LEAVE NO FOOTPRINTS

*SPORTS**SHOES*** and sustainability

SPORTSSHOES.COM

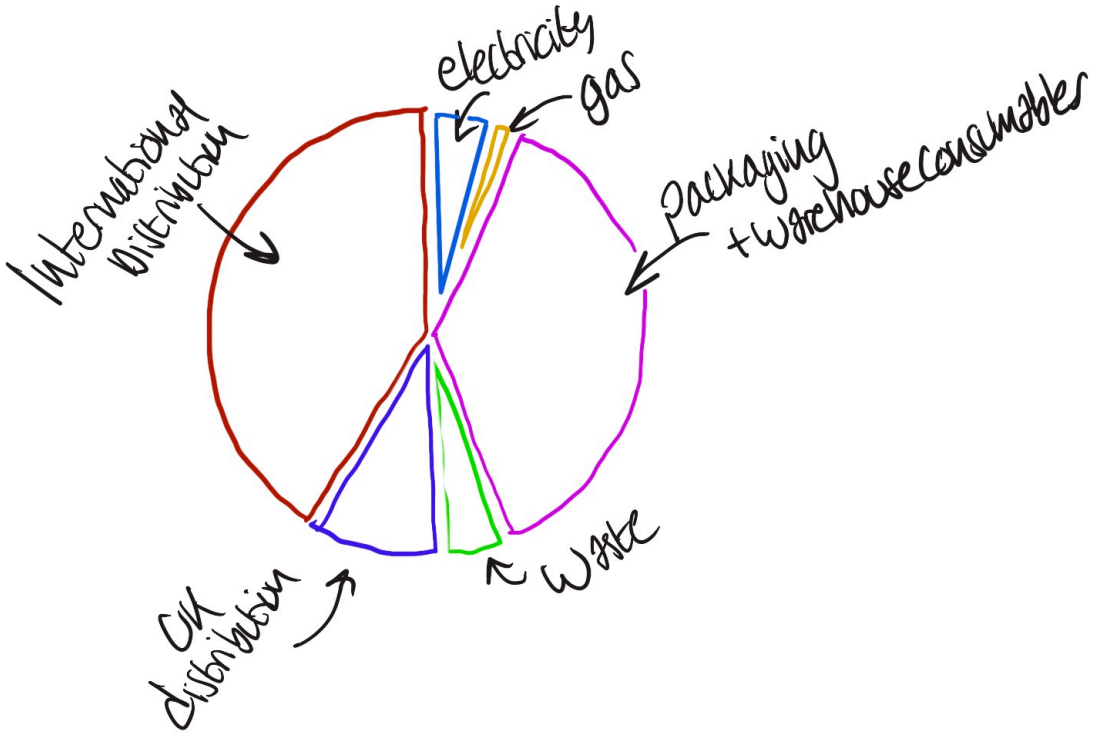
LEAVE NO FOOTPRINTS

We believe that there's no fun to be had standing still. But we know that moving leaves footprints. So we are working in a number of ways to reduce our footprints.

We have undertaken a full carbon assessment of our business. This includes everything we do: from receiving products from our suppliers to the moment they arrive at your door. We've calculated these impacts and we are working to reduce them. This starts with improving how we do the things we do. We are on a journey to net-zero, to reducing our carbon impact to zero. We are on a journey because we have to keep moving. We have to keep improving. Like you.

We are looking at the products that we sell and the way we sell them. We are identifying those that are made of lower impact materials, those that last longer, and those that are made from recycled materials. We will develop a "lower footprint" section of our store where you can find more sustainable products.

But we aren't stopping there. We are looking at everything we do from warehouse operations, to the way we run the office, to the way we get products to you, to the packaging that we use.



918 tonnes CO_2e

OUR FOOTPRINT LOOKS LIKE THIS

ELECTRICITY, WATER AND GAS

Like any business we use energy and resources to do the things we do. We want to reduce the amount we use and this starts with measuring where we are. We have calculated the impact of the electricity we use and this gives rise to 45,403.5kg CO_2e annually. As well as investing in energy efficient equipment we will also work with the team to reduce use through better practices. We will also move to a 100% renewable supply immediately.

SportsShoes' water consumption is low, at 3048m^3 per annum, which is associated with 3,206.5kg CO_2e annually. We will work to reduce this further by introducing lean-flush and tap restrictor technologies.

Gas is used for heating and the impact of this equates to 7,443.8kg CO2e annually. Moving to a renewable tariff is not an option for gas but we are investing in alternative heating technologies such as radiant panels and more efficient gas heaters.

PACKAGING AND CONSUMABLES

Like all businesses SportsShoes use a multitude of office consumables, namely paper, toner, and stationary. The environmental impact of the use of these resources has been estimated to be 1,083.7kg CO_2e. We have an on-going programme to reduce the consumables that we use.

Moving into the warehouse we use packaging materials to pack orders for our customers. These materials include cardboard and paper, plastic wrapping and pellet wrap, plastic bags, as well as wooden pallets. The environmental impact of the use of these resources has been estimated to be 349,567.7kg CO_2e. This is one of the company's largest impacts and although the packaging weighs very little we are experimenting with alternative materials such as compostables.

