Carbon Reduction Plan

VOLMECH LTD

PPN 006 | 2026

UK mechanical and electrical contracting and maintenance operations

OUR PATH TO NET ZERO

2050

Net zero commitment by 2050

Effective from 1 September 2026
Approved 28 September 2026 | Revision 5
Document reference VM CRP 001
Approved for issue
Estimated emissions with disclosed limitations

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Unit 1D, Mereworth Business Centre, Danns Lane, Wateringbury, Kent, ME18 5LW
Tel: 01732 756530 Web: volmech.co.uk
Company Registration No: 8666224

01

Commitment to achieving net zero

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CARBON REDUCTION PLAN

Net zero commitment by 2050

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Commitment to achieving net zero

Effective from 1 September 2026, this plan applies to Volmech Ltd's 2026 to 2027 financial year and subsequent annual reviews. It covers UK mechanical and electrical contracting, maintenance, remedial works and project delivery. The first baseline and latest reporting period are 1 September 2025 to 31 August 2026.

Volmech Ltd is committed to achieving net zero greenhouse gas emissions across its UK operations by 2050 at the latest. We will prioritise reductions in fuel use, energy demand, transport and waste, and work with our supply chain to reduce indirect emissions. Only residual emissions remaining after substantial reductions will be addressed through credible carbon removals.

Volmech commits to net zero by 2050 and the reduction targets in this plan. This issue reports estimated emissions and explains unquantified sources in Appendix A. The disclosed limitations must remain with the published figures; the subtotal must not be described as a complete verified inventory.

Reporting boundary

The organisational boundary is Volmech Ltd's UK operations, using operational control. The inventory includes company-owned diesel vehicles, two company-owned electric vehicles, the Mereworth office, employee business travel and six office workers' commuting. Company-funded charity travel is included, including Gatwick–Dublin flights and accommodation in Dublin.

Volmech confirms no building gas and no air-conditioning equipment. Site waste is managed by main contractors; attributable quantities are unavailable and are not assumed zero. Third-party material deliveries and onward distribution remain to be screened. Other premises, controlled plant, charging and employee commuting must be checked for completeness.

Client energy savings from LED lighting, efficient plant, controls and other installations will be described separately. They will not be deducted from Volmech's own footprint. The wider Scope 3 categories will also be screened as the net zero programme develops.

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Baseline and current emissions

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Baseline emissions footprint

Baseline period: 1 September 2025 to 31 August 2026. This is the first baseline prepared in this document, aligned with the August financial year end. The figures are provisional estimates from supplied ledgers and management information.

Baseline and current figures are identical because they cover the same first reporting period; no reduction is claimed. Totals are quantified subtotals only. They include a conservative office-waste screening allowance and optional hotel emissions, but exclude the unquantified items in Appendix A.

Emissions	Baseline total tCO2e
Scope 1	97.89
Scope 2 location based	1.65
Scope 3 quantified sources	22.89
Quantified subtotal	122.43

Current emissions reporting

Reporting period: 1 September 2025 to 31 August 2026. All figures below are tonnes CO2e, rounded to two decimal places; calculations use unrounded values.

Emissions	Current total tCO2e
Scope 1	97.89
Scope 2 location based	1.65
Scope 3 quantified sources	22.89
Quantified subtotal	122.43

Scope 3 breakdown for both reporting tables

Required category	Baseline tCO2e	Current tCO2e
4 Upstream transportation and distribution	Not quantified	Not quantified
5 Waste generated in operations	0.16 office only	0.16 office only
6 Business travel	11.65	11.65
7 Employee commuting	11.08 office only	11.08 office only
9 Downstream transportation and distribution	Applicability unconfirmed	Applicability unconfirmed

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Emissions reduction targets

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Emissions reduction targets

Volmech adopts the following absolute reduction targets against its 2025 to 2026 baseline. Indicative tonnes use the currently quantified subtotal of 122.43 tCO_2e. When missing sources are incorporated, the baseline and target tonnes will be restated consistently while retaining the percentage commitments. These targets are not measured achievements or externally validated science-based targets.

