Pressure Care Management

Carbon Reduction Plan

Pressure Care Management Limited

Reporting Period: 2024- 2025
(April-March)

Produced with the support of Litmus Sustainability.

LITMUS Sustainability

Our Commitment to Net Zero

Pressure Care Management Limited is committed to achieving Net Zero emissions by 2045.

Baseline Year

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.

Organisational Boundary

Our organisational boundary is defined using the operational control approach.

Baseline Year: 2023-2024 (April-March)

Additional Details relating to the Baseline Emissions calculations.

Pressure Care Management's emissions reporting began in the 2023-24 reporting year. We have reported against the 5 mandatory categories of Scope 3 in the PPN 006 standard plus Fuel and Energy Related Activities (3.3), along with Scope 1 and 2 emissions.

Scope 1 emissions comprised gas heating at our premises and three company vehicles. Upstream Transportation and Distribution (Scope 3) emissions comprised the transportation of all key goods used in our products, plus outbound logistics to customers as all transport was arranged by Pressure Care Management. Downstream Transportation and Distribution emissions were therefore zero. Some emissions were estimated based on average distances.

All flights (freight and passenger) were calculated with radiative forcing (RF) values to better account for real-world environmental impact.

Our baseline emissions were updated during the current reporting period to take into account an improved methodology and expansion into new Scope 3 categories (Fuel and Energy Related Activities).

Emissions	Total (tCO_2e)
Scope 1	**27.35**
Scope 2 (location-based)	**1.91**
Scope 3	**47.40**
Total Emissions	**76.66**
Emissions Intensity	**0.05 (tCO_2e/£'000)**

Baseline Year Emissions Breakdown

Scope 1	Tonnes CO_2e
1.1 Stationary Combustion	4.83
1.2 Mobile Combustion	22.51
1.3 Fugitive Emissions	Excluded (immaterial)
1.4 Process Emissions	Excluded (not applicable)
Scope 2	
2.1 Electricity (location based)	1.91
2.1 Electricity (market based)	1.91
2.2 Heat and Steam	Excluded (not applicable)
Scope 3 (Upstream)	
3.1 Purchased Goods & Services	Excluded (relevant but excluded)
3.2 Capital Goods	Excluded (relevant but excluded)
3.3 Fuel & Energy Related Activities	6.90
3.4 Upstream Transportation & Distribution	29.38
3.5 Waste Generated in Operations	0.79
3.6 Business Travel	5.43
3.7 Employee Commuting & Homeworking	4.91
3.8 Upstream Leased Assets	Excluded (not applicable)
Scope 3 (Downstream)	
3.9 Downstream Transportation & Distribution	0.00
3.10 Processing of Sold Products	Excluded (not applicable)
3.11 Use of Sold Products	Excluded (immaterial)
3.12 End-of-Life Treatment of Sold Products	Excluded (minimal influence)
3.13 Downstream Leased Assets	Excluded (not applicable)
3.14 Franchises	Excluded (not applicable)
3.15 Investments	Excluded (not applicable)

Current Emissions Reporting

Current Year: 2024- 2025 (April-March)	
Additional Details relating to the Current Year emissions calculations. We are committed to continuous improvement in our emissions data, and recalculation of previous years will be implemented in future reports if necessary to maintain an effective base year comparison.	
Emissions	**Total (tCO_2e)**
Scope 1	**32.85**
Scope 2 (location-based)	**1.99**
Scope 3	**27.86**
Total Emissions	**62.70**
Emissions Intensity	**0.03 (tCO_2e/£'000)**

