

MedExpress Limited

Carbon Reduction Plan

Prepared in accordance with Procurement Policy Note PPN 006 (formerly PPN 06/21) and its supporting Technical Standard for the Completion of Carbon Reduction Plans.

Policy Title	Carbon Reduction Plan
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Applicable to	All MedExpress operations, fleet and service lines
Author	Richard Allan
Policy Owner	Richard Allan
Approved By	Board, Director & Clinical Lead
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Author Signature	
Related Policies	Environmental and Carbon Reduction Policy Fleet Maintenance Policy Vehicle Management and Cleaning Schedule Business Continuity Policy
Relevant Legislation / Guidance	Climate Change Act 2008 (as amended by the Climate Change Act 2008 (2050 Target Amendment) Order 2019) Environment Act 2021 Health and Care Act 2022 Procurement Act 2023 and Procurement Regulations 2024 Procurement Policy Note PPN 006 (formerly PPN 06/21) – Taking Account of Carbon Reduction Plans PPN 006 Technical Standard for Completion of Carbon Reduction Plans NHS 'Delivering a Net Zero NHS' Strategy NHS Evergreen Sustainable Supplier Assessment
Distribution	Company Website (public) / Staff Portal

1. Commitment to Achieving Net Zero

MedExpress Limited is committed to achieving Net Zero greenhouse gas emissions. In line with the UK Government's legally binding target under the Climate Change Act 2008 (as amended by the Climate Change Act 2008 (2050 Target Amendment) Order 2019), we commit to Net Zero emissions by 2050 at the latest.

MedExpress has set its own, more ambitious internal target: Net Zero across our UK operations by 2035, fifteen years ahead of the UK's national target, as set out in our Environmental and Carbon Reduction Policy. This Carbon Reduction Plan should be read alongside that policy, which sets out our full environmental governance framework.

2. Legislative and Policy Framework

MedExpress's carbon reduction commitments are informed by the following legislative and policy framework:

- Climate Change Act 2008, as amended by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, which sets a legally binding UK target of net zero greenhouse gas emissions by 2050.

- Environment Act 2021, which establishes a framework for environmental targets, air quality and biodiversity duties across the UK.
- Health and Care Act 2022, which introduced legally binding duties on NHS organisations to have regard to the Climate Change Act 2008 and Environment Act 2021 in their decision-making, and which underpins the wider expectation that NHS suppliers support these ambitions.
- NHS 'Delivering a Net Zero NHS' strategy, which commits the NHS to net zero emissions for the NHS Carbon Footprint (direct emissions) by 2040 and the NHS Carbon Footprint Plus (wider supply chain emissions) by 2045, both ahead of the UK's national 2050 target.
- Procurement Act 2023 and associated Procurement Regulations 2024, under which NHS procurement policy has embedded a minimum 10% weighting for net zero and social value considerations.
- Procurement Policy Note PPN 006 (formerly PPN 06/21) – Taking Account of Carbon Reduction Plans in the Procurement of Major Government Contracts, updated with effect from 24 February 2025, which requires in-scope suppliers to publish a Carbon Reduction Plan committing to net zero by 2050.
- NHS Evergreen Sustainable Supplier Assessment, NHS Supply Chain's sustainability reporting platform, under which suppliers submitting tenders are required to achieve Evergreen Level 1 - demonstrating a public net zero commitment and a compliant Carbon Reduction Plan - with effect from 6 April 2026.

MedExpress monitors this framework on an ongoing basis and will update this Carbon Reduction Plan to reflect legislative and NHS policy developments as they arise.

3. Baseline Emissions Footprint

MedExpress's baseline year for carbon reporting is 2025. Our baseline organisational footprint, covering emissions sources within the United Kingdom, is set out below.

Baseline Year: 2025	Emissions (tCO ₂ e)
Scope 1	63
Scope 2	0.1
Scope 3 (relevant categories)	0.5
Total	63.60 tCO₂e

Scope 3 is reported as an aggregate figure covering the relevant categories identified in the PPN 006 Technical Standard (upstream transportation and distribution, waste generated in operations, business travel, employee commuting, and downstream transportation and distribution), reflecting MedExpress's status as a smaller independent provider without a dedicated in-house carbon accounting function.

4. Current Emissions Reporting

Our most recent reporting period is January to August 2026 (year to date). Emissions for this period are set out below.

Reporting Year: 2026 (Jan–Aug, year to date)	Emissions (tCO ₂ e)
Scope 1	31.50
Scope 2	0.05
Scope 3 (relevant categories)	0.25
Total	31.80 tCO₂e

This represents a 25% reduction against the pro-rated 8-month equivalent of our 2025 baseline (42.40 tCO₂e), achieved through continued investment in Euro 6-compliant vehicles, route optimisation, reduced non-essential travel, and improved fleet maintenance and rotation scheduling.

5. Emissions Reduction Targets and Roadmap

MedExpress's emissions reduction targets and roadmap are set out in full in our Environmental and Carbon Reduction Policy. In summary:

2025–2030

- Maintain a predominantly Euro 6-compliant fleet.
- Introduce leased electric vehicles where operationally appropriate.

- Expand hybrid vehicle utilisation where clinically suitable.
- Improve route optimisation and reduce avoidable mileage.
- Reduce unnecessary vehicle idling and promote eco-driving practices.
- Increase remote meetings and expand lift-sharing initiatives.