Milestone	Target against 2025 to 2026 baseline
31 August 2031	25% reduction; indicative ceiling 91.82 tCO_2e, subject to baseline completion
31 August 2036	50% reduction; indicative ceiling 61.21 tCO_2e, subject to baseline completion
31 August 2041	75% reduction; indicative ceiling 30.61 tCO_2e, subject to baseline completion
By 2050	At least 90% gross reduction, with credible removals for residual emissions to achieve net zero

The five-year target is a 25% absolute reduction by 31 August 2031. On the current estimated boundary, the ceiling is 91.82 tCO_2e. This will be recalculated when the baseline is completed; adding omitted emissions or changing estimation methods will not be represented as a performance improvement.

Carbon reduction projects

Completed carbon reduction initiatives

Management confirms two company-owned electric vehicles are in use. The office has no gas supply or air-conditioning equipment. These are existing operating arrangements; introduction dates and avoided-emissions evidence have not been supplied. No historic carbon saving is claimed.

Future carbon reduction initiatives

Volmech will apply the programme in the Carbon reduction initiatives section across its operations and relevant contracts. Project managers will incorporate the actions into procurement, mobilisation, site logistics and briefings, subject to client security, safety and operational requirements.

Measuring progress

The Director will review absolute emissions annually, supported by quarterly fuel, electricity, mileage and waste records. Fleet fuel per mile, electricity consumption and waste per project can help explain performance but will not replace absolute targets. Track growth, project mix and exceptional events separately so reported reductions remain meaningful.

Assess all other Scope 3 categories for materiality, including purchased equipment, materials and subcontracted services. Establish additional targets where material; meeting the five-category reporting minimum alone does not establish a complete value-chain net zero footprint.

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Carbon reduction initiatives

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Implementation programme

The Director is accountable for this programme and will assign named delivery leads and budgets. The measures will be applied to relevant contracts from mobilisation, with implementation evidence retained.

Measure	Delivery and evidence	Timing and accountable role
Carbon accounting	Review this estimated baseline and close the source gaps in Appendix A. Collect monthly fuel litres, metered electricity, travel activity and waste weights.	Baseline by 31 January 2027 Director and Finance
Fleet and journeys	Review every vehicle and duty cycle. Plan local work together, consolidate visits and avoid unnecessary idling. Assess electric vehicles and charging at each replacement, including range and payload needs.	Review by March 2027; quarterly thereafter Fleet lead
Premises and site energy	Audit lighting, heating controls and standby loads. Fit efficient lighting where justified. Review electricity purchasing and charging arrangements; record location-based emissions consistently.	Audit by March 2027; annual review Premises lead
Deliveries and purchasing	Agree consolidated deliveries and material call-offs with key suppliers. Seek delivery emissions data and lower-carbon product options with suitable technical performance.	Start January 2027 Procurement lead
Waste and materials	Plan quantities; segregate metals, cable, packaging and other waste. Reuse suitable materials and use supplier returns. Obtain waste weights and treatment routes, including WEEE and lamps.	At each mobilisation from January 2027 Project managers
Travel and commuting	Use remote meetings where practical; favour public transport for suitable journeys. Survey staff commuting and assess shared travel. Avoid counting company vehicle fuel twice.	Survey by December 2026; repeat annually Office lead
Plant and refrigerants	Assess electric tools and plant where practical. Retain fuel and refrigerant records for controlled assets; distinguish client equipment from company sources.	At hire or purchase; annual review Project managers
People and supply chain	Brief staff on fuel, energy and waste controls. Include relevant environmental questions in supplier review and request proportionate carbon data.	By March 2027; refresh annually Director and Procurement

Contract delivery

At mobilisation, establish a project carbon register for plant and materials, deliveries, subcontractor operations, staff travel, energy and waste. Request EPDs or product carbon footprints for major equipment; use documented proxies where unavailable. Provide quarterly summaries and annual reports aligned with the client financial year. Review data quality and calculations internally, with specialist support where needed; no third-party certification is claimed.