Current Year Emissions Breakdown

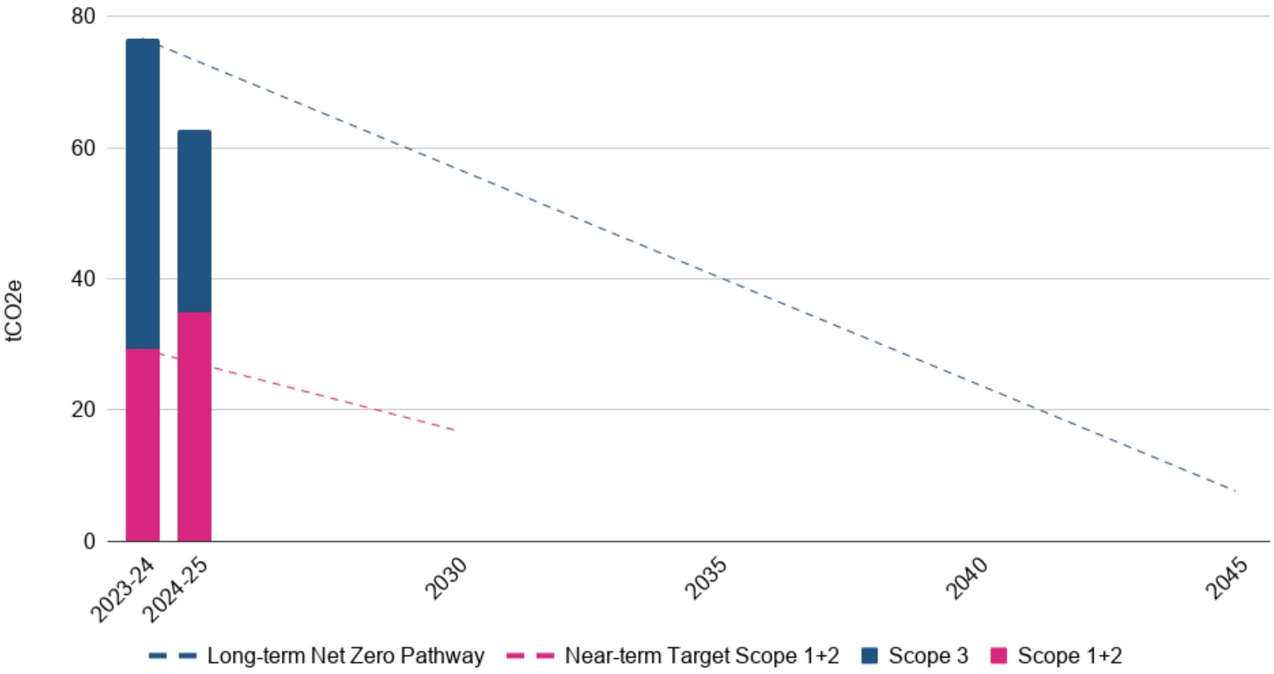
Scope 1	Tonnes CO_2e
1.1 Stationary Combustion	4.46
1.2 Mobile Combustion	28.39
1.3 Fugitive Emissions	Excluded (immaterial)
1.4 Process Emissions	Excluded (not applicable)
Scope 2	
2.1 Electricity (location based)	1.99
2.1 Electricity (market based)	1.99
2.2 Heat and Steam	Excluded (not applicable)
Scope 3 (Upstream)	
3.1 Purchased Goods & Services	Excluded (relevant but excluded)
3.2 Capital Goods	Excluded (relevant but excluded)
3.3 Fuel & Energy Related Activities	8.30
3.4 Upstream Transportation & Distribution	7.40
3.5 Waste Generated in Operations	0.28
3.6 Business Travel	6.96
3.7 Employee Commuting & Homeworking	4.91
3.8 Upstream Leased Assets	Excluded (not applicable)
Scope 3 (Downstream)	
3.9 Downstream Transportation & Distribution	0.00
3.10 Processing of Sold Products	Excluded (not applicable)
3.11 Use of Sold Products	Excluded (immaterial)
3.12 End-of-Life Treatment of Sold Products	Excluded (minimal influence)
3.13 Downstream Leased Assets	Excluded (not applicable)
3.14 Franchises	Excluded (not applicable)
3.15 Investments	Excluded (not applicable)

Emissions Reduction Targets

We have committed to a long-term target of achieving net zero by 2045.

In practice, this equates to a 90% absolute reduction in Scope 1, 2 and 3 emissions by 2045 from our 2023-2024 baseline. The remaining 10% of emissions will be balanced by emissions removals to achieve net zero.

We have also set a near-term target of a 42% reduction in Scope 1+2 emissions by 2030 from our 2023-2024 baseline. Our annual emissions reduction targets are set out in the charts below.



Our 2024-25 data shows that we are operating ahead of schedule for our long-term net zero target, due to a substantial reduction in Scope 3 emissions generated by a switch from air to sea transport for a key portion of inbound freight.

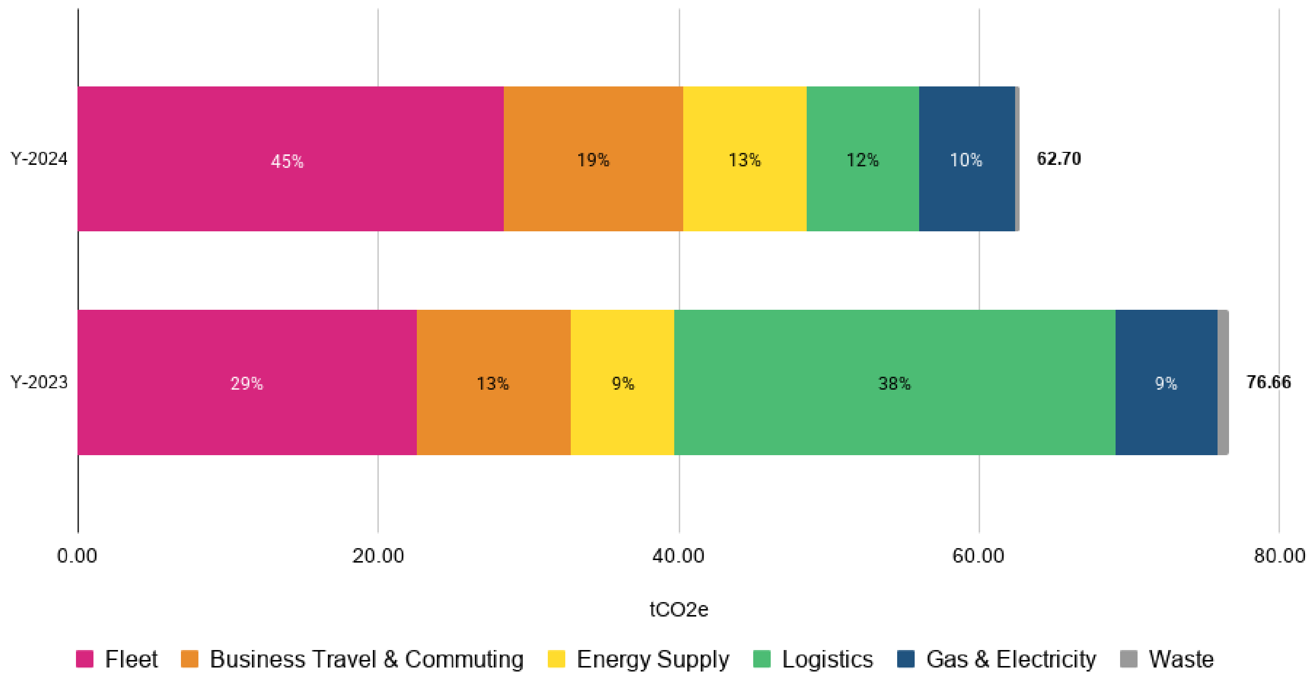
We are behind schedule for our near-term Scope 1+2 target due to an increase in fleet emissions, however we expect a substantial reduction from the next reporting period due to a lower number of vans in operation and a move to a more sustainable new site.

