Streamlined Energy and Carbon Report

Aico
Maesbury Road
Morda
Oswestry
SY10 8NR

Annual Report for:

Named Director: (Neal Hooper; Managing Director)

On Behalf of:

Company Board of Directors (named later)

Company Registration Number: 02544399

Year Five

Reference Year: 1st Jan 2024 to 31st Dec 2024

Date: 4th March 2025

Report prepared by

Alan Asbury

CEnv, FEI, FIEMA, CMVP, PMVA, CMILT, Chartered Energy Manager, EurEM (AEM), MICFM, MCIWM, ESOS Lead Assessor, MSc, BSc (Hons), EnCO Registered Consultant, EI Energy Expert.

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Objective

The object of this report is to enable Aico as a company to increase awareness of energy costs at board level and to enable enhanced visibility for key decision makers. Such information will inform their considered adoption of energy and fuel efficiency measures and opportunities to drive down their emissions and, in doing so, reduce their operational costs and their impact on climate change.

This in turn will provide greater transparency for investors, and other stakeholders, on business energy efficiency and low carbon readiness. It will similarly allow the public to observe the company's actions and assess them against other similar companies using agreed intensity ratios for direct comparison.

The regulation also aims to create a level playing field among large organisations for energy and emissions reporting. This is to ensure that administrative burdens associated with energy and emissions reporting are proportionate.

Scope

The scope of this report is the (scope 1 & 2) greenhouse gas emissions that result from Aico's business activities, this year again excluding scope 3 commuting. This is primarily from ownership or operation of the following:

- Buildings
- Industrial or other processes
- Transport

Boundaries

It has been agreed that scope 1 and 2 emissions be assessed only.

Time period covered.

The company's financial reporting year is 1st January 2024 to 31st December 2024. This is the reporting period for the company and serves as their fifth year, or the fourth year following their 2020 baseline year for SECR reporting. Jan to Dec 2020 was the first financial year for Aico following the introduction of this legislation on 1st April 2019.

Executive Summary

Organisation description

Aico is the UK market leader in the supply of fire and carbon monoxide detectors and has operated from one main UK site in Oswestry during this reporting period. The company operates a fleet of automobiles. As a company, Aico are pioneering new technologies and offering high quality alarms designed, developed, and manufactured at their factory in Shannon, Republic of Ireland (Eire).

There is currently legislation similar to SECR (known as PSMR) for the Public Sector in Eire but not for commercial companies. It is likely that the operation in Shannon is mandated under the Energy Efficiency Directive (27/EED/2012) Article 8 (known in the UK as Energy Savings Opportunities Scheme or ESOS, and in the Republic of Ireland, as the Energy Auditing Scheme or EAS or otherwise known as SI-426). Henceforth the Irish operation will be mandated to comply with Article 11. We can work with them on delivering this to compliance this if required.

Aico alarms meet all UK standards with a wide range of sensor types to ensure that every home is protected. They offer expert technical support and advice on alarm selection, siting, and installation as well as personalised specification documents and a dedicated installer training scheme. Aico work alongside Local Authorities and Housing Associations to create bespoke specifications and solutions to help create safer environments for tenants. Aico qualifies for SECR reporting due to its staff numbers and turnover.

Current Impact
For details of greenhouse gas emissions for this year, set against the baseline year see tables on page 6.

Source of Data based report.

The report has been compiled from spreadsheets, half hourly data, invoice data, inspection reports and fuel card data. The commuting data has been excluded from the calculations this year until greater understanding of the frequency of home working and reduced commuting can be established. The pandemic has skewed this data to a point where it is not useful. The company operates no scope 3 grey fleet mileage reimbursement. Private mileage is now routinely extracted from fuelling mileage data and deducted from the overall fuel pumped data. Renewable energy generation data has been provided from reads. KWh energy data is provided for the enlarged Solar PV generation, but the carbon figures have been deducted for accuracy as this is on site generated green energy. This therefore avoids double counting.

Fugitive Emissions

There has been a new air conditioning system installed. There was no expectation of F gas leakage from this system. Asset F Gas logbooks have been received at time of writing; setting out the refrigerant types, total charge, CO2e and GWP and all are marked condition excellent. It is our understanding that there have been no F Gas leaks in the system.

Trends in impacts should be clear to the reader.

