

Carbon Reduction Plan

Dura Pump Ltd | Reporting year 1 January to 31 December 2025 | Approved copy

Approved at director sign-off on 6 October 2026, incorporating Dura Pump's confirmations of 5 October 2026. This first-year inventory is partial and includes estimates. The exclusions, assumptions and data-improvement commitments below form part of the plan. Approved on 06/10/2026; the publication date is to be recorded when the plan is published.

Supplier name	Dura Pump Ltd
Registered / trading address	4 Scotia Close, Brackmills Industrial Estate, Northampton NN4 7HR
Publication date	To be recorded on approval and publication
Reporting period (baseline year)	1 January - 31 December 2025 (financial year-end 31 December)
Organisational boundary	Dura Pump Ltd: one site in the UK, plus vehicles. Operational control is the working approach: vehicles owned, on hire purchase or finance lease, or on contract hire and operated by Dura Pump are in Scope 1. A vehicle owned by an individual is outside Scope 1; its business travel is reported in Scope 3. Confirmed by Dura Pump on 05/10/2026: operational control approach; one UK site (4 Scotia Close, Brackmills Industrial Estate, Northampton); no other sites or group entities; UK operations only.
Standard followed	GHG Protocol Corporate Standard; UK Government GHG conversion factors for company reporting 2025, checked to the official workbook. Not independently verified.

Commitment to achieving Net Zero

Dura Pump Ltd is committed to achieving Net Zero greenhouse gas emissions by **2050** across its UK operations, and to reducing its emissions year on year until then. Net Zero by 2050 confirmed by Dura Pump (Owen Ford, Director, 05/10/2026). This meets the minimum in NHS England's procurement requirements. Formal approval is recorded when a director signs the completed plan.

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Baseline emissions footprint

The baseline year is the first year for which Dura Pump has calculated emissions; no earlier footprint, emissions report or carbon reduction plan existed. Fuel emissions are calculated from the 1,089 fuel-card transactions dated in calendar 2025 and electricity from the supplier bills for the 2025 supply months, using the 2025 UK Government conversion factors.

Baseline year: 2025 (1 Jan - 31 Dec)	Total (tCO ₂ e)	Status
Scope 1 - fuel for owned, hire-purchase, finance-lease and contract-hire vehicles (ownership/control evidenced)	118.85	Provisional. Excludes refrigerants
Scope 1 - fuel for vehicles owned or controlled by Dura Pump when fuelled in 2025 and since removed from the fleet register	+ 20.62	Confirmed by Dura Pump on 05/10/2026: these ex-fleet vehicles were owned by Dura Pump when fuelled in 2025, so the fuel is included in Scope 1 (total 139.47). Sale dates will be matched to fuel dates as supporting evidence.
Scope 2 - purchased electricity, location-based	11.02	62,270.90 kWh x 0.17700 kgCO ₂ e/kWh
Scope 2 - purchased electricity, market-based	11.02	Provisional placeholder equal to location-based: the supplier's zero-carbon claim is not yet demonstrated
Scope 3 category 6 - director's private car (conservative fuel-based estimate)	12.12	Conservative estimate using all company-card fuel; business/private split unverified. Replaces, rather than adds to, the mileage estimate.
Scope 3 category 6 - business travel: hotels (estimate)	0.21	Estimate
Scope 3 category 7 - employee commuting (modelled estimate)	35.27	Low confidence; range 13.26 to 67.65; no survey yet
Scope 3 category 3 - electricity transmission and distribution losses (voluntary)	1.15	Official factor
Total	199.24	Quantified subtotal; partial inventory

Totals are the sum of the rounded figures shown. **Not included (not calculated, not nil):** refrigerant losses from air conditioning (no service records yet); inbound freight and outbound courier (spend only, no shipment data); rail travel (mixed expense account); waste generated in operations (no tonnages); downstream transport. **Explanation and plan to improve the data:** these sources lack activity data (quantities, distances, tonnages), not materiality. Dura Pump will collect the missing records, replace the commuting and business-travel estimates with a staff survey and a mileage log, calculate the remaining sources and update this plan. Owners and timetable, confirmed by Dura Pump on 05/10/2026: Operations Manager - fleet, journey and mileage records, refrigerant records for air conditioning, and waste tonnages; Finance - fuel-card data and spend-based records (freight, courier and rail); Directors - capital improvements. Records to be collected by 31/03/2027 and this plan updated by 30/06/2027.

