



Executive Environmental Report



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Don-Bur (Bodies & Trailers) Limited, Registered Office: Mossfield Road, Adderley Green, Longton, Stoke-on-Trent, Staffordshire, ST3 5BW. Registered in England No: 1571914. VAT Registration No. GB319377927

Tel: 01782 599 666 | www.donbur.co.uk



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1 Introduction

It is the intent of Don-Bur (Bodies & Trailers) Ltd to update this document annually; however, the impact of the COVID Pandemic and resulting supply chain challenges have resulted in other pressures on which must take priority to maintain the health of the business.

The continued emphasis on economic growth as a key to the success of society contradicts the reality that our species is living on planet with finite resources, and a finite ecological carrying capacity.

All policies must act to protect our ecological assets as those assets are at the core of our long-term wealth and well-being. The traditionally accepted “expand first, and clean up later” path of development urgently needs to shift to a more considered and more ecologically friendly path; one which will result in a healthy, socially inclusive, productive, equitable, and more resilient society.

Identifying and quantifying ecological boundaries that must not be transgressed could help prevent human activities from causing unacceptable and irreversible environmental change.

A safe operating space for humanity cannot exist whilst we continue to kill off the other species of plants and animals that provide many of the services that humanity relies on for its well-being. However, the whole diversity of life deserves a safe operating space too, as we as a species are reducing their space.

2 Environmental Policy Overview

Don-Bur believe that businesses are responsible for achieving good environmental practice and operating in a sustainable manner.

We are therefore committed to reducing our environmental impact and continually improving our environmental performance as an integral and fundamental part of our business strategy and operating methods.

It is our priority to encourage our customers, suppliers and all business associates to do the same. Not only is this sound commercial sense for all, it is also a matter of delivering on our duty of care towards future generations.

A handwritten signature in black ink, appearing to read 'D. Burton'.

Signed

David Burton (Managing Director)

Date: 14 November 2022



3 Energy Consumption & Emissions

3.1.1 Plant & Technology

The company invests significant amounts to increase efficiency both to improve profitability and to reduce the reliance on power.

In 2019, it invested £4 Million in new plant including more energy efficient material handling and laser-cutter.

Details are available at <https://donbur.co.uk/news/don-bur-invests-4-million-to-manufacture-standard-product-lines>

In particular, the new Trumpf Fibre laser uses a combination of loss-less fibre-optic carriage of laser energy. It also applies oxygen for an exothermic reaction which is controlled by Nitrogen. This significantly reduces energy consumption. The effects are detailed above.

The new Trumpf Stopa Pallet Picker Crane uses regenerative power from brakes to supply the motors which reduces energy consumption.

Optimized energy consumption:

An integrated DC voltage intermediate circuit of some frequency converter makes it possible to supply an engine directly by motorized energy which is provided by another engine as regenerated power while braking.

In addition to the achievable energy cost reduction you do a valuable contribution to the environmental protection.

3.1.2 Air Conditioning

The old air-conditioning has been replaced across the business with modern more efficient (Panasonic Inverter) equipment and full temp\humidity monitoring put in place to maintain an efficient level.

Energy Efficiency Class	Cooling	A++	A+
	Heating (Average)	A+	A
Annual Energy Consumption (kWh/a)	Cooling	298	425
	Heating	1819	2150

3.1.3 Information Technology

The company has focused on the utilization level of their server assets by measuring server utilization and physical hardware.

They have rolled out a virtualized environment at their main site replacing 12 Physical servers with 1 physical Host (Dell VRTX) containing 3 physical servers.

All desktop hardware has now been replaced with more efficient low power hardware utilizing SSD technology and low wattage PSU's.