Aico's CO_{2e} emissions for the five years under SECR legislation are:

	Year	Tn CO2e	Tn CO2e	Tn Co2e	Tn CO2e	Total Tn CO2e
Tn CO2e	Jan to Dec	Scope 1 Building	Scope 1 Transport	Scope 2	Scope 3	All scopes
Year 1 - Baseline	2020	33.12	116.20	81.00	30.55	260.88
Year 2	2021	28.62	170.14	65.74	64.79	329.28
Year 3	2022	26.74	241.33	47.81	-	315.88
Year 4	2023	17.39	270.81	39.52	-	327.72
Year 5	2024	8.41	282.74	39.71	-	330.86

Progress against targets

This is a report encompassing the fifth full year of SECR. Consequently, progress against targets can be measured against the baseline at year one (2020). As can be seen, the total emissions, having increased from 260.88 tonnes to 329.28 tonnes in year 2, dropping to 315.88 tonnes in year 3 and rising again slightly to 327.72 tonnes in year 4. They have risen again slightly this year to a high of 330.86 tonnes. There are several likely reasons behind this.

Principally, March 2020 was the first UK lockdown for Covid-19 in the UK. Consequently, the period that followed meant that for all companies, including Aico, operational activities, use of site and travel to customer sites were very much reduced. This means that the 2020 baseline was always likely to be lower than subsequent years. The company grey fleet is now zero meaning that these emissions now fall under scope 1 company car transport.

What is encouraging is that, despite the company's effective site closure during 2020, the gas consumption and emissions at its UK site in Oswestry are on an overall downward trend since 2020. This looks to be because of better building controls and behaviours. Transport emissions are on a clearly upward trend. Electricity has risen slightly following a consistent drop since 2020. However, a substantial aspect of this energy is generated on site, and not all of this will be consumed on site. As the company move towards more battery electric vehicles, it may be possible to store some of this generated energy in the batteries of same and therefore reduce the company's transport emissions.

The same period of data in energy terms (kWh) terms, can be viewed below. As can be seen, there is a significant reduction in energy consumption when compared with 2023:

	Year	kWh	kWh	kWh	kWh	Total kWh
kWh	Jan to Dec	Scope 1 Building	Scope 1 Transport	Scope 2	Scope 3	All scopes
Year 1 Baseline	2020	176,185	490,556	316,915	140,235	1,123,890
Year 2	2021	154,835	653,618	309,604	413,860	1,531,918
Year 3	2022	245,708	1,055,258	247,215	0	1,548,181
Year 4	2023	95,058	1,216,613	285,018	0	1,596,688
Year 5	2024	45,987	1,279,067	191,782	0	1,516,835

KPIs

Fundamental key performance indicators for the company are employee numbers, sales, and turnover figures.

Managing Impacts

Aico management processes are fully ESOS and SECR Compliant. They have used CLS Energy as their external consultant for ESOS Phases 2 and 3. ESOS Phase 2 was the first time they were mandated by this legislation. Ryan Evans is responsible for the management of the facilities and Environmental Management. Neal Hooper as Managing Director is ultimately responsible, Ryan Evans reports to Matt Small who in turn reports directly to Neal Hooper.

Statement on risks and opportunities

Aico are aware of their impacts on the environment and invested heavily in the sustainable build of their new premises in Oswestry as well as investing in a large proportion of their fleet to become plug-in hybrid electric (PHEV) vehicles. They have installed a 160kWp Solar Photovoltaic (PV) array to the roof of their building which superseded the sub 10kWp array installed at the point of construction. This new array delivered over 131,270kWh of renewable electricity in the reference year for the site. Whilst captured as kWh energy generated, this is not captured as CO2e reduction because the use of this generated electricity on site, reduces the electricity demanded from the national grid.

Greenhouse gas emissions

These are the gases, accepted as predominantly responsible for the greenhouse effect and consequent global climate change. This so-called 'basket' of gases was agreed at the Kyoto summit in 1997 which was ratified in 2005 by 192 countries around the world including the UK. The Kyoto Protocol extends the 1992 United Nations Framework Convention on Climate Change formulated at the Earth Summit in Rio.

There are seven gases in this basket although for this legislation, only the original Kyoto 6 are included:

1. Carbon dioxide (CO2),
2. Methane (CH4),
3. Nitrous oxide (N2O),
4. Hydrofluorocarbons (HFC) aka F Gas
5. Perfluorocarbons (PFC) aka F Gas
6. Sulphur hexafluoride (SF6).
7. Nitrogen trifluoride (NF3)

Each gas is weighted by its global warming potential (GWP) – the higher this number, the more damaging are its effects in terms of global warming. Carbon Dioxide (CO_2) is equal to the arbitrary figure of 1. However, it is because it is in such abundance, accounting for 80% of total UK GHG emissions, that it is of major significance).

Figures are aggregated to give total greenhouse gas emissions in CO_2 equivalents (CO_{2e} also known as greenhouse gases or GHGs).

