



Environmental Report for 2025

MJD are a forward-thinking company keen to ensure our activities have as small an impact on the environment as possible. We have made a commitment through SBTi (Science Based Targets Initiative) to reduce our carbon footprint by 25% over the next 5 years.

We are based within the Southeast of England and operate in the region of 100 x 44 tonne LGV vehicles. As a company we have engaged with government bodies and others within the industry to monitor the development of green technologies. As part of this programme, we have carried out trials of new technologies aimed at reducing our carbon footprint.

Bio LNG (Liquified Natural Gas).

Five years ago, we invested in 13 Iveco LNG trucks. These are purpose-built vehicles which are powered by LNG. When operated using Bio LNG they result in a carbon reduction of approximately 90% when compared to standard diesel trucks. The introduction of these vehicles has resulted in a CO₂ reduction of 9% across our fleet. Based on our 2025 figures this equates to a saving of 823 tonnes of CO₂.

HVO (Hydrotreated Vegetable oil).

HVO (Hydrotreated Vegetable Oil) is a high-quality, renewable diesel alternative produced from waste cooking oil, fats, and vegetable oils. It reduces net greenhouse gas emissions by up to 90%, is biodegradable, and functions as a drop-in, fossil-free replacement for conventional diesel, requiring no engine modifications. Following a trial carried out towards the end of 2021, we transitioned to using 100% HVO across our entire fleet. We believe that we were one of the first companies of our size to make this change. This change reduced our carbon footprint by 90% and during this time both our conventional (Diesel) and Gas trucks were producing net carbon savings of 90% against the traditional diesel fuel.

Whilst HVO is proven to provide a carbon saving of 90%, towards the end of 2023, concerns emerged about the sustainability of the raw oil being produced for the HVO market, with reports of possible forest clearances and the bringing of virgin ground into oil production (with the resultant release of CO₂). In consultation with our customers, the decision was made to revert to diesel at the end of 2023. Whilst this clearly wiped out the carbon savings we had been achieving, we felt the responsible that this was the responsible thing to do in light of the wider concerns surrounding the sourcing of HVO raw materials. We have monitored the situation closely since 2023 and feel that the sustainability of raw materials has been addressed and we are looking to once again transition the fleet to HVO during the fourth quarter 2026.

EV (Electric Vehicles).

All of our LGV's are rated at 44 tonnes and currently no electric vehicles are available within the UK which will enable us to carry this load and provide us with sufficient range to allow us to

operate efficiently. We trialled an electric Volvo truck during 2025, which worked well and provided us with important experience of the EV sector. We will continue to monitor the progress made within the industry, with additional trials in the future.

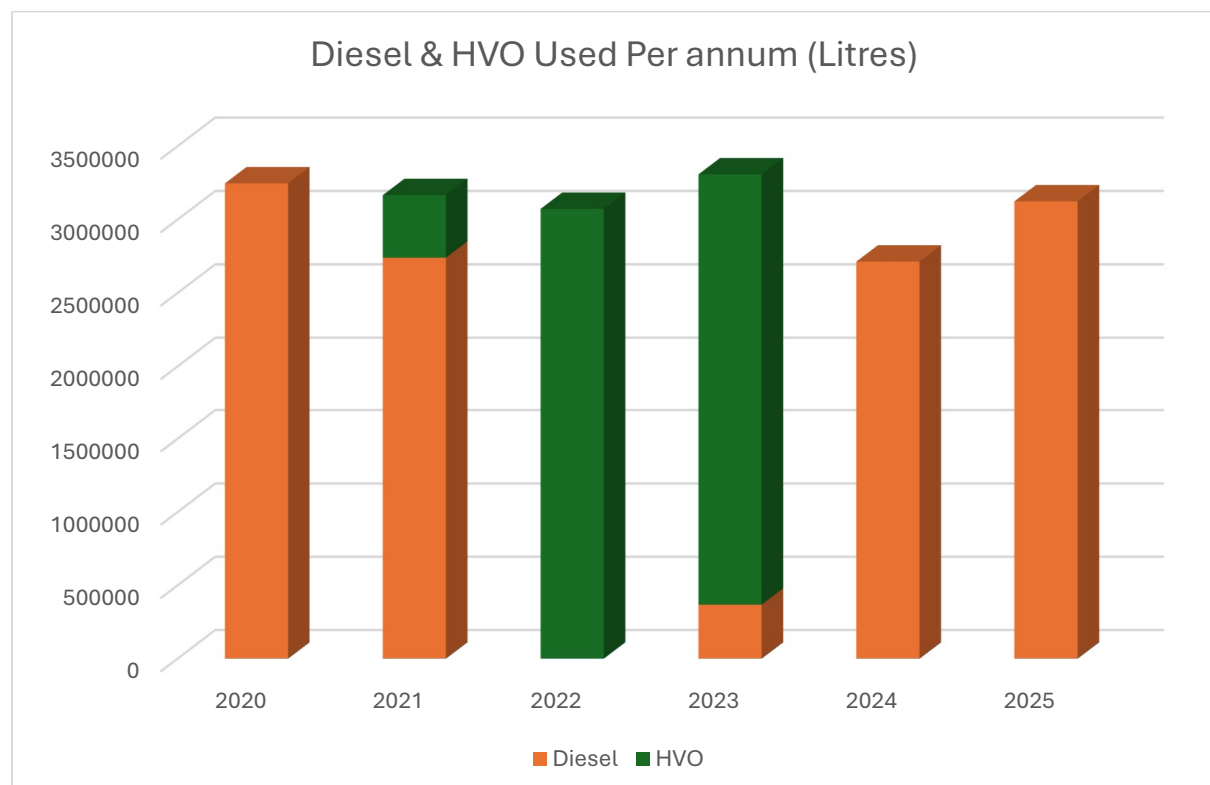
Engine Carbon Cleaning and Capture.