ThinkCentre M70t Towers

	View Current Models	Features	Tech Specs	Services	Ratings & Reviews
Ports/Slots			<ul style="list-style-type: none"> • Mic Rear: <ul style="list-style-type: none"> • 4 x USB 2.0 • HDMI • 2 x DisplayPort • Audio-out • 2 x Serial (one optional) • Optional: 2 x PS2 • RJ45 • Optional: Parallel 		
M.2 Slot			<ul style="list-style-type: none"> • M.2 SSD or Intel® Optane™ • M.2 WiFi 		
Expansion Slots			<ul style="list-style-type: none"> • PCIe x 16 • PCIe x 1 		
External Bay			Slim Optical Disc Drive		
Power Supply			<ul style="list-style-type: none"> • 380W, 92% • 310W, 92% • 260W, 85% • 180W, 85% 		
Green Certifications			<ul style="list-style-type: none"> • Energy Star® 8.0 (varies by configuration) • EPEAT® Silver • TCO 8.0 • RoHS • ERP LOT3 • TÜV Rheinland Low Noise 		

Specifications may vary depending upon region.

3.2 Paper



To offset emissions, Don-Bur now engages with the Woodland trust for the provision of printer paper with a view to funding activities to capture 375 tonnes of CO₂.



3.3 Renewable Energy

The company is locked into a 5-year energy deal until September 2023; however, we are negotiating with suppliers to include 100% electric supply from renewable sources.

3.4 Emissions / Greenhouse Gases

3.4.1 2021 SECR Commentary

The Company’s greenhouse gas emissions, energy consumption and intensity ratios for the year are summarised as follows:

SECR Table 2020-21				
DON BUR Limited Bodies & Trailers				
	2021 kWh	2021 t CO2e	2020 kWh	2020 t CO2e
Emissions from activities which the company own or control, including combustion of fuel and operation of facilities (Scope 1):	7,872,511	1,583	8,505,872	1,672
Emissions from purchase of electricity, heat, steam and cooling; purchased for own use (Scope 2):	3,668,275	778	3,360,755	784
Total Gross Scope 1 and Scope 2 emissions:	11,540,786	2,361	11,866,627	2,456
Intensity Ratios				
t CO2e / Turnover £m		44.13		57.92
t CO2e / Employee		5.19		5.16

All activities generating emissions are based in the UK, none are offshore.

Emissions stated above were calculated based on observed quantities of process inputs and conversion at the rates published within ‘UK Government GHG Conversion Factors for



Company Reporting' for 2021. Input observations were based, wherever practicable, on verifiable usage data. Where this proved impracticable, inputs were assessed through sampling of usage data and extrapolation based on costs incurred.

The directors are pleased with a reduction in overall emissions and progress on the t CO₂e / Turnover intensity ratio. They note distortions in the relationship between average number of employees and activity levels felt throughout the 2020 response to Covid-19.

The key sources of emissions are gas, electricity and travel.

The company has continued its programme of phasing in LED lighting throughout workshops and offices, and has also increased the proportion of Hybrid or Electric vehicles within the company car pool. Data loggers are used to assess energy efficiency and this is a factor in any plant upgrade or replacement decisions.

3.4.2 Summary Breakdown

SECR Table 2020-21					
DON BUR Limited Bodies & Trailers					
	2021	2021	2020	2020	
	kWh	t CO ₂ e	kWh	t CO ₂ e	
Mains Gas:	5,693,662	1,043	6,535,866	1,202	
Manufacturing Gas:	76,074	16	139,047	30	
Travel:	2,102,775	524	1,830,959	440	
Emissions from activities which the company own or control, including combustion of fuel and operation of facilities (Scope 1):	7,872,511	1,583	8,505,872	1,672	
Electricity	3,668,275	778	3,360,755	784	
Emissions from purchase of electricity, heat, steam and cooling; purchased for own use (Scope 2):	3,668,275	778	3,360,755	784	
Total Gross Scope 1 and Scope 2 emissions:	11,540,786	2,361	11,866,627	2,456	
Intensity Ratio...					
t CO ₂ e		2,361		2,456	
Turnover £m		53.5		42.4	
t CO₂e / Turnover £m		44.13		57.92	
t CO ₂ e		2,361		2,456	
Average Employees		455		476	
t CO₂e / Employee		5.19		5.16	

4 Water Management

Structured maintenance checks are carried out to inspect the entire water carriage system within a 3-month period to prevent water loss through leakage.

Where practicable, Don-Bur is actively seeking to reduce their reliance on fresh mains water.

This is defined in two areas:



4.1 Health & Hygiene

On an annual basis, the maintenance department is tasked with sourcing alternative technologies to reduce water consumption.

