

# A1R Services Ltd Carbon Reduction Plan 2026

**Supplier name**

A1R Services Ltd

**Publication date**

31/03/2026

## Commitment to achieving net zero

A1R Services Limited is committed to achieving net zero emissions by 2040, exceeding UK Government targets and Procurement Policy Note 06/21 requirements.

This commitment applies to all UK operations and is embedded across our business strategy, operational planning and future investment decisions.

## Baseline emissions footprint and current emissions reporting

**Baseline year:** 2025-26

### Additional details relating to the baseline emissions calculations:

This Carbon Reduction Plan represents A1R Services' first formal organisational carbon footprint assessment. No previous Scope 1, 2 or 3 reporting has been undertaken before 2026. Accordingly:

- The first full reporting period (2025-26) has been adopted as our baseline year
- Our baseline year reporting and current emissions reporting reflect the same figures

### Baseline year emissions:

Emissions	Total (kgCO <sub>2</sub> e)
<b>Scope 1</b>	37,608 kgCO <sub>2</sub> e
<b>Scope 2</b>	7,858 kgCO <sub>2</sub> e
<b>Scope 3 (included sources)</b>	10,423 kgCO <sub>2</sub> e
<b>Total emissions</b>	55,890 kgCO <sub>2</sub> e

## 2025-26 Carbon Emissions Overview

Our organisation operates from a single serviced office within a building owned and leased to us by Regus. This has a typical daily occupancy of 3 staff, each working from the office 4 days per week.

As the building has no natural gas supply, associated emissions are limited to electricity consumption, water supply and waste generation. Waste generated on-site also represents a proportion of our overall carbon footprint.

The majority of Scope 1, 2 and 3 emissions are transport-related. This includes:

- Our vehicle fleet, which represents the primary source of Scope 1 and some Scope 3 transport-related emissions, with Engineers travelling to multiple client sites, travelling for business, and collecting small parts from local trade counters
- Deliveries of large OEM parts, units, systems and spares to our office (Hemel Hempstead) or sites contributing to our Scope 3 emissions
- Employee commuting, with 3 employees travelling to the office by car 4 times per week increasing our Scope 2 emissions

To provide clear visibility of our current environmental performance and to support our progress toward Net Zero, the following section evidences how we calculated our 2025–26 carbon emissions.

<b>Scope 1</b>	<p>We operate a fleet of 7 x Euro 6-compliant Renault Traffic Sports vans, which run on AdBlue diesel, as well as a company pool car which uses unleaded petrol. The following data sets inform tracking of mileage travelled and emissions:</p> <ul style="list-style-type: none"> <li>• Navman fuel usage reports</li> <li>• Mileage reports per vehicle</li> <li>• Shell fuel card fuel insight reports</li> </ul> <p>After converting these sources and figures into fuel litres, we applied GHG conversion to calculate total kgCO<sub>2</sub>e for our fleet, as shown below:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Vehicle</th> <th style="text-align: center;">Miles Travelled Annually</th> <th style="text-align: center;">Litres (diesel/petrol) Per Annum</th> <th style="text-align: center;">kgCO<sub>2</sub>e</th> </tr> </thead> <tbody> <tr> <td>Van Fleet</td> <td style="text-align: center;">140,000</td> <td style="text-align: center;">12,617</td> <td style="text-align: center;">32,436 kgCO<sub>2</sub>e</td> </tr> <tr> <td>Pool Car</td> <td style="text-align: center;">20,000</td> <td style="text-align: center;">2,500</td> <td style="text-align: center;">5,172 kgCO<sub>2</sub>e</td> </tr> </tbody> </table> <p><b>Total Scope 1 emissions = 37,608 kgCO<sub>2</sub>e</b></p>	Vehicle	Miles Travelled Annually	Litres (diesel/petrol) Per Annum	kgCO <sub>2</sub> e	Van Fleet	140,000	12,617	32,436 kgCO <sub>2</sub> e	Pool Car	20,000	2,500	5,172 kgCO <sub>2</sub> e
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Pool Car	20,000	2,500	5,172 kgCO <sub>2</sub> e										
<b>Scope 2</b>	<p>We operate from a serviced office unit in a Regus building, with:</p> <ul style="list-style-type: none"> <li>• 3 desks</li> <li>• 3 staff attending 4 days per week</li> <li>• Electricity only (no gas supply)</li> </ul> <p>To calculate our Scope 2 emissions, we used meter readings showing electricity total per tenant, supplied by Regus. These showed we used 44,400 kWh of electricity during the 2025-2026 reporting period, GHG-converted to output 7858.8kgCO<sub>2</sub>e.</p> <p><b>Total Scope 2 emissions = 7,859 kgCO<sub>2</sub>e</b></p>												
<b>Scope 3</b>	<p><b>Employee commuting:</b> Our serviced office accommodates 3 staff, each commuting to the office 4 days per week via large petrol vehicles. To calculate emissions from employee commuting, we:</p> <ul style="list-style-type: none"> <li>• Calculated total annual commuting mileage for each employee (distance travelled per week x 49 (working weeks in a year))</li> <li>• Applied the GHG conversion factor for 3 large petrol cars</li> <li>• Worked out emissions for each employee respectively and added them together for total commuting emissions, as shown below:  <b>Jessica:</b> 30 miles per day x 4 days per week x 49 working weeks x 0.43175 kgCO<sub>2</sub>e per mile = 2,694.12 kgCO<sub>2</sub>e  <b>Darren:</b> 10 miles per day x 4 days per week x 49 working weeks x 0.43175 kgCO<sub>2</sub>e per mile = 898.04 kgCO<sub>2</sub>e</li> </ul>												

