

INTX Carbon Footprint Summary

2025 – 2026

Published: April 2026



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Introduction

At INTX, we recognise the growing importance of understanding and managing our environmental impact as a transport solutions provider. This carbon footprint summary presents an overview of our greenhouse gas (GHG) emissions for the reporting period 1st April 2025 to 31st March 2026.

This marks our second year of carbon reporting using a consistent methodology, enabling clearer comparison across reporting periods and improved data accuracy. As a transport service-based organisation, the majority of our emissions arise indirectly through our value chain, particularly in relation to purchased goods and services and downstream transportation.

A Message from Our Managing Director



Andrew Globe

At INTX, we recognise that environmental responsibility is not optional, it is fundamental to how we operate and grow, and we remain aligned with the UN's Sustainable Development Goals.

This year's carbon footprint report builds on our first reporting cycle, providing a clearer and more accurate understanding of our emissions. As our business continues to grow, we also recognise the direct relationship between increased activity and environmental impact within a transport-led model.

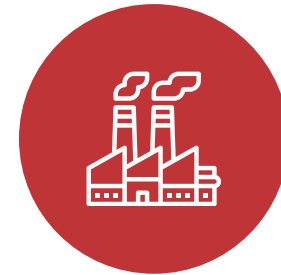
Over the past year, we have strengthened our approach through improved data and the introduction of internal policies to support more sustainable decision-making. We remain committed to transparency, continuous improvement, and working with our suppliers and stakeholders as we evolve our approach to long-term sustainability.

Emissions Overview by Scope

INTX's emissions continue to be entirely indirect (Scope 3), primarily arising from purchased goods and services, downstream transportation, business travel, and employee commuting.

Compared to the previous reporting period, total emissions increased from 118.99 tCO₂e to 125.02 tCO₂e, reflecting higher levels of business activity and transport demand, as expected within a service-based transport model.

With no direct or electricity-related emissions, our focus remains on reducing impacts across our value chain where we have the greatest influence.



Scope 1: 0.00 tCO₂e

Emissions from sources we own or directly control e.g. gas boilers or company-owned vehicles.



Scope 2: 0.00 tCO₂e

Emissions from purchased electricity, heat, or steam consumed by INTX but produced elsewhere.



Scope 3: 125.02 tCO₂e

All other indirect emissions from our value chain, including suppliers, business travel, and staff commuting.

Scope 3 Emissions by Category

Purchased Goods and Services: 64.20%

The largest source of emissions, reflecting procurement activities essential to our operations.

Downstream Freight and Transportation: 30.65%

Emissions from transport and logistics services used in delivering client solutions.

Employee Commuting: 1.95%

Emissions generated from staff travel to and from work.

Business Travel: 0.72%

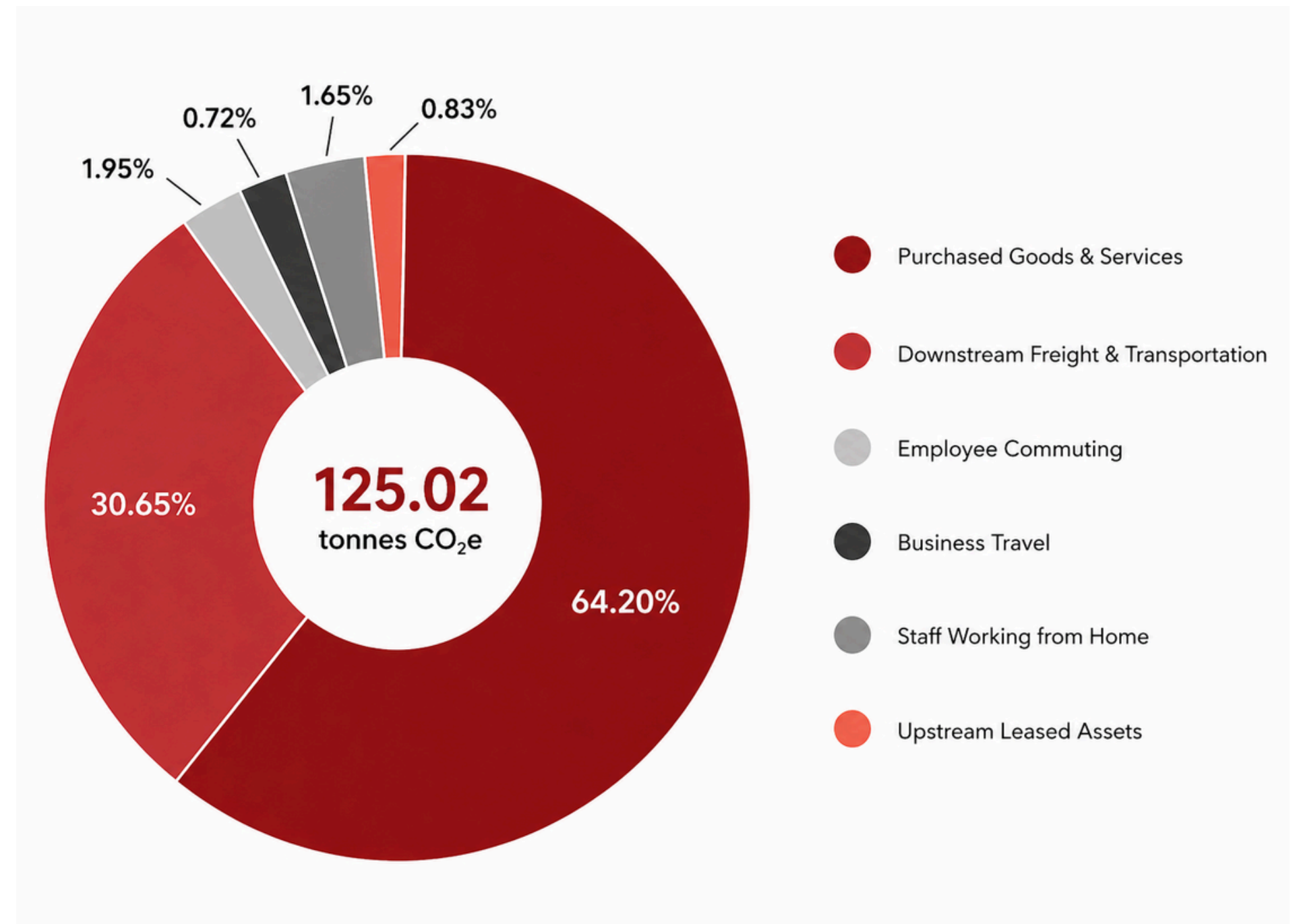
Emissions associated with work-related travel, including air travel.