In 2013, they implemented the roll-out of Aqualogic passive infra-red urinal controls which resulted in a measured annual reduction of 189m³ and a projected annual reduction of 224m³.

Urinal Control Installations

MOSSFIELD ROAD

Date of Reading	Reading m ³	Meter Read By	Usage m ³	Days	Average Daily Usage m ³	
21/02/2013	36998	Actual				
05/06/2013	37551	R.M. Water	553	104	5.32	Faulty Urinal Control Peri
11/07/2013	37735	Andy Bushnell	284	56	5.07	Faulty Urinal / Controlled
05/08/2013	37859					

Usage prior to defective urinal control being replaced

fully controlled usage period

1941 m³ per annum (at 5.32m³/day)

Reduction in usage 189 m³ per annum
 Projected reduction in usage 224 m³ per annum

4.2 Production

A minimal amount of water is used in the primary manufacturing functions which is currently unmeasured.

5 Environmental Impacts

5.1 Process

Medium Engineering facility producing commercial vehicle bodies and chassis, registered with all enforcement agencies.

5.1.1 Potential Soil Pollution

The company carries out periodic soil pollutant assessments by an ISO 17025 accredited agency.

Elements tested for include heavy metals, hydrocarbons and organic compounds as well as multiple other miscellaneous chemicals.

The last assessment and report was carried out on 12th June 2020 by DETS Ltd; a full version of which is available on request.



Extract below:

Soil Analysis Certificate					
DETS Report No: 20-06309	Date Sampled	10/06/20	10/06/20	10/06/20	10/06/20
AC Environmental Consulting	Time Sampled	0900	0901	0902	0903
Site Reference: Don Bur Bodies	TP / BH No	Load Sample 001	Site Sample 001	Site Sample 002	Site Sample 003
Project / Job Ref: 2006DBB	Additional Refs	None Supplied	None Supplied	None Supplied	None Supplied
Order No: None Supplied	Depth (m)	None Supplied	None Supplied	None Supplied	None Supplied
Reporting Date: 18/06/2020	DETS Sample No	481077	481078	481079	481080

Determinand	Unit	RL	Accreditation	10/06/20	10/06/20	10/06/20	10/06/20	10/06/20
pH	pH Units	N/a	MCERTS	9.0	7.6	8.6	7.2	8.8
Arsenic (As)	mg/kg	< 2	MCERTS	15	17	11	12	12
Cadmium (Cd)	mg/kg	< 0.2	MCERTS	1.1	1.3	0.6	1.5	0.9
Chromium (Cr)	mg/kg	< 2	MCERTS	21	17	14	18	16
Copper (Cu)	mg/kg	< 4	MCERTS	54	97	35	37	43
Lead (Pb)	mg/kg	< 3	MCERTS	165	135	103	140	131
Mercury (Hg)	mg/kg	< 1	MCERTS	< 1	< 1	< 1	< 1	< 1
Nickel (Ni)	mg/kg	< 3	MCERTS	19	27	15	18	16
Selenium (Se)	mg/kg	< 2	MCERTS	< 3	< 3	< 3	< 3	< 3
Zinc (Zn)	mg/kg	< 3	MCERTS	183	228	116	141	126

Analytical results are expressed on a dry weight basis where samples are assisted-dried at less than 30°C. The Samples Descriptions page describes if the test is performed on the dried or as-received portion
Subcontracted analysis (5)

Soil Analysis Certificate - Speciated PAHs					
DETS Report No: 20-06309	Date Sampled	10/06/20	10/06/20	10/06/20	10/06/20
AC Environmental Consulting	Time Sampled	0900	0901	0902	0903
Site Reference: Don Bur Bodies	TP / BH No	Load Sample 001	Site Sample 001	Site Sample 002	Site Sample 003
Project / Job Ref: 2006DBB	Additional Refs	None Supplied	None Supplied	None Supplied	None Supplied
Order No: None Supplied	Depth (m)	None Supplied	None Supplied	None Supplied	None Supplied
Reporting Date: 18/06/2020	DETS Sample No	481077	481078	481079	481080

