

Carbon Reduction Plan

Company name: Mayvin Limited

Publication date: 6 February 2025

Introduction

This Carbon Reduction Plan has been prepared using the scopes of emissions laid out in the Greenhouse Gas Protocol. It follows the guidance offered by the UK Cabinet Office's Technical Standard for Completion of Carbon Reduction Plans designed to support Procurement Policy Note (PPN) 06/21.

Commitment to achieving Net Zero

Mayvin is committed to achieving Net Zero emissions by 2050.

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: 2023

Additional Details relating to the Baseline Emissions calculations.

We have chosen 2023 as the baseline year as it provides a complete year of data for our carbon footprint assessment. By focusing on 2023, we ensure that our calculation reflects a full year of operations. This plan has been created in late 2024 so we will update it shortly with 2024 numbers although 2025 will be the first year in which we anticipate our carbon reduction measures taking effect.

As a virtual consultancy business we have low carbon emissions embedded into our operating model, however, we are committed to further carbon reductions and this plan lays out ways in which this can be achieved. This will become especially important as we grow and, in particular, as we embrace AI technology with its high energy demands. We are committed to understanding these impacts and will assess them in the coming year to develop an appropriate approach aligned with our Net Zero goals.

Baseline year emissions: 2023

EMISSIONS	TOTAL (tCO₂e)
Scope 1	0 tCO₂e. Mayvin does not own or operate any premises, vehicles or plant
Scope 2	0 tCO₂e. Mayvin does not purchase electricity, steam, heating or cooling
Scope 3 (Included Sources)	<p>We are focusing on the following Scope 3 categories as required by the UK Cabinet Office's guidance supporting PPN 06/21</p> <ul style="list-style-type: none">• Category 4 (upstream transportation and distribution): N/A. Mayvin's activities do not involve products that require upstream transportation and distribution• Category 5 (Waste generated in operations): N/A. Mayvin's activities do not generate physical waste that need to be disposed of or treated.• Category 6 (Business travel): 1.79 tCO₂e. This includes all car travel undertaken by Mayvin employees in the course of their duties (0.57 tCO₂e) plus travel on public transport.• Category 7 (Commuting): N/A. As a virtual business, our employees do not travel to work from home. We have included all employee travel (both for client work and internal meetings) under Category 6 (Business travel)• Category 9 (Downstream transportation and distribution): N/A. Mayvin's activities do not involve products that require downstream transportation and distribution
Total Emissions	1.79 tCO₂e (0.15 tCO₂e per FTE employee)

Current Emissions Reporting

2024 data will follow shortly. Note that Carbon Reduction initiatives are beginning in 2025.

Reporting Year: 2024	
EMISSIONS	TOTAL (tCO ₂ e)
Scope 1	0 tCO ₂ e. Mayvin does not own or operate any premises, vehicles or plant
Scope 2	0 tCO ₂ e. Mayvin does not purchase electricity, steam, heating or cooling
Scope 3 (Included Sources)	<p>We are focusing on the following Scope 3 categories as required by the UK Cabinet Office's guidance supporting PPN 06/21</p> <ul style="list-style-type: none"> Category 4 (upstream transportation and distribution): N/A. Mayvin's activities do not involve products that require upstream transportation and distribution Category 5 (Waste generated in operations): N/A. Mayvin's activities do not generate physical waste that need to be disposed of or treated. Category 6 (Business travel): To follow. Category 7 (Commuting): N/A. As a virtual business, our employees do not travel to work from home. We have included all employee travel (both for client work and internal meetings) under Category 6 (Business travel) <p>Category 9 (Downstream transportation and distribution): N/A. Mayvin's activities do not involve products that require downstream transportation and distribution</p>
Total Emissions	To follow.

