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1. Commitment to achieving Net Zero

Affini Technology is committed to achieving Net Zero emissions by 2050.

2. Baseline Emissions Footprint 2022 (Scope 1 & 2 only)

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.

Reporting Year: TY 01 April 2021- 31 March 2022	
Scope 1	**9.19**
Scope 2	**77.02**
Scope 3 **(Included Sources)**	**Target for TY 2022 and improved data capture Scope 1 & 2**
Total Emissions	**86.27 tonnes CO2e**

Figure 1: Baseline emission report.

3. Current Emissions Reporting 2026

Reporting Year: TY 01 April 2025- 31 March 2026	
Scope 1 **Company controlled vehicle fuel**	**72.80 tonnes CO2e**
Scope 2 **Purchased electricity**	**7.75 tonnes CO2e**

Scope 3	
Flights	**6.94 tonnes CO2e**
Waste (estimated)	**3.42 tonnes CO2e**
Upstream distribution (estimated)	**21.62 tonnes CO2e**
Downstream distribution	**14.79 tonnes CO2e**
Commuting	**78.00 tonnes CO2e**
Public transport	**0.64 tonnes CO2e**
Total Emissions	**205.50 tonnes CO2e**

Figure 2: Current emission report TY.

Methodology note: FY2025/26 waste and upstream distribution are estimated due to incomplete source data. The 72.80 tonnes CO2e vehicle use figure combines Company controlled and Grey Fleet mileage and is therefore not allocated wholly to a single scope in this plan.

4. Emissions reduction targets

Existing emissions reduction targets are maintained through the Business Management System (BMS) and AF-TO-01 Affini Targets & Objectives. The FY2025/26 assessment records total emissions of approximately 205.50 tonnes CO2e, compared with 253.99 tonnes CO2e in FY2024/25, a reduction of 19.1%. The objectives below have therefore been refreshed to show FY2025/26 progress and the actions carried forward into FY2026/27.

Affini remains committed to achieving Net Zero by 2050. The interim ambition of 60 tonnes CO2e by 2030 is retained as an aspirational objective and is dependent on business activity, fleet transition, renewable energy procurement, supplier engagement and improved Scope 3 data capture. Waste and upstream distribution in FY2025/26 include estimates because complete source data was unavailable.

OBJECTIVE	FY2025/26 OUTCOME	FY2026/27 ACTION	OWNER	TARGET DATE
Reduce total carbon footprint	205.50 tCO2e vs 253.99 tCO2e in FY24/25 - reduction of 19.1%, exceeding the 7% annual reduction objective.	Continue quarterly carbon review and improve Scope 3 source data.	HSE Manager / SHEQ Committee / Head of Finance	31-Mar-27
Reduce mileage and flights by minimum 5% (in line with business activity)	Vehicle mileage reduced from 397,285 to 233,066 miles (41.3%). Flight emissions increased from 3.57 to 6.94 tCO2e. The overall travel objective was therefore only partially achieved.	Continue to challenge avoidable flights and increase rail use where practical.	Head of Finance / Line Manager	31-Mar-27
Regionalise engineers and reduce movement within projects	Lower business mileage indicates positive progress, but the report does not evidence completion of a formal regionalisation strategy.	Retain as an ongoing operational action and evidence regionalisation initiatives where implemented.	Engineering Manager / HR Manager	31-Mar-27
Reduce electrical consumption by 5%	Consumption increased from 40,750 kWh to 42,039 kWh (3.2% increase), although reported electricity emissions reduced to 7.75 tCO2e. The 5% consumption target was not achieved.	Continue efficiency measures and improve site-level electricity monitoring.	Head of Finance / SHEQ Manager	31-Mar-27
Reduce water consumption by 5%	No reliable FY25/26 water-consumption dataset is included in the carbon report, so performance against the 5% reduction target cannot be evidenced.	Improve data capture with suppliers/landlords and establish an auditable water-consumption baseline.	Head of Finance	31-Mar-27
Reduce waste to landfill by 5% and increase reuse	FY25/26 waste is estimated at 3.42 tCO2e because complete source data was unavailable. The estimate cannot evidence achievement of the landfill/reuse target.	Improve waste-stream data capture and supplier reporting to allow performance to be measured.	Compliance / SHEQ	31-Mar-27

Transition fleet and reduce White Fleet emissions	Overall vehicle emissions reduced from 110.75 to 72.80 tCO2e (34.3%). The data combines Company and Grey Fleet mileage, so a separate 40% White Fleet reduction cannot be confirmed.	Separate fleet categories in future reporting and progress EV transition at lease renewal.	Head of Finance / Line Managers	31-Mar-27
Procure renewable energy from the grid	The FY25/26 report does not confirm a transition to 100% renewable electricity.	Retain as an open action and document tariff/supplier evidence when completed.	Head of Finance	31-Mar-27
Reduce Grey Fleet and commuting emissions by 20%	Commuting emissions reduced from 87.4 to 78.0 tCO2e (10.8%), below the 20% objective. Grey Fleet is not separately identifiable from total vehicle use data.	Continue flexible working, public transport and lower-emission vehicle initiatives, and improve category level data capture.	Head of Finance / Line Managers	31-Mar-27

Figure 3: Affini Environmental Management/Carbon reduction objectives.