Determinand	Unit	RL	Accreditation	10/06/20	10/06/20	10/06/20	10/06/20	10/06/20
Naphthalene	mg/kg	< 0.1	MCERTS	< 0.1	< 0.1	0.16	0.29	0.17
Acenaphthylene	mg/kg	< 0.1	MCERTS	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1
Acenaphthene	mg/kg	< 0.1	MCERTS	< 0.1	< 0.1	< 0.1	0.46	0.16
Fluorene	mg/kg	< 0.1	MCERTS	0.14	< 0.1	< 0.1	0.35	0.16
Phenanthrene	mg/kg	< 0.1	MCERTS	0.97	0.29	0.40	3.60	1.93
Anthracene	mg/kg	< 0.1	MCERTS	0.32	< 0.1	0.16	0.88	0.56
Fluoranthene	mg/kg	< 0.1	MCERTS	2.17	0.48	0.86	6.42	3.08
Pyrene	mg/kg	< 0.1	MCERTS	1.80	0.40	0.73	5.43	2.68
Benzo(a)anthracene	mg/kg	< 0.1	MCERTS	0.96	0.38	0.56	2.57	1.37
Chrysene	mg/kg	< 0.1	MCERTS	0.91	0.17	0.33	2.23	1.17
Benzo(b)fluoranthene	mg/kg	< 0.1	MCERTS	1.07	0.35	0.55	2.38	1.30
Benzo(k)fluoranthene	mg/kg	< 0.1	MCERTS	0.38	0.12	0.20	0.88	0.46
Benzo(a)pyrene	mg/kg	< 0.1	MCERTS	0.81	0.22	0.39	1.96	0.98
Indeno(1,2,3-cd)pyrene	mg/kg	< 0.1	MCERTS	0.60	0.20	0.30	1	0.51
Dibenz(a,h)anthracene	mg/kg	< 0.1	MCERTS	< 0.1	< 0.1	< 0.1	0.25	0.15
Benzo(ghi)perylene	mg/kg	< 0.1	MCERTS	0.35	< 0.1	< 0.1	0.92	0.48
Total EPA-16 PAHs	mg/kg	< 1.6	MCERTS	10.5	2.6	4.6	29.6	15.2

5.1.2 Potential Noise Pollution

Controlled by enclosed workshops, rotary compressors supplying air hand tools, specific restricted operations in unsocial hours.

The company carries out periodic PIEK Noise Impact Assessments in accord with BS4142:2014.

The last assessment report was dated 26th February 2019 and the full report is available for inspection on request.

Specific Sound Levels (Extract)



Table 2: Specific Sound Level of NSR 2

Source	Source Level (using M1 Data)	Distance Factor	Level at NSR	T, on	T,0	On-Time Corrected Level at NSR
	dB LAeq,T	dB	dB LAeq,T	s	s	dB LAeq,1hr
HGV entering site	71.7	-39.1	32.6	180	3600	19.6
HGV reversing	66.8	-42.6	24.2	120	3600	9.4
HGV Idling	62.3	-28.6	33.7	360	3600	23.7
HGV leaving	70.7	-28.6	42.1	180	3600	29.1
Total Specific Sound Level, dB LA_s:						30.6

The summary stated that the site was “unlikely to give rise to adverse impacts upon the surrounding residential community.”

The report has been actioned, including the use of a treeline as an acoustic barrier and implementation of new protocols to manage noise levels during quiet periods. These actions are supported by the Managing Director.

5.1.3 Noise Policy

Don-Bur believes that businesses are responsible for achieving good environmental practice and operating in a sustainable manner.

We are therefore committed to reducing the impact of noise and continually improving our environmental performance as an integral and fundamental part of our business strategy and operating methods.

It is our priority to maintain a low level of noise during the quiet hours and will endeavour to keep noisy activities to daytime.

However, it has to be acknowledged that the Mossfield Road Site is operational 24/7 and operational activities do produce noise.

We will close doors and restrict vehicle movements wherever possible in order to reduce noise levels in the environment during quiet hours.

5.1.4 Potential release of VOC to atmosphere

Controlled by being a normal prescribed process under the Environmental Protection Act and therefore subject to control under the requirements of the local authority. Fully compliant coating materials specified. High transfer paint finishing equipment used.



