

Carbon Reduction Plan

AES ELECTRICAL & COMPLIANCE SERVICES LTD

Company Number: 14304953

Reporting Period: 1st July 2025 to 30th June 2026

Date: 23/07/2026

Net Zero Target: 2045

Created by

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Executive Summary

This Carbon Reduction Plan outlines AES ELECTRICAL & COMPLIANCE SERVICES LTD's commitment to achieving Net Zero greenhouse gas emissions and details our strategy for reducing carbon emissions across our operations.

AES Electrical & Compliance Services Ltd is a Winsford (Cheshire)-based electrical contractor, incorporated around 2022, serving domestic, commercial and industrial clients across the Northwest and wider UK. Their offering centres on electrical installation, maintenance and repair with a strong compliance focus, including EICR inspections, PAT testing, fire safety and security systems, lightning protection, and a 24/7 emergency call-out service. Fully certified and insured, they're active in public sector work, recently securing a four-year PAT testing contract with Lancashire County Council.

Our baseline emissions for 2024 (1st July 2024 to 30th June 2025) totalled 45.80 tCO₂e, comprising:

- Scope 1 (Direct emissions): 33.90 tCO₂e
- Scope 2 (location based): 3.60 tCO₂e
- Scope 2 (market based): 3.60 tCO₂e
- Scope 3 (Other indirect emissions): 8.30 tCO₂e

For the current reporting period (1st July 2025 to 30th June 2026), our total emissions were 72.98 tCO₂e, representing a 59.3% increase from our baseline year.

We are committed to achieving Net Zero emissions by 2045 through a comprehensive program of carbon reduction measures, including energy efficiency improvements, renewable energy adoption, and sustainable transport initiatives.

This plan demonstrates our compliance with PPN 006 (previously PPN 06/21) requirements and our ongoing commitment to environmental responsibility and climate action.

Commitment to Net Zero

AES Electrical & Compliance Services LTD is committed to achieving Net Zero emissions for all UK operations by 2045, in line with the UK Government's net zero target.

Baseline Emissions Footprint

Baseline emissions are a record of the greenhouse gases that have been produced in the baseline audit period. For AES ELECTRICAL & COMPLIANCE SERVICES LTD this period was the financial period 1st July 2024 to 30th June 2025.

The baseline includes all Scope 1 and 2 emissions from our operations, plus upstream Scope 3 categories including Upstream Transport & Distribution, Waste & Water and Employee Commuting.

Baseline: 1st July 2024 to 30th June 2025

Emissions Scope	Emissions (tCO ₂ e)
Scope 1	33.90
Scope 2 (location based)	3.60
Scope 2 (market based)	3.60
Scope 3	8.30
Total Emissions	45.80

Scope 3 Emissions Breakdown

Scope 3 Category	Emissions (tCO ₂ e)
Scope 3.4 Upstream Transport & Distribution	8.30
Scope 3.5 Waste	0.00
Scope 3.7 Employee Commuting	0.00
Total Scope 3	8.30

Current Emissions Reporting

This page summarises the emissions from the financial year 2025 - 2026 (1st July 2025 to 30th June 2026).

The report includes all Scope 1 and 2 emissions from our operations, plus upstream Scope 3 categories including Upstream Transport & Distribution, Waste & Water and Employee Commuting. This year, we have also included upstream transportation and distribution emissions within our reporting scope for the first time. This has been made possible by the availability of relevant data for the current reporting period. In previous years, this data was not available, which meant these emissions could not be captured or reported. Their inclusion this year improves the completeness of our emissions reporting and provides a more comprehensive picture of our overall carbon footprint. It should also be noted that the addition of this category explains the increase observed in our Scope 3 emissions this year, as these emissions are now being fully accounted for where previously only partially. The carbon intensity metric for 2025 - 38.1 tCO₂e / million turnover. The carbon intensity metric for 2026 - 59.8 tCO₂e / million turnover.