The sources of greenhouse gas emissions that this report is based upon are as follows:

Scope 1	Road Diesel
Scope 1	Road Petrol
Scope 1	Mains Gas
Scope 1	F Gases (Fugitive Emissions)
Scope 2	Electricity
Scope 3	Commuting

Grouping by 'scope'

Greenhouse gas emissions are identified as one of three groups, known as scopes. These relate to their means of control:

Scope 1: Direct emissions - GHG from the Company's owned buildings/assets – such as gas or fuel where the company has direct control over its purchase and consumption.

Scope 2: Indirect (e.g., GHG emissions from other organisations that produced the electricity, district heat, steam, or cooling that the Company bought to use but has little or no control over.

Scope 3: Other indirect emissions – GHG emissions because of the Company's actions (e.g., commuting, grey fleet)

Exclusions: All other sources have been excluded as these are scope 3 emissions. Such exclusions include grey fleet, water, commuting, and waste.

Measurement and analysis

As can be seen below, scope 1 transport emissions are the dominant emissions source at 280.82 tonnes of CO_{2e} (270.81 tonnes of CO_{2e} in 2023 and 241.33 of CO_{2e} in 2022).

This is followed by scope 2 electricity emissions at 39.71 tonnes of CO_{2e} (38.12 tonnes of CO_{2e} in 2023 and 47.81 tonnes of CO_{2e} in 2022).

Emissions from scope 1 purchased mains gas comes next at 8.41 tonnes of CO_{2e} (17.39 tonnes of CO_{2e}, in 2023 and 26.74 tonnes of CO_{2e} in 2022).

Scope 1 renewable energy generated on site is henceforth only included as kWh and not as CO2e. It is included as kWh because the site has consumed this and would otherwise have purchased this electricity from the National Grid. It is excluded in GHG terms because this is green energy and therefore does not carry a carbon footprint in energy generation terms.

Emissions from the charging of battery electric vehicles (BEVs) is a new scope 2 emission and amounts to 1.92 tonnes of CO_{2e} (1.41 tonnes of CO_{2e} in 2023). It is largely because of this movement towards electric vehicles that the increase in vehicle usage has not led to a substantive increase in kWh and tonnes of CO_{2e} emitted.

Refrigerant gases used across sites are R410A. These have a global warming potential of 2,088 (or 2,088 time more damaging in the atmosphere than CO_2). A new system is in place, and it is understood that units are in excellent condition and no fugitive emissions, leakages, or refills have occurred. F gas leakage amount to 0 (zero) tonnes CO_{2e} from A/C units on site 2024.

2024 (Year 5) Source	Total (tCO2e)	CO2 (tonnes)	CH4 (tonnes)	N2O (tonnes)	HFCs (tonnes)	PFCs (tonnes)	SF6 (tonnes)
Emissions from combustion of gas (Scope 1).	8.41	8.39	0.01	0.00	N/A	N/A	N/A
Fugitive emissions (Scope 1).	0.00	0.00	0.00	0.00	N/A	N/A	N/A
Emissions from combustion of fuel for transport purposes (Scope 1).	280.82	278.86	1.01	0.95	N/A	N/A	N/A
Emissions from BEVs (scope 2)	1.92	1.90	0.01	0.01	N/A	N/A	N/A
Emissions from purchased electricity (Scope 2 location based)	39.71	39.30	0.17	0.23	N/A	N/A	N/A
Renewables (Solar PV)	0.00	0.00	0.00	0.00	N/A	N/A	N/A
Direct CO2 emissions from Biogenic	Not used	Not used	Not used	Not used	Not used	Not used	Not used
Total gross tCO2e based on above	330.86	328	1.20	1.20	0	0	0

This can be viewed by scope types in energy (kWh) and Tonnes of CO2e as follows:

Scope	Fuel	kWh	Scope	Fuel	CO2e Tn
2	Electricity	191,782	2	Electricity	39.7
1	Mains Gas	45,987	1	Mains Gas	8.4
1	Derv	68,887	1	Derv	16.5
1	Unleaded	1,200,902	1	Unleaded	264.4
2	BEV Charging	9,277	2	BEV Charging	1.9
2	On Site PV	131,270	2	On Site PV	-
		1,648,105			330.9

And by scopes specifically as below with percentage figures in the right-hand column:

