Carbon Reduction Plan

MLR

Company Number: 02311887

Reporting Period: 1st February 2025 to 31st January 2026

Baseline Year: 1st February 2024 to 31st January 2025

Date: 28/08/2026

Net Zero Target: 2050

Created by

NetScope®

NetZero GROUP

Certified B Corporation

Executive Summary

This Carbon Reduction Plan outlines MLR's commitment to achieving Net Zero greenhouse gas emissions and details our strategy for reducing carbon emissions across our operations.

MLR Networks Ltd is a UK-based IT network infrastructure and managed services provider, headquartered in Runcorn, Cheshire. The company delivers enterprise networking, wireless networks, structured cabling, and security solutions across sectors including manufacturing, hospitality, and logistics.

Our baseline emissions for 2024 (1st February 2024 to 31st January 2025) totalled 6,444.90 tCO_2e, comprising:

- Scope 1 (Direct emissions): 69.59 tCO_2e
- Scope 2 (location based): 11.54 tCO_2e
- Scope 2 (market based): 11.54 tCO_2e
- Scope 3 (Other indirect emissions): 6,363.77 tCO_2e

For the current reporting period (1st February 2025 to 31st January 2026), our total emissions were 4,690.45 tCO_2e, representing a 27.2% reduction from our baseline year.

We are committed to achieving Net Zero emissions by 2050 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

MLR Networks is committed to achieving Net Zero emissions by 2050, in line with the UK Governments 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 MLR this period was the financial period 1st February 2024 to 31st January 2025.

This baseline covers all Scope 1 and Scope 2 emissions across both our properties. It also covers the following Scope 3 categories; Purchased Goods and Services (3.1), Capital Goods (3.2), Upstream Transport and Distribution (3.4), Waste (3.5), Business Travel (3.6) and Employee Commuting (3.7). The baseline year has been restated to Financial Year 24-25, to ensure comparability of footprints year-on-year. Financial Year 23-24 has been excluded as a suitable baseline for comparison as it did not capture Scope 3 Category 3.1 (Purchased Goods and Services), meaning any reduction measured against it would reflect a change in reporting boundary rather than genuine emissions performance. This restatement is consistent with the GHG Protocol Corporate Standard guidance on baseline recalculation.

Baseline: 1st February 2024 to 31st January 2025

Emissions Scope	Emissions (tCO_2e)
Scope 1	69.59
Scope 2 (location based)	11.54
Scope 2 (market based)	11.54
Scope 3	6,363.77
Total Emissions	**6,444.90**

Scope 3 Emissions Breakdown

Scope 3 Category	Emissions (tCO_2e)
Scope 3.1 Goods & Services	6,056.93
Scope 3.2 Capital Goods	20.41
Scope 3.4 Upstream Transport & Distribution	1.09
Scope 3.5 Waste	0.38
Scope 3.6 Business Travel	246.77
Scope 3.7 Employee Commuting	38.20
Scope 3.3 Fuel and Energy Related Activities	0.00
Total Scope 3	**6,363.77**

Current Emissions Reporting

This page summarises the emissions from the financial year 2025 - 2026 (1st February 2025 to 31st January 2026).

The current reporting period includes Scope 1 and Scope 2 emissions across both properties. It also includes all relevant Scope 3 categories that are compliant with those required for PPN 006. These include upstream transportation and distribution (3.4), waste (3.5) business travel (3.6) and employee commuting (3.7). Downstream transportation and distribution (3.9) is not relevant to MLR's business activities. MLR's reporting has extended beyond the minimum reporting requirements to include purchased goods and services (3.1) and capital goods (3.2). Fuel and energy-related activities (3.3) has also been included for FY 25-26, which was not reported on last year. Scope 3 Category 3.1 emissions have decreased this year, primarily driven by a significant reduction in expenditure on security materials. This reduction is further reflected by the application of a refined accounting methodology, resulting in a more accurate representation of emissions within this category. Intensity ratios for FY25-26 have been calculated as 90.20 tCO2e per FTE and 473.78 tCO2e per £M revenue, providing a basis for meaningful year-on-year comparison as the organisation grows

Emissions Scope	Current (tCO_2e)	Baseline (tCO_2e)	Change (%)
Scope 1	89.42	69.59	+28.5%
Scope 2 (location based)	10.20	11.54	-11.6%
Scope 2 (market based)	10.20	11.54	-11.6%
Scope 3	4,590.83	6,363.77	-27.9%
Total Emissions	**4,690.45**	**6,444.90**	**-27.2%**