Emissions Scope	Current (tCO ₂ e)	Baseline (tCO ₂ e)	Change (%)
Scope 1	49.19	33.90	+45.1%
Scope 2 (location based)	1.09	3.60	-69.7%
Scope 2 (market based)	1.09	3.60	-69.7%
Scope 3	22.70	8.30	+173.5%
Total Emissions	72.98	45.80	+59.3%

Current Year Scope 3 Emissions Breakdown

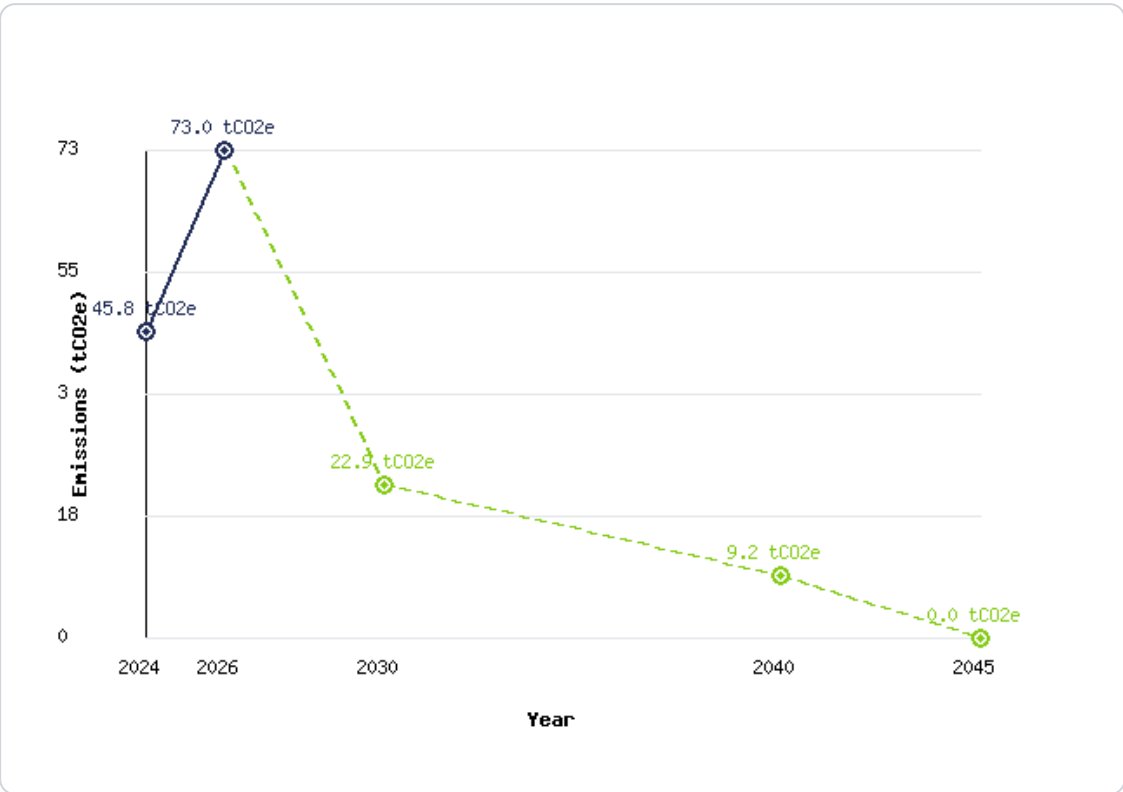
Scope 3 Category	Emissions (tCO ₂ e)	Baseline (tCO ₂ e)	Change (%)
Scope 3.4 Upstream Transport & Distribution	13.07	8.30	+57.5%
Scope 3.5 Waste	6.37	0.00	N/A
Scope 3.7 Employee Commuting	3.26	0.00	N/A
Total Scope 3	22.70	8.30	+173.5%

Carbon Reduction Targets

Our Target

50% reduction in total emissions by 2030 compared to 2024 baseline

Emissions Reduction Trajectory



Key Milestones

2030 50% reduction from baseline

2040 80% reduction from baseline

2045 100% reduction from baseline

Carbon Reduction Measures

The following environmental management measures and projects have been completed or are planned to be completed in the coming financial period. The carbon emission reduction of these measures has been estimated where possible.

Transition diesel vans to electric

Planned

The fleet currently operates entirely on diesel. Transitioning to electric vans, supported by on-site EV charging infrastructure, would reduce fleet-related emissions and provide a visible sustainability benefit for visiting clients and customers.

