Carbon Reduction Plan

Commitment to Achieving Net Zero
ADC Entrance Solutions 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: 2022	
Baseline year emissions:	
EMISSIONS	**TOTAL (tCO_2e)**
Scope 1	266.149
Scope 2	2.093
Scope 3	21.585
Total Emissions	289.827

Current Emissions Reporting

Reporting Year: 2025	
EMISSIONS	**TOTAL (tCO_2e)**
Scope 1	458.896
Scope 2	1.648
Scope 3	10.057
Total Emissions	470.601

Vehicle Summary			
EMISSIONS		**Baseline TOTAL (tCO_2e)**	**2025 TOTAL (tCO_2e)**
Scope 1	Owned Vehicles (Vans) tCO2e	242.522	440.009
	Miles Travelled	643,251	1,084,305
	tCO2e per mile travelled	0.00037702	0.00040580
Scope 3	Managed Vehicles (Cars) tCO2e	18.41	7.146
	Miles Travelled	130,215	179,382
	tCO2e per mile travelled	0.00014138	0.00003984

Emissions reduction targets

To continue our progress to achieving Net Zero, we have adopted the following carbon reduction targets.

We project that carbon emissions will decrease over the next five years to 235.305 tCO_2e by 2030. This is a reduction of 50%.

Completed Carbon Reduction Initiatives

The following environmental management measures and projects have been completed or implemented since the 2022 baseline.

We've worked with Liverpool John Moore's University to identify our Carbon Footprint and develop methods to reduce this. We took part in their Low Carbon Eco-Innovatory Project and worked with their team to identify Greenhouse Gas Emissions, collecting and estimated activity data for the organisation. We use a Carbon Accounting Method Tool which identifies our Scope 1, Scope 2 and Scope 3 emissions. This included gas, oil, diesel, petrol, company-owned vehicles, electricity, water, waste, rainfall runoff, work travel and staff commuting.

We've installed EV charging points at head office and introduced EVs for all non-van fleet. All vans are Euro-6 compliant.

Although the specialist and regulatory nature around the parts and operations of automatic doors limits our flexibility in waste management, we have policies in place that are proportionate to support clients to help meet environmental objectives.

The carbon emission reduction achieved by these schemes are as follows:

- Scope 1 had an increase of 192.747 tCO_2e, a 72% increase against the 2022 baseline. The increase in Scope 1 emissions is proportional to our growth in service delivery, turnover, and vehicle fleet size. Miles travelled increased from 643,251 to 1,084,305. All vans are Euro-6 compliant, and further reductions will be achieved via fleet electrification and telematics optimization.
- Scope 2 had a reduction of 0.445 tCO_2e, a 21% reduction against the 2022 baseline.
- Scope 3 had a reduction of 11.528 tCO_2e, a 62% reduction against the 2022 baseline. The overall increase for the 3 scopes combined was 180.774 tCO_2e, a 62% increase against the 2022 baseline.

Circular Economy

Our pre-approved list of suppliers procures products from recycled and recyclable materials wherever possible, from sustainable sources. Due to regulations, we tend to avoid reusing refurbished parts and instead opt for parts made from recycled materials where possible. Reuse may be suitable for moving whole assets to other locations/entrance during the reference service life. Our overarching strategy for PPM contracts is to extend the lifecycle of each asset as far as possible, and this minimises waste. We also have the option of providing certified reconditioned parts, with 12-month warranty, from suppliers for hard-to-source or discontinued parts, which means we can extend the life of an older-model asset. Most assets have a reference service life of 10 years with average daily use if the recommended maintenance and service programme is followed. We extend life spans through repairs and replacing parts over whole, excellent maintenance and servicing practices in line with manufacturer recommendations, and noting part-worn parts which could potentially impact safe operation of the whole. Use of stock management, asset lists and condition reporting enables us to forward plan and reduce purchasing waste and contract inefficiencies from over and under ordering materials. Waste minimisation is further outlined below.

Minimising Waste

We set annual targets and have reached our targets to reduce waste e.g., paper-usage over the previous 5-years by investing in double-screens for office-based staff, and in paperless systems (e.g., Sage/Barcoder/JobLogic). Measures we've implemented include monitoring energy usage at our head office to reduce energy waste, implementing energy-saving initiatives (e.g. installing LED-lighting reduced our energy-usage by approximately 80%), switching-off lights when rooms are empty, setting printers/computers set to energy-efficient sleep modes, and implementing a print-

management system, MyQ, which provides reports on usage and enables improved scanning functionality to support our paperless office objective.