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Calculation and evidence

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Calculation and evidence requirements

Calculations use the 2025 and 2026 UK Government conversion factors. Transaction year is used as a proxy for activity year; commuting and waste are allocated four months to 2025 and eight months to 2026. The appended calculation schedule states amounts, units, assumptions and sources.

Source	Records needed to complete the footprint
Scope 1	Company diesel: £60,735.63 gross, estimated 37,947 litres and 97.89 tCO_2e. Building gas and AC absent. Other controlled plant and fuel must be screened.
Scope 2	Building: £2,305.23 net, estimated 9,549 kWh. Public EV charging: £1,012.85 gross, estimated 1,315 kWh. Combined location-based estimate 1.65 tCO_2e.
Scope 3 category 4	No separately paid haulage reported. Supplier deliveries may still be relevant; quantities and applicability remain unconfirmed, not zero.
Scope 3 category 5	Office: 30-litre communal bin weekly, fed by 12 one-litre bins. Main-contractor site waste remains unquantified. Treatment split unconfirmed.
Scope 3 category 6	Rail, TfL, taxi, own-car mileage, hotels and four passenger flight legs included. Generic travel is split 90% rail and 10% mileage as instructed.
Scope 3 category 7	Six office workers, 30 return miles per day. Assumed 230 commuting days each. Other employees' unrecorded home-to-work journeys require screening.
Scope 3 category 9	Qualifying onward distribution has not been established. Retain as an unresolved boundary item rather than an unsupported zero.

The estimated subtotal is 122.43 tCO_2e. Fuel and electricity use are inferred from expenditure. Rail, taxi, TfL and hotel quantities use expressly stated modelling assumptions, not measured activity. Waste uses a conservative treatment proxy. See Appendix A for uncertainty, excluded sources and completion actions.

Review and publication

This revision was approved by the Director on 28 September 2026. The plan takes effect from 1 September 2026; preparation, approval and publication dates are recorded separately. Review data quality by 28 February 2027. The next inventory covers 1 September 2026 to 31 August 2027, with annual update by 29 February 2028. Publish the approved CRP prominently on Volmech's UK website and retain previous versions.

If material organisational changes or significant errors affect comparison, recalculate the baseline under a documented policy and explain the change. Keep a record of approvals, version dates and progress against each action.

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Declaration and sign off

VOLMECH LTD
CARBON REDUCTION PLAN

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Declaration and sign off

Approved for issue by Thomas Hickey, Director, on 28 September 2026, effective from 1 September 2026.

Declaration and director approval

This Carbon Reduction Plan has been prepared with reference to PPN 006 and its associated guidance and reporting standard. The emissions reported are estimates for the sources described, with exclusions and unavailable data expressly explained in Appendix A.

Reported emissions use the GHG Protocol scope structure and UK Government greenhouse gas conversion factors. The calculation methods, assumptions and limitations are disclosed in Appendix A. This plan does not claim external assurance or a complete value-chain footprint.

Scope 1, location-based Scope 2 and the required subset of Scope 3 are addressed in the reporting tables. Unquantified sources are identified rather than treated as zero. Acceptance of explanations for missing data rests with the contracting authority; this document does not assert that such acceptance has been obtained.

The Director has reviewed and approved this plan, its net zero commitment, targets, environmental measures and disclosed estimation methods and limitations on behalf of Volmech Ltd.

Signed on behalf of Volmech Ltd

Name: Thomas Hickey
Position: Director
Revision approval date: 28 September 2026
Sign off date: 28 September 2026
Plan effective date: 1 September 2026
Signature:

References and calculation sources are listed in Appendix A.

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Appendix A Estimated emissions

This appendix forms part of Revision 5. Estimates support annual carbon management and do not remove the need to explain unquantified sources. The subtotal is not a complete organisational footprint.