**Max:** 14 miles per day × 4 days per week × 49 working weeks × 0.43175 kgCO<sub>2</sub>e per mile = 1,257.26 kgCO<sub>2</sub>e

**Water supply and treatment:** As a serviced office tenant, we do not receive metered water bills. We have calculated our annual consumption using industry benchmarks, sense-checked against our actual perceived consumption.

Annual usage is estimated at 0.039 million litres, consistent with standard commercial use assumptions. This results in, 7.46 kgCO<sub>2</sub>e from water supply for the reporting year, as calculated in the Government emissions tool.

**Waste generated in operations (office waste):** Office waste emissions have been calculated based on the quantity of general waste and recyclable materials arising from our administrative activities. Waste data has been entered into the carbon calculator and includes:

- 1.52 tonnes of general (residual) waste, leading to 755.8 kgCO<sub>2</sub>e (landfill disposal)
- 0.15 tonnes of paper/card recycling, assigned 0 kgCO<sub>2</sub>e due to open-loop recycling
- 0.015 tonnes of metal recycling, contributing 0.07 kgCO<sub>2</sub>e

These values reflect the small scale of our office operations, alongside existing waste-reduction initiatives noted in our ISO 14001-accredited Environmental Management System, such as reuse practices and minimising paper consumption.

**Waste generated in operations (WEE/on-site waste):** Waste generated in operations includes small consumables and components removed during servicing, such as pumps, fan motors and controllers. Individual waste streams are low in volume due to the nature of our business.

**City Electrical Factors**, a licensed electrical waste removal company, collects waste from us every 3 months. It is collected by their Waste Experts via their green steel bins and recycled in Swadlincote, Derbyshire. 90% of our WEEE waste is recyclable.

We have used our WEEE Waste Log Spreadsheet, which records items disposed of per month, and City Electrical Factors job sheets to calculate the total electrical waste.

Converting kg into waste using the GHG factor, we worked out our total emissions:

**Recycled WEEE:** 806kg = 3,777 kgCO<sub>2</sub>e

**WEEE sent to landfill/for specialist disposal:** 90kg = 808 kgCO<sub>2</sub>e

**Upstream deliveries:** Whilst Engineers collect smaller parts, consumables, Gas, OFN and recovery bottles from local trade counters, we receive deliveries for OEM Parts, units, systems and spares.