5.2 Materials

5.2.1 Waste Material Disposal

The company generates waste from the production processes

The percentage of re-cyclable waste is recently [measured](#) against total waste.

Paints use standard compliant coatings used with no lead content. Activated paints used to prevent subsequent release of free isocyanates to atmosphere. See also pollutants section.

5.2.2 Waste Management & Recycling

All recyclable waste is separated into designated holding hoppers and organised by material type.

Steel Due to the nature of commercial vehicle manufacturing, the dominant raw material is steel. 100% of offcuts are re-cycled. The site is regularly covered by a forklift mounted magnetic sweeper to recover smaller steel items.

Aluminium A large proportion of recycled material is aluminium in both extruded and sheet form. All offcuts are re-cycled for smelting by a 3rd party contractor.

Plastics Virtually all plastics used in the product refer to side curtains. At present there is no specific facility to recycle this composite product, but Don-Bur is currently pursuing this project.

Timbers All treated timbers used i.e. flooring materials are generally class B. The company is currently investigating the practicalities of a [specialist in-house wood shredder](#) with the aim of selling the chips for recycling.

5.2.3 Curtain Material

The Don-Bur Service division, as part of their refurbishment services, regularly remove old trailer curtains. These curtains are now collected and sent to Freitag, a retailer specialising in the production of bag products utilising recycled PVC curtain material.

See <https://www.freitag.ch>



CURTAIN COLLECT LTD
 UNIT 1
 SHEPLEY LANE INDUSTRIAL ESTATE
 SHEPLEY LANE
 MARPLE
 SK6 7JW

mark@curtaincollect.co.uk

15.09.22

We, Curtain Collect Ltd, herewith confirm cooperation with Sapphire Curtains Ltd/Don Bur Ltd. The tarps/old curtains from Sapphire Curtains Ltd/Don Bur Ltd offered to Curtain Collect Ltd will be upcycled by Freitag, provided that they meet FREITAG's quality standards and legal requirements.

The tarps/old curtains will then be used in the production of recycled individual bags and accessories by FREITAG.

The failed tarps/old curtains will be sent to Africa to start a new life rather than being sent to landfill.

Mark Shaw
 Director
 Curtain Collect Ltd

5.2.4 Hazardous Materials

Waste paints and other chemical products are disposed of in a controlled fashion under COSHH protocols.

A register exists of all COSHH materials (extract below)

Assessment Number	Material	Assessor	Assessment Date	Review Date	Status
DB-CA-0001-MR	Argoshield Universal	Louise Hall	19/12/2018	18/12/2019	Fab shop/various
DB-CA-0002-MR	Custom Filled Aerosol	Louise Hall	03/01/2019	02/01/2020	PDI/Various
DB-CA-0003-MR	CT90 Cutting and Tapping Compound	Louise Hall	03/01/2019	02/01/2020	
DB-CA-0004-MR	ZG 90 Cold Zinc Galvanising Aerosol	Louise Hall	03/01/2019	02/01/2020	BB2/Various
DB-CA-0005-MR	5-56 + PTFE	Robin Humphrey	11/09/2019	10/09/2020	
DB-CA-0006-MR	Mysolv Heavy Duty Wipes	Robin Humphrey	12/09/2019	11/09/2020	Site wide
DB-CA-0008-MR	Airforce EP22 (Airline Oil) (Morris Oils Shrewsbury)	Draft			
DB-CA-0010-MR	Formoa Surface Activator	Robin Humphrey	12/09/2019	11/09/2020	
DB-CA-0011-MR	HYDEX VG15 (Hydraulic Oil)	Chloe Boon	23/07/2019	22/07/2020	Maintenance
DB-CA-0012-MR	Lead acid accumulator Batteries	Draft			
DB-CA-0013-MR	Crystal Heavy Paraffin	Draft			
DB-CA-0015-MR	Crack Detector Deisloner	Draft			

Each COSHH assessment details storage, handling and disposal methods in accord with regulations.