Source	Estimated activity	tCO_2e
Diesel	37,947.2 litres	97.889
Building electricity	9,549.4 kWh	1.476
Public EV charging	1,315.4 kWh	0.173
Own vehicle business mileage	13,504.6 miles	3.609
Rail	192,344.9 passenger km	6.177
TfL	4,162.2 passenger km	0.076
Taxi	912.1 passenger km	0.136
Hotels including Dublin	135.4 room nights	1.408
Gatwick Dublin flights	1,940.0 passenger km	0.244
Office commuting	41,400.0 miles	11.083
Office waste screening allowance	0.3 tonnes	0.155

Quantified subtotal: 122.43 tCO_2e. Scope 1: 97.89; Scope 2: 1.65; quantified Scope 3: 22.89. Totals use unrounded figures. Hotel stays are a voluntary addition to category 6. Flight emissions include radiative forcing.

Diesel biogenic CO_2 is reported outside the scopes: approximately 5.31 tonnes CO_2 (37,947.16 litres × 0.14 kg/litre). It is not added to the subtotal. Fuel supply-chain and electricity transmission emissions (Scope 3 category 3) are outside this five-category CRP subtotal.

Confirmed information

All company combustion vehicles are diesel and company owned. Two company-owned EVs are charged publicly. No building gas or AC is reported. Personal-car mileage is reimbursed at 45p/mile. Office commuting covers six people at 30 return miles per day. Company-funded Dublin and 3 Peaks charity travel is included.

Office general waste is collected weekly from a 30-litre communal bin; twelve one-litre bins feed into it. Management reports collection by Countrystyle from Mereworth to a Tonbridge recycling plant. The destination and final recovery split are management-reported and unverified.

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Appendix A Calculation assumptions

General formula: expenditure ÷ assumed unit price × appropriate emissions factor ÷ 1,000. Price assumptions below are calculation proxies, not evidence of the tariffs actually paid. Figures are allocated by transaction year unless stated otherwise.

Source	Method and assumptions
Diesel	£60,735.63 gross ÷ £1.600531779/litre. Price is the simple mean of 53 weekly UK diesel pump observations from 1 September 2025 to 31 August 2026. Factors: 2.57082 (2025) and 2.58354 (2026) kgCO2e/litre. Assumes all retained road-fuel spend buys diesel; fuel-card fees are not separately identified.
Building electricity	£2,305.23 net ÷ £0.2414/kWh. DESNZ Q1 2026 non-domestic average including CCL is used for the whole year. Assumes four invoices cover the year and electricity only. Factors: 0.17700 and 0.13096 kgCO2e/kWh. Billing dates proxy consumption dates; standing/service charges are not separately identified.
EV charging	£1,012.85 gross ÷ £0.77/kWh. Zapmap August 2026 rapid/ultra-rapid PAYG average is used as a proxy across providers and the year. Apply annual grid factors. Subscription or parking fees may be included. Charging at home or other premises is not evidenced; office charging must not be counted twice.
Personal-car mileage	£3,313.70 fuel-ledger claims + £511.20 travel-ledger claims + £2,252.18 (10% of generic travel) = £6,077.08; divide by £0.45/mile. Average car, unknown fuel: 0.26915 (2025) and 0.26699 (2026) kgCO2e/mile.
Rail and TfL	Rail: £27,816.60 identified + £20,269.62 (90% of generic travel) = £48,086.22. Assume £0.25/passenger-km. Rail factors: 0.03546 and 0.03092 kgCO2e/pkm. TfL: £2,081.10 ÷ assumed £0.50/pkm; use Underground proxy factors 0.02780 and 0.01549. These assumed fares are not verified market averages.
Taxis and hotels	Taxi: £1,824.18 ÷ assumed £2/passenger-km × 0.14861 kgCO2e/pkm. Hotels: £13,537.88 ÷ assumed £100/room-night × 10.4 kgCO2e/room-night. UK factor is also an explicit proxy for Dublin (£436.46) because government Ireland hotel factors are blank. Room rates, locations, meals and occupancy require verification.

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Appendix A Remaining assumptions and gaps

Flights: two people Gatwick–Dublin return; economy assumed. Four passenger legs × rounded 485 km great-circle distance × 0.12576 kgCO2e/passenger-km = 0.244 tCO2e. The short-haul economy factor includes radiative forcing and the published distance uplift; no extra uplift is added. November 2025 is assumed from the hotel record.

