



Carbon Reduction Plan For MCIS

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Net Zero Commitment

MCIS is committed to achieving Net Zero emissions by 2038.

What does Net Zero mean in practice?

To achieve Net Zero, organisations should be aiming to reduce greenhouse gas (GHG) emissions in line with the latest science-based targets (SBTs). SBTs are greenhouse gas reduction goals set by organisations, they are defined as “science-based” when they align with the scale of reductions required to limit global temperature increases to 1.5°C compared to pre-industrial temperatures. To achieve Net Zero under this scenario, MCIS will need to reduce our absolute emissions by 90% from the base year.

SBTi recommends that organisations commit to near-term targets (that cover a minimum of 5 years/maximum of 10 years from the base year) as well as long-term targets.

Long-Term Targets

- Reduce our total market-based emissions (scope 1, 2 and 3) by at least 90% by 2038.¹
- Neutralise any residual emissions using verified carbon offsets.

Near-Term Targets

- Reduce scope 1 and 2 emissions to by 48% by 2030.¹
- To procure 100% renewable electricity by 2030.²
- Reduce Scope 3 emissions by 42% by 2030.

Scope 1 emissions: direct greenhouse gas emissions that occur from sources owned or controlled by a company, such as emissions from the combustion of fuels in on-site boilers, furnaces, or vehicles.

Scope 2 emissions: indirect greenhouse gas emissions that result from the generation of purchased electricity, steam or other forms of energy consumed by a company.

Scope 3 emissions: all other indirect greenhouse gas emissions that occur in an organisation’s value chain, including emissions from upstream and downstream activities.

¹ This aligns with the date set by Manchester Airports Group (MAG), where MCIS is based, in their [Sustainability Strategy \(2025, p. 9\)](#). MCIS’s target covers Scope 1, 2 (market-based) and measured 3; this is more comprehensive coverage than MAG’s target, which is limited to Scope 1 and 2 (market-based).

² This aligns with MAG’s target set out in their [Net Zero Carbon Roadmap \(2024, p. 2\)](#)

GHG Emissions Footprint

Base Year GHG Emissions

Base year emissions are a record of the greenhouse gases that have been produced in the past and prior to the introduction of any strategies to reduce emissions. Base year emissions are the reference point against which emissions reduction can be measured. MCIS's base year covers January - December 2024.

Base Year: January - December 2024

The current reporting year (January - December 2024) is the first year that MCIS has measured and reported its carbon footprint and will serve as the base year against which future measurements and reduction targets will be compared.

The base year measurement will be updated in line with updates to emissions accounting methodologies, relevant emission factors or other influencing factors to ensure future measurements are comparable. The base year measurement may also be adjusted where a significant organisational change occurs.

Activity undertaken in 4 company director's EV/hybrids has been accounted for under Scope 3 commuting, as these vehicles are not used for any business mileage.

Emission Scopes	Total (tonnes CO ₂ e)
Scope 1	8.6
Scope 2*	<i>Market-based: 7.8</i> <i>Location-based: 7.8</i>

Scope 3 including: <ul style="list-style-type: none"> - Purchased Goods & Services - Capital Goods - Fuel & Energy Related Services - Business Travel <i>(of which none)</i> - Transportation & Distribution (Upstream & Downstream) - Employee Commuting & Homeworking - Operational Waste & Water - Leased Assets (Upstream & Downstream) <i>(of which none)</i> - Franchises & Investments <i>(of which none)</i> 	499.4
Total Emissions*	<i>Market-based: 515.8</i> <i>Location-based: 515.8</i>

*Purchased electricity can be measured in two ways. A location-based method reflects the average emissions intensity of grids on which energy consumption occurs (using mostly grid-average emission factor data). A market-based method reflects emissions from electricity that companies have purposefully chosen (or their lack of choice). A market-based method therefore takes into account the purchase of electricity via a verified renewable energy tariff. MCIS has chosen to use a market-based approach for Net Zero targets.

Carbon Intensity Metrics

MCIS will work to minimise absolute emissions. However, intensity metrics can additionally be used as meaningful indicators of the organisation’s progress towards increasing carbon efficiency.

