EVENE

LIFE CYCLE ANALYSIS SUMMARY

THE ORIGIN SERIES BY EVENE TENDERS

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Evene is a commitment to change; born from a restless, revolutionary spirit.

It is a commitment to crafting better boats, using better techniques and better materials – anchored in an acknowledgment of our changing world and a respect for the ocean. But this is a voyage, and there is a distance still to travel.

Drawing on our storied heritage and ever-curious nature, Evene brings to the water our most luxurious and responsibly crafted boats to date. Balancing beautiful, traditional craftsmanship and progressive thinking, our vessels provide an elevated extension to the superyacht.

True revolution takes time. This is our maiden launch decades in the making.

ORIGIN

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STRUCTURE & GOVERNANCE

Evene Tenders is a brand of the Williams Marine Group, and sister brand of industry leader, Williams Jet Tenders.

WILLIAMS MARINE GROUP BRANDS

WILLIAMS JET TENDERS | EVENE TENDERS

- Over 12,000 tenders built since 2004
- 80,000 sq ft factory & 80 acre test lake
- 140 employees
- Award winning apprenticeship scheme
- 130+ sales & service centres in 40+ countries

BOARD OF DIRECTORS

Mathew Hornsby
Commercial Director

John Hornsby
Technical Director

Dan Bloice-Smith
Operations Director

Simon Smith
Finance Director

Paul Gill
Supply Chain Director

SUSTAINABILITY STEERING GROUP

Dan Bloice-Smith
Operations Director

Paul Gill
Supply Chain Director

Tom Dowdell
Head of Marketing

Oliver Browne
Head of Product Development

Gina Darling
HR Manager

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LEAVING A CLEAN WAKE

Our tenders give people the ability to experience the most diverse, remote and exclusive marine environments in the world, these environments need protecting.

At a time when climate change poses ever greater challenges, we are focused on finding sustainable ways for people to experience the earth's oceans.

We have a responsibility to instigate and drive change to ensure our environmental impact is dramatically reduced.

Our vision is to move towards a climate positive business footprint, built using environmentally friendly materials, powered by zero emission propulsion systems.

Discover our latest Annual Sustainability Report for our GHG audit scope 1 & 2, waste management data and further sustainability updates.

EVENETENDERS.COM/RESPONSIBILITY

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ASSESSMENT & APPROACH

Evene has a responsibility to instigate and drive change to ensure our environmental impact is dramatically reduced.

We have created an assessment criteria to help qualify whether new technology can be implemented on our tenders – this is based on industry standard data by Williams Marine Group, who have produced over 12,000 tenders over the last 20 years. New technology / processes must pass all 6 assessments before being implemented.

Combined with the data gathered from our Life Cycle Assessments, this has allowed us to take a holistic approach to reducing our environmental footprint, whilst waiting for larger technological breakthroughs capable of reducing our footprint further.

**Green premium refers to the extra cost associated with adopting renewable energy and other environmentally-friendly technologies compared to alternatives that emit more greenhouse gasses.(Source: CMCC Foresight)*

EVENE ASSESSMENT CRITERIA	
LCA STUDY	Min 10% CO2e reduction over existing item.
FINANCIAL	Max 20% *green premium on standard fit items / Max 100% green premium on optional fit items
WEIGHT	Max 10% heavier than standard item
ETHICALLY SOURCED	Supplier passes approved supplier checks
ABILITY TO MANUFACTURE	Tested for suitability in production
SUITABILITY FOR USE	Tested for suitability in use.

Our multi-faceted approach to sustainability resulted in our sister brand, Williams Jet Tenders, winning '**Sustainability Project of the Year**' at the IBI Boat Builder Awards in 2024.

In 2024, Williams Jet Tenders were also presented with the **King's Award for Enterprise** in the 'International Trade' category, which includes environmental credentials towards a brighter future for our planet.

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PROJECTS COMPLETED

New technologies and processes deemed suitable.