Current Year Scope 3 Emissions Breakdown

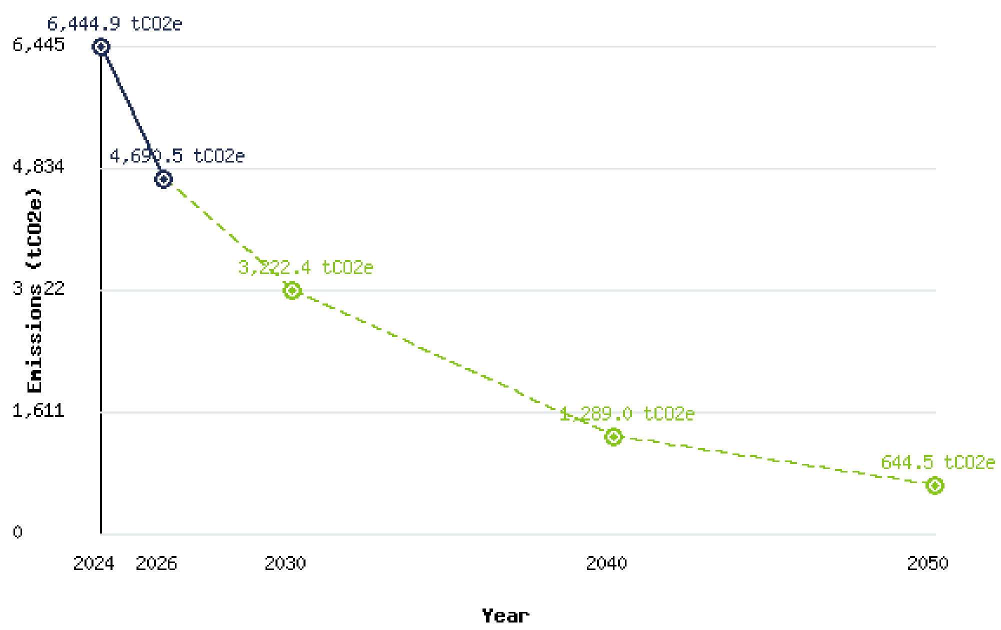
Scope 3 Category	Emissions (tCO_2e)	Baseline (tCO_2e)	Change (%)
Scope 3.1 Goods & Services	4,399.47	6,056.93	-27.4%
Scope 3.2 Capital Goods	18.95	20.41	-7.2%
Scope 3.4 Upstream Transport & Distribution	0.80	1.09	-26.6%
Scope 3.5 Waste	0.13	0.38	-65.3%
Scope 3.6 Business Travel	107.04	246.77	-56.6%
Scope 3.7 Employee Commuting	37.88	38.20	-0.8%
Scope 3.3 Fuel and Energy Related Activities	26.54	0.00	N/A
Total Scope 3	**4,590.83**	**6,363.77**	**-27.9%**

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

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.

Electrify Fleet Vehicles

Planned

We will look to transition our company vehicle fleet to battery electric vehicles (BEVs) as leases expire, in line with our aim to introduce a fleet electrification commitment. We will ensure that charging infrastructure is available at our Runcorn headquarters to support this shift.

Develop a Supplier Engagement Programme

Planned

Given that purchased goods and services represent a significant proportion of our Scope 3 footprint, we will engage our top suppliers to understand their emissions profiles. We will aim to work with suppliers who have a published and credible carbon reduction plan, and will consider including sustainability requirements in future procurement contracts.

Sustainable Business Travel Policy

Planned

We will consider introducing a business travel hierarchy that prioritises video conferencing and remote support over site visits where technically feasible, and where travel is necessary, we will aim to favour rail over flying or driving for longer journeys. We will also consider sustainable accommodation options, by looking at a companies sustainability credentials prior to booking as well as selecting accommodation close to where we are visiting.

Extend Equipment Lifecycles and Prioritise Refurbished Hardware

Planned

We will aim to extend the active lifespan of network infrastructure equipment deployed across customer sites, reducing the volume of new goods purchased each year. Where appropriate, we will consider specifying refurbished or remanufactured hardware as a viable option, and will explore take-back and reuse programmes with our key suppliers.

Build a Culture of Sustainability

Planned

We will share this report throughout the organisation as a means to engage staff in environmental issues, and will embed sustainability awareness into internal communications to ensure all employees understand our Net Zero commitments and how their role contributes to achieving them. We will encourage staff to champion everyday actions across the business, such as paper reduction, better recycling, and greener commuting choices.

Methodology & Standards

Calculation Method

GHG Protocol Corporate Accounting and Reporting Standard

Emissions Factors

DEFRA/BEIS 2025

Data Quality Assessment

The majority of Scope 1 and Scope 2 emissions have been calculated using activity data, drawn from utility bills, fuel card records, and meter readings, representing the highest quality of primary data available. Within Scope 3, a spend-based methodology has been applied to the largest emission categories, purchased goods and services, capital goods, and upstream transportation, using financial data extracted from MLR's accounting records. Business travel has been calculated using a combination of activity and spend-based data, while employee commuting has been estimated using regional average figures for the North West based on headcount. There is opportunity to improve data quality in future reporting periods, particularly within Scope 3, by transitioning from spend-based to activity-based methods where possible.

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).

Ian Morris

CEO

Date: 2026-08-28

Digital Signature: Digitally signed by Ian Morris on 28/08/2026

Document Information

Document Version: 1.0

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Compliance: PPN 006

Standard: GHG Protocol