Example extract below:



COSHH ASSESSMENT			
Assessment No	CA-0121-MR	Date of Assessment	12/09/2019
Product Substance	Thinner 2602	Review Date	11/09/2020
Supplier	HMG Paints Riverside Works Collyhurst Road Manchester M40 7RU Tel: 0161 205 7631 Email: sales@hmgpaints.com		Assessor: Robin Humphrey Quality Manager
Persons at Risk	Staff <input checked="" type="checkbox"/> Vistors <input type="checkbox"/>	Public <input type="checkbox"/> Contractors <input type="checkbox"/>	Vulnerable <input type="checkbox"/> Workers <input type="checkbox"/>
Location	Paint Shop		
Description and Type of Substance	Surface Coating		
Method of Use	Applied using Spray gun, Roller or Brushes		
Hazard Identification and PPE			
Routes of Entry	Personal Protective Equipment Required	Tick here if PPE not required	
Inhalation <input checked="" type="checkbox"/>			
Absorption <input type="checkbox"/>			
Ingestion <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Injection <input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other <input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Substance Form / Hazardous Ingredients	Work Exposure Limits (WEL)		
Solvent, Naptha (Petroleum), light arom	ethylbenzene - Short-term value: 552 mg/m ³ , 125 ppm		

5.3 After-Market

The key business focus is to generate revenue primarily from the sales of new commercial vehicle trailers and rigid bodywork.

Additionally, the company has a number of after-sales divisions which support all commercial vehicles throughout their active life in terms of servicing, MOT, repair and refurbishment.

It is recognised that the production and ongoing maintenance of this type of new equipment has a significant after-sales environmental impact.

This section serves to itemise those impacts and the efforts that the company makes to reduce or eliminate those effects.

5.3.1 Products In Use

The products that the company designs and manufactures are responsible for the commercial carriage of goods. It is well known that, limited by current technology, this process consumes large quantities of fuel and is responsible for the emission of equally large quantities of CO₂.



Due to the nature of commercial vehicles, diesel engines remain the primary method for providing traction. Such engines are relatively efficient to transfer large weights over long distances but it is also recognised that the consumption of fossil fuels and resulting emission of both CO₂ and NO_x should be significantly reduced.

The company has little impact of the use of its' products after initial sale and has no influence over the design or development of engines; however, we continue to invest heavily in key areas as follows:

Aerodynamics

Articulated trailers, coupled with a tractive unit typically travel approximately 80,000 miles per annum in the UK at an economy of circa 9mpg. The result is the consumption of over 40,000 litres of diesel and the emissions of over 100 tonnes of CO₂.

As a rough guide, at a top cruising speed of 56mph, 50% of fuel is consumed purely to overcome the effects of air resistance and aerodynamics. A small improvement in aerodynamic design can have a large impact on fuel consumption and emissions for the life of the vehicle; commonly over 15 years.

The company partners with various agencies and has become well recognised globally for our work on aerodynamic products. Our efforts were recognised by the UK government in 2009, meeting the then Prime Minister, Gordon Brown, who said:

'Our transition to a low carbon economy will be a key driver of our future economic prosperity. Don-Bur Trailers are at the forefront of this transformation. Their innovation and expertise demonstrates why the UK is one of best places in the world for low carbon business.'

Examples of this are the unique and patented [Teardrop](#) trailer, cutting edge [plasma actuators](#) and [Aeris](#), an inventive system to minimize gap between tractor and trailer.

Our products are also referenced in the [2017 Ricardo Heavy Duty Vehicles Technology Potential and Cost Study](#), generated for the International Council on Clean Transportation (ICCT)

We fit other, low-cost aerodynamic devices to all of our products by default. These include large radius front corner cappings, aerodynamic top headers and low-drag roof rails.

Although the company may not directly benefit significantly from a financial aspect, our continued work with Innovate UK projects and other development initiatives has earned us a unique design profile that assists with client's carbon reduction objectives and ultimately helps reduce consumption of carbon fuels and resulting emissions.

By default, the company always recommends aerodynamic improvements to our customers and the evidence of this can be seen on multiple blue-chip fleets such as Marks & Spencer, Royal Mail, Argos, TK Maxx, John Lewis, Fedex and DHL.

Weight

Weight has an impact on fuel economy for a number of reasons.

