

V10	03/23	DW
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TRANSPORT POLICY

Swish Building Products was one of the first companies in the world to pioneer the technology used in the commercial manufacture of cellular PVCu products. The company is a leading local employer, based in Tamworth, Staffordshire.

Swish is committed to continuous improvement in its transportation performance, and that of its major suppliers, in order to minimize its impacts on the environment. Those impacts may be characterized broadly as:

- **Use of energy (various forms of fuel).**
Swish will record and monitor its use of diesel, and emissions from FLT movements powered by LPG. These are the only form of energy inputs that are expected in transportation terms.
- **Emissions to air, land and water expected in the normal course of delivery operations.**
Swish will monitor mileages for its delivery fleet and will normalise these values against production tonnages to monitor efficiency and express this in terms of CO2 output. Other emissions are not expected except those exhaust particulate emissions that will occur in the normal diesel combustion process. These will be minimised by the regular introduction of higher level Euro compliant vehicles.
- **Accidental Emissions (spills, escapes etc).**
All accidental spills will be recorded whether they occur on the premises or away from the Swish site. Such spills will be reported at senior management level and appropriate action taken to reduce the likelihood of their reoccurrence. These may be characterised as loads shed in the course of a vehicle accident. Other spills and emissions would not be expected.
- **Noise.**
Swish will be mindful of the potential for noise pollution generated by and around its warehouse and delivery movements and will take all practicable measures to reduce and mitigate it.
- **Packaging.**
The company will regularly review its already minimal form and level of packaging for transportation and distribution and will wherever possible seek to minimise the amount of non-recyclable and non-reusable materials and to maximize the use of reusable transit packaging.

Constituent material Suppliers

In order to monitor the environmental impacts associated with the supply of its constituent materials, from mid 2016 Swish extended this policy and its metrics to cover the transportation of constituent materials from their tier one supply point until they reach Swish.

Monitoring

In order to achieve this Swish will continuously monitor:

- The mileage and MPG of its own delivery fleet
- The business mileage and fuel performance of the lease vehicles operated by the sales force and senior management
- The annual delivery mileage undertaken by its major raw material suppliers

Swish Building Products

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Targets

In order to ensure continuous improvement Swish will:

- Set annual targets for reduction in the CO2 output of its own delivery fleet.
- Monitor the mileage of supplier's transport and work with suppliers to reduce their transport impacts by decreasing the number of transport movements required.
- Set up a scheme and metric for measuring business miles travelled and, where economic constraints allow, reducing the environmental impact of company cars.

All targets and results will be monitored and reported on at senior management level.

Specific Actions

- The Swish transport fleet will be regularly updated to continue to take advantage of improvements in emission levels and fuel usage.
- Regularly maintain the fleet to a high standard
- We will use our own modern fleet on longer routes and use subcontract vehicles only when necessary.
- Monitor load utilisation to maximise loads and reduce mileage.
- Improve fuel usage through driver training both for commercial and private/business use.
- Use low noise electric vehicles/FLT trucks for movements where local residential noise sensitivities exist.
- Erect acoustic barriers where required
- Restrict all truck movements to the hours of 05.30am to 10.30pm

In addition Swish will encourage all employees to reduce their dependency on private motorised transportation and to adopt other means of getting to and from work where practicable, such as cycling (Cycle to Work Scheme), walking and public transport.

STUART HUDSON
Managing Director