		HVO 100	Efficient hull design	Eco-Upholstery	Cork decking	Composites
LCA STUDY	Min 10% CO2e reduction over existing item.	✔	✔	✔	✔	✔
FINANCIAL	Max 20% green premium on standard fit items / Max 100% green premium on optional fit items	✔	✔	✔	✔	✔
WEIGHT	Max 10% heavier than standard item	✔	✔	✔	✔	✔
ETHICALLY SOURCED	Supplier passes approved supplier checks	✔	✔	✔	✔	✔
ABILITY TO MANUFACTURE	Tested for suitability in production	✔	✔	✔	✔	✔
SUITABILITY FOR USE	Tested for suitability in use.	✔	✔	✔	✔	✔
TECHNOLOGY / PROCESS HAS PASSED		✔	✔	✔	✔	✔

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COMPOSITES VS. INDUSTRY STANDARD

Composite technology & processes we have implemented include using recycled PET Core opposed to virgin PVC core. At the design stage, we also try to reduce material use and less overall weight to lessen the impact at the usage phase.

(Source: Williams Marine Group Ltd).

		Recycled PET Foam Core vs. Virgin PVC core	Composite Process Pass / Fail
LCA STUDY	Min 10% CO2e reduction over existing item.	32%	✔
FINANCIAL	Max 20% green premium on standard fit items / Max 100% green premium on optional fit items	-28%	✔
WEIGHT	Max 10% heavier than standard item (*overall moulding)	1%	✔
ETHICALLY SOURCED	Supplier passes approved supplier checks	✔	✔
ABILITY TO MANUFACTURE	Tested for suitability in production	✔	✔
SUITABILITY FOR USE	Tested for suitability in use.	✔	✔
TECHNOLOGY / PROCESS SCORE		6 / 6	✔

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CORK DECKING VS. INDUSTRY STANDARD

The cork oak forest sequesters up to 73 tons of CO2 for each ton of cork produced. As well as being a storehouse of CO2, which reduces greenhouse gas emissions, it also has a natural regeneration process

(Source: Amorim Cork Naudic, Lda).

		Cork Decking vs. Man Made Teak PVC	Cork Decking Pass / Fail
LCA STUDY	Min 10% CO2e reduction over existing item.	129%	✔
FINANCIAL	Max 20% green premium on standard fit items / Max 100% green premium on optional fit items	<5%	✔
WEIGHT	Max 10% heavier than standard item	-64%	✔
ETHICALLY SOURCED	Supplier passes approved supplier checks	✔	✔
ABILITY TO MANUFACTURE	Tested for suitability in production	✔	✔
SUITABILITY FOR USE	Tested for suitability in use.	✔	✔
TECHNOLOGY / PROCESS SCORE		6 / 6	✔

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ECO-UPHOLSTERY VS. INDUSTRY STANDARD

The backing of our chosen eco-upholstery range (Spradling Vestige) is made from 100% recycled PET bottles. This eliminates 6.2kg of landfill waste per meter of fabric, and the production process also emits 12.5kg less CO2.

(Source: EURO SPRADLING S.L.U)

		Eco-upholstery vs. Industry Standard Vinyl	Eco-upholstery Pass / Fail
LCA STUDY	Min 10% CO2e reduction over existing item. (*per meter roll)	-12.5kg CO2e	✔
FINANCIAL	Max 20% green premium on standard fit items / Max 100% green premium on optional fit items.	0%	✔
WEIGHT	Max 10% heavier than standard item (*overall upholstery weight)	-1%	✔
ETHICALLY SOURCED	Supplier passes approved supplier checks	✔	✔
ABILITY TO MANUFACTURE	Tested for suitability in production	✔	✔
SUITABILITY FOR USE	Tested for suitability in use.	✔	✔
TECHNOLOGY / PROCESS SCORE		6 / 6	✔

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EFFICIENT HULL VS. INDUSTRY STANDARD

Evene have established a strategic partnership with Petestep, who deliver patented hull technology for a softer, quieter & more stable ride. There is also less resistance and energy required to propel the boat, so the hull delivers greater efficiency meaning lower fuel consumption and increased range compared to a conventional hull.