Target outcome: 20–30% reduction in organisational carbon output against our 2025 baseline. We are currently tracking towards the upper end of this range, approximately four years ahead of schedule.

2030–2035

- Progressive replacement of internal combustion fleet assets.
- Expansion of battery electric vehicle capability.
- Increased use of charging infrastructure.
- Fleet replacement decisions incorporating environmental performance criteria as standard.

Target outcome: transition to a predominantly battery electric operational fleet.

2035 Objective

MedExpress will work towards Net Zero across our UK operations by 2035, fifteen years ahead of the UK's national 2050 target, where operational capability, infrastructure and specialist vehicle requirements safely allow. We recognise this is an ambitious, voluntary commitment that goes beyond our current legal obligations, and we will report transparently on our progress towards it.

6. Fleet Electrification: Market Constraints and Our Approach to Secure Vehicles

MedExpress is committed to reaching our 2030 interim targets as quickly as our operations and the wider market allow, and we treat 2030 as our working ambition wherever it is achievable. However, we recognise two genuine factors that affect the pace and shape of this transition on individual contracts.

First, as a smaller independent provider, the capital investment required to fully electrify a larger fleet allocation within a short timeframe is significant. Where a contract requires a larger number of vehicles to be replaced concurrently, we recognise that securing the necessary financing and reinvestment may, in some cases, extend into the early-to-mid 2030s rather than being achievable by 2030 outright. Where a specific contract's vehicles represent a meaningful proportion of our total fleet, we may front-load electrification of that contract's non-secure vehicles ahead of our wider organisational timeline; this reflects a deliberate, contract-specific allocation of investment rather than a change to our phased, organisation-wide roadmap for the remainder of the fleet. We remain committed to accelerating this timeline wherever our financial position allows.

Second, standard electric ambulances are increasingly available and will lead our fleet electrification. However, there is not, at present, a commercially available electric secure vehicle (cell or pod-equipped) on the UK market suitable for the higher-containment conveyance of mental health patients. This is a market-wide limitation specific to secure vehicle configurations, not a general unavailability of electric vehicles, and not one specific to MedExpress. Our non-secure electric vehicles will therefore lead our transition on relevant contracts, while our secure, cell-equipped vehicles may remain diesel in the shorter term. Rather than waiting for the market to catch up, we are working proactively with our trusted ambulance conversion and trading partners, and exploring the conversion of our own electric NEPTS-specification ambulances into secure cell configuration in-house, where this can be achieved safely and in full compliance with relevant clinical and vehicle safety standards. Where such conversions are proven safe and operationally viable, we will prioritise their introduction ahead of our wider fleet transition timeline, and will keep this position under active review as the market develops.

7. Carbon Reduction Initiatives

Completed and ongoing measures

- Transitioned our operational fleet to predominantly Euro 6-compliant vehicles.
- Sourced carefully selected second-hand vehicles, including former NHS Trust fleet vehicles, extending vehicle lifespan and reducing embedded manufacturing carbon.
- Implemented telematics-based route optimisation, reducing fuel use by approximately 10% over two years across existing contracts.
- Operated a structured fleet rotation model to maintain fuel efficiency and extend vehicle life.

- Reduced unnecessary vehicle idling and promoted eco-driving practices among staff.
- Increased use of remote meetings and reduced non-essential management travel.

Planned future measures

- Introduce leased electric vehicles where operationally appropriate, prioritising non-secure vehicles given current market availability.
- Expand hybrid vehicle utilisation where clinically suitable.
- Work with our ambulance conversion and trading partners, and explore in-house conversion of electric NEPTS-specification ambulances into secure cell configuration, to extend electrification to secure/cell-equipped vehicles as this becomes safely achievable.
- Expand lift-sharing and car-sharing initiatives across the workforce.
- Continue to prioritise environmentally responsible procurement, including life-cycle cost and durability considerations.

Wider environmental commitments

- Integrate environmental considerations into all appropriate policies, developments and purchasing decisions.
- Promote the efficient use of energy and water through conservation, management measures and investment in new technology.
- Promote waste minimisation and improve segregation of waste, including clinical waste, to reduce environmental impact.
- Provide environmental education and training to staff, including up-to-date information on environmental legislation and guidance.
- Communicate this policy to suppliers and contractors, encouraging them to manage their own environmental impacts.
- Balance short and long-term costs, maintenance, life-cycle and environmental costs in purchasing decisions, encouraging suppliers to adopt equivalent environmental standards.

8. Governance and Accountability

The Head of Fleet Services, Raymond Allan, holds operational responsibility for delivering the fleet elements of this Carbon Reduction Plan, including vehicle procurement decisions, environmental impact considerations, and progress against the roadmap set out at Section 5, in line with our Fleet Maintenance Policy.

Energy, utility, waste and transport costs are monitored regularly by the Company Secretary, Richard Allan, to support ongoing environmental performance reporting.

This Carbon Reduction Plan is reviewed at least annually as part of MedExpress's internal audit plan, or sooner where legislative change, updated NHS guidance, or organisational learning requires. Environmental performance is monitored through governance arrangements, transport expenditure review, energy monitoring and internal audit processes.

9. Publication

MedExpress is committed to publishing this Carbon Reduction Plan on our company website, with a link in a prominent position on our homepage, and to reviewing and updating it at least annually.