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Current emissions reporting

This is the first carbon reduction plan, so the reporting year is the baseline year and current emissions equal the figures above.

Reporting year: 2025	Total (tCO ₂ e)	Status
Scope 1	139.47	Provisional
Scope 2 (market-based / location-based)	11.02 / 11.02	Provisional placeholder / for information
Scope 3 (categories 6 and 7 estimated; category 3 T&D)	48.75	Partial
Total	199.24	Partial inventory including estimates

Emissions reduction targets

Targets confirmed by Dura Pump (Owen Ford, Director, 05/10/2026), subject to formal director approval on signing: Net Zero by 2050, and a 20% reduction in Scope 1 and 2 emissions against the 2025 baseline by 2030. Fleet fuel is about 93% of Scope 1 and 2 (139.47 of 150.49 tCO₂e), so progress will depend mainly on the vehicle fleet.

Confirmed target structure	Placeholder	Notes
Net-zero year	2050	Confirmed 05/10/2026; formal approval on signing
Near-term target year	2030	Confirmed 5 October 2026; approval on signing
Reduction against the 2025 baseline (Scope 1 and 2)	20 %	20% of 150.49 tCO ₂ e is 30.10, giving 120.39 tCO ₂ e or below by 2030; subject to final recalculation of the baseline

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Carbon reduction projects

Completed or in place

The following are stated by Dura Pump or recorded in its internal audits and management reviews. Dates and quantified savings have not been supplied, so no emissions saving is claimed.

Measure	Evidence basis	Date / saving
LED lighting throughout the premises; lights on sensors	Summary; internal audits Jan and Aug 2025	Installed before the 2025 baseline year; no saving claimed
Heat-pump air conditioning; extractors on timers; heating and air-conditioning timers	Summary; internal audits 2025 (timer action due 28 Feb 2025 - completion not evidenced)	In place; timers confirmed complete by Dura Pump on 05/10/2026 (audit evidence of completion to be supplied); no saving claimed
Electric forklift; no fuel-powered materials handling	Summary	In place; no saving claimed
Electric and plug-in hybrid vehicles in the fleet; more economic vans	Summary; internal audits 2025; charging points on site seen at the H&S visit 13 Feb 2026	3 electric or plug-in hybrid vehicles added in 2025 and 8 in 2026 (11 in total). The 2026 additions are after the baseline year and are not reflected in the 2025 figures; no saving claimed
Engineers share journeys; sales staff use trains where possible	Summary; management reviews 2025	Not quantified
Recycling of scrap metal, cardboard and pallets; no general waste to landfill	Legal register; supplier dashboard; summary	No recycling percentage is quoted: the records conflict. Dura Pump will confirm a figure from its waste contractor's records
Electricity on a "Zero Carbon Electricity for Business" tariff	Supplier bills state the product; disclosure shows 0 g/kWh CO ₂	Not claimed as a reduction: certificate retirement and contract evidence are not held, so the market-based Scope 2 figure remains equal to location-based. Dura Pump has also bought voluntary carbon offsets (Airfriendly Ltd, agreed 13/11/2025, about 30 tonnes for the 24-month electricity contract); offsets are reported separately and do not reduce the figures in this plan

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Future projects and adopted actions

The options below follow from where the emissions are. Options marked Adopted were confirmed by Dura Pump on 05/10/2026; the others were considered and are not committed. Savings are not claimed.

Option	Why it fits the footprint	Status and responsibility
Replace fleet vehicles with electric or plug-in hybrid models as they come up for renewal	Fleet fuel is the largest source (about 93% of Scope 1 and 2)	Considered; not committed at this stage
Use fuel-card and odometer data monthly to track litres per vehicle and flag unusual use	The card data already exists and showed where fuel goes	Adopted. Owner: Finance (fuel-card analysis), with the Operations Manager for vehicle use. Reviewed monthly
Plan engineer and delivery journeys to cut mileage; extend journey sharing	Travel is the second-largest controllable source	Considered; not committed at this stage
Run a staff commuting survey, and consider car-share or cycle-to-work	Commuting is the largest Scope 3 estimate and is not yet measured	Not committed as a separate project; commuting data will be improved as set out under the data improvement plan
Hold certificate evidence for the zero-carbon tariff, or move to a tariff with retired certificates	Allows a supported market-based Scope 2 figure	Adopted. Owner: Finance. Obtain certificate evidence, or move to a tariff with retired certificates, by 30/06/2027
Refrigerant leak checks and records for air conditioning	Closes a Scope 1 data gap	Considered; not committed as a separate project. Refrigerant records are part of the data improvement plan (Operations Manager)
Evaluate the solar generation quotations requested in August 2025	Reduces purchased electricity	Adopted for evaluation only; not approved and no capital is committed. Owner: Directors