(Source: Petestep)

		Efficient Hull vs. Conventional Fast Planing Hull	Efficient Hull Pass / Fail
LCA STUDY	Min 10% CO2e reduction over existing item.	15%	✔
FINANCIAL	Max 20% green premium on standard fit items / Max 100% green premium on optional fit items	0.5%	✔
WEIGHT	Max 10% heavier than standard item	0%	✔
ETHICALLY SOURCED	Supplier passes approved supplier checks	✔	✔
ABILITY TO MANUFACTURE	Tested for suitability in production	✔	✔
SUITABILITY FOR USE	Tested for suitability in use.	✔	✔
TECHNOLOGY / PROCESS SCORE		6 / 6	✔

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E-FUELS (HVO 100) VS. INDUSTRY STANDARD

The approval of HVO 100 (Hydrotreated Vegetable Oil) in the Origin Series (YANMAR 4LV) means up to 97% less net CO2e compared to standard B7 diesel. We have also installed a 6,000L HVO tank on-site for vehicle fleet and boat testing / development.

(Source: YANMAR MARINE / Williams Marine Group / DEFRA's set of condensed GHG calculations 2023)

		E-Fuels (HVO 100) vs. Standard B7 Diesel	E-Fuels (HVO 100 Pass / Fail
LCA STUDY	Min 10% CO2e reduction over existing item.	66%	✔
FINANCIAL	Max 20% green premium on standard fit items / Max 100% green premium on optional fit items	13%	✔
WEIGHT	Max 10% heavier than standard item	0%	✔
ETHICALLY SOURCED	Supplier passes approved supplier checks	✔	✔
ABILITY TO MANUFACTURE	Tested for suitability in production	✔	✔
SUITABILITY FOR USE	Tested for suitability in use.	✔	✔
TECHNOLOGY / PROCESS SCORE		6 / 6	✔

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PROJECTS IN-PROGRESS

New technologies and processes in development.

		User Interface	Recycled Aluminum	Flax Natural Fibres
LCA STUDY	Min 10% CO2e reduction over existing item.	'Use' Phase Effect TBC	Pending	19%
FINANCIAL	Max 20% green premium on standard fit items / Max 100% green premium on optional fit items	0%	Pending	57% option
WEIGHT	Max 10% heavier than standard item	0%	Pending	1%
ETHICALLY SOURCED	Supplier passes approved supplier checks	✔	Pending	✔
ABILITY TO MANUFACTURE	Tested for suitability in production	Pending	Pending	Pending
SUITABILITY FOR USE	Tested for suitability in use.	Pending	Pending	Pending
TECHNOLOGY / PROCESS HAS PASSED		Target 2027	Target 2028	Target 2027

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LIFE CYCLE ASSESSMENT

About summary

The Research & Development Team at Evene Tenders / Williams Marine Group have spent considerable time developing a standard process to carry out LCAs. To ensure accuracy, direct responsibilities are allocated throughout the team, along with an absolute commitment to providing the most accurate dataset as possible.

MarineShift360 is an ISO14044-compliant method used by Williams Marine Group for 2 key primary activities:

1. To identify carbon hotpots in the engineering process – by identifying aspects with a high level of embedded carbon emissions, to then target activities to find alternative materials/technologies that reduce the carbon footprint in that area.

2. To understand the embedded carbon emissions associated with the production of each product model – to communicate to customers what the embedded carbon emissions are by tender boat. This should be accompanied by a statement of Scope 1 and 2 emissions to report the factory's carbon emissions.

Assessment scope is the production phase only. Immediate upstream transport has been included for all bought-in parts. Delivery to customer has not been assessed as locations vary significantly. The packaging used for delivery has been included in its own category. We are still gathering data on the product usage and end of life stages.

Any missing mass when boat weight is compared to BOM weight is to be ignored. The boat weight used for Origin 71 is the target weight and may change.

Where possible, assemblies and components have been split into their constituent materials and assessed individually for higher accuracy.