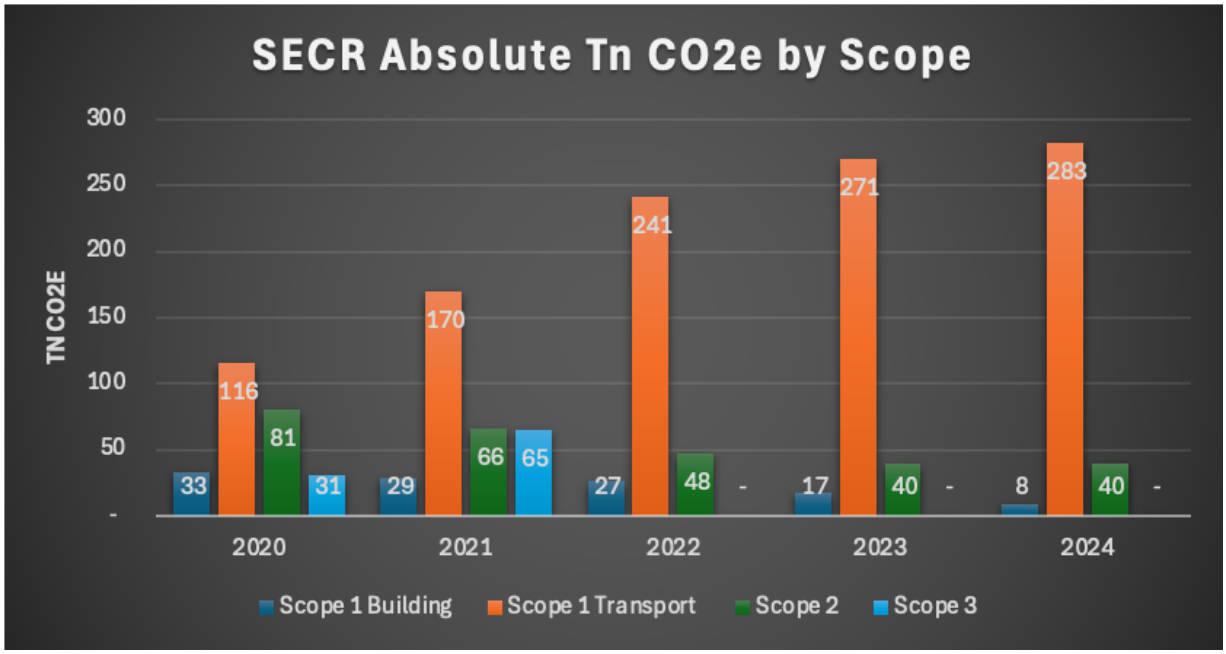
Scope (2024) Year 5	kWh	Tn CO2e	%age CO2e
Scope 1	1,315,776	289.23	87.4
Scope 2	332,329	41.63	12.6
Total	1,648,105	331	100

Baseline year

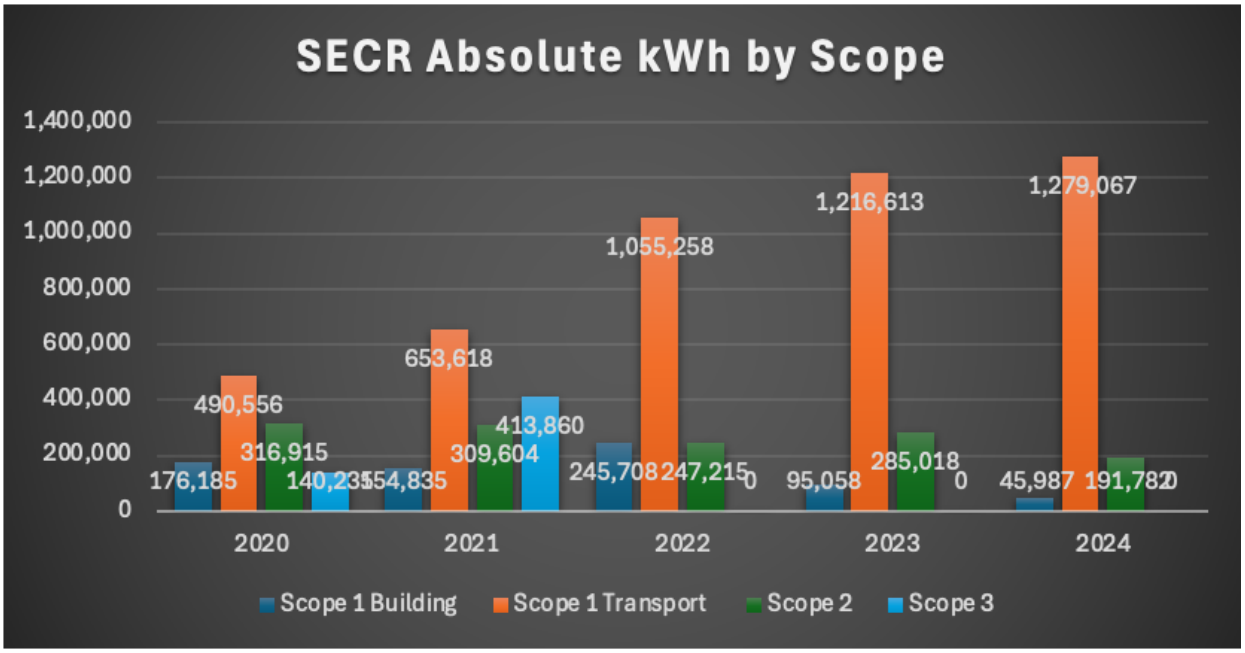
The baseline year for Aico was their most recent financial year following the commencement of this legislation on 1st April 2019. This fifth report year is 1st January 2024 to 31st December 2024. Aico's total CO_{2e} emissions for the year as seen above amounts to 330.9 tonnes of CO_{2e}. This is a slight increase on 327.72 tonnes of CO_{2e} in 2023, and on 315.88 tonnes of CO_{2e} in 2022.

