MULTIPHASE
electrical & fire protection

Electrical
& fire protection.

CARBON REDUCTION PLAN

Annual update | Supplier statement

Supplier	Current reporting period	Publication date
Multiphase Electrical & Fire Protection Ltd	1 May 2025 - 30 April 2026	31 October 2026

Net Zero commitment
Multiphase Electrical & Fire Protection Ltd is committed to achieving Net Zero greenhouse gas emissions by 2045. We will prioritise absolute emissions reductions of at least 90% against our baseline. Residual unavoidable emissions at the target year will be neutralised using credible, independently verified greenhouse-gas removals.

1. Organisational boundary and methodology

This plan applies solely to Multiphase Electrical & Fire Protection Ltd and covers UK operations under its operational control, including premises, company vehicles, purchased electricity and the five Scope 3 categories required by PPN 006. Emissions are stated in tonnes of carbon dioxide equivalent (tCO2e), with reference to the GHG Protocol and UK Government conversion factors.

Annual consumption has been estimated from company bills and data, including fuel transaction records, electricity bills and vehicle mileage information. Management confirms that these reflect typical usage during the reporting year. Management confirms that the unit was occupied throughout 1 May 2025 - 30 April 2026. Actual annual records will be used when available.

2. Baseline emissions footprint

Baseline year: 1 May 2024 to 30 April 2025. Baseline figures retained from the previous plan.

Scope	Emission source	Baseline tCO2e
Scope 1	Diesel fleet - estimated	54.340
Scope 1	Natural gas at premises	0.387
Scope 1	Refrigerants / other direct sources	0.000
Scope 1 total		54.727
Scope 2	Purchased electricity - location-based	0.122
Scope 3	Required five-category subset	5.950
Total		60.799

3. Current activity data and assumptions

Source	Annual activity	Basis
Company diesel vehicles	13,544.18 litres	Annual diesel consumption calculated from company fuel reports and data.
Unit electricity	386 kWh	Supplier annual electricity estimate: 386 kWh, based on the latest industry estimate of usage.
Electric cars	6,000 miles combined	3,000 miles per car annually; charged at home.
Home EV charging	1,800 kWh	Assumed charging consumption of 0.30 kWh per mile; no separate loss uplift.
Total electricity	2,186 kWh	Unit electricity plus home EV charging.
Natural gas	0	Electricity-only premises.

Management confirms that the unit was used throughout the reporting year; the supplier annual usage estimate of 386 kWh is used for premises electricity. Company-vehicle commuting is included in fleet fuel and electricity, avoiding double counting. Charging entries are not added again to the mileage-based EV estimate. Other direct sources have not been quantified and should be checked at review.

4. Required Scope 3 emissions

PPN 006 category	Boundary and basis	tCO2e
Upstream transportation and distribution	Previous estimate retained. Bulk purchasing consolidates deliveries and limits travel to the unit.	0.500
Waste generated in operations	Previous estimate retained pending annual waste quantities and treatment data.	0.250
Business travel	Management confirms no business travel outside company vehicles. Company-vehicle energy is included in Scope 1 / 2.	0.000
Employee commuting	Company vehicles only; energy already included in fleet Scope 1 / 2.	0.000
Downstream transportation and distribution	Not applicable: direct installation and maintenance services with no separate downstream distribution network.	0.000
Total required Scope 3 subset		0.750

Scope 3 figures include estimates. The change from the previous travel and commuting assumptions reflects the confirmed company-vehicle boundary and is not claimed as a measured operational saving.