Composite part weights and wastage (trimming/consumables) values were driven by manually collected data from our composites department. For composite parts that have not yet been produced for the Origin 71, data from the Origin 57 manufacture was extrapolated appropriately.

Composite tooling lifespan is based on 25 moulding sets before new tooling/tool rework is required.

All values are correct as of the Marineshift360 database which is also under regular review to capture new methodology and environmental impact data. We are constantly improving the methodology for LCA studies.

For more information about MarineShift 360 methodology, please visit **marineshift360.org** or contact **info@marineshift360.org.**

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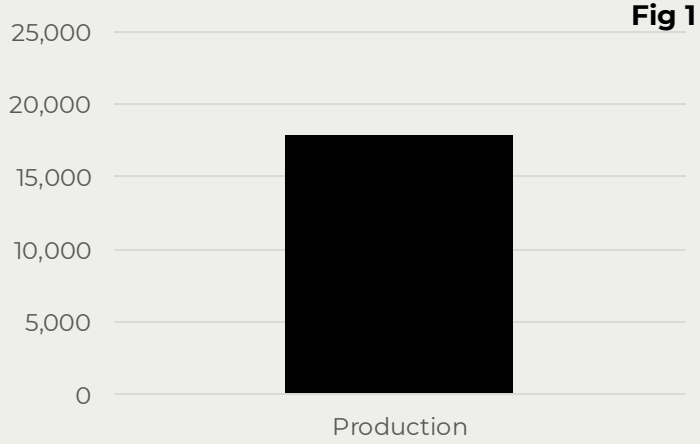
LIFE CYCLE ASSESSMENT

ORIGIN 57 - SUMMARY

Calculated by MarineShift360 in June 2025

The life cycle of the Origin 57 is estimated to be responsible for **17,840 kg** of carbon dioxide emission per boat. This is equivalent to 7 homes energy use for one year.