WASTE

Waste is generated through the normal operations of a business. SportsShoes produce 187,680kg of solid waste each year and this has a carbon impact of 41,306kg CO_2e.

Additionally, SportsShoes produce 60,320kg of mixed recycling waste each year, this has an associated carbon impact of 1,285.8kg CO_2e.

Our aim here is to move as much solid waste into recycling streams and to reduce both of them as much as possible.

DISTRIBUTION

Getting our products to the customer takes resources. We have estimated SportsShoes' national distribution to produce a total environmental impact of 88,746.9kg CO_2e each year, this is for 1,092,862 small parcels. The detailed assumptions behind these calculations can be seen in the accompanying document.

We have estimated SportsShoes' international distribution to produce a total environmental impact of 380,317.9kg CO_2e; representative of 303,206 small international parcels. Once more the assumptions and methodology behind the calculations can be found in the accompanying document.

SUMMARY

Our total impact is 918 tonnes of CO2e. We aim to reach carbon net-neutrality in 2021. We will do this by a combination of: zero carbon energy supply; reducing resource use; more efficient distribution; and investing in local, Yorkshire-based, agricultural offset schemes.

We are learning. We are discovering what we don't know and finding somethings are really complex with no clear answer.

But we are in it for the lang-haul because this is a marathon, not a sprint.

TECHNICAL APPENDIX

This appendix details our methodology.

We have reviewed SportShoes' environmental impact across several areas; resource consumption, use of consumables, waste production, as well as product distributions. The methodologies for each of these categories can be found below. This report excludes the manufacturing of own-brand products, as well as inter-business transportation.

ELECTRICITY, WATER AND GAS

SportsShoes supplied data regarding the consumption of electricity, water, and gas at each of the SportsShoes warehouses and office. This data was representative of a minimum of four-weeks of business activities. To determine the embedded environmental impact of this resource use, we used the Greenhouse Gas Conversion Factors (2020): sections *UK Electricity, Water Supply & Water Treatment,* as well as *Fuels*. We multiplied the units of resource use by the Greenhouse Gas Conversion Factor to determine an approximate environmental impact.

PACKAGING AND CONSUMABLES

SportsShoes supplied data regarding the use of office and warehouse consumables representative of the business year 2020. To determine the environmental impact associated with this consumable use, we used the Greenhouse Gas Conversion Factors (2020): sections *Material Use*, in addition to the 'How Bad are Bananas?' 2020 edition, as well as our own Dirty Carbon tool. We multiplied the units of resource use by the Greenhouse Gas Conversion Factors to determine an approximate environmental impact.

WASTE

SportsShoes supplied data regarding the production of solid, hazardous and recycling waste, representative of the year 2020. To determine the environmental impact of this waste generation, we used the Greenhouse Gas Conversion Factors (2020): Waste Disposal. As no figure was made available, we made the assumption that the waste disposal methods mirrored that of the UK average, as available within the DEFRA March 2020 update of the ‘UK Statistics on Waste’. We multiplied the units of waste generation by the Greenhouse Gas Conversion Factors to determine an approximate environmental impact.

DISTRIBUTION - NATIONAL

The assumption has been made that freight transport is entirely done through use of standard diesel articulated HGVs. The load of these vehicles was assumed 'average' according to the GOV.UK Greenhouse Gas Conversion Factors (2020); Freighting Goods. This load level equates to 42.73% capacity. In order to determine the GHG emissions associated with the freighting of SportsShoes parcels, we calculated the volume of this 42.73% laden capacity, based on data retrieved from the vehicle.net Vehicle Capacity Checker.

The average capacity of each trailer based on average laden was calculated to be 33.227m^3; this was then divided by the volume of each parcel based on the provided dimensions (0.012m^3 each). As a result of this calculation, we determined that a standard articulated HGV with a laden of 42.73% would have a capacity of 2768.92 SportsShoes parcels.

We then divided the total number of parcels by the parcel capacity of a standard articulated HGV with a laden of 42.73% In order to distribute all SportsShoes national parcels, this would require 394.72 HGVs, with a total distance travelled of 78,944km. To achieve a final figure of the GHG emissions associated with this freighting, we multiplied the total distance travelled by standard articulated HGVs under a laden of 42.73% by the CO2e/km conversion factors in the Freighting Goods section of the GOV.UK Greenhouse Gas Conversion Factors datasheet (2020).

DISTRIBUTION - NATIONAL

We have estimated the 'final mile' distribution of all national parcels. As we have no quantitative data to back these calculations up; as such, the following assumptions are important to consider prior to the interpretation of our results:

- We have assumed that an average delivery vehicle travels 10 miles in order to distribute their load of parcels.
- We have assumed that Hermes parcels are distributed by 'medium sized' petrol cars, with a loading volume of 3.1m^3. These vehicles are loaded to an 'average' capacity, which is 42.73% full.
- We have assumed that Amazon Logistics distribute using diesel light goods vehicles with a capacity of <3.5 tonnes and a loading volume of 9.826m^3. These vehicles are loaded to an 'average' capacity, which is 42.73% full.
- We have assumed that Royal Mail distribute using diesel 'medium' sized vans with a loading volume of 6.12m^3. These vehicles are loaded to an 'average' capacity, which is 42.73% full.
- We have assumed that DPD distribute using diesel light goods vehicles with a capacity of <3.5 tonnes and a loading volume of 9.826m^3. These vehicles are loaded to an 'average' capacity, which is 42.73% full.

