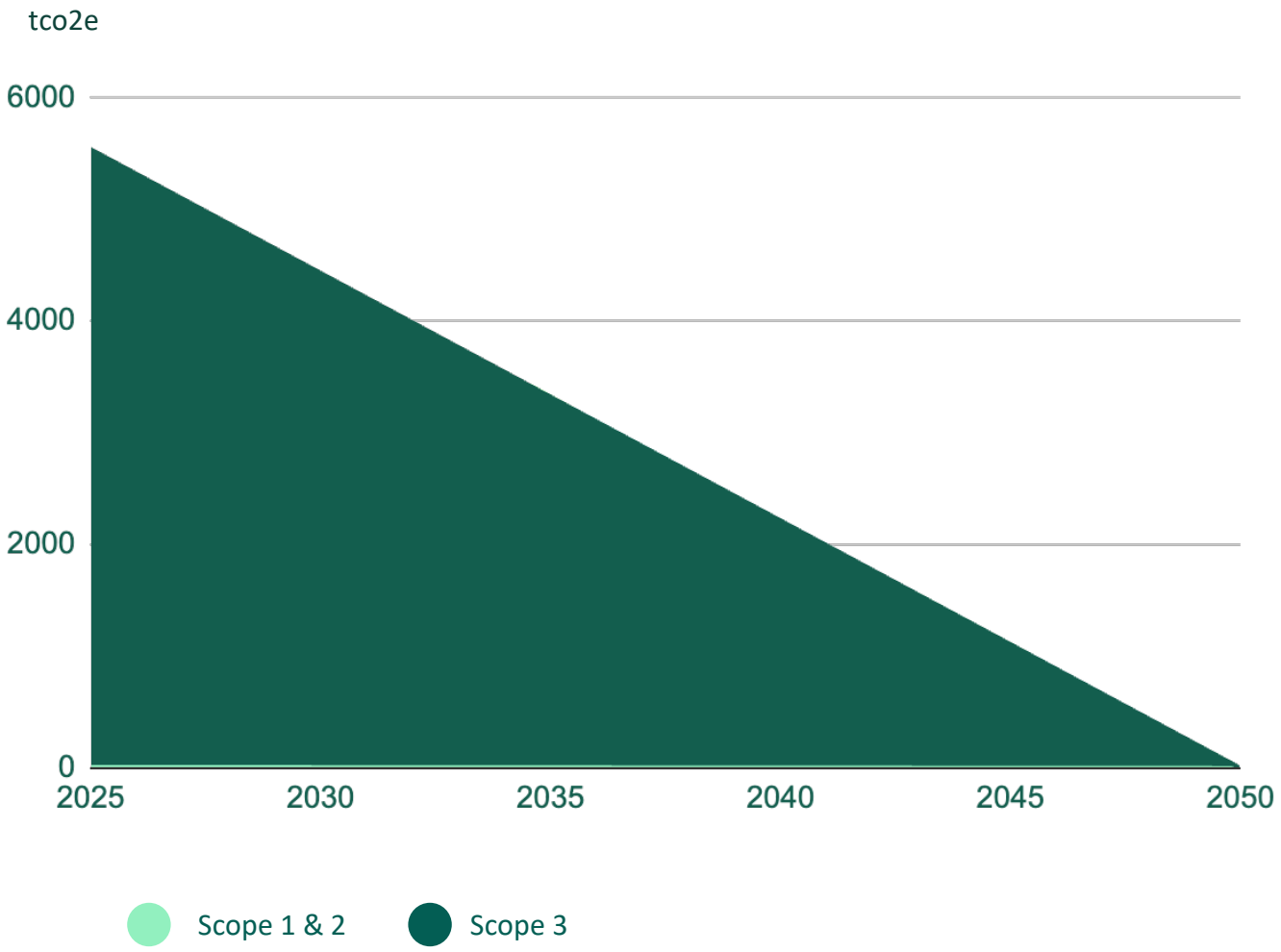


Upstream transportation & distribution	5,383.59tCO_2e
Waste generated in operations	10.29tCO_2e
Business travel	95.70tCO_2e
Employee commuting (including homeworking)	27.40tCO_2e
Purchased goods & services	7.76tCO_2e
Business travel	1.59tCO_2e