Fig 1

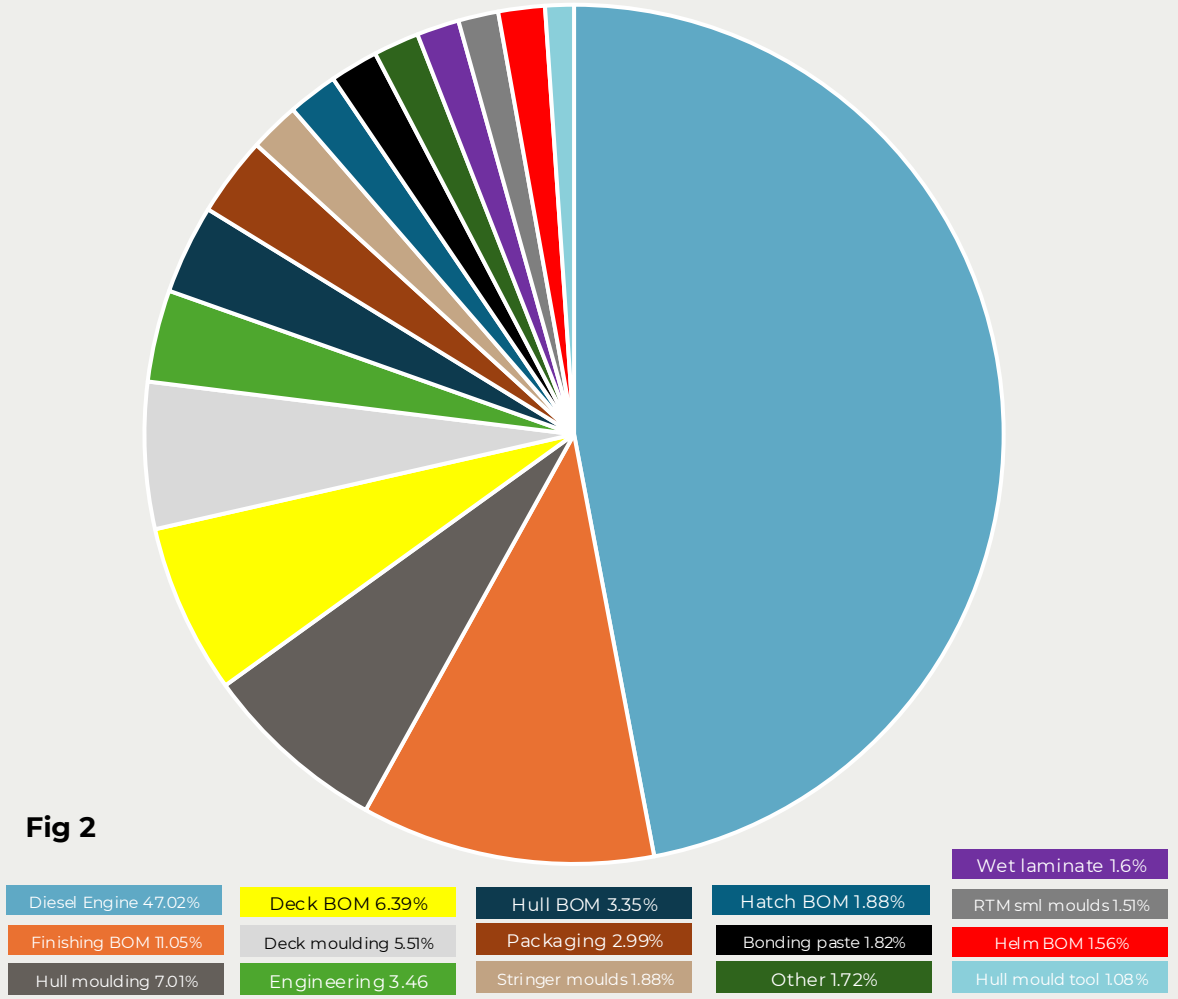


Please note that this includes the production stage of life cycle, but excludes the usage and end of life stage.

The engine of the Origin 57 accounts for nearly a half of the total emissions (47.02%).

Other areas include the finishing bill of materials (11.05%), hull moulding (7.01%) and deck moulding (5.51%).

Fig 2



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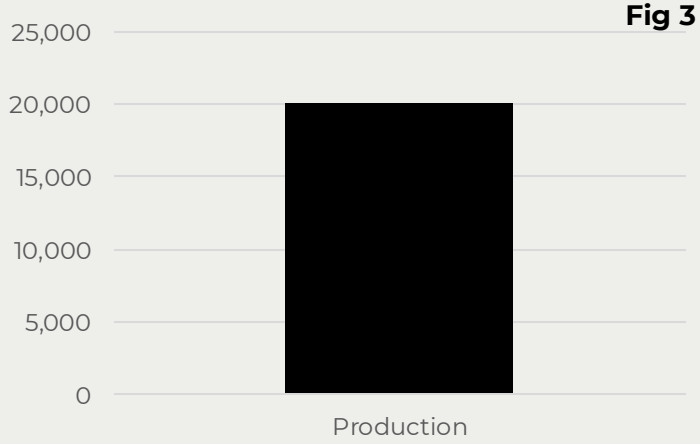
LIFE CYCLE ASSESSMENT

ORIGIN 71 - SUMMARY

Calculated by MarineShift360 in June 2025

The life cycle of the Origin 57 is estimated to be responsible for **20,040 kg** of carbon dioxide emission per boat. This is equivalent to 8 homes energy use for one year.