Absolute (total) Emissions

Comparing the data between years since Aico first embarked upon SECR in January 2020, the following can be seen in tonnes of CO2e with transport rising at a broadly linear level:



And in kWh terms:



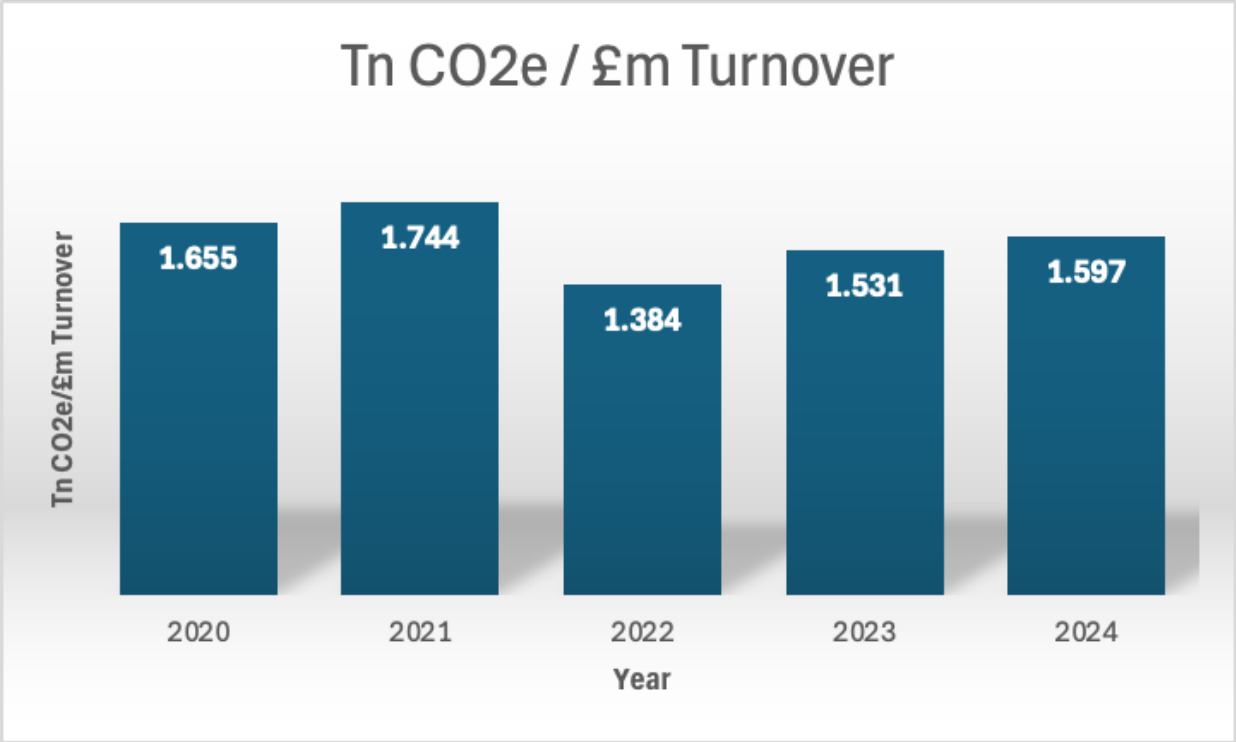
Intensity Ratios

Aico had elected to use scope 1 and 2 and commuting fleet scope 3* CO_{2e} (tonnes) by annual turnover for 2020 and 2021. From 2022 onwards, the data is scope 1 and 2 only as the company have elected to drop commuting until such time as better data can be established.

They have chosen to work against two intensity metrics.

Annual turnover is a common business metrics for the industry sector.