Commuting: 6 × 30 return miles × 5 days × 46 weeks = 41,400 miles. Working days are assumed, and each worker is assumed to drive separately in an average car of unknown fuel. Allocate one third to 2025 and two thirds to 2026. No company-vehicle fuel is counted again.

Office waste: 30 litres × 52 full weekly collections = 1.56 m^3. An assumed density of 200 kg/m^3 gives 0.312 tonnes. Because treatment is unknown, a conservative landfill screening proxy is used (497.24244 / 497.28993 kgCO2e/tonne), giving 0.155 tCO2e. This does NOT assert waste goes to landfill. A recovery-treatment estimate could be much lower; replace the allowance with contractor weight and treatment records.

Excluded and unresolved sources

Main-contractor-managed project waste: attributable mass and treatment are not available. Management confirms the arrangement, not a zero emission quantity. Request allocation from principal contractors; Finance and project managers to review by 31 January 2027.

Category 4 supplier deliveries and category 9 onward distribution: no separately paid haulage is reported, but this does not establish absence of either category. Obtain supplier delivery data and screen distribution applicability by 31 January 2027. Neither category is assigned zero.

Travel ledger: £19,225.35 is flagged as tolls, parking or mixed parking claims; pure fees do not represent additional distance, but mixed claims may contain uncounted travel. £478.34 net gross-value balance of other unresolved entries, £342.81 food and £70 railcard costs are not converted into travel activity. Review the underlying items before relying on completeness.

Fuel ledger: £866.40 ambiguous costs and £29 van oil are not included in fuel combustion. Retained diesel may still contain fees or miscoding. Check duplicate claims across accounts, other controlled fuel/plant, home EV charging, and commuting beyond the six office workers.

Uncertainty and improvement

These are screening estimates. A 20% lower assumed unit price produces 25% more inferred activity; a 20% higher price produces 16.7% less. The travel split is management-estimated. Waste density, bin fullness, treatment and contractor allocations are uncertain. Obtain activity records for subsequent years; do not claim reductions caused solely by changing estimation methods.

PPN 006 assessment guidance allows absent scope data only with an explanation acceptable to the contracting authority. This disclosure does not guarantee acceptance. Procurement submissions must address tender-specific requirements and the completeness limitations above.

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Appendix A Evidence and source register

Company evidence: Fuel Costs.pdf; Utilities.pdf; Waste.pdf; Volmech Limited Account Transactions (3).pdf. All cover 1 September 2025 to 31 August 2026. Management clarifications were provided on 28 September 2026.

Ledger reconciliation	Gross amount
Tolls/parking or mixed parking claim	£19,225.35
TfL	£2,081.10
Taxi	£1,824.18
Food	£342.81
Rail	£27,816.60
Hotel	£13,537.88
Generic	£22,521.80
Mileage	£511.20
Railcard	£70.00
Unresolved	£478.34
Travel ledger total	£88,409.26

The £22,521.80 generic travel balance is allocated 90% to rail and 10% to personal-car mileage on management instruction. Separate identified items retain their categories. Refunds and credits are netted in ledger totals. This is a classification exercise, not an audit of receipts or duplicate reimbursement.

External references

UK Government GHG factors 2025 and 2026 full sets: Fuels, UK electricity, Business travel land/air, Hotel stay, Waste disposal and Outside of scopes worksheets. https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting

DESNZ weekly road fuel prices, workbook published 22 September 2026; diesel observations for the reporting period. https://www.gov.uk/government/statistics/weekly-road-fuel-prices

DESNZ Quarterly Energy Prices June 2026: Q1 non-domestic electricity benchmark 24.14p/kWh including CCL. https://www.gov.uk/government/statistics/quarterly-energy-prices-june-2026

Zapmap Price Index, updated 4 September 2026: August rapid/ultra-rapid PAYG benchmark 77p/kWh. https://www.zapmap.com/ev-stats/charging-price-index

PPN 006 technical standard and conditions of participation, updated 10 July 2025. https://www.gov.uk/government/publications/ppn-006-taking-account-of-carbon-reduction-plans-in-the-procurement-of-major-government-contracts

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