



Carbon Reduction Plan guidance

Notes for completion

Where an in-scope organisation has determined that the measure applies to the procurement, suppliers wishing to bid for that contract are required, as a condition of participation, to submit a CRP which details their organisational carbon footprint and confirms their commitment to achieving net zero by 2050.

CRPs are to be completed by the bidding supplier and must meet the reporting requirements set out in supporting guidance and include the supplier's current carbon footprint and its commitment to reducing emissions to achieve net zero emissions by 2050.¹¹

The CRP should be specific to the bidding entity, or, provided certain criteria are met, may cover the bidding entity and its parent organisation. In order to ensure the CRP remains relevant, a CRP covering the bidding entity and its parent organisation is only permissible where the detailed requirements of the CRP are met in full, as set out in the Technical Standard¹² and Guidance, and all of the following criteria are met:

- the bidding entity is wholly owned by the parent
- the commitment to achieving net zero by 2050 for UK operations is set out in the CRP for the parent and is supported and adopted by the bidding entity, demonstrated by the inclusion in the CRP of a statement that this will apply to the bidding entity
- the environmental measures set out are stated to be able to be applied by the bidding entity when performing the relevant contract
- the CRP is published on the bidding entity's website

Bidding entities must take steps to ensure they have their own CRP as soon as reasonably practicable and should note that the ability to rely on a parent organisation's CRP may only be a temporary measure to satisfy this particular condition of participation.

The CRP should be updated regularly (at least annually) and published and clearly signposted on the supplier's UK website. It should be approved by a director (or equivalent senior leadership) within the supplier's organisation to demonstrate a clear commitment to emissions reduction at the highest level. Suppliers may wish to adopt the objectives of the CRP within their strategic plans.

A template for the CRP is set out below. Please complete and publish your CRP in accordance with the reporting standard published alongside this PPN.

¹¹ 'Bidding supplier' or 'bidding entity' means, for the purpose of this guidance, the organisation with whom the Contracting Authority will enter into a contract if it is successful.

¹² <https://www.gov.uk/government/publications/ppn-006-guidance-on-taking-account-of-carbon-reduction-plans-adopting-and-applying-conditions-of-participation-html>

Carbon Reduction Plan

Supplier name

AMP EV LTD

Publication date

28/01/2026

Commitment to achieving Net Zero

AMP EV Limited is committed to achieving Net Zero emissions by 2040.

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: | |
| AMP EV has started monitoring on their carbon emission on 2023, which has been set as the baseline year. The monitoring is done for all three scopes in emission. | |
| Emissions | Total (tCO2e) |
| Scope 1 | 0 |
| Scope 2 | 1.34 |
| Scope 3 (included source: Staff Commute) | 7.85 |
| Total emissions | 8.86 |

| Reporting Year: 2024 | |
|---|---------------|
| Emissions | Total (tCO2e) |
| Scope 1 | 0 |
| Scope 2 | 0.42 |
| Scope 3 (included Source: Staff Commute, Waste Generated in Operations, Upstream Transportation, Downstream Transportation and Distribution) | 13.71 |
| Total emissions | 14.14 |

| Reporting Year: 2025 | |
|---|---------------|
| Emissions | Total (tCO2e) |
| Scope 1 | 0 |
| Scope 2 | 0.385 |
| Scope 3 (included Source: Staff Commute, Waste Generated in Operations, Upstream Transportation, Downstream Transportation and Distribution) | 15.238 |
| Total emissions | 15.623 |

Emissions Reduction Targets

An increase in absolute carbon emissions can be observed between 2023 and 2025. This increase is primarily attributable to:

- Expansion of business activities, and
- Improved Scope 3 data completeness, including the addition of waste, upstream transportation, and downstream transportation and distribution emissions, which were not captured in the baseline year.

While absolute emissions increased, Scope 2 emissions have consistently decreased, demonstrating the effectiveness of electricity-related carbon reduction measures.

Emissions Performance Overview

Total Emissions Comparison:

| Year | Scope 1 (tCO ₂ e) | Scope 2 (tCO ₂ e) | Scope 3 (tCO ₂ e) | Total (tCO ₂ e) |
|-----------------|------------------------------|------------------------------|------------------------------|----------------------------|
| 2023 (Baseline) | 0 | 1.34 | 7.85 | 8.86 |
| 2024 | 0 | 0.42 | 13.71 | 14.14 |
| 2025 | 0 | 0.385 | 15.238 | 15.623 |

Based on the data above, it can be observed that:

- Scope 2 emissions reduced by approximately 71% between 2023 and 2025, reflecting the transition to energy-efficient measures taken during relocation of the Head Office.
- Scope 3 emissions increased, driven by expanded reporting boundaries rather than increased operational inefficiency.

