# Carbon Reduction Plan

## Eschmann Technologies Ltd

Reporting Period:
2025 (Jan-Dec)

Produced with the support of

LITMUS Sustainability



# Our Commitment to Net Zero

## Eschmann Technologies is committed to achieving Net Zero emissions by 2045.

## Baseline Year

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: 2022 (Jan-Dec)

Additional Details relating to the Baseline Emissions calculations.

Eschmann Technologies' baseline emissions include Scope 1 and 2 and the mandatory Scope 3 categories under PPN 006: Transport & Distribution, Waste, Commuting and Business Travel. We have also voluntarily reported Fuel and Energy Related Activities emissions in our Scope 3. Our organisational boundary was defined using the operational control approach.

Our 2022 baseline was calculated in 2026 based on available data, with proxies used where necessary. Commuting emissions for 2022 were estimated based on the results of a commuter survey in 2026, adjusted to our 2022 headcount. Business Travel and outbound Transport & Distribution emissions were estimated based on 2025 figures, adjusted to our 2022 turnover. Downstream Transport emissions were zero because all transport was paid for by Eschmann and therefore captured as Upstream Transport.

Commuting emissions included estimated homeworking, air travel and transport emissions took the effects of radiative forcing into account, and we used life cycle emission factors for Scope 3 activities wherever possible.

Some emissions in our baseline year were calculated using estimated activity data or spend-based methods where there were gaps in the data. We are committed to continuous improvement in our emissions data, and recalculation of previous years will be implemented in future reports if necessary to maintain an effective base year comparison.

| Emissions | Total ($tCO_2e$) |
|---|---|
| **Scope 1** | **226.26** |
| **Scope 2** | **44.23** location-based<br>**44.23** market-based[1] |
| **Scope 3** | **268.06** |
| **Total Emissions** | **538.56** market-based / **538.56** location-based |
| Emissions Intensity | **0.05** ($tCO_2e$/£'000) market-based |

[1] Market-based emissions take into account electricity purchasing choices (e.g. a renewable tariff). Location-based emissions are calculated using the average emissions intensity of the electricity grid, regardless of purchasing choices.

# Baseline Year Emissions Breakdown

| Scope 1 | Tonnes $CO_2e$[2] |
|---|---|
| 1.1 Stationary Combustion | 8.20 |
| 1.2 Mobile Combustion | 213.64 |
| 1.3 Fugitive Emissions | 4.43 |
| 1.4 Process Emissions | Excluded (not applicable) |
| **Scope 2** | |
| 2.1 Electricity (location based) | 44.23 |
| 2.1 Electricity (market based) | 44.23 |
| 2.2 Heat and Steam | Excluded (not applicable) |
| **Scope 3 (Upstream)** | |
| 3.1 Purchased Goods & Services | Excluded (applicable but not reported) |
| 3.2 Capital Goods | Excluded (applicable but not reported) |
| 3.3 Fuel & Energy Related Activities | 70.03 |
| 3.4 Upstream Transportation & Distribution | 91.11 |
| 3.5 Waste Generated in Operations | 0.38 |
| 3.6 Business Travel | 8.65 |
| 3.7 Employee Commuting & Homeworking | 97.89 |
| 3.8 Upstream Leased Assets | Excluded (not applicable) |
| **Scope 3 (Downstream)** | |
| 3.9 Downstream Transportation & Distribution | 0.00 |
| 3.10 Processing of Sold Products | Excluded (not applicable) |
| 3.11 Use of Sold Products | Excluded (applicable but not reported) |
| 3.12 End-of-Life Treatment of Sold Products | Excluded (applicable but not reported) |
| 3.13 Downstream Leased Assets | Excluded (not applicable) |
| 3.14 Franchises | Excluded (not applicable) |
| 3.15 Investments | Excluded (not applicable) |

[2] Due to rounding, breakdown figures may not add up exactly to the total stated emissions.

# Current Emissions Reporting

## Current Year: 2025 (Jan-Dec)

Additional Details relating to the Current Year emissions calculations.

A more comprehensive dataset was available for our 2025 carbon footprint. Business Travel, Commuting and outbound Transport & Distribution emissions were calculated using full travel records, a commuter survey and courier invoices, respectively.