Estimated impact: Based on equivalent spend, projected emissions would fall from 48 tCO₂e/year (diesel) to 14.45 tCO₂e/year (EV) — a reduction of approximately 70%.

Cost and feasibility considerations: Higher upfront vehicle cost compared to diesel/petrol equivalents; capital investment required for charging infrastructure, including installation, electrical upgrades, and ongoing maintenance.

Optimise scheduling and routing

Planned

Improving route planning and job scheduling would reduce unnecessary mileage, while raising first-time-fix rates would minimise return visits and associated travel.

Estimated impact: 10–12 tCO₂e/year reduction.

Cost and feasibility considerations: Requires investment in CRM or telematics systems to support route tracking and scheduling; effectiveness may be limited where jobs are highly dispersed or routes are subject to frequent change.

Improve vehicle loading efficiency

Planned

As operations are largely site-based, more efficient packing and loading of vans would reduce the number of trips required to transport equipment, lowering overall van mileage.

Estimated impact: 10–15% reduction in related emissions.

Cost and feasibility considerations: Requires investment in loading equipment/racking systems and may increase depot staffing requirements to manage more structured loading processes.

Eco-driving training

Planned

Driver training in smoother acceleration/braking, reduced idling, and correct tyre pressure management would improve fuel efficiency across the fleet.

Estimated impact: 5–15% reduction in fuel-related emissions.

Cost and feasibility considerations: Requires investment in training delivery; may involve short-term disruption to logistics while training is scheduled and routes/availability are adjusted.

Behavioural energy-saving measures

Planned

Encouraging staff to switch off lights and appliances when not in use would reduce unnecessary electricity consumption.

Estimated impact: 1–5% reduction in Scope 2 emissions.

Cost and feasibility considerations: Limited by building constraints — some equipment cannot be powered down, and certain sites operate automatic LED lighting systems, reducing the applicability of this measure.

Engage landlord on a renewable energy contract

Planned

Working with the landlord to move the building's energy supply to a renewable tariff would reduce the carbon intensity of purchased electricity.

Estimated impact: 4.5–5 tCO₂e/year reduction.

Cost and feasibility considerations: Dependent on landlord engagement and cooperation; potential cost implications depending on tariff pricing, and limited control given the leased status of the premises.

Driver behaviour tracking and training

Completed

Evaluated a driver behaviour tracking system and delivered training to help drivers reduce emissions through improved driving practices.

CO₂ extinguisher refilling

Completed

Confirmed that CO₂ fire extinguishers can be refilled rather than replaced, reducing waste and associated emissions.

Reduced business travel emissions

Completed

Shifted to virtual meetings where possible, with rail travel prioritised over car travel when in-person attendance is required.

Hybrid working pattern

Completed

Introduced a hybrid working model to reduce commuting-related emissions.

Methodology & Standards

Calculation Method

GHG Protocol Corporate Accounting and Reporting Standard

Emissions Factors

DEFRA/BEIS 2025

Data Quality Assessment

Emissions data was collected across Scope 1, 2, and 3 categories using a range of available information. Scope 1 and 2 emissions were calculated using the number of employees in the office since AES Electrical and Compliance LTD since rents the office and their bills are included in the rental contract and there is no access to them. Scope 3 emissions were calculated using a combination of spend-based and activity-based across a number of categories, including upstream transportation, waste disposal, water use, and employee commuting.

This year, we have also included upstream transportation and distribution emissions within our reporting scope for the first time. This has been made possible by the availability of relevant data for the current reporting period. In previous years, this data was not available, which meant these emissions could not be captured or reported. Their inclusion this year improves the completeness of our emissions reporting and provides a more comprehensive picture of our overall carbon footprint. It should also be noted that the addition of this category explains the increase observed in our Scope 3 emissions this year, as these emissions are now being fully accounted for where previously only partially.

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 and uses the appropriate government emission conversion factors for greenhouse gas company reporting.

Scope 1 and scope 2 emissions have been reported in accordance with SECR requirements (where required), 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.

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

Belinda Abbis

Business and Finance Director

Date: 2026-07-23

Digital Signature: Digitally signed by Belinda Abbis on 23/07/2026

Document Information

Document Version: 1.0

Last Updated: 23/07/2026

Compliance: PPN 006

Standard: GHG Protocol