This analysis highlights that future carbon reduction efforts must focus primarily on Scope 3, particularly staff commuting, waste management, and transportation-related emissions.

Scope boundary clarification

Scope 1 emissions have been noted as 0 for all reporting years because all the fuel being consumed is either being used for Staff Commute, Upstream or Downstream Transportation and Distribution and not directly connected to operations unlike companies whose fuel emission largely revolves around operations. Since fuel-based emission are already monitored for Staff Commute, Upstream and Downstream Transportation and Distribution, this cannot be double counted in Scope 1.

In the baseline year (2023), Scope 3 emissions were limited to staff commuting only.

From 2024 onwards, AMP EV expanded Scope 3 reporting to include:

- Waste generated in operations
- Upstream transportation
- Downstream transportation and distribution

This expanded Scope 3 boundary represents a more accurate reflection of AMP EV's environmental impact.

Carbon Reduction Targets

To continue progress towards achieving Net Zero, AMP EV Limited has adopted the following carbon reduction targets, covering Scopes 1, 2, and 3.

Scope 1 and Scope 2 Targets

Although AMP EV currently has no Scope 1 emissions, the following measures will ensure continued control and prevention of future Scope 1 and 2 emissions growth:

- Switch to energy-efficient measures for all office-based operations following relocation.
- Ongoing optimisation of energy consumption through digital-first and remote working practices.
- Annual review of electricity consumption and emissions factors to ensure Scope 2 emissions continue to decrease year-on-year.

Projected outcome:

Scope 2 emissions to remain below 0.40 tCO₂e per annum from 2026 onwards, representing a sustained reduction of over 70% against the 2023 baseline.

Scope 3 Targets

Given that Scope 3 represents the dominant source of emissions, AMP EV has prioritised supply-chain and operational behaviour changes:

- Implementation of a formal low-carbon travel and commuting policy, promoting:
 - Remote and hybrid working
 - Public transport and active travel
 - Reduced reliance on high-emission commuting methods
- Improved waste segregation and engagement with waste contractors to reduce landfill disposal.
- Engagement with logistics and transport providers to prioritise lower-emission transport solutions where feasible.
- Continued improvement in Scope 3 data quality to ensure transparent reporting of emissions across all relevant categories.

Emissions reduction projection

Based on the implementation of the above measures, AMP EV projects the following reduction:

A reduction of approximately 4.6 tCO₂e by 2030 compared to the 2025 reporting year, reducing total emissions from 15.62 tCO₂e to approximately 11.0 tCO₂e. This represents an absolute reduction of approximately 30%.

Long-term Scope 3 management and offsetting

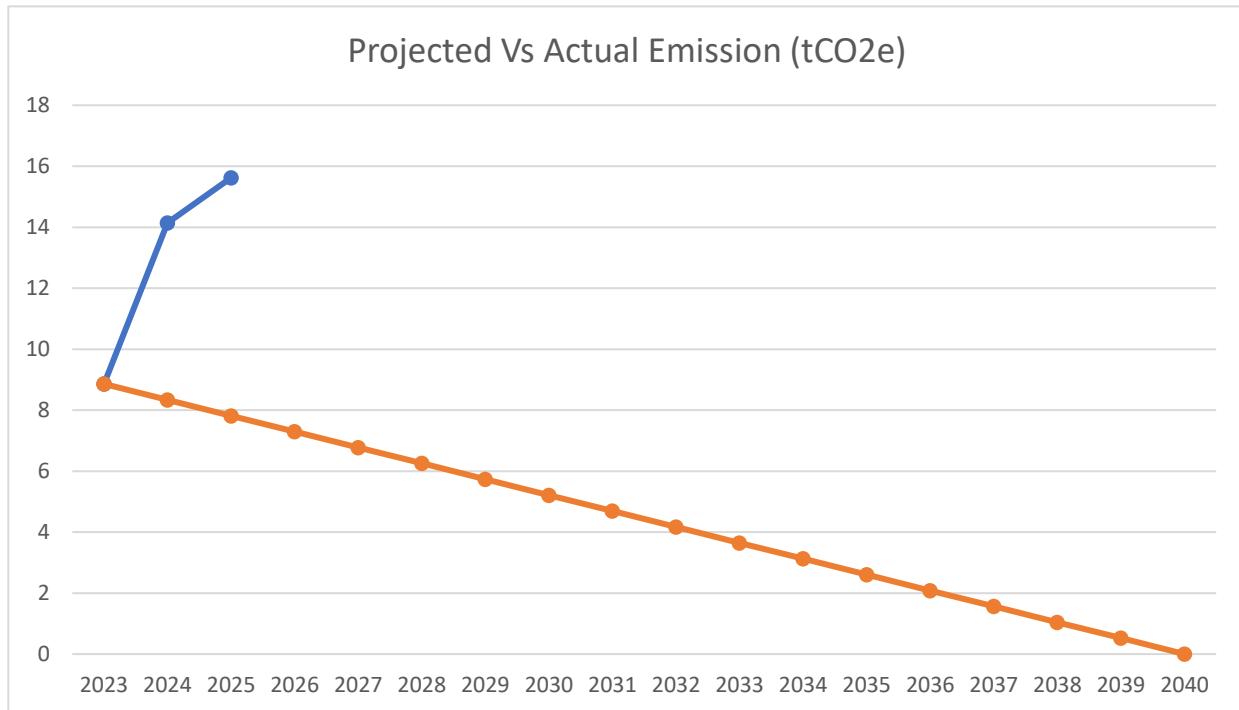
AMP EV recognises that not all Scope 3 emissions can be eliminated in the short to medium term. Therefore:

- The company aims to reduce Scope 3 emissions to approximately 75% of the 2025 Scope 3 baseline by 2035, through behavioural, procurement, and operational changes.
- Any residual emissions that cannot be reasonably reduced will be addressed through high-quality, verified carbon offsetting schemes, as part of AMP EV's Net Zero strategy.

While absolute emissions have increased since the baseline year, this is due to improved Scope 3 reporting rather than a decline in environmental performance. AMP EV's carbon reduction targets focus on stabilising emissions under a fully defined Scope 3 boundary and

delivering measurable absolute reductions in line with PPN 06/21 requirements.

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



Carbon Reduction Projects

Completed Carbon Reduction Initiatives

Since the 2023 baseline year, AMP EV has implemented the following measures, which will remain in effect for the duration of contracts delivered under PPN 06/21 requirements:

1. Transition to energy-efficient office setup

- Relocated to an office where energy-efficient measures were taken, significantly decreasing Scope 2 emissions.
- Resulted in Scope 2 emissions reducing from 1.34 tCO₂e (2023) to 0.42 tCO₂e (2024) and 0.385 tCO₂e (2025)
- Estimated reduction achieved: ~0.95 tCO₂e
- Percentage reduction against 2023 Scope 2 baseline: ~71%

2. Digital-first and remote working model

- Reduction in business travel requirements
- Increased use of digital collaboration tools
- Supports control of Scope 3 staff commute and upstream transport emissions

3. Enhanced carbon accounting and governance

- Introduction of structured Scope 3 data capture for:
 - Staff commuting
 - Waste streams
 - Logistics and transport
- While this has increased reported emissions, it represents a methodological improvement, directly aligning to PPN 06/21 framework.

Increases in total emissions since 2023 reflect improved reporting coverage rather than deterioration in environmental performance.

Future Carbon Reduction Initiatives

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

To deliver the 2030 reduction target and align with Net Zero, AMP EV plans to implement the following initiatives:

1. Staff commute and travel emissions reduction

Formal low-carbon travel policy

Incentives for:

- Remote and hybrid working
- Public transport and active travel
- Electric vehicle use where travel is unavoidable
- Annual monitoring and reduction targets for staff commute emissions

Expected impact: Reduction in dominant Scope 3 emission source

2. Waste and circular economy measures

Waste segregation and monitoring at operational locations

Preference for suppliers with:

- Recycled content
- Take-back or circular material schemes
- Targeted reduction in waste sent to landfill

Expected impact: Reduction in Scope 3 – Waste Generated in Operations

3. Low-carbon procurement and logistics

Engagement with suppliers to:

- Source renewable energy tariffs, which shall drastically decrease Scope 2 emissions.
- Improve data quality
- Prioritise low-emission transport options
- Use of consolidated deliveries and route optimisation where applicable

Expected impact: Reduction in Scope 2 and Scope 3 upstream and downstream transport emissions

4. Governance, monitoring and assurance

- Annual carbon footprint updates using UK Government GHG Conversion Factors
- Continuous improvement of Scope 3 coverage and accuracy
- Annual review of targets to ensure alignment with CCS and PPN 06/21 requirements

The current Carbon Reduction Plan reflects expanded Scope 3 reporting boundaries, improved data quality, and clearly defined, quantified reduction targets. Emissions increase since the baseline year are attributable to improved measurement rather than increased operational impact, and AMP EV is committed to demonstrable absolute reductions over the medium and long term.

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 standard¹³ and uses the appropriate government emission conversion factors for greenhouse gas company reporting.¹⁴

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.¹⁵

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:



Alasdair Croft – Managing Director

Date: 28.01.2026

¹³ <https://ghgprotocol.org/corporate-standard>

¹⁴ www.gov.uk/government/collections/government-conversion-factors-for-company-reporting

¹⁵ <https://ghgprotocol.org/standards/scope-3-standard>