5. Current emissions reporting

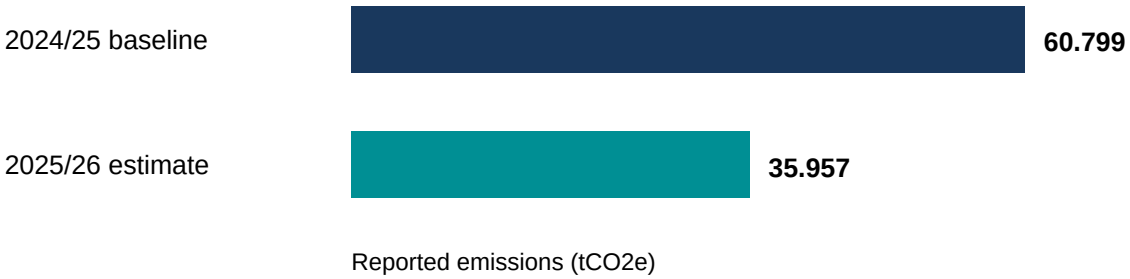
Current reporting period: 1 May 2025 to 30 April 2026

Scope	Current source and basis	tCO2e
Scope 1	Company diesel fleet	34.820
Scope 2	Unit and home EV electricity - location-based	0.387
Scope 3	Required five-category subset	0.750
Total	Estimated annual emissions	35.957

Calculations apply the activity figures derived from company bills and data and use 2025 UK Government conversion factors consistently for the financial year: diesel (average biofuel blend), 2.57082 kgCO2e/litre; UK electricity, 0.17700 kgCO2e/kWh. Activity multiplied by the factor and divided by 1,000 gives tCO2e. Electric cars have no exhaust emissions, but charging electricity is included.

6. Performance baseline and monitoring

The 2024/25 baseline is 60.799 tCO2e. The current annual estimate, calculated from company bills and data, is 35.957 tCO2e. Differences in activity assumptions and the treatment of travel mean this comparison does not establish a verified emissions reduction. Company bills and data for fuel, charging and utilities will be reconciled annually to improve comparability. Material baseline corrections will be explained and targets adjusted consistently.



The current figure is estimated. Changes in estimation methods and travel classification affect comparability; the chart does not demonstrate a verified reduction.

7. Emissions reduction targets

Target year	Maximum emissions (tCO2e)	Reduction from baseline
2030	36.479	40%
2040	12.160	80%
2045	6.080 before neutralisation	At least 90%

Targets remain against the original baseline. The estimate being below the 2030 threshold is not treated as verified target achievement. Reductions will focus on fleet efficiency, lower-emission replacements and energy management.

8. Carbon reduction measures

Measure	Application / timing
Electric cars	Electric cars, approximately 3,000 miles each annually, charged at home.
SIMPRO tracking and route planning	Allocate work geographically and minimise unnecessary journeys; ongoing.
Bulk purchasing	Consolidate orders and deliveries and limit journeys to the unit; ongoing.
ISO 14001 and digital workflows	Continue environmental management, electronic certification and remote meetings where appropriate.
Improve annual records	Capture fuel litres, mileage, home-charging kWh, utility usage, waste and supplier delivery data during 2026/27.
Fleet and energy review	Review efficient driving, van replacement, charging provision and renewable-backed electricity annually.

Planned measures and monitoring

Action	Timing	Monitoring / performance indicator
Record diesel use and vehicle mileage; reconcile company bills and data.	2026/27; quarterly review	Litres, miles, mpg and annual fleet tCO2e.
Record home-charging electricity separately for electric cars.	2026/27; quarterly review	kWh per car; compare with mileage; avoid double counting.
Continue SIMPRO route optimisation and introduce driver-efficiency expectations.	Ongoing; review by March 2027	Mileage, repeat visits, idling, tyre checks and fuel use per mile.
Replace vans with EV or lower-emission alternatives where suitable.	Phased to 2030	Fleet replacement plan, EV share, payload/range suitability and Scope 1 emissions.
Review renewable-backed electricity and solar PV suitability.	Annually	Tariff documentation, kWh, charging infrastructure and investment appraisal.
Improve delivery and waste data; maintain consolidated orders.	2026/27; quarterly review	Delivery frequency, waste weights, treatment routes and updated Scope 3 calculations.
Include carbon considerations in major procurement and subcontracting.	From 2027	Supplier responses, consolidated deliveries and lower-carbon alternatives recorded.