Some emissions were calculated using estimated activity data or spend-based methods where there were gaps in the data. We are committed to continuous improvement in our emissions data, and recalculation of previous years will be implemented in future reports if necessary to maintain an effective base year comparison.

| Emissions | Total ($tCO_2e$) |
|---|---|
| **Scope 1** | **233.79** |
| **Scope 2** | **20.19** location-based<br>**0.36** market-based |
| **Scope 3** | **249.99** |
| **Total Emissions** | **484.15** market-based / **503.98** location-based |
| Emissions Intensity | **0.05** ($tCO_2e$/£'000) market-based |

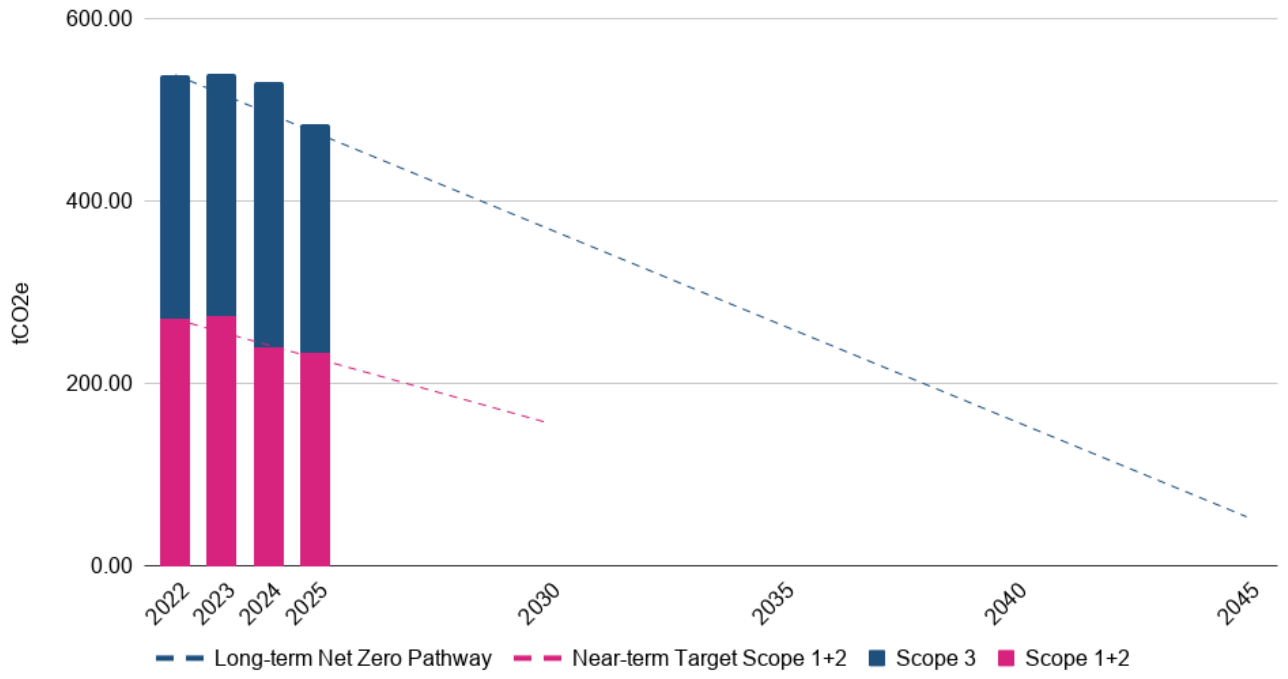
# Current Year Emissions Breakdown

| Scope 1 | Tonnes $CO_2e$ |
|---|---|
| 1.1 Stationary Combustion | 8.41 |
| 1.2 Mobile Combustion | 225.39 |
| 1.3 Fugitive Emissions | 0.00 |
| 1.4 Process Emissions | Excluded (not applicable) |
| **Scope 2** | |
| 2.1 Electricity (location based) | 20.19 |
| 2.1 Electricity (market based) | 0.36 |
| 2.2 Heat and Steam | Excluded (not applicable) |
| **Scope 3 (Upstream)** | |
| 3.1 Purchased Goods & Services | Excluded (applicable but not reported) |
| 3.2 Capital Goods | Excluded (applicable but not reported) |
| 3.3 Fuel & Energy Related Activities | 63.16 |
| 3.4 Upstream Transportation & Distribution | 83.39 |
| 3.5 Waste Generated in Operations | 0.20 |
| 3.6 Business Travel | 8.09 |
| 3.7 Employee Commuting & Homeworking | 95.15 |
| 3.8 Upstream Leased Assets | Excluded (not applicable) |
| **Scope 3 (Downstream)** | |
| 3.9 Downstream Transportation & Distribution | 0.00 |
| 3.10 Processing of Sold Products | Excluded (not applicable) |
| 3.11 Use of Sold Products | Excluded (applicable but not reported) |
| 3.12 End-of-Life Treatment of Sold Products | Excluded (applicable but not reported) |
| 3.13 Downstream Leased Assets | Excluded (not applicable) |
| 3.14 Franchises | Excluded (not applicable) |
| 3.15 Investments | Excluded (not applicable) |