We are currently running a Carbon Cleaning trial at present. This involves the cleaning of existing diesel engines to enhance performance and reduce emission. Initial results are encouraging and we are hoping to verify the claimed savings shown below by mid 2026

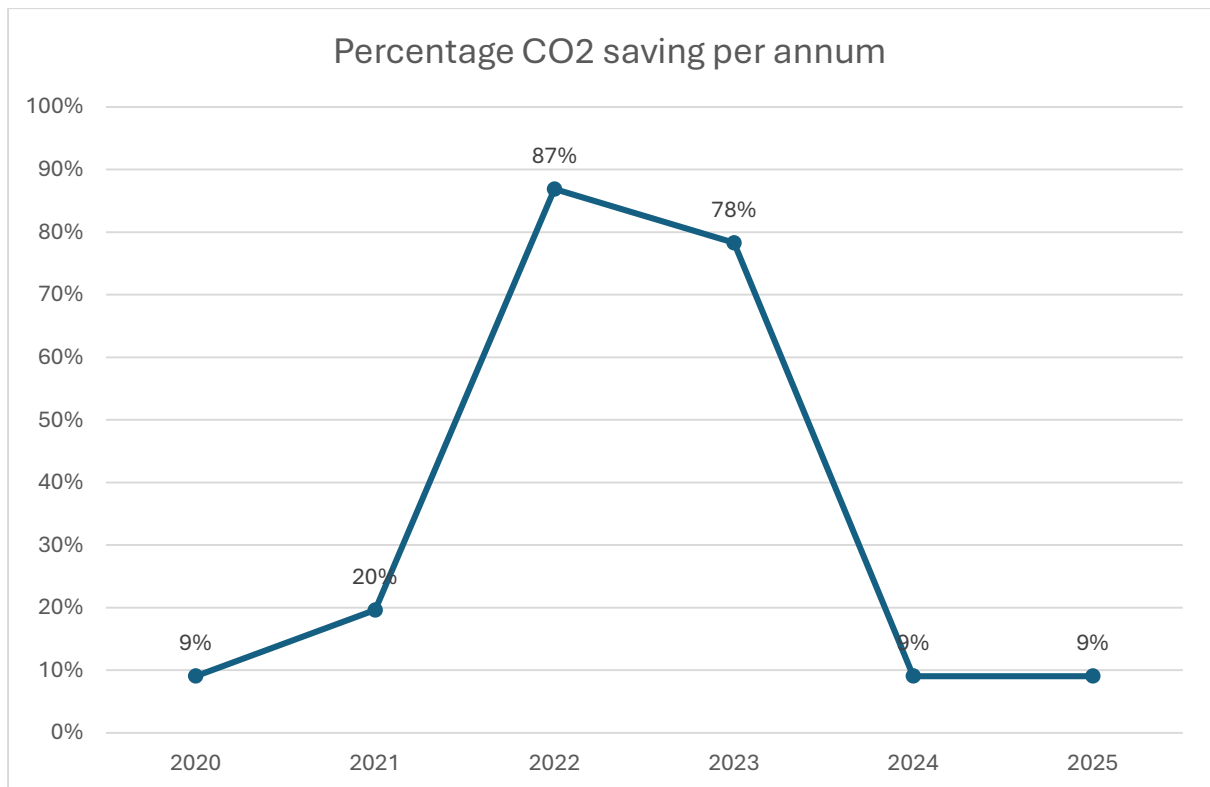
CO2	7.5%
CO	84%
NOx	16.3%
NO	17.8%
N2)	35.3%
THCs	99.2%
Particulate	61.7%

2025 Statistics

Fuel usage for the last 6 years



CO2 Savings per year 2020 – 2025



Scope 1 Carbon Footprint (Kg CO2) with 100% Diesel as a comparison