Staff Working from Home: 1.65%

Emissions linked to remote working arrangements.

Upstream Leased Assets: 0.83%

Emissions from leased vehicles supporting company operations.



Our Approach to Emissions Management

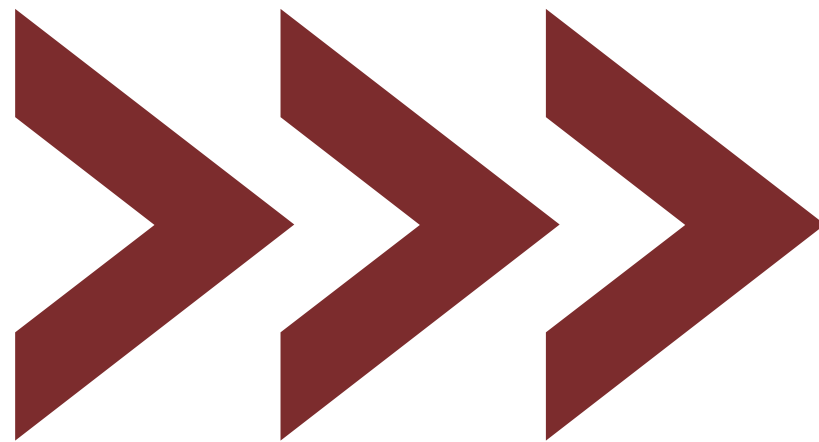
INTX's emissions are primarily driven by purchased goods and services and downstream transportation, both of which are closely linked to the delivery of our services. As a result, our approach focuses on where we have the greatest influence across our value chain.

Since our previous report, we have introduced a Supplier Selection Policy, Internal Purchasing Policy, and ESG Grading Framework to support more sustainable decision-making. While these represent important progress, the focus now shifts towards understanding how effectively they are being applied in practice and the impact they are having on emissions outcomes.

With two years of comparable data now established, we are moving beyond measurement towards a more strategic approach to emissions management.



The Next Phase



Evaluating Policy Impact

Building on the introduction of the Supplier Selection Policy, Internal Purchasing Policy, and ESG Grading Framework, the next step is to assess how consistently these are being applied and the impact they are having on emissions outcomes.



Focusing on Key Emission Drivers

Efforts will remain focused on purchased goods and services and downstream transportation, where emissions are most concentrated and where INTX has the greatest influence.



Exploring Carbon Offsetting

With emissions closely linked to business growth, INTX is beginning to explore credible carbon offsetting and insetting options as part of a balanced, long-term approach to emissions management.

An aerial photograph of a two-lane asphalt road stretching through a dense, green forest. The road is flanked by grassy shoulders and the trees are tall and closely packed.

The Road Ahead

With two years of comparable data now established, INTX has developed a clearer understanding of its emissions profile and the factors that drive it.

As the business continues to grow, emissions are expected to increase in line with operational activity. Our focus will therefore remain on strengthening data accuracy, embedding sustainable decision-making, and improving visibility across our value chain.

Alongside these efforts, we will continue to explore longer-term solutions, including carbon offsetting, to support a balanced and responsible approach to managing our environmental impact.

Want to Know More?

Learn more about INTX's broader environmental efforts on our [sustainability_page](#).



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