Using our purchase logs, showing the number of parts and equipment deliveries received during the year, we have calculated upstream delivery emissions from our 2 principal suppliers. These are Dysk, based in Hertfordshire, and Mitsubishi, based in Hatfield, with typical delivery distances of 20 km and 25 km respectively.

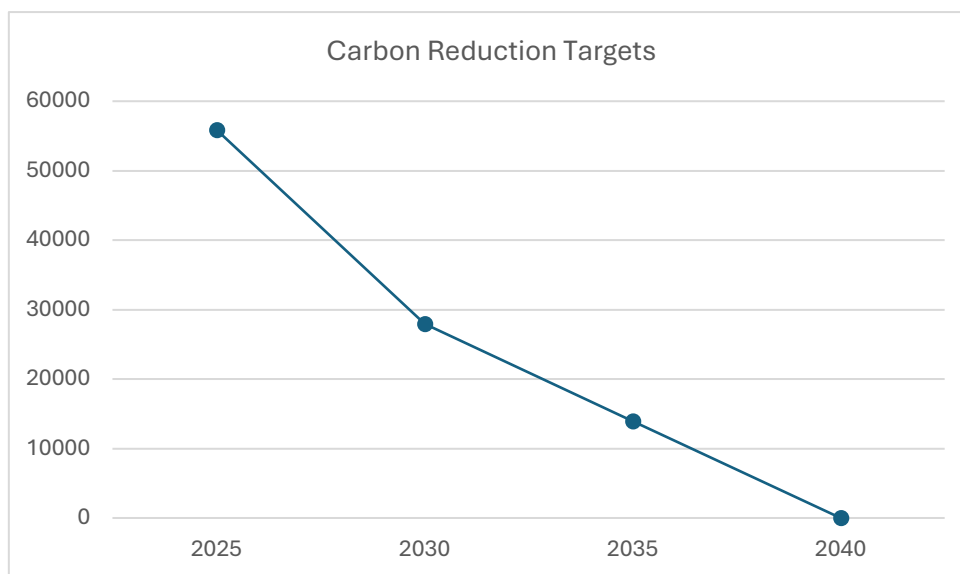
Based on 2025-26 purchase logs, we estimate a total of 3,675 km travelled by supplier vehicles to deliver products to our office or directly to site. Applying GHG conversion factors, this equates to 225.2775 kgCO<sub>2</sub>e.

**Total Scope 3 emissions = 10,423 kgCO<sub>2</sub>e**

## Emissions reduction targets

In order to continue our progress toward achieving net zero, we have adopted the following carbon reduction targets.

- **2030: 27,945 kgCO<sub>2</sub>e**
- **2035: 13,972 kgCO<sub>2</sub>e**
- **2040: 0 kgCO<sub>2</sub>e**



**Figure 1: Graph showing our carbon reduction targets**

As illustrated in **Figure 1**, our targets project a significant reduction. As a result of our planned initiatives, detailed in the following section, we project that carbon emissions will decrease over the next 4 years to 27,945 kgCO<sub>2</sub>e by 2030. This is a reduction of 50% achievable by frontloading our initiatives and taking immediate action.

## Carbon reduction projects

### Completed/current carbon reduction measures

Since 2010, we have actively identified and implemented initiatives to reduce our organisation's emissions. Our current/past actions include:

- Achieving ISO14001 accreditation in 2011, which required:
  - Establishing a formal Environmental Management System (EMS) and Carbon Reduction Policy, setting out our commitments to energy reduction, fleet efficiency, responsible waste handling, and sustainable procurement
  - Committing to continual improvement requirements, legal compliance obligations, environmental objectives, waste-management controls and supplier evaluation
  - Establishing documented procedures for monitoring environmental performance
- Operating paperless systems with approximately 95% of operational tasks completed using cloud-based mobile devices, significantly reducing paper consumption and office waste

