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PL33 Carbon Reduction Plan

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Approved by (Director): Fiona Petch

Signed: 

Commitment to achieving Net Zero.

Fatkin Limited is committed to achieving Net Zero emissions by 2035.

Baseline Emissions Footprint

Baseline emissions are a record of the greenhouse gases that have been produced in the past and were produced prior to the introduction of any strategies to reduce emissions. Baseline emissions are the reference point against which emissions reduction can be measured.

Baseline Year: 2023	
Additional Details relating to the Baseline Emissions calculations.	
No previous reports.	
Baseline year emissions:	
EMISSIONS	**TOTAL (tCO_2e) = 7.167419**
Scope 1	Scope 1 total = 2.253 tCO2e Breakdown of source(s): Diesel within operational control = 2.253 tCO2e (based on 909 litres usage of average biofuel blend for 12000 miles @ 60mpg)
Scope 2	Scope 2 total = 4.62 tCO2e Based on office electricity usage only. No EV usage/charging.
Scope 3 (Included Sources)	Scope 3 total = 0.294419 tCO2e **Category 4: Upstream transportation and distribution = unavailable/not relevant.** Transportation and distribution of products purchased by the reporting company: Data unavailable at this stage. Fatkin will seek to obtain this information from regular suppliers. We only purchase products for use in our own offices e.g. consumables, so this figure is minimal. We can seek to purchase these goods from companies with strong sustainability credentials e.g. zero carbon fleets. Transportation and distribution services purchased by the company: Not relevant. Explanation: Due to the nature of our business, we provide our clients with architectural services and solutions rather than goods, and as such, we do not purchase any transport or distribution services. **Category 5. Waste generated in operations = 0.004654 tC02e** Fatkin is an office-based services business therefore the only waste generated by operations is due to consumables in the office environment.

	Using the 'average-data' method we can estimate our emissions based on the total annual volume of waste we produce: Total weight (t) Landfill Incinerated Recycled Composted 0.26 0.013 0.1716 0.0754 0 Emission factor 300 0 10 30 kgC02e 3.9 0 0.754 0 **4.654kg** **Category 6. Business travel = 0.289765 tCO2e** Breakdown of source(s): Air travel = 0 tCO2e (no flights in 2023) Rail travel = 0.21896 tCO2e Taxi travel = 0.004905 tCO2e Company/rental cars = 0 tCO2e Personal cars = 0.0659 tCO2e **Category 7. Employee commuting = not relevant, explanation provided** Explanation: Employee-funded commuting is not within Fatkin's operational boundary/control and is not generally in scope for our environmental measurement programme. We do promote sustainable travel including a Cycle to Work scheme. In some instances where employee travel is reimbursed by Fatkin, it is included in our Scope 3 methodology such as within Business Travel. Due to the nature of our work delivery model, the majority of our employees' travel is to client sites where this is reimbursed travel and is included in our Scope 3 methodology. **Category 9. Downstream transportation and distribution = not relevant, explanation provided** Explanation: We do not transport or distribute products.
Total Emissions	7.167419 tCO2e

Current Emissions Reporting

Reporting Year: 2025	
EMISSIONS	**TOTAL (tCO_2e) = 6.873412 tCO2e**
Scope 1	Scope 1 total = 1.01 tCO2e Breakdown of source(s): Diesel within operational control = 1.01 tCO2e (based on 404 litres usage of average biofuel blend for 6000 miles @ 60mpg)
Scope 2	Scope 2 total = 4.78 tCO2e Based on office electricity usage only. No EV usage/charging.
Scope 3 (Included Sources)	Scope 3 total = 1.07712 tCO2e **Category 4: Upstream transportation and distribution = unavailable/not relevant.**

Transportation and distribution of products purchased by the reporting company: Data unavailable at this stage.

Fatkin will seek to obtain this information from regular suppliers. We only purchase products for use in our own offices e.g. consumables, so this figure is minimal. We can seek to purchase these goods from companies with strong sustainability credentials e.g. zero carbon fleets.