For years 2020 to 2024:

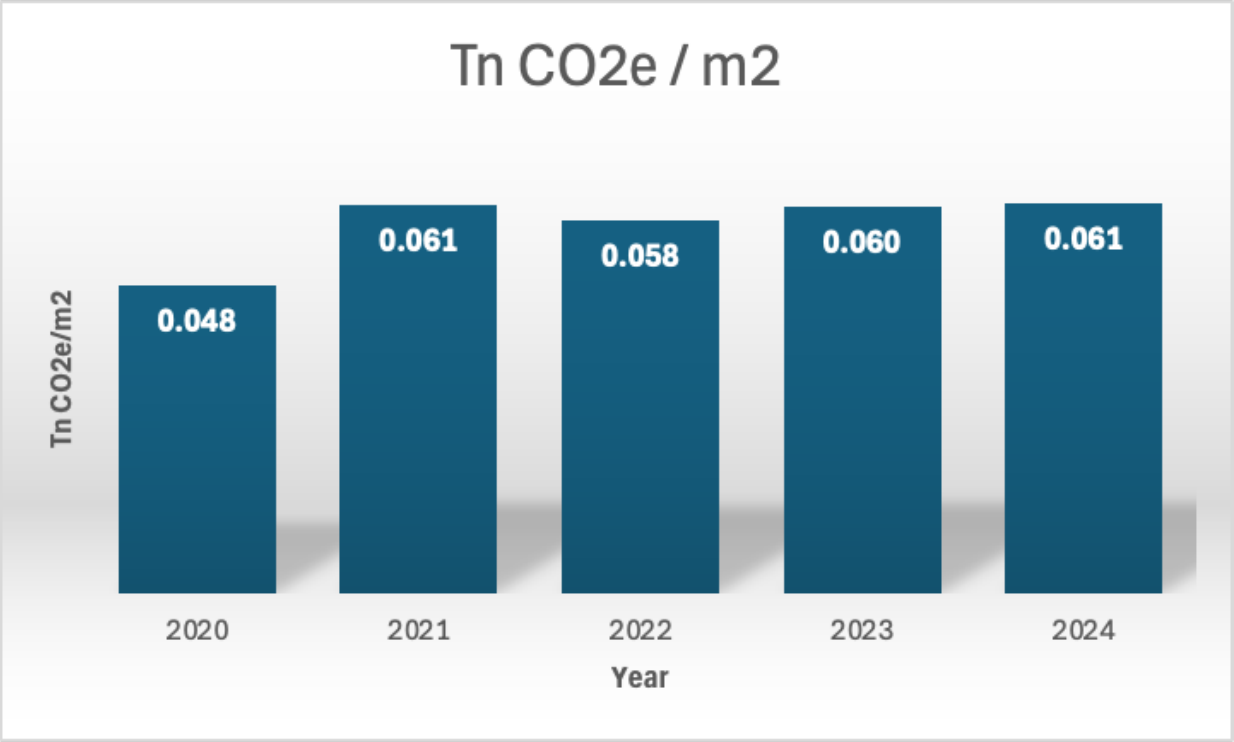


As such the figures are:

Tonnes of CO_{2e} per million pounds (sterling) of turnover is 1.597 tonnes. This is a rise from 1.531 tonnes in 2023 and 1.384 tonnes in 2022). This is a slight increase against last year (2023) but an improvement against the baseline (2020). Over this five-year timeframe, 2022 remains the year in which Aico experienced its highest ever turnover.

Gross Internal Area (GIA) in m^2 is also a common business metric for the industry sector.

For years from 2020 to 2024:



As such the figures are:

Tonnes of CO_{2e} per m2 area is 0.061 tonnes. This is a very small rise from 0.06 tonnes in 2023 and 0.058 tonnes in 2022).

Aico have not purchased carbon offsets again this year as the Company are focused on delivering tangible and meaningful local measures to actively reduce their carbon (CO_{2e}) emissions.

Energy Efficiency

Details of objective and timeframe:

On 3rd February 2021, Following Aico UK's formal committed to a 10-year Carbon Neutrality Plan with CLS Energy (Consultancy) Ltd in February 2021, with a target of 2030, the company have continued to drive down building emissions and will be better placed to target fleet emissions once they are able to move the fleet in its entirety to battery electric vehicles. This becomes much more likely as BEV ranges improve alongside charging infrastructure.

Having replaced more petrol and diesel cars with PHEV cars, the company are planning to replace the fleet with Battery Electric Vehicles (BEVs) from 2025. They introduced a BEV BMW i3 pool car in 2022.

Aico's installation of a 160kWp solar array to the roof of their Oswestry building in late 2021 continues to deliver high levels of solar generation. This continues to reduce the company's demands on the national grid. This also has a negative effect since the company operates offices hours Monday to Friday and energy generated at the weekend is spilled to the grid but still shows as site consumption.