The Managing Director oversees delivery through the environmental management arrangements. Progress will be reviewed quarterly and reflected in each annual plan update. These measures will support efficient delivery of client contracts and client Net Zero objectives.

Supplementary market-based emissions estimates

Market-based Scope 2 has been estimated using the Association of Issuing Bodies (AIB) Great Britain residual-mix factors where reporting-year supplier-specific emission factors or qualifying contractual instruments have not been established. No renewable electricity deduction is claimed. The later Octopus invoice describes REGO-backed electricity, but does not establish qualifying coverage for the full reporting year or home charging. These provisional figures should be replaced when suitable reporting-year supplier information is confirmed.

Measure	Baseline 2024/25	Current 2025/26
Electricity consumption	630 kWh	2,186 kWh
AIB GB residual factor	0.42076 kgCO2/kWh (2024)	0.28064 kgCO2/kWh (2025)
Scope 1 (tCO2e)	54.727	34.820
Scope 2 market-based estimate*	0.265	0.613
Scope 3 required subset (tCO2e)	5.950	0.750
Total market-based estimate*	60.942	36.183

Calculation and interpretation

Baseline: 630 x 0.42076 / 1,000 = 0.265079 tonnes. Current: 2,186 x 0.28064 / 1,000 = 0.613479 tonnes. The factor set for the calendar year in which the financial year begins is used as an annual approximation; consumption has not been split by calendar year. Totals are calculated before rounding.

*** Factor limitation:** AIB publishes these residual factors as direct CO2, not a complete CO2e factor including methane and nitrous oxide. The Scope 2 and combined market-based figures above are therefore CO2-based proxies and are provisional, not verified full-GHG market-based totals. Where a tender requires tCO2e, confirm acceptance of this disclosed factor limitation or replace the factors with suitable complete reporting-year supplier data before submission.

The original location-based figures remain unchanged: baseline Scope 2 0.122 tCO2e and total 60.799 tCO2e; current Scope 2 0.387 tCO2e and total 35.957 tCO2e. The baseline location-based figure is retained from the earlier plan and has not been recalculated. The reduction targets and comparison chart continue to use that original location-based baseline.

Sources: Association of Issuing Bodies, European Residual Mixes 2024, Table 2, GB (420.76 gCO2/kWh); European Residual Mixes 2025, Table 2, GB (280.64 gCO2/kWh). Reports available at www.aib-net.org/facts/european-residual-mix/2024 and /2025. Method: GHG Protocol Scope 2 Guidance, market-based factor hierarchy. No zero-emission assumption is made for unverified electricity attributes.

9. Governance, review and publication

The Managing Director, Christopher Bunn, has overall accountability for this plan and works together with Amelia Cleverley, the Supplier Net Zero Corporate Champion, to oversee carbon reduction commitments, progress and relevant procurement requirements through the company environmental management arrangements.

The plan will be reviewed annually and updated within six months of the 30 April financial year-end. The next annual update will cover 1 May 2026 to 30 April 2027 and should be published by 31 October 2027.

Publication date: 31 October 2026. The latest signed plan is to be available on the company UK website with a prominent homepage link. Previous versions should be retained to demonstrate progress.

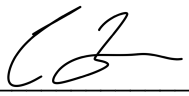
10. Declaration and sign-off

This Carbon Reduction Plan has been prepared with reference to PPN 006 and the associated guidance and reporting standard for Carbon Reduction Plans. Emissions have been calculated with reference to the GHG Protocol Corporate Accounting and Reporting Standard and appropriate UK Government conversion factors. The required Scope 3 subset is set out in section 4. Scope 1 and Scope 2 reporting should align with SECR requirements where applicable.

The figures include disclosed estimates. At approval, the director should confirm that the assumptions reasonably represent company operations, that any other direct emission sources have been considered, and that retained delivery and waste estimates remain appropriate.

Director approval and signature
I confirm that I have reviewed this plan and its assumptions and approve publication on behalf of the supplier.

Name	Position	Approval date
Christopher Bunn	Managing Director	30.10.2026

Signature: 

Publication date: 31 October 2026