The first, and most obvious effect is that it takes less effort, power and resulting fuel to drive 40 tonnes than it does to drive 43 or 42 tonnes. However, there is a less obvious, and far more impactful result.



Vehicle plated gross weights are limited by their classification. A reduction in unladen weight provides the operator with the option to increase payload weight within the same gross weight.

By increasing payload weight per journey, this ultimately reduces the total number of journeys required to transfer the same amount of freight. This result is far more significant. A 10% reduction in weight may not have a significant impact per journey but the elimination of 1 journey in 10 has a direct and equal impact of fuel consumption.

The company continues to invest heavily in lightweighting technologies. Examples include our own lightweight "[Blade](#)" panel and [lightweight dense-load trailers](#).

We continue to offer a large variety of other [lightweight panel](#) options.

Cubic Capacity

The optimization of cubic capacity has a similar effect to the reduction of weight. For those operators who carry lighter weight payloads, their carrying capacity is limited by volume, not weight.

The UK has no height limits for commercial vehicles and the only practical limits are those related to bridge heights. This presents the UK with a unique ability to focus on double deck trailers.

We remain the market leaders for double decks. We invented lifting double decks in the late 1980's and our products now dominate the major fleets.

The range includes [Lifting Decks](#), [Ratchet Decks](#) and [Fixed Double Decks](#).

The obvious effect of Double Decks is ability to carry up to twice the normal footprint and volume of a standard trailer. In such cases, 1 in every 2 journeys can be eliminated having a direct positive impact on fuel consumption and resulting emissions.

The company continues to develop our range of double decks for multiple customers which include DPD, Hermes Parcelnet, Royal Mail and Amazon.

Our most recent development is a unique (patent applied for) [lifting roof design](#) which provides optimal headroom for loading and unloading but also the ability to lower the roof to reduce load gaps and overall height. This improves aerodynamics in transit and reduces fuel consumption.

Summary

By exposing the marketplace to new and enhanced technologies, operators will naturally consume less fuel/ electric and produce less emissions.

This ethos remains a strong influence in our business model.

5.3.2 Product Durability and Life Extension

There are typically a number of stages in a commercial vehicle's life. There is a primary, contract-driven phase, a secondary, used vehicle life and an extended life, sometimes in a 3rd world country.



It is understood that the production of new vehicles consumes some natural resources and produces emissions, regardless of controls. It is therefore important to extend the natural life of products, particularly within their primary and secondary phases to prolong the most effective use of those products and to extend the re-fleeting timespan that would otherwise require more vehicles.

It could be argued that prolonging product lifespan is counter-intuitive to selling more product; however, we believe in a higher quality, more durable product that provides greater value. As a result, we have attracted a more discerning customer base that appreciates that extra value.

This drive for design durability then becomes self-fulfilling and customers now expect a minimum primary lifespan period. To that end, the company offers some of the longest warranty periods in the industry.

The company also has a number of after-sales divisions specifically for the after-sales servicing and maintenance of those products. Whilst some of this is a legal requirement, we provide extra services to ensure optimal product lifespan.

The company has also invested in new technology for “auto-maintenance”. In 2019, we launched a feature which self-lubricates various components on their range of lifting deck trailers

The result is a product that will not require replacement as quickly as some market alternatives. This reduces re-build resources and emissions.

5.3.3 Sustainability & Recyclability

Wherever possible, we specify the use of sustainable and/or recyclable materials in the build of our product ranges.

The largest portion consists of steel, a naturally and easily recyclable material. However, there are a number of other areas we have re-engineered to promote a more sustainable design.

Flooring: All ply flooring now comes with FSC certified birch from sustainable sources.

Panels: The industry standard side panels for box vans remains “GRP”, a glass reinforced plastic faced marine ply which is impractical to recycle and deteriorates quickly. Don-Bur offers a wide variety of alternative panels:

- 1) [Blade](#): A steel faced HDPE panel which is longer lasting and delaminates easily for the recycling of 2 main component parts.
- 2) Technolite: A 99% aluminium lightweight honeycomb panel that is simple to recycle

Jointing: We use aluminium extrusions for all of our box van constructions which is an easy product to recycle and high after-life value.