Emissions reductions targets

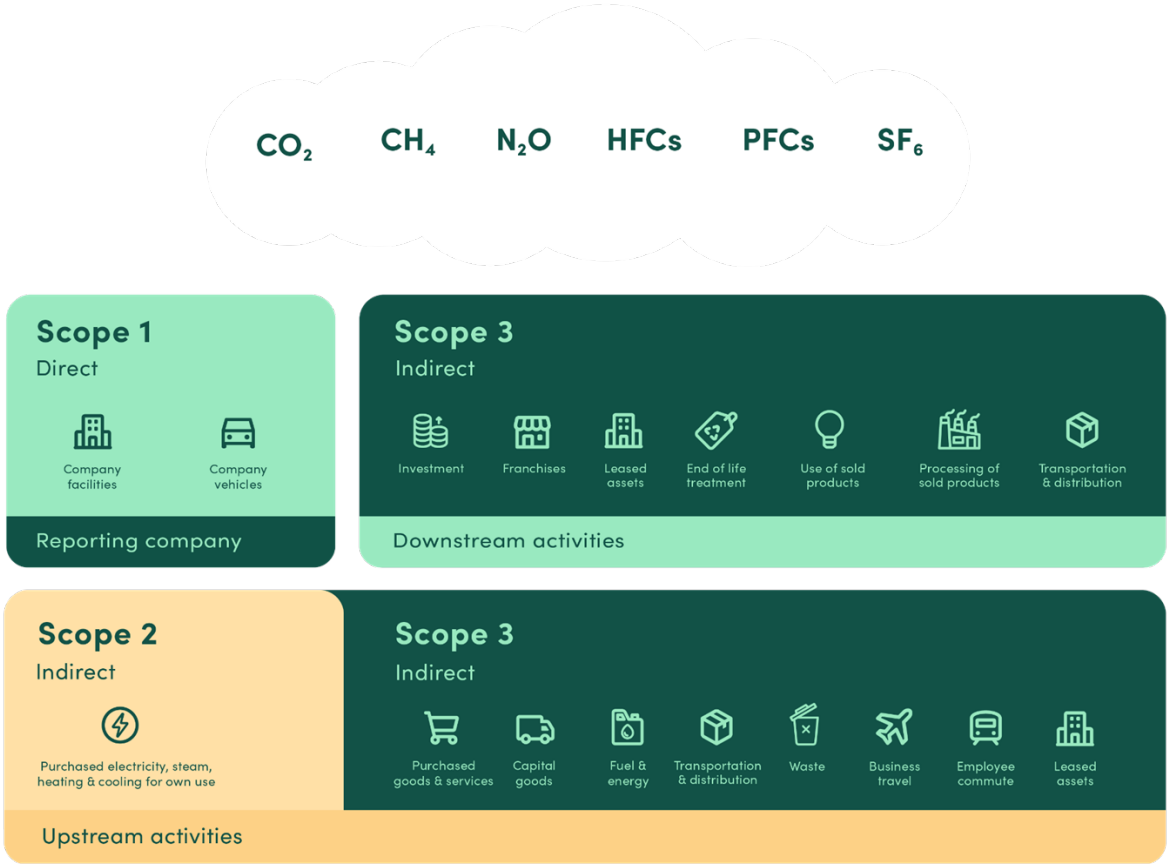
In alignment with the UK Government's 2050 Net Zero targets and global efforts to limit global working and the worst effects of climate change, BXTA is committed to achieving Net Zero emissions across the entire value chain (Scopes 1, 2, and 3) by 2050 Where possible, ambitious emissions reduction actions will be implemented to advance the achievement of net zero.

BXTA's projected emissions reductions are charted to illustrate how progression towards these targets may look.



Scope and subject matter

The boundary of the report includes all UK-based operations during the reporting period. The following energy and GHG sources are included and quantified in the inventory, in line with the requirements of PPN 06/21, following an operational control approach[1] and are categorised within the relevant Scope, as prescribed by the GHG Protocol:



Scope 1 & 2

We operate a hybrid work environment and structure, enabling employees to split their time between the office and home. Our shared office space uses only electricity to meet its energy needs. Since we occupy a portion of the total office space, our energy consumption has been estimated based on our proportional share of the overall usage for the building. This approach ensures that our reported emissions accurately reflect our contribution to the total energy consumed within the shared facility.

We do not own or operate any company-owned vehicles, resulting in no direct emissions from fleet operations under Scope 1. Business travel and transportation activities are conducted using employee-owned vehicles, public transport, or hired vehicles, which are accounted for under Scope 3 emissions where applicable.

1. A company has operational control over an operation if it, or one of its subsidiaries, has the full authority to introduce and implement its operating policies at the operation. Under the operational control approach, a company accounts for 100% of emissions from operations where it has operational control.