Transportation and distribution services purchased by the company: Not relevant.

Explanation: Due to the nature of our business, we provide our clients with architectural services and solutions rather than goods, and as such, we do not purchase any transport or distribution services.

Category 5. Waste generated in operations = 0.006292 tCO2e

Fatkin is an office-based services business therefore the only waste generated by operations is due to consumables in the office environment.

Using the 'average-data' method we can estimate our emissions based on the total annual volume of waste we produce:

Total weight (t)	Landfill	Incinerated	Recycled	Composted
0.52	0.156	0.3432	0.1612	0
Emission factor	300	0	10	30
kgC02e	4.68	0	1.612	0

6.292kg

Category 6. Business travel = 1.07712 tCO2e

Breakdown of source(s):

Air travel = 0.638 TCO2e (1 short-haul international return flight for 1 person)

Rail travel = 0.3769 tCO2e

Taxi travel = 0.00632 tCO2e

Rental cars = 0 tCO2e

Personal cars = 0.0559 tCO2e

Note: The exceptional impact of the short haul flights has significantly increased our carbon emissions for this reporting year. We will aim to replace short-haul international flights with road or rail travel in future years in order to minimise this expenditure.

Category 7. Employee commuting = not relevant, explanation provided

Explanation: Employee-funded commuting is not within Fatkin's operational boundary/control and is not generally in scope for our environmental measurement programme. We do promote sustainable travel including a Cycle to Work scheme. In some instances where employee travel is reimbursed by Fatkin, it is included in our Scope 3 methodology such as within Business Travel. Due to the nature of our work delivery model, the

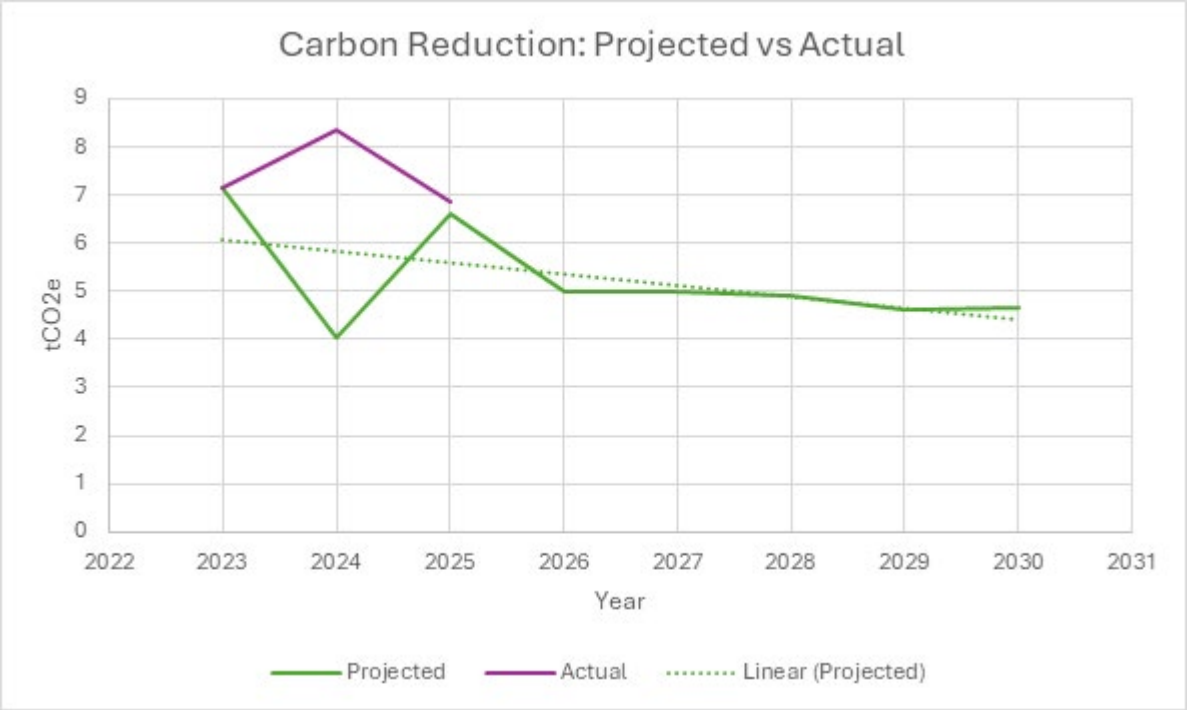
	majority of our employees' travel is to client sites where this is reimbursed travel and is included in our Scope 3 methodology. We aim to introduce employee travel surveys in future years to begin to quantify the impact of employee travel choices and to better support/promote sustainable travel modes. **Category 9. Downstream transportation and distribution = not relevant, explanation provided** Explanation: We do not transport or distribute products.
Total Emissions	**6.873412 tCO2e**