Emissions reduction targets

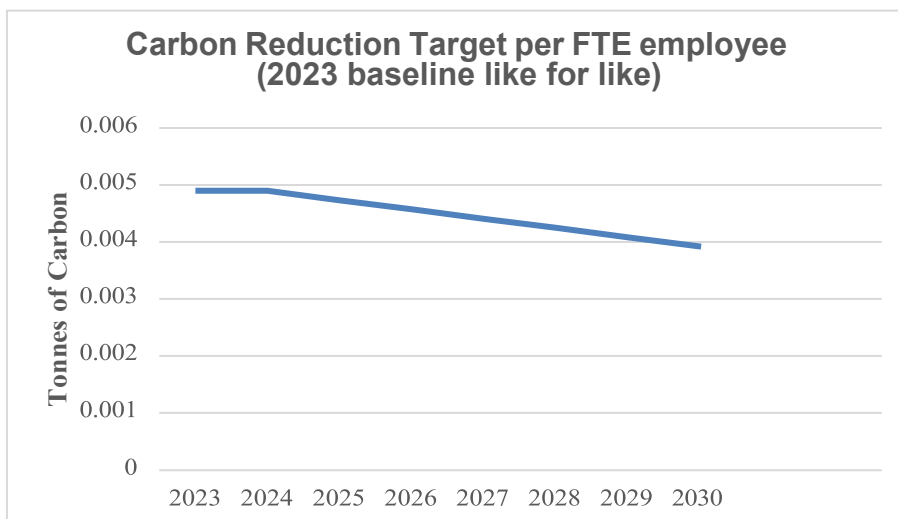
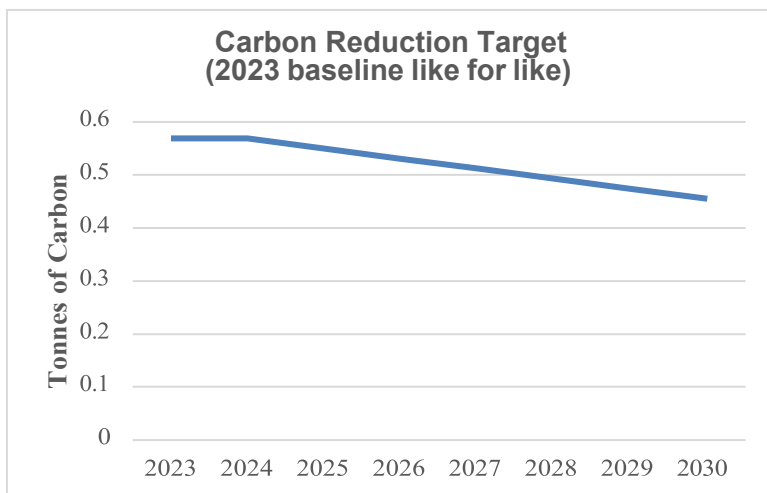
In order to begin our progress to achieving Net Zero, we have adopted a carbon reduction target in relation to car travel.

We project that carbon emissions from car travel will decrease on a like for like basis over the next five years to 0.453 tCO₂e by 2030 (0.004 tCO₂e per FTE employee). This is a reduction of 20%. We have not set targets for reductions in travel by public transport, the vast majority of which is by train, as the only way to do so would be to reduce our business activity. As a virtual organisation, we already keep face to face meetings (both internal and with clients) to a minimum.

We do see opportunities to reduce our carbon emissions in other areas (for example IT hardware and our use of cloud storage) and we plan to quantify that.

As we expect the business to grow in future, and as we plan to track other sources of emissions more accurately, we anticipate reported emissions to increase in the short term which will produce a more sophisticated benchmark from which we can set more precise targets, however, we will continue to track car travel separately to ensure we make progress in this area.

Progress against our target can be seen in the graphs below:



Carbon Reduction Projects

In the coming year, we intend to strengthen our management information with a view to tracking emissions related to business travel more accurately. We will also track the emissions impact of our IT hardware and our use of cloud storage. These enhancements will ensure a more comprehensive understanding of our emissions profile and inform targeted strategies to achieve our carbon reduction goals effectively.

In the future we hope to implement further measures such as:

- Encouraging further use of public transport
- Promoting carpooling or ridesharing
- Encouraging power-saving modes on laptops
- Optimising device management by ensuring that older devices are properly recycled or repurposed to minimize e-waste. We are also looking at lengthening the use life of devices and engaging a provider to wipe laptops to NCSC Assured Service (CAS) Service Requirement Sanitisation Standards so they can be donated or reused.
- Smart charging practices
- Optimising cloud storage usage
- Encouraging digital minimalism
- Reducing printing and paper usage through the use of digital collaboration tools

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 standard¹ and uses the appropriate Government emission conversion factors for greenhouse gas company reporting².

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) Standard³.

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:

Name Martin Saville

Signature *Martin Saville*
Martin Saville (Feb 7, 2025 10:58 GMT)

Date 07/02/2025

¹ <https://ghgprotocol.org/corporate-standard>

² <https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>

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