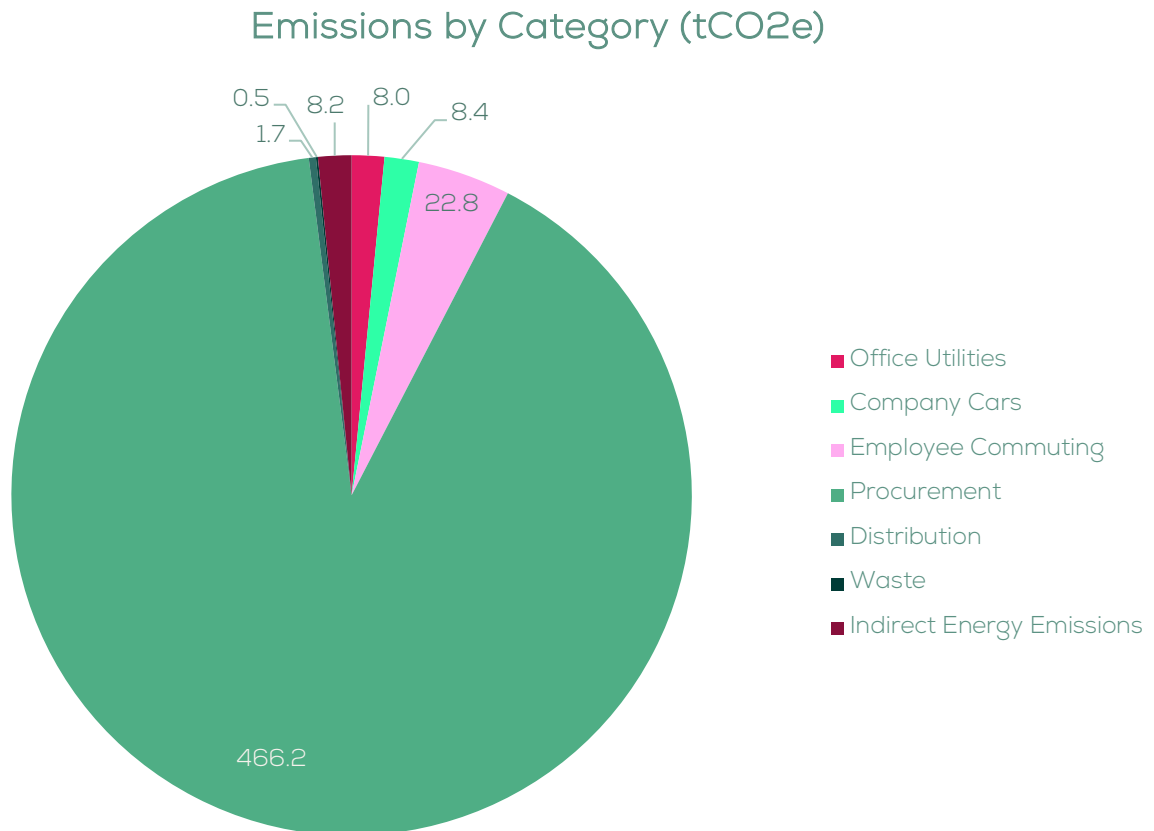
Base Year: January - December 2024	Carbon Intensity Metric
Employees (tCO ₂ e per FTE)	35.6
Revenue (tCO ₂ e per £m)	200.7

The above carbon intensity metrics use market-based emissions and are based on 14.5 FTEs and a £2.6 million revenue during the measurement period.

Current GHG Emissions

The current reporting year (January - December 2024) is the first year that MCIS has measured and reported its carbon footprint and will serve as the base year against which future measurements and reduction targets will be compared.

Current GHG Emissions Breakdown



The largest emissions category comes from procurement at 466.2 tCO₂e. Of this 26.2 tCO₂e comes from Purchased Goods & Services (day to day spending), 13.2 tCO₂e comes from Capital Goods (with the purchase of a new van), and 426.8 tCO₂e comes from Production Goods (subcontractor labour and materials). Production Goods emissions are currently estimated using top-level spend; this is useful to get an overview of emissions hotspots but improving data quality and granularity in this category should be a priority moving forward.