# Emissions Reduction Targets

We have committed to a long-term target of achieving net zero by 2045. In practice, this equates to a 90% absolute reduction in Scope 1, 2 and Scope 3 emissions by 2045 from our 2022 baseline. The remaining 10% of emissions will be balanced by emissions removals to achieve net zero.

We have also set a near-term target of a 42% reduction in market-based Scope 1+2 emissions by 2030 from our 2022 baseline. Our annual emissions reduction pathway (market-based) is set out in the charts below.

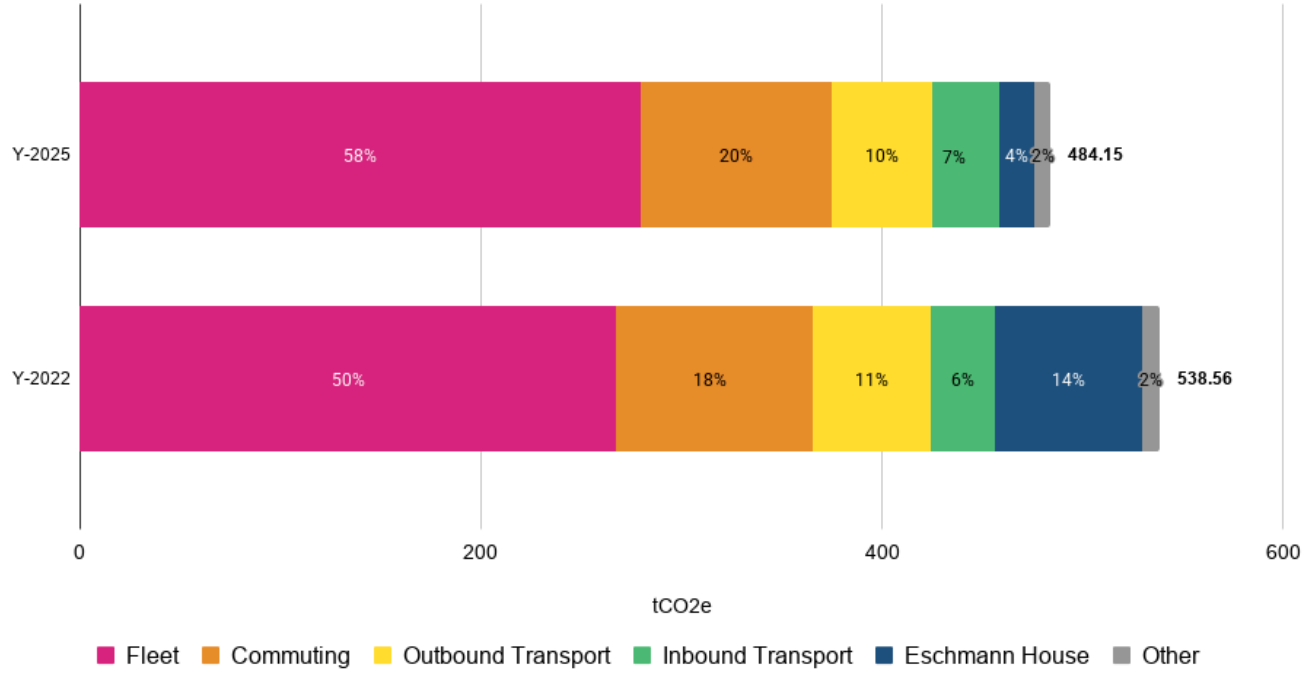



We plan to achieve our 2030 near-term target by maintaining a 100% renewable electricity supply and transitioning our fleet to electric or plug-in hybrid models.