Fig 3

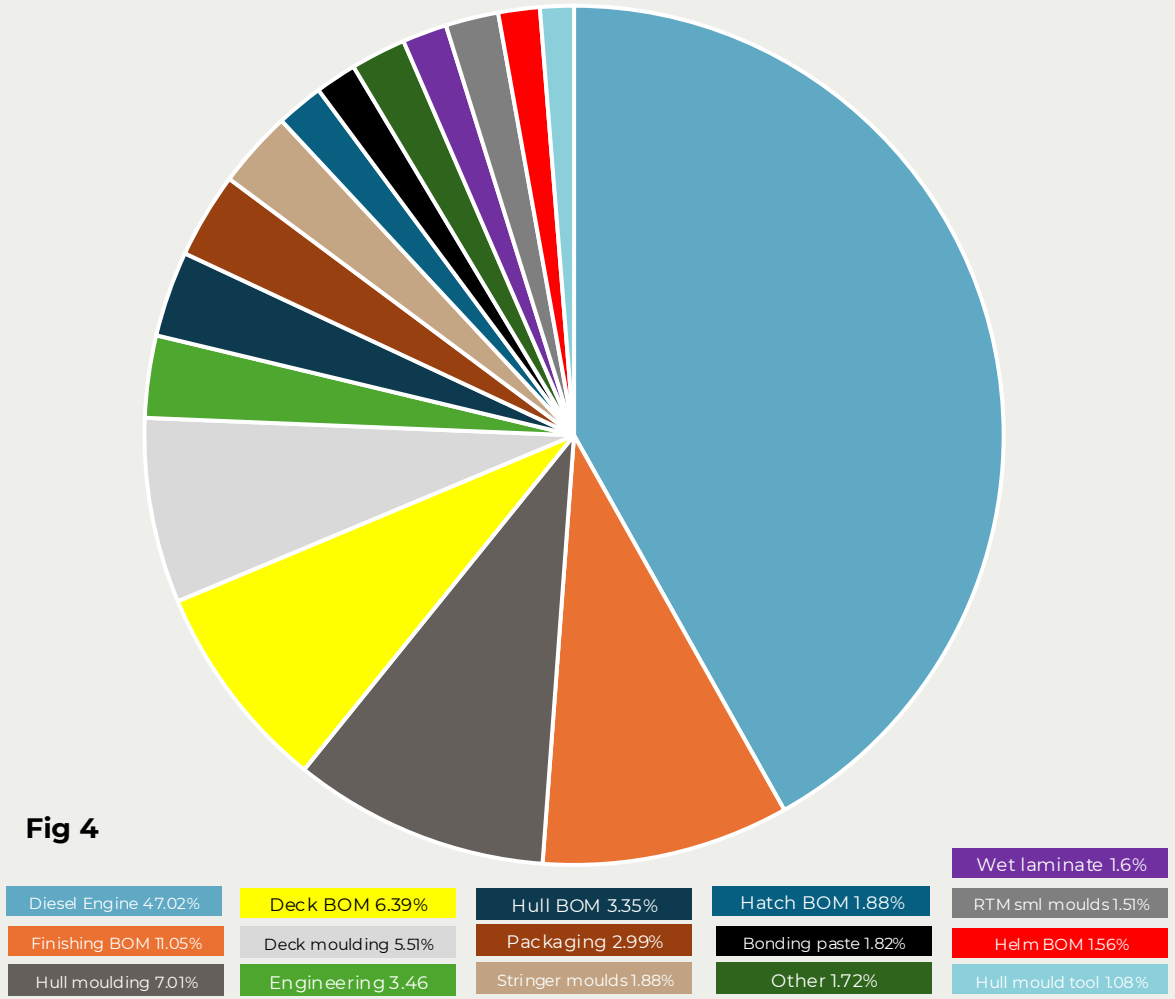


Please note that this includes the production stage of life cycle, but excludes the usage and end of life stage.

The engine of the Origin 71 accounts for 41.86% of the total emissions.

Other areas include the finishing bill of materials (9.31%), hull moulding (9.64%) and deck moulding (6.96%).

Fig 4



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LIFE CYCLE ASSESSMENT

OUR JOURNEY

By adopting the LCA approach to understanding our environmental footprint, we have clear data that can inform our wider strategy, as well as an effective Evene Assessment Criteria for putting new technologies and processes into practice.

Going forward, we have identified six simple areas to continue reducing our carbon footprint in a holistic way.

But this is a voyage, and there is a distance still to travel...

1
Reduce Energy Consumption

2
Reduce and Re-use Waste

3
Streamline Supply Chain

4
Champion Alternative Materials & Propulsion Systems

5
Move towards 'Circular Design' Methodology

6
Continue Data Driven Approach

GET IN TOUCH

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