In May 2021, Aico were selected as a Net Zero Carbon Champion. In Autumn 2021, they signed the Zero Carbon Shropshire Pledge. When they signed in 2021, Aico were one of only 300 companies in the world to be a member of the Climate Pledge. The company are also a CO_2nstruct Zero company.

Aico completed their ESOS Phase 3 assessments during this period. Recommendations have included ten for electricity savings, three for gas savings, five fleet savings opportunities and one renewable energy opportunity. Aico intend to offset their Scope 1 and Scope 2 emissions during 2025 whilst still working towards net zero.

Aico have submitted their ESOS Phase 3 Action Plan to Government. This consists of three considered and calculated measures. These will be reviewed and updated annually from 5th December 2025. They will be formally reviewed at ESOS Phase 4 during 2026/27.

Verification & External assurance

Aico have gathered all required data and contracted the services of CLS Energy (Consultancy) Ltd to collate, assess and deliver this assessment and as such, it is an independent assessment.

Responsibilities

1. The names of the persons who, at any time during the financial year, were members of the LLP; and
2. the name of the designated member signing the report in accordance with section 419.
    - Neal Hooper
    - James Duignan
    - Michael Guinee
    - Matthew Small
    - Steven Trafford

Summary

The annual quantity of emissions in tonnes of carbon dioxide equivalent resulting from activities for which the company is responsible involving the consumption of fuel for the purposes of transport is 280.82 tonnes CO_{2e} (up from 270.81 tonnes CO_{2e} in 2023).

The annual quantity of emissions in tonnes of carbon dioxide equivalent resulting from activities for which the company is responsible involving the combustion of natural gas is 8.41 tonnes CO_{2e} (down from 17.39 tonnes CO_{2e} in 2023).

The annual quantity of emissions in tonnes of carbon dioxide equivalent resulting from the purchase of electricity by the company for its own use, excluding for the purposes of transport is 39.71 tonnes CO_{2e} (a slight increase from 39.52 tonnes CO_{2e} in 2023).

The annual quantity of emissions in tonnes of carbon dioxide equivalent resulting from the purchase of electricity for the purposes of electrified transport is 1.92 tonnes CO_{2e} (This was reported as part of electricity consumption in 2023).

The annual quantity of emissions savings in tonnes of carbon dioxide equivalent resulting from the generation of electricity on site by the company for its own use, is 27.18 tonnes CO_{2e} (an increase from 19.496 tonnes CO_{2e}). This is not included in the GHG figures.

The annual quantity of emissions in tonnes of carbon dioxide equivalent resulting from fugitive emissions (F-Gases) is 0.00 tonnes CO_{2e}.

A figure, in kWh, which is the aggregate of the annual quantity of energy consumed from activities for which the company is responsible involving the combustion of gas or the consumption of fuel for the purposes of transport (including commuting) and the annual quantity of energy consumed resulting from the purchase of electricity by the company for its own use, including for the purposes of transport is 1,516,835 kWh (a reduction from the 2023 figure of 1,596,688 kWh (this excludes renewable energy generation at 131,270 kWh. Emissions for 2024 amount to 330.86 tonnes CO_{2e} (a slight increase on the 327.72 tonnes of CO_{2e} emitted in 2023.

The methodologies used to calculate the information disclosed above have been the Greenhouse Gas Protocol Corporate Standard. Government conversion factors have been used throughout.

Two ratios have been used to express the company's annual emissions in relation to a quantifiable factor associated with the company's activities.

This first intensity ratio is 1.597 tonnes of CO_{2e} per £m of turnover, an increase from 1.531 tonnes of CO_{2e} in 2023.

The second intensity ration is 0.061 tonnes of CO_{2e} per m2 of building area, a very small increase from 0.060 tonnes of CO_{2e} in 2023.

Approval and signing

This energy and carbon report has been approved by the Company Board of Directors (LLP members) and signed on behalf of all the directors (LLP members) by a designated director (member) below.

Name: Neal Hooper
Position in company: Managing Director

Signature……..

Date……

Methodology

Guidance followed in the production of this report have been the Greenhouse Gas Protocol – Corporate Standard. Relevant government conversion factors have been used throughout.

5 principles are observed during the production of this report:

1. Consistent methodologies have been used to allow for meaningful comparisons of environmental impact data over time.
2. Data has been recorded in CO_{2e} (greenhouse gas emissions) utilising government conversion factors.
3. Any changes to the data, changes in the organizational boundary, methods, or any other relevant factors are to be documented following this baseline.
4. Environmental impacts.
5. Situations that may trigger or require a change in baseline year.