Current Measurement Results

For January - December 2024

By Scope	Tonnes	% of Total
Scope 1	8.6	1.7%
Scope 2 (Location-based)	7.8	-
Scope 2 (Market-based)	7.8	1.5%
Scope 3	499.4	96.8%

By Source	Tonnes	% of Total
Direct	8.6	1.7%
Upstream	507.2	98.3%
Downstream	0.0	0.0%

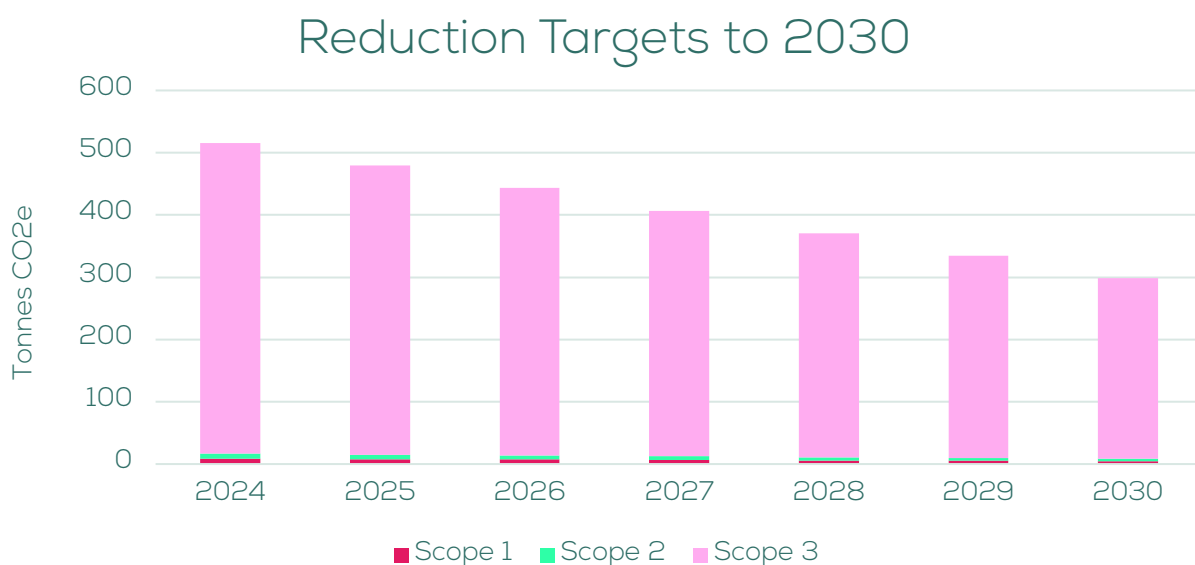
By Category	Tonnes	% of Total
Office Utilities	8.0	1.5%
Company Cars	8.4	1.6%
Business Travel	0.0	0.0%
Employee Commuting	22.8	4.4%
Procurement	466.2	90.4%
Distribution	1.7	0.3%
Waste	0.5	0.1%
Indirect Energy Emissions	8.2	1.6%

Total	Tonnes	% of Total
Location-based	515.8	-
Market-based	515.8	-

Carbon Reduction Planning

Progress against Base Year Emissions

There are no previous existing carbon emission reduction targets against which to report progress, as this reporting period is MCIS's first measurement. As such, there are no comparable previous measurements. Future reporting will assess progress against reduction targets, explore trends by category and identify any notable changes to data used to measure emissions.



Completed Carbon Reduction Initiatives

The following emissions management measures and projects have been completed or implemented prior to engaging with Positive Planet.