Scope 3

Upstream transportation and distribution	The largest Scope 3 emission source for BXTA is upstream transportation owing to the shipment of seed implants and other medical devices between the US and the UK. BXTA transports these products to customers nationally via road travel, and occasionally via air freight to Northern Europe. Shipping method emissions factor ($kgCO_2e$ per tonne.km) x (shipment weight (tonnes) x distance of shipment (km))
Waste and water	We were unable to obtain waste and water data for the purpose of reporting. This is owing to the office area occupied by BXTA not being submetered for water reporting purposes, or waste transfer notes provided for waste reporting purposes. A spend-based approach wasn't feasible due to these costs being factored into rent. Therefore, national averages have been applied per employee working for BXTA within the reporting period. Waste/water emissions factor ($kgCO_2e$ per tonne/m^3) x waste/water volume (tonne/m^3)
Business travel	BXTA engage extensively with business travel. Business travel is conducted via a mix of personal vehicles and public transport. Activity/distance data was provided for the reporting period to ensure enhanced data quality and accuracy. Emissions sources included within the boundary of operations included personal vehicles, taxis, rail travel, air travel and hotel stays. Transport emissions factor ($kgCO_2e$ per passenger.km) x (number of passengers x distance (km)) Hotel emissions factor ($kgCO_2e$ per room.night) x ∑(number of nights per room booking) Industry emissions factor ($kgCO_2e$ per £spend) x transaction cost (£)

Scope 3 (continued)

Employee commuting and home working	BXTA operates a hybrid work model with employees working from home on average 2 days per week. Modes of transportation were provided, along with the frequency of travel to calculate commuting emissions. Homeworking emissions were calculated based on home working days, factoring in public holidays to provide a more accurate reflection of emissions. Incremental energy consumption emissions factor ($kgCO_2e$ per day worked from home) x number of days working from home
Downstream transportation and distribution	BXTA is responsible for shipping costs of goods and therefore no downstream transportation and distribution activities occur or are reported within this GHG inventory. Shipping method emissions factor ($kgCO_2e$ per tonne.km) x (shipment weight (tonnes) x distance of shipment (km))

Climate action plan

Whilst we are in the infancy of our sustainability journey, we remain committed to embedding practices within our business to mitigate our environmental impact as we grow. The strategy below outlines further decarbonisation interventions that are contributing to our roadmap for positive change. Specific reference is given to emissions hotspots and priority areas identified within the emissions inventory published above. Interventions include both short and long-term actions dedicated to the pursuit of positive change.

1 Committed to measuring and iterating on our emissions data

We are committed to building on the foundational work our first GHG emissions report, and furthering our collaboration with Ecologi, utilising their Ecologi Zero platform to measure our emissions and progress. This process has already enhanced our understanding of our environmental impact, allowing us to identify areas for emissions reductions and operational efficiency improvements. These insights will enable us to implement the progress necessary to monitor performance and assess the effectiveness of emissions reduction initiatives moving forward, supporting our goal of developing sustainable and transparent operations.

2 Introduce sustainable travel policies

Business travel is a key area where we can implement meaningful reductions. To lower our carbon footprint while maintaining productivity, we will introduce a formal travel policy that encourages the use of public transport over private vehicles for work-related travel, introduces low-carbon travel incentives, such as subsidised rail tickets or corporate cycle schemes, to encourage sustainable commuting and business travel. We also intend to implements an internal tracking system to monitor and report on business travel emissions, helping to identify further reduction opportunities.

3 Refine the booking & data collection for business travel

Enhancing the process for collecting business travel data presents a low effort way to enhance the quality of the emissions assessment and reduce the resource burden of compiling the GHG inventory. Moving forwards, collecting information on types of employee vehicles would enhance the quality of data and lessen our reliance on average data and/or assumptions. While public transport is extensively used, data capture around rail and hotel bookings could be streamlined. Reviewing these processes and platforms through which bookings are made will enable us to enhance the quality of our emissions assessment and better track our business travel.

4 Engage with third-party logistics providers

Shipping is a significant contributor to our overall emissions, particularly due to the use of air freight and conventional fuel-based transportation. While air freight remains essential for certain operations, we will actively work with our third-party logistics providers to implement lower-carbon alternatives for national shipping. This includes prioritising the use of electric and low-emission vehicles where infrastructure allows, consolidating shipments to reduce the number of journeys and improve overall transport efficiency and assessing the feasibility of alternative low-carbon transport modes, such as rail freight for domestic deliveries where possible.

By collaborating with our logistics partners, we aim to gradually transition towards more sustainable shipping solutions while maintaining operational efficiency.

5 Water and waste data collection

Due to the lack of available activity data for our office's waste and water consumption, we have used national average estimates to calculate the associated emissions for this reporting period. While these assumptions provide a reasonable approximation, we recognise that more precise data would improve the accuracy of our carbon footprint. Moving forward, we will aim to work closely with our landlord to obtain actual activity data, ensuring that our emissions calculations better reflect our operational impact. This approach will enhance the reliability of our reporting and support more informed decision-making on resource efficiency and reduction initiatives.

Declaration and sign off

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standard for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard and use the appropriate Government emission conversion factors for greenhouse gas company reporting.

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard.

This Carbon Reduction Plan has been reviewed and signed off by the board of directors (or equivalent management body).

Signed on behalf of BXTA:

Saheed Rashid, CEO

Date: 28th April 2025