

Carbon Reduction Plan

Submitting entity: Mavin Powercube Ltd

Publication date: 12th November 2024

Commitment to achieving net zero

Mavin Powercube is committed to achieving net-zero emissions by 2050.

We are heavily reliant on developments in the transport sector, primarily international aviation and UK rail, and have aligned our net-zero target year to those published by the International Air Transport Association and Network Rail.

Baseline emissions footprint

Baseline year 2022-23	
Additional Details relating to Baseline Emissions calculations	
Scope 1 relates to a single company vehicle and uses conversion factors published by BEIS. All personnel work from home with office facilities provided at a managed location, thus emissions which would appear under scope 2 for a central office location are included in the scope 3 figure.	
Scope 3 includes categories 4, 5, 6, 7 and 9 and is calculated on an expenditure basis using conversion factors by SIC code.	
Figures other than transport are reported on an operational control basis, with transport reported on a financial control basis. They are produced in accordance with the Greenhouse Gas Protocol and ISO14064 part 3.	
Baseline year emissions	
EMISSIONS	TOTAL (t CO ₂ e)
Scope 1	4.2
Scope 2	0.0
Scope 3 comprising upstream transport and distribution, waste, business travel, commuting (including homeworking) and downstream transport and distribution. Embodied carbon in assets relating to these categories is not included.	15.0
Total emissions	19.2

Current emissions reporting

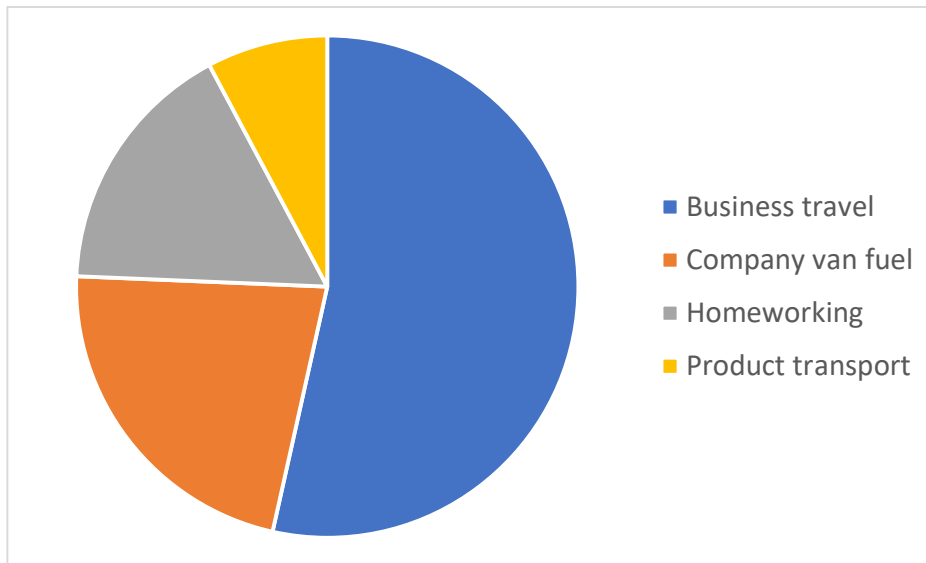
Reporting year 2023-24	
EMISSIONS	TOTAL (t CO ₂ e)
Scope 1	5.4
Scope 2	0
Scope 3 comprising upstream transport and distribution, waste, business travel, commuting (including homeworking) and downstream transport and distribution	19.1
Total emissions	24.5

Emissions profile changes from baseline year

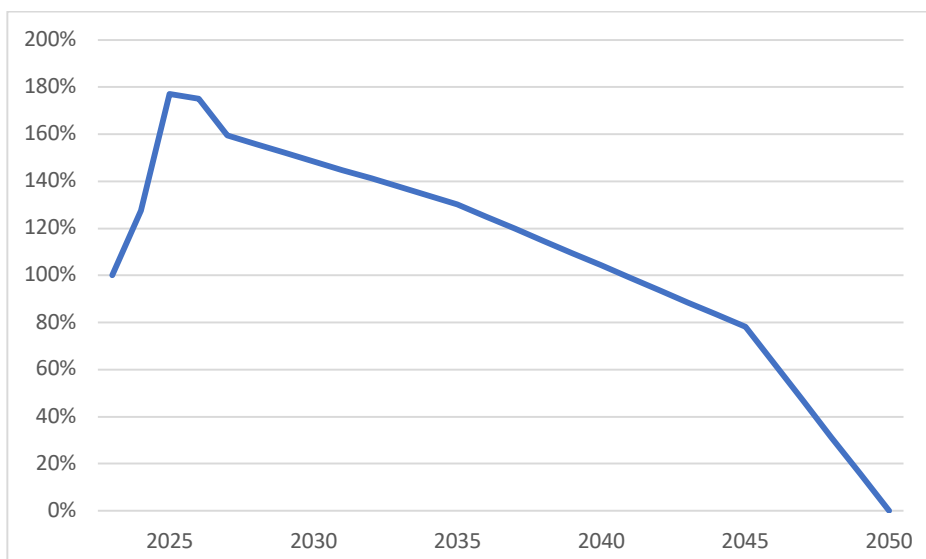
The company underwent a reorganisation in the reporting year absorbing personnel and activities from a sister business with a consequent increase in emissions. We anticipate that per capita energy consumption will remain broadly static.

Emissions reduction targets

Our operational emissions drivers are shown in the chart below.



We anticipate that emissions associated with company vehicles and homeworking will drop to zero by 2035 through increasing zero-emission generation in the UK grid. Product transport uses HGVs and craneage and we await developments in cleaner technologies. We will seek to work with progressive transport companies and anticipate this reaching zero through electrification, hydrogen or other diesel replacements by 2040. The combination of these changes alongside our business growth will lead to a long-term decline in emissions as shown in the following chart.



Carbon reduction projects

Our expansion plans require periodic physical presence in overseas markets to establish the brand, necessitating increased air travel in the short term.

- We minimise all travel using digital communications wherever practicable.
- We travel by air only when unavoidable and fly preferentially with airlines with the lowest-emission fleet.
- UK rail travel is on electrified rolling stock where possible.

At an appropriate point in the capital investment cycle, we will replace our current ICE vehicle with a full battery EV.

Our staff are all home-based and are encouraged to minimise energy consumption in the home. ICT equipment is switched off overnight and at weekends. All company activity uses electrical power, and we will also benefit from the UK National Grid's target of decarbonisation by 2035.

Declaration and sign-off

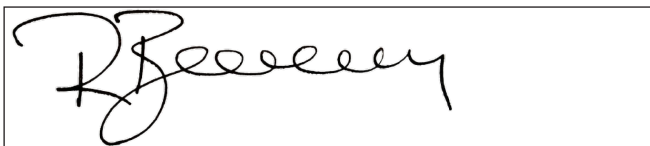
This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standard for Carbon Reduction Plans.

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 of Mavin Powercube.

Signed (Russell Bartley):



Dated: 12th November 2024

Russell Bartley






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Final Audit Report

2024-11-12

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