Report Outcomes

To the best of our knowledge, based on the work undertaken during this audit, the information in the Directors' Report:

- Is consistent with the financial statements
- Has been prepared in accordance with applicable legal requirements
- Contains no material mis statements.

Independent Energy Consultant

Name: **Alan Asbury,** CEnv, FEI, FIEMA, CMVP, PMVA, CMILT, Chartered Energy Manager, EurEM (AEM), MICFM, MCIWM, ESOS Lead Assessor, MSc, BSc (Hons), EnCO Registered Consultant.

Position in company
Director

Signature 

Date……4th March 2025…….

Legislation

The Companies (Directors' Report) and Limited Liability Partnerships (Energy and Carbon Report) Regulations 2018 has implemented the UK Government's policy on Streamlined Energy and Carbon Reporting (SECR) which come into force on 1 April 2019 and for Aico, from 1st January 2020.

The legislation affects:

- quoted companies (Listed on the stock exchange).
- large unquoted companies (including charitable companies).
- large Limited Liability Partnerships (LLPs)

The qualifying conditions are met by a company or LLP in a year in which it satisfies two or more of the following requirements:

1. Turnover £36 million or more
2. Balance sheet total £18 million or more
3. Number of employees 250 or more

For Large company's inclusions are:

Registered companies that meet any two of the above thresholds

Limited Liability Partnerships (LLPs)

Unregistered companies are incorporated companies not formed or registered under the Companies Acts or under any other public general Act of Parliament (for example, companies formed under private Acts of Parliament, Royal Charters, and letters patent).

Charitable companies where turnover is taken as a reference to the charitable company's gross income, as defined for its jurisdiction of registration, or operation.

Taxonomy

The Streamlined Energy & Carbon Reporting (SECR) Taxonomy

The SECR taxonomy is an addition to the FRC Taxonomies suite to reflect the new reporting requirements for energy and carbon data introduced on 1st April 2019. The new requirements apply to all large companies and LLPs as well as to all listed companies and supersede Mandatory Greenhouse Gas Reporting which has been in force since 2013.

While **it is not mandatory** to tag SECR data, Government is keen to enable companies that file their annual reports digitally to be able to report their SECR data in the same way to ensure the same level of transparency is available to external users.

The taxonomy is standalone to enable it to be used with other accounting taxonomies in the FRC taxonomy suite.

A feedback statement relating to the consultation is available here.

For more information see:
https://www.frc.org.uk/accountants/accounting-and-reporting-policy/xbrl-frc-taxonomies

Exemptions

Where an organisation is a low energy user (see below) it is not required to make the detailed disclosures of energy and carbon information. Instead, it must state, in its relevant report, that its energy and carbon information is not disclosed for that reason. A low energy user consumes less than 40,000kWh over the reporting period. In this case, the company exceeds this low energy use threshold.

Exclusions

In **exceptional circumstances**, where the directors or members consider the disclosure of the energy and carbon information would be **seriously prejudicial** to the interests of the organization. The relevant report must state that the energy and carbon information is not disclosed for that reason.

Statement of confidentiality

The information used to create this document shall not be shared with other parties without client's agreement.

Next Steps

Having produced their first year of data for SECR in 2020, Aico has had a baseline alongside four comparator years. We have been careful to work with the company to select appropriate intensity ratios in order that this is comparable and a relevant measure for the company.

It is strongly recommended that the Company act upon the findings of their ESOS Phase 3 report from which a site audit was conducted and work towards the incorporation of annual and ongoing actions in the ESOS Phase 3 Action Plan. This will assist the company to establish:

- Where changes to the significant energy users are
- Through metering and fleet assessment, what controls and savings can be made.
- What technologies are appropriate to reducing energy use and costs.
- The optimal route towards zero carbon
- A profiling exercise conducted on the fleet and fleet managers to ascertain potential areas for improvements.
- An assessment of the benefits and opportunities to the organisation of its PV array.

Caveats

Whilst every effort is made to ensure the appropriateness of the Streamlined Energy and Carbon Reporting (SECR) process to meet the needs and requirements of Government, neither CLS Energy (Consultancy) Ltd or its associates can be held responsible for omissions of data or analysis where this was not made available to us or was not readily or suitably available for the purposes of checking and analysis.

Responsibility for any penalties that may be applied by Government, DESNZ or its agents remain entirely with Aico. Similarly, any liability upon CLS Energy (Consultancy) Ltd, or its associates are limited in their entirety to the quoted fee agreed for this piece of work.

Energy Consultant Alan Asbury; Director
CLS Energy (Consultancy) Ltd

END.