Activity	Completion Date	Scope
<p>Committed to measuring carbon footprint of business activities year on year to track progress against SBTi-aligned targets and regularly be making improvements to reduce emissions.</p> <p>In Year 1, Positive Planet was appointed to support with calculating GHG emissions and reduction recommendations.</p>	2026	1,2,3
<p>During the summer months, hot water is supplied via an electric connection with use of the gas boiler reserved for winter months. This will help to reduce emissions from Scope 1 Stationary Combustion.</p>		
<p>Implemented energy efficiency measures within the premises, including LED and PIR lighting, and timers on equipment including TVs and fridges. Signage is present within the workplace to encourage staff to reduce electricity demand and use energy more efficiently. These measures will help to reduce Scope 2 emissions from Purchased Electricity.</p>	2025	2
<p>Delivery orders are optimised to order in bulk, consolidating deliveries and reducing emissions from Scope 3 Upstream Transportation and Distribution.</p>	<i>Ongoing</i>	3
<p>MCIS have a Cycle-to-Work scheme and an EV Salary Sacrifice Scheme for employees to take up. Flexible working hours are also in operation. These schemes help employees opt for lower carbon commuting methods and will reduce emissions associated with Scope 3 Commuting and Homeworking.</p>	2025	3

Future Carbon Reduction Initiatives

Based on the current measurement, Positive Planet recommends the following actions to begin addressing and reducing emissions.

Scope 1 & Scope 2 Reduction Initiatives			
No.	Activity	Target Date	Category
1	Put processes in place to improve data quality, aiming for: <ul style="list-style-type: none"> - meter readings (kWh) for electricity consumption - meter readings (m3 or kWh) for gas consumption - exact mileage for company vehicles (currently estimates are being used) 	2026	Stationary Combustion Purchased Electricity Mobile Combustion
2	Liaise with the landlord to push for individual metering in office suites / warehouse to be able to report exact office energy consumption.	2026	Purchased Electricity
3	Encourage the landlord to purchase electricity for all relevant sites through a 100% renewable energy tariff as soon as financially feasible, such as when current tariffs come up for renewal. This will reduce market-based emissions for Purchased Electricity to zero. If 100% renewable tariff is not feasible, aim for tariffs with the highest proportion of renewables.	2026	Purchased Electricity

4	<p>Engage with the landlord about completely replacing gas heating systems for hot water needs with to under-sink heating or solar water heating systems to reduce Stationary Combustion emissions to zero.</p> <p>There is currently a government grant available to help with the cost of upgrading to low-carbon heating infrastructure via the Boiler Upgrade Scheme (NB: The grant closes 31/12/2027).</p>	2027	Stationary Combustion
5	<p>The current fleet consists of 3 diesel cars and 3 diesel vans. In order to address emissions from the fleet, a review of company vehicles to outline a strategy for beginning or further expanding fleet electrification is required.</p> <p>Key considerations for the strategy include:</p> <ul style="list-style-type: none"> - Determining if fleet size can be reduced through optimising logistics or outsourcing to providers with robust electrification infrastructure. - Determining which vehicles to electrify first, dependent on: <ul style="list-style-type: none"> • which vehicles are used most • which vehicles are most polluting • which vehicles are closest to end of life - Identifying solutions for the electrification of different vehicles - Giving consideration to EV charging infrastructure at premises, employee homes and publicly. 	2026	Mobile Combustion

Based upon the above completed and planned initiatives, it is projected that Scope 1 & 2 carbon emissions will decrease to 8.6 tCO₂e by 2030, a decrease of 48% in line with targets.

Scope 3 Reduction Initiatives

No.	Activity	Target Date	Category
1	<p>Set up a Green Team made of members from different departments to lead on projects and initiatives across the organisation. Members of the Green Team will be tasked with key responsibilities such as contributing to and executing carbon reduction plans, managing data, and providing information to colleagues, and benefit from prioritisation for Carbon Literacy/Couch to Carbon Zero training.</p> <p>Provide funding for the Green Team to host events focused on increasing knowledge and raising awareness of climate change and other environmental issues.</p>	2026	All categories
2	<p>Consider providing sustainability training for employees, such as Carbon Literacy Training or Couch to Carbon Zero training, to increase engagement and skills across the team. This can be done in phases, starting with the Green Team and leadership, and then rolling out to the wider employee base (including new starters).</p> <p>Certified learners typically reduce emissions by 5-15%, with 50% of these reductions typically relating to the workplace. Businesses that engage with Carbon Literacy Training can also get certified as Carbon Literate Organisations which may bring commercial benefits. Role-specific Net Zero training can also be considered to encourage action from key areas of the organisation.</p>	2027	All categories