| Scope | Baseline Year | Current Year | Change |
|---|---|---|---|
| Scope 1 | 226.26 | 233.79 | +3% |
| Scope 2 | 44.23 location-based<br>44.23 market-based | 20.19 location-based<br>0.36 market-based | -54%<br>-99% |
| Scope 3 | 268.06 | 249.99 | -7% |
| **Total** | **538.56** location-based<br>**538.56** market-based | **503.98** location-based<br>**484.15** market-based | **-6%**<br>**-10%** |
| **Emissions Intensity** | **0.05** $tCO_2e$/£'000 | **0.05** $tCO_2e$/£'000 | **0%** |

# Carbon Reduction Projects

We are committed to taking action to bring down our emissions in-line with our near-term and long-term targets. A materiality analysis of our baseline and current year emissions, showing the key contributors to our carbon footprint (market-based), is shown in the chart below.




## Current & Completed Carbon Reduction Initiatives

We have completed or are currently working on the following measures:

| Measure Description | GHG Category |
|---|---|
| **Energy efficiency & solar PV**<br><br>There have been a number of energy saving measures implemented at Eschmann House since our baseline year, including LED lights within the main facility, energy efficient windows, consolidation of working areas to minimise air conditioning requirements, and other initiatives to save energy in communal areas. We also installed solar panels in 2024 to generate our own clean electricity. Electricity consumption has halved since 2022, contributing to a drop in location-based Scope 2 emissions of 54% over the same period.<br><br>In addition, in 2025 there were no emissions associated with refrigerant leaks from air conditioning, compared to the 19 $tCO_2e$ of leakage between 2022 and 2024. | Electricity<br>Stationary Combustion<br>Fugitive |

| | |
|---|---|
| As a result of all of these measures, Eschmann House's share of our total carbon footprint has fallen from 14% in 2022 to just 4% in 2025. | |
| **Renewable electricity**<br><br>In 2025 all of the electricity consumed by Eschmann House from the grid was backed by Renewable Energy Guarantee of Origin (REGO) certificates. As a result, our total market-based Scope 2 emissions have dropped by 99% since our baseline year (the remaining emissions were generated by vehicle charging off-site). | Electricity |
| **Lower impact waste disposal**<br><br>Although only a very small contributor to our carbon footprint, we have switched to a waste management provider with improved recycling practices to ensure that our waste is dealt with efficiently. | Waste |

# Future Initiatives

To keep on track to our targets we are committing to implementing the following initiatives in future:

| Measure Description | GHG Category |
|---|---|
| **Fleet electrification**<br><br>Our company vehicles are responsible for the majority of our carbon footprint. As of 2025, we have four plug-in hybrids (PHEVs) in our fleet. Using these cars avoided over 2 $tCO_2e$ of direct emissions in 2025 compared to using diesel equivalents.<br><br>Gradually transitioning our fleet over to PHEVs or battery electric (BEVs) models over the coming years is a carbon reduction priority that is vital to achieving our 2030 near-term target. | Mobile Combustion |
| **Sustainable travel**<br><br>Employee Commuting was the second largest contributor to our carbon footprint in 2025. The vast majority of our staff travel to work by petrol or diesel car, so the single largest opportunity to reduce emissions is by supporting employees to switch to an electric vehicle. We therefore plan to explore our options for offering an EV Salary Sacrifice scheme in future. | Commuting |
| **Lower impact goods transport**<br><br>Outbound deliveries by van in the UK generated nearly 7 $tCO_2e$ in 2025, or 14% of our total outbound transport emissions. Going forward, where possible we plan to prioritise transport providers that have an ambitious electrification programme in place and account for the use of electric vans in our emissions calculations. | Transport & Distribution |

| | |
|---|---|
| **Data quality & coverage**<br><br>We are committed to increasing the quality and coverage of our carbon footprint data year-on-year. In 2027, we will expand our emissions reporting to include all applicable but not yet reported Scope 3 categories. This includes Purchased Goods & Services, Capital Goods, Use of Sold Products and End-of-life Treatment of Sold Products.<br><br>This will provide a more accurate picture of our real-world climate impact, keep us in line with NHS requirements and open up new avenues for carbon reduction. | Cross-cutting |

# 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].

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

*Signed on behalf of Eschmann Technologies:*

**Name:** Phil Kennedy

**Position:** Managing Director

**Date:** 27/10/2026

[1] https://ghgprotocol.org/corporate-standard
[2] https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting
[3] https://ghg protocol.org/standards/scope-3-standard

This Carbon Reduction Plan was produced with the support of Litmus Sustainability.