Declaration and sign-off

This plan follows the PPN 006 Carbon Reduction Plan structure and uses the GHG Protocol reporting framework and UK Government 2025 conversion factors for the sources quantified. It includes the estimates and unquantified sources expressly disclosed in this document and is not a complete greenhouse-gas inventory. Acceptance of this partial-data position is subject to the applicable procurement requirements. The director's approval below confirms the commitments, reporting basis and data-improvement plan.

Signed on behalf of Dura Pump Ltd	Owen Ford, Director <i>Owen Ford</i> (electronic signature, 06/10/2026)
Date	Approval/sign-off date: 06/10/2026
Plan review date	30/06/2027 (updated at least annually, as NHS England requires; within six months of the financial year-end, as PPN 006 guidance asks)
Published at	Intended publication URL: https://www.durapump.co.uk/carbon-reduction-plan (publish and check the live page after approval)

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Appendix - basis of preparation

Activity data	Electricity 62,270.90 kWh: twelve supplier bills for the supply months January-December 2025 (one cancelled and replaced bill handled so that November is counted once). Fuel 60,902.40 litres from the 1,089 fuel-card transactions dated 1 January - 31 December 2025 (of 1,202 transactions across all periods), taken from the supplier's weekly invoices by the date of each transaction.
Emission factors	UK Government GHG conversion factors for company reporting 2025, read from the official workbook: diesel 2.57082 and petrol 2.06916 kgCO ₂ e per litre; electricity 0.17700 and transmission and distribution 0.01853 kgCO ₂ e per kWh; average car (diesel) 0.27849 and (unknown fuel) 0.26915 kgCO ₂ e per mile; hotel stay 10.4 kgCO ₂ e per UK room-night.
Scope 2	Location-based and market-based both reported. The bills state a zero-carbon product, but certificate retirement, the supply period and the basis of the nuclear share are not yet evidenced, so the zero-carbon claim is not yet demonstrated. Market-based is a provisional placeholder equal to the location-based figure of 11.02 tCO ₂ e. Certificate (REGO or equivalent) evidence for the tariff is not held, so the market-based figure stays equal to the location-based figure. Voluntary offsets (Airfriendly Ltd) are disclosed separately and are not deducted.
Vehicle classification	The operational-control boundary includes company-owned and controlled fleet vehicles. Management confirmed the previously unresolved ex-fleet fuel on 5 October 2026; Scope 1 is therefore 139.47 tCO ₂ e, excluding unquantified sources. The director's privately owned car is outside Scope 1. At management's requested conservative basis, all 4,714.31 litres bought for it on company cards are included as a 12.12 tCO ₂ e business-travel estimate pending allocation between business and private use. Business-only use is not verified, so this may overstate category 6. The earlier 12,500-mile estimate is not added, avoiding potential double counting.
Estimates	Commuting: average register-visible headcount (about 32 to 38) x 85% by car x 10 miles each way x 2 x 220 days x the official car factor; range 13.26 to 67.65 tCO ₂ e depending on distance and car share. Hotels: spend of GBP 2,175.72 at an assumed GBP 110 a night. Both will be replaced by measured data.
Exclusions	Refrigerant losses; equipment fuel; off-site charging of electric vehicles; freight; courier; rail; waste; downstream transport; salary-sacrifice vehicles (not fuelled on the company card; treatment undetermined).
Uncertainty	The quantified subtotal is 199.24 tCO ₂ e and excludes the sources listed above. Commuting is a low-confidence scenario (13.26–67.65 tCO ₂ e versus 35.27 centrally). Using that range alone changes the subtotal to 177.23–231.62 tCO ₂ e; this is not a confidence interval or a bound on the full footprint. Director-car fuel is conservatively included in full pending business/private reconciliation. Market-based electricity remains a location-based proxy pending suitable supplier or residual-mix evidence.

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