Emissions reduction targets

In order to continue our progress to achieving Net Zero, we have adopted the following carbon reduction targets.

We have calculated and project that carbon emissions will decrease over the next five years to 4.6388 tCO2e by 2030. This is a reduction of 54% over the baseline year.

Progress against these targets can be seen in the graph below:



As described above, the impact of short-haul international flights in 2024 meant we significantly exceeded our target. We have built in the impact of one short-haul international return flight in early 2025, shown by the spike in Projected value for 2025 in the graph, but beyond this we intend to eliminate short-haul flights (replacing with international road or rail travel) and do not anticipate any long-haul flight requirements for the business at this point.

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Carbon Reduction Projects

Completed Carbon Reduction Initiatives

The following environmental management measures and projects have been completed or implemented since the 2023 baseline. Disregarding the exceptional impact of the air travel noted above, the carbon emission reduction achieved by these schemes equate to 0.8699 tCO_2e, a 13.01%ge reduction against the 2023 baseline and the measures will be in effect when performing the contract.

We received our first ISO 14001 certification in 2025. We intend to progress this to a successful UKAS audit in mid 2026. In preparing for the initial certification we have implemented the measures set out in the ISO submission, enabling us to reduce our carbon footprint. We anticipate the impact of this will continue to reduce our carbon footprint in the lead up to the UKAS audit process.

Within the business, one of our major energy usages is for computing equipment. As such we have continued to upgrade computer equipment via the Dell commercial service to more efficient lower energy-demand products as and when required, either for the use of new staff or to replace expired devices (which are sent for recycling). This reduces our ongoing energy demand for day to day running.

Future carbon reduction initiatives

In the future we hope to implement further measures such as:

We have placed an order for a new business vehicle, which is a battery electric vehicle (BEV), under the Government's capital allowance scheme, which will be delivered in the first quarter of 2026. The vehicle has been chosen for its market-leading efficiency and cutting-edge battery technology (BMW Neue Klasse iX3). This will reduce the mileage undertaken in the business's diesel van as it will be used for all passenger journeys where there is no need to transport equipment. We will aim to charge the vehicle using renewably generated energy wherever possible. The vehicle will be insured for the use of necessary staff members, enabling them to travel by electric vehicle rather than personal petrol or diesel car. This will reduce the use of personal cars under Scope 3.

We may also choose to replace the diesel van with a battery electric van once an appropriate product is on the marketplace, e.g. utilising 800v technology with a corresponding battery range and efficiency. This will significantly reduce the Scope 1 operational diesel use. This is reflected in our 5-year plan with a significant reduction in this item after 2028.

Declaration and Sign Off

This Carbon Reduction Plan has been completed in accordance with PPN 006 and associated guidance and reporting standard for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard[1] and uses the appropriate Government emission conversion factors for greenhouse gas company reporting[2].

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard[3].

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This Carbon Reduction Plan has been reviewed and signed off by the board of directors (or equivalent management body).

Signed on behalf of the Supplier:

Fiona Petch (Director)

Signed: 

Date: 12/03/2026