Progress against the carbon reduction targets is shown in Figure 4. The FY2024/25 increase reflected business growth and expanded Scope 3 reporting. FY2025/26 reported emissions reduced to approximately 205.50 tonnes CO2e, mainly due to lower business vehicle mileage and commuting emissions. Waste and upstream distribution remain estimates where complete source data was unavailable. Earlier Scope 1 and 2 baseline years are not directly comparable with later years that include a broader Scope 3 boundary.

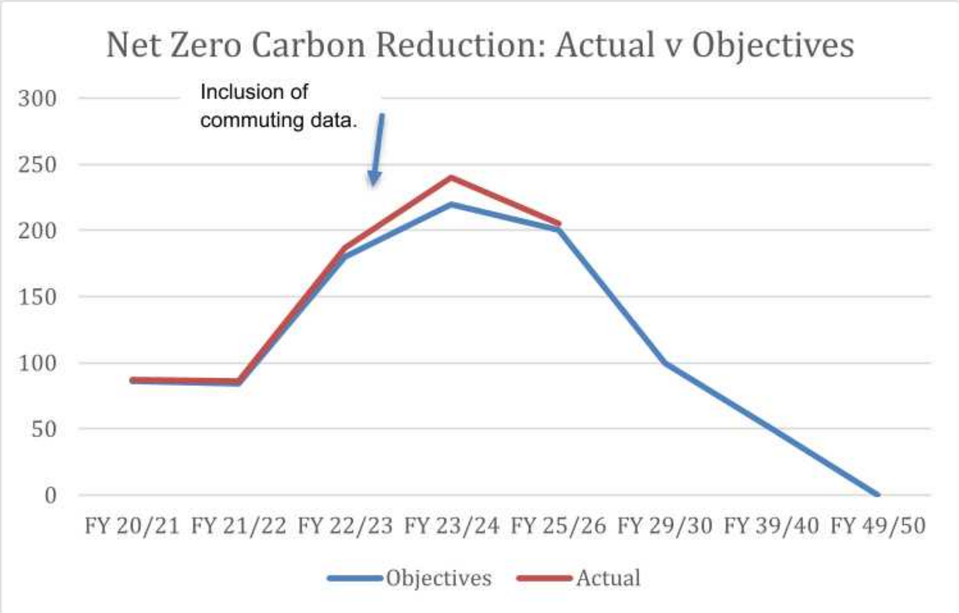

Figure 4: Reported carbon emissions and forward reduction objective.

5. Carbon Reduction Projects

5.1 Completed Carbon Reduction Initiatives

- The following environmental management measures and projects have been completed or implemented since the 2021/22 baseline.
- Improvements to carbon data capture including scope 3 requirements.
- Maintenance of certification to ISO14001 (no non-conformances or recommendations for improvement).
- Net Zero plan implemented, with annual benchmarking and expanded Scope 3 reporting.
- Business vehicle mileage reduced from 397,285 miles in FY2024/25 to 233,066 miles in FY2025/26, with associated emissions reducing from 110.75 to 72.80 tonnes CO2e.
- Commuting emissions reduced from 87.4 tonnes CO2e in FY2024/25 to approximately 78.0 tonnes CO2e in FY2025/26.

5.2 2023-2030 Reduction Initiatives

In the future we hope to implement further measures including:

- Top management oversight and resourcing through budgets, policy and quarterly carbon reviews.
- Improve Scope 3 data capture, particularly waste, upstream distribution and the split between Company controlled and Grey Fleet mileage, to reduce reliance on estimates.
- Progress electrification of the fleet at lease renewal, supported by a documented fleet transition plan and charging infrastructure review.
- Implement practical energy efficiency improvements and site-level monitoring; electricity consumption increased in FY2025/26 and remains an active reduction area.
- Review electricity tariffs and obtain evidence of renewable energy supply where commercially and operationally feasible.
- Continue regionalisation of engineers/colleagues where operationally practical to sustain lower business mileage.
- Work with suppliers and logistics providers to improve activity data and reduce emissions from upstream and downstream distribution.
- Continue commuter and Grey Fleet initiatives, including public transport, flexible working and lower emission vehicles, with improved category level measurement.

6. Declaration and Sign Off

This Carbon Reduction Plan has been updated in accordance with Procurement Policy Note PPN 006 and the associated technical standard for Carbon Reduction Plans. PPN 006 replaced the former PPN 06/21 framework.

Emissions have been reported using the supporting FY2025/26 carbon assessment and the organisation's available source data. Government/recognised conversion factors are used where applicable. Where complete source data was unavailable, estimates are explicitly identified in the report and this plan.

Scope 1, Scope 2 and the relevant Scope 3 categories are presented in line with the reporting boundary used for the FY2025/26 assessment. The underlying mileage dataset combines Company-controlled and Grey Fleet activity, so a reliable Scope 1 / Scope 3 split for the 72.80 tonnes CO_2e vehicle-use total is not available for this reporting year; this is identified as a data-improvement action for FY2026/27.

This Carbon Reduction Plan is to be reviewed and approved by the board of directors (or equivalent management body) before publication or tender use.

Ian Carr, Chief Executive Officer, Affini Technology Ltd

Signed:

Date: 20/08/2026