

Carbon Reduction Plan

Our commitment to Net Zero by 2040

Prepared in accordance with Procurement Policy Note 006 (formerly PPN 06/21) and the associated technical standard

Supplier name	Careline Security Ltd (company number 07443823), trading as Mayfair Fire & Security, First County Monitoring and Careline Response
Registered office	Adelaide House, Vivars Way, Canal Road, Selby, North Yorkshire, YO8 8BE
Publication date	Published: 8 October 2026 on www.mayfairsecurity.co.uk
Baseline year	Financial year 1 April 2022 to 31 March 2023
Reporting year	Financial year 1 April 2025 to 31 March 2026

2040

Net Zero target across Scope 1, Scope 2 and measured Scope 3

-8.8%

total emissions since the 2022/23 baseline (212.1 → 193.4 tCO₂e)

-12.6%

Scope 1 and 2 emissions since the baseline

Commitment to achieving Net Zero

Careline Security Ltd, trading as Mayfair Fire & Security, is a family-run fire and security business based in Selby. We are committed to reaching Net Zero emissions by 2040 across Scope 1, Scope 2 and the Scope 3 categories measured in this plan. That is ten years ahead of the UK target of 2050.

We will get there step by step: replacing vehicles with electric as they come up for replacement, using less fuel day to day, and making changes where they make financial sense for a business of our size.

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: 1 April 2022 to 31 March 2023

Additional details relating to the baseline emissions calculations. The baseline year is our financial year 2022/23, the first full year after the rooftop solar array at Adelaide House was commissioned and the last year before any electric vehicles joined the fleet. Emissions are calculated in accordance with the GHG Protocol Corporate Standard using the UK Government GHG conversion factors for company reporting (2022 set, location-based electricity). Scope 2 is grid electricity imported at our single site; Scope 1 is fuel used in our vans, response vehicles and company cars, with no gas supply at the site. Vehicle emissions are calculated from annual mileage by vehicle type using the government per-mile factors. Scope 3 covers the five categories required by PPN 006; downstream transportation (category 9) is not applicable because we deliver services on customer premises and do not ship goods onward.

Emissions	Total (tCO ₂ e)
Scope 1	140.6
Scope 2	22.1
Scope 3 (included sources)	49.4
Category 4: upstream transportation and distribution	3.9
Category 5: waste generated in operations	0.2
Category 6: business travel	1.4
Category 7: employee commuting	43.9
Category 9: downstream transportation and distribution	0.0
TOTAL Emissions	212.1

Table 1: Baseline emissions, financial year 2022/23 (tCO₂e)

Current Emissions Reporting

Reporting year: 1 April 2025 to 31 March 2026

Additional details relating to the current emissions calculations. Calculated on the same basis as the baseline using the 2025 government conversion factor set. Total emissions have fallen by 8.8% since the baseline year and Scope 1 and 2 emissions by 12.6%, driven by the replacement of five diesel and petrol company cars with electric cars, the introduction of one electric and one plug-in hybrid engineer van, and the reduction in paper and waste from fully digital working. Scope 2 is

broadly unchanged because on-site charging of electric vehicles has offset the fall in the grid factor. Scope 3 employee commuting has risen slightly with headcount (63 staff in the reporting year against 60 in the baseline).

Emissions	Total (tCO ₂ e)
Scope 1	120.4
Scope 2	21.8
Scope 3 (included sources)	51.2
Category 4: upstream transportation and distribution	4.2
Category 5: waste generated in operations	0.0
Category 6: business travel	1.1
Category 7: employee commuting	45.9
Category 9: downstream transportation and distribution	0.0
TOTAL Emissions	193.4

Table 2: Current emissions, reporting year 2025/26 (tCO₂e)

