CARBON REDUCTION PLAN

Early Birds Fire Protection Ltd (EBFP)

Reporting period: 1 January–31 December 2025 | Publication: following board approval | Version 1.0

PRE-PUBLICATION DRAFT — calculated estimates, not an independently verified carbon inventory.

1. Commitment to achieving Net Zero

Early Birds Fire Protection Ltd proposes to commit to achieving Net Zero greenhouse gas emissions from its UK operations by 2050 at the latest. This commitment is subject to formal approval by the company directors and must not be represented as adopted until approved. EBFP will review its emissions annually and implement proportionate reduction measures while maintaining the integrity of life-safety services.

2. Baseline emissions footprint

Baseline year: 2025. EBFP had not previously produced a formal greenhouse gas inventory. The first assessment is therefore used as both the baseline and most recent reporting year. It is reconstructed from expenditure, mileage and operating information; actual supplier meter, fuel and waste tonnage records were not available for all sources.

Emissions source	2025 estimate (tCO_2e)	Method / evidence
Scope 1 – vehicle fuel combustion	36.17	£17,408.88 petrol and ~£2,000 diesel, excluding VAT; estimated litres
Scope 2 – office electricity incl. electric heating	0.95	£1,609.93 ex-VAT energy-only expenditure; assumed 30p/kWh → 5,366 kWh

Scope 2 – BMW i4 public charging	0.61	12,000 miles / assumed 3.5 mi/kWh → ~3,429 kWh; excludes grid charging losses
Scope 3 – employee commuting	4.01	Four office employees; 24,480 miles total in personal petrol cars
Scope 3 – business rail travel	0.70	£3,500 rail fares; estimated distance from typical fare per km
Scope 3 – upstream courier transport	Not quantified	Approx. 138 DPD/Royal Mail deliveries; mostly <10 kg; 50% to site
Scope 3 – general waste and recycling	Not quantified	660 L general bin monthly; ~0.63 t general waste illustrative, recycling/recovery split not verified
Scope 3 – downstream transport	Not assessed	Requires contractual allocation check for deliveries to client premises

Indicative quantified subtotal: 42.44 tCO_2e (36.17 Scope 1 + 1.56 Scope 2 + 4.71 Scope 3). This is NOT a complete organisational total. It excludes unquantified waste, transport and any other relevant sources. Approximation and rounding may affect totals.

3. Current emissions reporting

Most recent reporting year: 2025. As this is the first inventory, current quantified emissions equal baseline quantified emissions. Reporting table below distinguishes measured/estimated emissions from categories that cannot yet be assigned defensible totals.

Required declaration field	2025 tCO_2e	Status
Baseline Scope 1 / Current Scope 1	36.17	Provisional; vehicle combustion only
Baseline Scope 2 / Current Scope 2	1.56	Provisional; office electricity and BMW i4
Baseline Scope 3 / Current Scope 3	At least 4.71	Partial only; not a complete Scope 3 declaration
Baseline / Current total	At least 42.44	Partial identified emissions; NOT full footprint

4. Carbon reduction targets

Proposed target for board adoption: reduce absolute UK Scope 1 and 2 greenhouse gas emissions by 15% by 2030 against the verified 2025 baseline, with annual progress reviews; achieve Net Zero by 2050 at the latest. On the currently estimated 37.73 tCO_2e Scope 1+2 subtotal, a 15% reduction would be approximately 5.66 tCO_2e, to 32.07 tCO_2e in 2030. These are proposed targets, not claims of reductions already achieved.

5. Environmental measures and action plan

Priority	Action	Timing / measure
Engineer travel	Group site visits by geography; minimise unnecessary return journeys without affecting emergency response.	Quarterly review of fuel and mileage
Fleet	Consider lower-emission replacements for Toyota hybrids/Transit as vehicles are renewed.	Review at each replacement decision
Office electricity	Monitor electricity kWh, review heating controls and efficient lighting/equipment.	Begin next reporting cycle; annual kWh
Procurement	Consolidate orders and deliveries; consider durable and repairable certified products.	Annual supplier review / parcel count
Waste	Continue separate WEEE, cable and battery collection; retain waste transfer information; seek measured weights.	Record collections and treatment annually
People and systems	Share staff awareness guidance; use digital job records through Uptick and OneTrace where appropriate.	Annual training and management review

6. Operational and supply-chain context

EBFP provides fire alarm, security, smoke ventilation, fire door, fire stopping and related inspection, installation and maintenance services. Six Toyota Corolla petrol hybrid car-derived vans and one diesel Transit Custom generate direct vehicle emissions. A BMW i4 travels about 12,000 miles per year and is normally charged at public charging stations. Engineers take company vehicles home; fuel use is already included in Scope 1 and is not repeated under employee commuting. Four office employees travel in their own petrol cars.

EBFP holds a waste carrier registration. General waste is collected from a 660-litre bin approximately monthly by Countrystyle Recycling. WEEE and cables are separately recycled as required; batteries are collected in a dedicated bin approximately twice per year. The exact downstream treatment percentages and weights were not available for this first assessment. Approximately three deliveries of mainly small parcels arrive weekly, predominantly through DPD and Royal Mail, split approximately equally between the office and customer sites.

7. Calculation approach, uncertainty and boundaries

Direct fuel estimates convert 2025 fuel expenditure excluding VAT to litres using assumed UK average retail prices net of VAT, then apply 2025 UK Government combustion factors. Electricity uses a provisional tariff of 30p/kWh and 2025 UK grid factor. The BMW kWh estimate uses 3.5 miles/kWh; actual charger kWh and charging losses could alter it. Rail expenditure is converted using a fare-distance proxy; commuting uses an indicative petrol-car factor. Estimates are not substitutes for supplier-specific data.

The five PPN 006 Scope 3 categories are upstream transportation and distribution, waste generated in operations, business travel, employee commuting and downstream transportation and distribution. All are discussed here, but the absence of quantified waste and transport means this draft cannot truthfully certify full compliance with the PPN 006 reporting standard. Direct-to-site supplier shipments should be classified under the appropriate transportation category according to who purchases the transport and the contractual boundary.

8. Governance, review and approval

The company directors will review the inventory, confirm the formal Net Zero commitment and approve the plan before publication. The annual update will seek actual fuel litres, utility kWh, charging statements, waste tonnages, carrier emissions estimates and any additional applicable source data. The published version should be accessible from EBFP's website and reviewed at least annually.

Board approval date: __29/10/26___Director name / title: Craig Puddefoot, MD

Director sign-off: _ _____ Date: _____2/11/2026_____

Publication URL (insert only after website upload): 9/11/2026

References

Cabinet Office, PPN 006: Taking account of Carbon Reduction Plans (2025), including technical standard and template: https://www.gov.uk/government/publications/ppn-006-taking-account-of-carbon-reduction-plans-in-the-procurement-of-major-government-contracts

DESNZ, Greenhouse gas reporting conversion factors 2025: https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2025

EBFP-ENV-CRP-001 • 2025 baseline • Director approval required before publication

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