Progress to date

Scope	Baseline Year	Current Year	Change
Scope 1	27.35	32.85	+20%
Scope 2 (location-based)	1.91	1.99	+4%
Scope 3	47.40	27.86	-41%
Total	**76.66**	**62.70**	**-18%**
Emissions Intensity	**0.05**	**0.03**	**-40%**

Carbon Reduction Projects

We are committed to taking action to bring down our emissions in-line with our near-term and long-term targets. A materiality analysis of our baseline and current year emissions, showing the key contributors to our carbon footprint, is shown in the chart below.



Current & Completed Carbon Reduction Initiatives

We have completed or are currently working on the following measures:

Measure Description	GHG Category
Reducing air freight Upstream transport was the largest single contributor to our emissions in our baseline year. Since then, it has reduced dramatically (-74%) due to a decrease in overall product transported by air. Instead, we have increased the volume of product transported by sea, which has a much lower carbon footprint. This has resulted in Upstream Transport shifting from our most material emissions categories (38% of total emissions in 2023-24) to one of the least material (12% in 2024-25) within just one year. We are now exploring opportunities to switch more freight from air to sea in future, which will achieve a further reduction in emissions.	Upstream Transport
Fleet decarbonisation Emissions from our company vehicles increased by 26% in 2024-25 due to increased mileage. In late 2025 we reduced the size of our van fleet from three to one, so we expect emissions to fall dramatically in future reporting periods. Longer-term, we will look to transition our remaining vehicles to electric or hybrid models. Based on 2024-25 fuel usage, transitioning to electric vans could reduce Scope 1 emissions by up to 82%.	Mobile Combustion
New site Gas and electricity consumption at our premises were responsible for 19% of Scope 1+2 emissions in 2024-25. During 2026, we will be moving to a new, more energy efficient site. The new site has full LED lighting throughout, rooftop solar PV and no gas heating. As a result, we expect a significant decrease in Scope 1+2 emissions from energy consumption.	Stationary Combustion, Electricity
Low carbon deliveries While the delivery of sold goods to our customers makes up only a small portion of our overall impact, the emissions from this activity are being eliminated via the actions of our logistics provider, DHL, which is transitioning to a fully electric UK van fleet by 2030.	Upstream Transport

Future Initiatives

To keep on track to our targets we are committing to implementing the following initiatives in future:

Measure Description	GHG Category
Renewable electricity At the earliest opportunity, we will investigate options for switching to a 100% renewable electricity tariff to eliminate our market-based Scope 2 emissions.	Electricity
Low carbon travel Staff travel, including commuting, was responsible for 43% of Scope 3 emissions in 2024-25. We will explore our options for reducing these emissions over the next year by avoiding travel where possible, especially flying on business, and investigating the feasibility of staff incentives for sustainable travel such as EV Salary Sacrifice.	Business Travel, Commuting
Measurement and reporting For future reporting periods, we are planning to continually improve the quality of our emissions data and expand our reporting to additional Scope 3 categories to gain a broader understanding of Pressure Care Management's wider environmental footprint.	Cross-cutting

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[1] and uses the appropriate Government emission conversion factors for greenhouse gas company reporting[2].

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[3].

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:

Craig Suckling

Name: Craig Suckling

Position: General Manager

Date: 27/03/2026

[1] https://ghgprotocol.org/corporate-standard
[2] https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting
[3] https://ghg protocol.org/standards/scope-3-standard

This Carbon Reduction Plan was produced with the support of Litmus Sustainability.