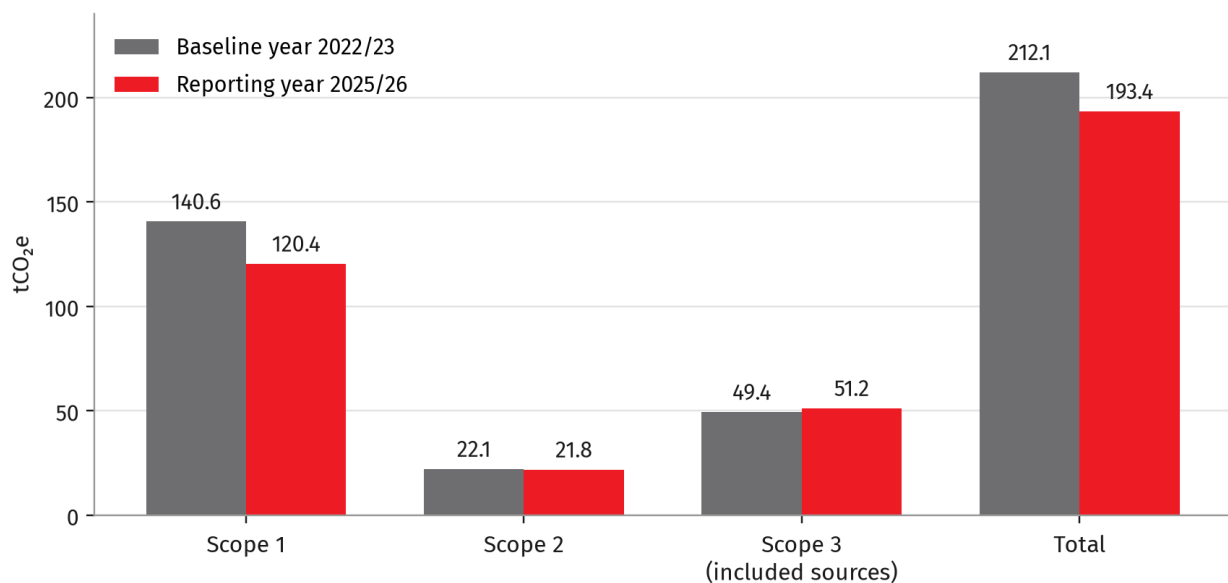


Figure 1: Baseline (2022/23) and current (2025/26) emissions by scope, tCO₂e. Values as in Tables 1 and 2.

Emissions reduction targets

Our targets are practical ones for a small business. We will review them each year.

- **Scope 1 and 2:** keep reducing these emissions each year, aiming for a cut of at least 50% against the baseline by 2035, when our vans are due to be electric.

- **Vans:** all engineer vans electric by 2035, replaced as they come up for renewal. We have one electric van (a Kia PV5) and one plug-in hybrid van in service, and plan to add more from 2027/28.
- **Company cars:** all future company cars will be electric. Our two hybrid company cars will be replaced with electric cars in 2027/28.
- **Other vehicles:** response vehicles to move to electric as they come up for replacement, once electric models can cover our 24-hour response work across North Yorkshire. We aim for 2030 where this is practical. We aim to replace the access-platform vehicle with an electric one by 2035, if a suitable model is available.
- **Scope 3:** encourage car sharing where shifts allow, and keep recycling as much of our waste as we can.
- **Net Zero by 2040:** cut our own emissions as far as we practically can first. Anything we cannot remove, mainly from staff commuting and grid electricity, would then be balanced through verified carbon removals.

We are updating our forecast to reflect the van timetable. We expect emissions to keep falling as vans and cars are replaced with electric from 2027/28, and as more of our charging runs on our own solar panels. We will report our progress in this plan each year, and the directors will review it.

Carbon Reduction Projects

What we have already done

These measures have been put in place since the 2022/23 baseline. Together they have cut our emissions by 18.7 tCO₂e, an 8.8% reduction against the baseline.

- Solar panels on the roof at Adelaide House (100 panels, fitted in 2021). They generate about 37,000 kWh a year for the office, our 24-hour control room and vehicle charging, cutting the electricity we buy by around a fifth.
- Five diesel and petrol company cars replaced with five Tesla battery-electric cars, removing about 16 tCO₂e a year of tailpipe emissions.
- First electric engineer van in service (a Kia PV5) and a plug-in hybrid Ford van introduced, with the remaining diesel vans scheduled for replacement.
- Job sheets, risk assessments, service certificates and audits moved onto SafetyCulture and our CASH service management system, cutting paper and cardboard waste.
- Maintenance visits planned by area, so engineers drive fewer miles. Faults on monitored systems are checked remotely from our control room before an engineer is sent out.
- Old equipment, batteries, cable and extinguishers taken by licensed carriers for recycling.

What we plan to do next

- Finish installing a second electricity supply at Adelaide House (now in progress) to run four more 22 kW chargers for our vans. Where possible, vehicles will charge from our solar panels or on cheaper off-peak electricity.
- Add more electric and plug-in hybrid vans from 2027/28, replacing diesel vans as they come due, so that all vans are electric by 2035.

- Make every new company car electric, starting with our two hybrid company cars in 2027/28.
- Keep planning routes and grouping jobs by area to cut mileage.
- Encourage staff to car share where shifts allow.
- Group orders with our suppliers where we can, to cut the number of deliveries.
- Offer customers low-energy equipment where it suits the job, such as LED beacons and sounders, PoE equipment and service-free P50 extinguishers.
- Keep track of our fuel and electricity use each year, using fuel cards and meter readings, so we can report progress honestly.

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, 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).

Signed on behalf of Careline Security Ltd (trading as Mayfair Fire & Security)	Neil Addinall
Name and position	Neil Addinall, Managing Director, Careline Security Ltd
Date	01/08/2026