Post-Life Process

Wherever viable, the company will procure back from clients those products which have no further practical life. The same applies to accident wrecks.



We have a long-standing reputation for being able to renew such vehicles for re-sale. Where this is not practical, we have relationships with breakers yards to ensure dismantling and recycling of materials; in particular, tyres, steel and aluminium.

This process prevents transport of the products to 3rd world countries where recycling may not be as practical.

5.4 Development of Land

The company undertook to carry out Ecological Appraisals prior to development of land, which it currently limits to reclaimed land, typically from historic coal mining sites. As such, as well as growing the business, the land would be “improved”.

The last assessment was carried out in March 2020 by Elite Ecology and a full copy is available on request.

5.4.1 Report Recommendations & Actions

It is recommended that the strip of woodland along the southern perimeter of the site remains in place as per the recommendations of Absolute Ecology (January 2019), the Council Ecologist and the Decision Notice (condition 9). Condition 9 of the planning decision notice states that this area must be enhanced with a number of bird and bat boxes. Due to the presence of the four additional mammal holes, one of which could be a disused/outlier badger sett, Elite Ecology would also recommend that the woodland remains, and that adequate mitigation is put into place to protect this habitat due to a number of species that it may support due to the cover that it offers, particularly as other habitats on site have been removed since the previous survey.

A 30 m exclusion zone should be implemented around these features and must be in place prior to any further works commencing. This is until further inspection in suitable weather conditions can be carried out to enable the search for field signs.

If badgers are found to be using the site and the noise and disturbance levels are to exceed the noise levels commonly tolerated by badgers, then a Natural England Licence needs to be obtained.

Any trenches on site should be covered at night or a mammal ladder should be provided to ensure that if any mammals were to fall in, they would be able to escape, this should be large and sturdy enough for badgers and foxes.

There is currently fencing placed around the site preventing access for mammals across the site to the wooded area. Mammal access routes should be provided during and post development to ensure the site remains accessible to the local wildlife population.

Following this report, a bund was created around suspected badger sets until the environmental agency was satisfied that there was, in fact, no activity.



6 Basic Environmental Reporting

Mossfield Road Site

	note	In-Month Mar'21	In-Month Mar'20	Variance
Electricity				
<i>kWh consumed</i>		279,345	201,677	77,668
<i>tCO2e</i>		55	40	15
Mains Gas				
<i>kWh consumed</i>		579,265	486,757	92,508
<i>tCO2e</i>		114	96	18
Fuels				
<i>Unleaded, litres</i>		460	351	109
<i>W-Diesel, litres</i>		4,727	5,719	(992)
<i>R-Diesel, litres</i>		5,529	5,101	428
Waste				
<i>Mixed Municipal Waste, Tonnes</i>		35	26	9
<i>Scrap Metal Recycled, Tonnes</i>	(1)	n/a	n/a	n/a
Water				
<i>Consumption, Litres</i>	(2)			

	note	YTD Mar'21	YTD Mar'20	Variance
Electricity				
<i>kWh consumed</i>		1,515,757	1,605,494	(89,737)
<i>tCO2e</i>		298	316	(18)
Mains Gas				
<i>kWh consumed</i>		3,429,510	4,502,552	(1,073,042)
<i>tCO2e</i>		674	885	(211)
Fuels				
<i>Unleaded litres consumed</i>		1,325	1,593	(268)
<i>W-Diesel litres consumed</i>		26,190	20,945	5,245
<i>R-Diesel litres consumed</i>		25,457	32,535	(7,078)
Waste				
<i>Mixed Municipal Waste, Tonnes</i>		204	198	6
<i>Scrap Metal Recycled, Tonnes [to Jan'21]</i>	(1)	242	324	(82)
Water				
<i>Consumption, Litres</i>	(2)			



Comments

- (1) Scrap Metal Recycling only available Quarterly and in arrears. Figures reflect Jan'21 YTD.
- (2) Following replacement of Mossfield Rd water meter 20/01/2021 it has become clear there are no reliable comparatives. Latest water consumption estimate is 14m cubed a day.

A handwritten signature in black ink, appearing to read 'D. Burton', written over a dotted line.

Signed

David Burton (Managing Director)

Date: 14th November 2022