- Reducing fuel use using Teletrac Navman mileage optimisation, with Jessica actively monitoring performance, improving route efficiency, tracking idling behaviour and supporting lower-emission driving practices
- Providing Engineers with reusable coffee cups and water bottles, reducing single use waste at the office and across all sites, contributing to a reduction in Scope 3 waste emissions
- Enabling administrative staff to work remotely up to 2 days per week, reducing emissions from commuting to the office
- Mandating Environmental Awareness training for Engineers, encouraging responsible site behaviour including waste segregation, energy saving (e.g., switching equipment off when not in use), and proper handling of materials and refrigerants
- Implementing an internal procedure for the recovery and responsible disposal of refrigerants, supported by F-Gas compliant record-keeping
- Attending a Kick-Off meeting as part of our ongoing process to become an accredited Mitsubishi Electric Committed Carbon Reduction Partner (CCRP), with actions to meet criteria underway

## Future carbon reduction initiatives

The carbon-reduction opportunities outlined in this section represent the next stage of our journey toward Net Zero. Once implemented, these measures will deliver year-on-year reductions across Scope 1, Scope 2 and Scope 3 emissions, supporting our long-term goal of achieving Net Zero by 2040.

### Actions across all scopes

Following Mitsubishi Electric CCRRP accreditation, we will benefit from structured, sector-specific support designed to accelerate our journey toward Net Zero across all scopes. The programme provides:

- Formal recognition of our carbon-reduction commitments, enabling us to differentiate ourselves in an increasingly sustainability-driven marketplace and strengthen future tender submissions
- A clearer decarbonisation roadmap, including improved carbon tracking, supplier engagement expectations, and opportunities to reduce emissions across our operations and supply chain
- Expert guidance and resources to help us develop effective carbon-reduction strategies, based on Mitsubishi Electric's industry-leading sustainability framework
- Access to a marketing and communications toolkit, including certification, CCRP branding and directory listing, helping us showcase our environmental credentials to clients
- Support in winning new business with environmentally-focused clients, as clients increasingly seek contractors who can demonstrate transparent carbon management

### Scope 1 actions

- Replace diesel vans with electric or hybrid alternatives, prioritising the highest-mileage or most emission-intensive vehicles first to maximise carbon reduction impact. We will aim to replace 4 vans with more sustainable vehicles by 2030, contributing significantly to our 2030 50% reduction target
- Enhance driver efficiency using Teletrac Navman advanced telematics, analysing idling, harsh braking, acceleration and routing patterns to reduce unnecessary fuel burn, with additional training mandated for inefficient driving trends
- Expand preventative maintenance and leak-detection practices to minimise any refrigerant losses during servicing activities
- Offset unavoidable fleet emissions through verified carbon-offsetting projects, such as tree-planting or biodiversity schemes, collaborating with Authorities in the areas we operate to identify suitable initiatives

## Scope 2 actions

- Engage with Regus to explore opportunities for purchasing lower-carbon electricity or renewable-energy-backed tariffs for the serviced office space, if available
- Improve staff action towards office energy efficiency by delivering refresher training on switching off equipment, lights and heating and putting up reminder posters
- Increase local sourcing, seeking to procure 75-80% of parts, spares and consumables from suppliers local to the areas we operate

## Scope 3 actions

- Improve waste reduction and recycling, expanding segregation of WEEE, metals, cardboard and other consumables used during installation and servicing work
- Encourage employees to explore sustainable travel options, such as cycling to work, taking public transport or switching to an Electric Vehicle (EV)
- Prioritise sustainable suppliers and subcontractors, opting for environmentally accredited (such as those who have ISO 14001) where possible and factoring this into procurement decisions
- Encourage clients to adopt higher-efficiency, longer-lifespan heating and cooling units, supporting reduced whole-life carbon, lower refrigerant leakage risk, and fewer end-of-life replacements
- Strengthen internal reporting for commuting and operational waste to improve year-on-year accuracy and target setting

## 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<sup>13</sup> and uses the appropriate government emission conversion factors for greenhouse gas company reporting.<sup>14</sup>

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.<sup>15</sup>

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:** *Darren G. Parker*

**Date:** 30/03/2026

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

<sup>14</sup> [www.gov.uk/government/collections/government-conversion-factors-for-company-reporting](http://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting)

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