Bulk-ordering reduces packaging waste and emissions from transportation, and smart stock management avoiding over-ordering also reduces packaging waste. Most suppliers hold EPD certification (Environmental Product Declarations) which are independently verified and registered documents showing aspects of production, distribution, packaging and end of life options for the product. For example, reports show the packaging and confirm if it is 100% recyclable and provides the European Waste Catalogue reference for such. For most products, packaging is made up of cardboard and recyclable plastic, with larger fragile materials packaged in wooden crates. Most suppliers have eliminated single-use plastics in packaging.

Waste Management
Our formal Waste Management Process recycles materials and prioritises products made from recycled materials. To reduce waste, we use 2Recycling's tracking system, online dashboard and complete audit-trail of all waste, aligned to European Waste Codes. We're a fully-licenced Waste Carrier.

Typical Waste Generated
The main types of waste generated for this contract for either servicing or replacements we anticipate, amongst others:

- Motors
- Drive-belts
- Batteries
- Aluminium
- Steel

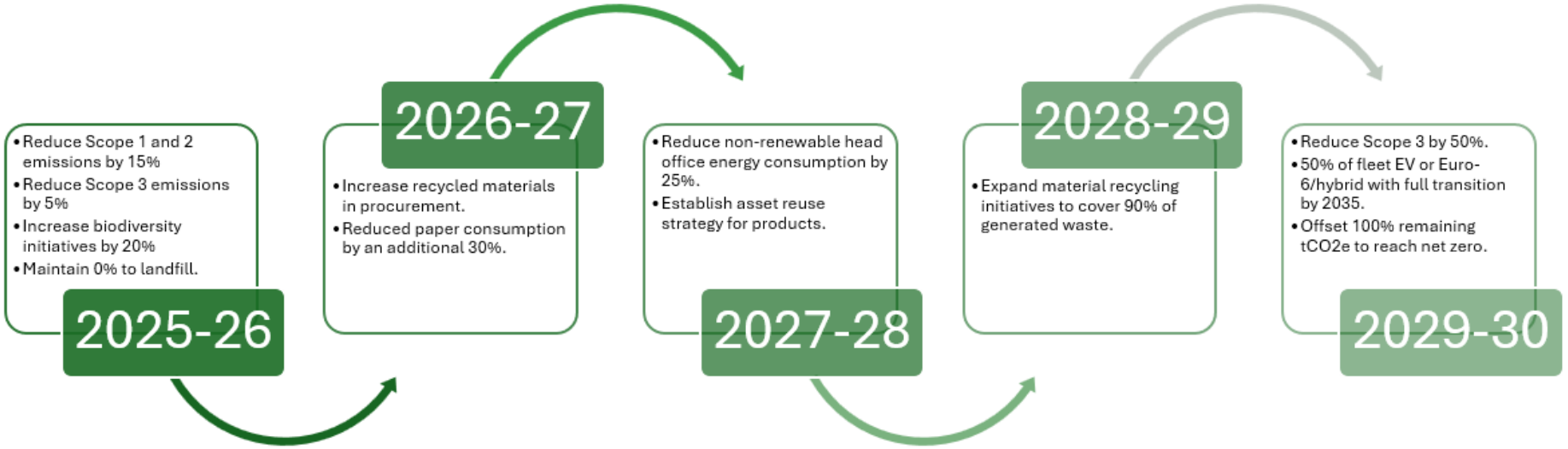
Segregated recycling bins in the yard at head office include batteries, aluminium (clean and dirty), glass, steel, plastics and general waste. For components of multiple materials, these are mechanically dissembled and deconstructed to extract and recycle the various metals (e.g. motors/processors/cabling). Materials commonly containing brass, electronics, electro-mechanics, stainless steel, steel, and aluminium are recovered and recycled, and non-recyclable plastic components can be used for energy recovery within a waste incineration process, along with other general waste if not recyclable. This facilitates the materials being recycled and we routinely achieve our 0% to landfill target.

In terms of removal from site, waste is cut down into smaller pieces to reduce hazards and make removal easier. Smaller lengths of waste material are removed in the Engineer's van. Anything oversized (around 6m lengths) or unsuitable for vans is collected by our flat-bed from site.

As we've taken part in the Liverpool JMU Low Carbon Eco-Innovatory Project, and as a member of Wirral Chamber of Commerce, we've opportunity to share practices and learn new initiatives from experts and other local organisations, which benefits our Net Zero journey. We're also members of the School of Sustainability and NetPositive.

Our Road Map

Whilst we're targeting Net Zero across all operations by 2050, we've set an ambitious road map to work towards for 2030.



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.



Richard Parker, Managing Director

Date: 11th February 2026