It is important to note that the revised methodology still does not consider the impacts of any parcel processing at depots; this is because we have no data to begin calculating, nor estimate, the environmental impact of this processing.

DISTRIBUTION – INTERNATIONAL ROAD

In order to determine the environmental impact of road freighting, the following assumptions have been made.

1. We have made the assumption that all European distribution was completed via Road freight. As part of this, we have considered the environmental impact of the Road freight from Bradford to Dover, the environmental impact of any ferry, as well as the environmental impact of Road freighting associated with the journey from Calais to the capital of the relevant country.

2. All Road vehicles were assumed to be standard diesel articulated HGVs with a capacity of 3.5 – 33 tonnes. The load of these vehicles was assumed 'average' according to the GOV.UK Greenhouse Gas Conversion Factors (2020); Freighting Goods. This load equates to 42.73% capacity.

3. As no data was available regarding the location of each parcel, we assumed all parcels would be distributed to the Capital city of their respective destination country.

To determine the environmental impact associated with the freighting of SportsShoes' parcels, we calculated the volume of this 42.73% laden, based on data retrieved from the vehicle.net Vehicle Capacity Checker.

DISTRIBUTION – INTERNATIONAL ROAD

The average capacity of each HGV, based on this load was determined to be 33.227m3. This was then divided by the volume of parcels delivered to each country, based on the average dimensions which were provided; amounting to 0.012m3 each parcel. As a result of this, we have determined that a standard articulated HGV under average laden would have a capacity for 2768.92 SportsShoes parcels.

The number of parcels was then divided by the parcel capacity of these standard HGVs, before being multiplied by the road mileage required to distribute these parcels to the relevant country.

To achieve a figure for the environmental impact associated with this road freighting, we multiplied this final road mileage travelled by the HGVs by the CO2e/km conversion factors in the Freighting Goods section of the GOV.UK Greenhouse Gas Conversion Factors datasheet (2020).

Following this, the environmental impact of any sea freight or ferry-use prior to road distribution was calculated by calculating the number of tonne kilometres needed to distribute these parcels, then multiplying this by the tonne.km conversion factors within the Freighting Goods Section of the GOV.UK Greenhouse Gas Conversion Factors datasheet (2020). Sea freight was assumed to be entirely through ‘average’ sized general cargo ships.

DISTRIBUTION – INTERNATIONAL SEA

In order to determine the environmental impact of sea freighting, the following assumptions have been made.

1. We have made the assumption that all sea distribution was completed by 'average' sized general cargo ships; according to the GOV.UK Greenhouse Gas Conversion Factors (2020).

2. It was assumed that distribution to the Isle of Man was via Holyhead Port.

3. It was assumed that distribution to Jersey and Guernsey was via Poole Port.

4. It was assumed that distribution to Dublin was via Heysham Port.

The environmental impact of the road freight associated with the distribution of parcels from Bradford to their respective Port was calculated in-line with the same methods listed within the Road Freight section.

To calculate the environmental impact of the sea freight itself, we calculated the nautical mileage of this sea travel and converted this to kilometres. Using this, we calculated the number of tonne kilometres required for this freighting, before multiplying this by the tonne.km conversion factors within the GOV.UK Greenhouse Gas Conversion Factors (2020): Freighting Goods.

DISTRIBUTION – INTERNATIONAL SEA

In order to determine the environmental impact of air freight, the following assumptions have been made.

1. We have made the assumption that all non-European distribution was completed via Air freight. As part of this, we have considered the environmental impact of preliminary Road distribution from Bradford to Leeds-Bradford Airport, in addition to air distribution.

2. The assumption was made that International flights >3700km in distance were short-haul flights, whilst those exceeding 3700km were long-haul flights.

3. We also considered the influence of non-CO2 climate change effects of aviation; including water vapour, chemtrails, as well as NOx.

4. As no data was available regarding the location of each parcel, we assumed all parcels would be distributed to the Capital city of their respective destination country.

To calculate the environmental impact of air distribution of SportsShoes parcels, the environmental impact of the road freight associated with transporting these parcels from Bradford to Leeds-Bradford Airport was first calculated, following the methodology set-out in the Road Freight section.

Following this, we calculated the distance from Leeds-Bradford airport to the closest Airport to the Capital city of each country delivered to. We then calculated the tonne kilometres of travel required to distribute all of SportsShoes parcels, before multiplying this by the tonne.km conversion factors available within the GOV.UK Greenhouse Gas Conversion Factors (2020): Freighting Goods.

THANK YOU

APE

Doing things better and doing better things sine 1991

SPORTSSHOES.COM