3	<p>Put processes in place to improve data quality for spend with subcontractors (Production Goods in Purchased Goods & Services). Currently top-level spend on labour and broad materials categories is being used. This gives an indication of hotspots but to recommend specific reduction actions it would be better to have spend broken down more granularly and/or activity level data. For materials, aim to capture weight data by material / product type. For labour, question(s) can be added to the form required to gain a site pass to ask subcontractors about their travel. As all subcontractors work on site currently, travel emissions will make up the activities provided to MCIS.</p>	2026	Purchased Goods & Services
4	<p>Develop a Sustainable Procurement Policy with the twin goals of being able to assess and prioritise the sustainability credentials of suppliers, and collect data from suppliers on an annual basis in an effective way.</p> <p>Existing and new suppliers will be engaged with to ensure alignment with sustainability goals and target of Net Zero by 2038. Possible mechanisms to do so could include:</p> <ul style="list-style-type: none"> - engaging suppliers by sharing this Carbon Reduction Plan and communicating net zero targets, and asking for suppliers' information in return; - introducing sustainability weighting in tender processes; - adding sustainability criteria to all purchasing decisions, focusing on lifespan and efficiency; - increasing supplier reporting requirements including provision of supplier-specific data; - partnering with sustainable suppliers and vendors for events and other business requirements. <p>This action will embed sustainability considerations into the procurement process and enable suppliers with lower organisational carbon footprints, lower embodied</p>	2027	Purchased Goods & Services

	carbon of products, or a demonstrated commitment to Net Zero to be prioritised, as part of a phased approach. Alternative suppliers with in-place decarbonisation strategies can also be explored.		
5	<p>Commit to a sustainability audit of existing suppliers. Initially the top 8 core suppliers (identified by spend and/or carbon intensity) will be engaged with to request further information regarding emissions reporting, net zero targets and sustainability ambitions. This data collection will support the reduction journey by:</p> <ul style="list-style-type: none"> - improving the accuracy of carbon footprint measurements through collecting supplier-specific data; - allowing the positive impacts from reduction actions to be captured; - identifying business risks in the supply chain; and - encouraging supply chain integration towards Net Zero. 	2027	Purchased Goods & Services
6	<p>Third-party goods transportation emissions are currently being measured using spend, which is low-quality data. Work with distribution providers to collect either primary emissions data for operations related to the company, or data around the mode of transport (e.g. size and type of fuel/engine), weights and distances packages travel. This will facilitate increasingly accurate measurement of emissions allowing identification of hotspots, tracking and attribution of suppliers' own fleet decarbonisation achievements.</p> <p>Of MCIS' suppliers, DHL & Royal Mail have been known to provide supplier-specific reports upon request.</p>	2026	Transportation & Distribution (Upstream)

8	<p>Employees reported commuting via private vehicle only, with a mix of petrol, diesel, PHEVs and BEVs. An EV Salary Sacrifice Scheme and Cycle-to-Work scheme are already in operation. There are challenges with getting public transport because of the additional time taken and reliability; with installing EV chargers because of deemed fire risk; and with encouraging cycling because of dangerous roads.</p> <p>Further schemes and incentives that will support staff members to opt for low-carbon commuting methods can still be explored. Examples include:</p> <ul style="list-style-type: none"> - Providing more information around the EV Salary Sacrifice Scheme to encourage more staff to take it up - Continue to engage with the landlord to provide secure bike storage and changing facilities at the workplace <p>The Commuting & WFH survey can be used to help guide decisions, as an indicator of current commuting patterns and opportunity to ask employees about helpful commuting initiatives (if these questions are included next year).</p>	2027	Employee Commuting
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Based upon the above completed and planned initiatives, it is projected that (as a minimum) Scope 3 carbon emissions will decrease from the base year measurement of 499.4 tCO₂e to 289.7 tCO₂e by 2030. This is a reduction of 42 % and will keep us on track to Net Zero.

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 standard³ and uses the appropriate Government emission conversion factors for greenhouse gas company reporting⁴.

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 approved by the Executive Team at MCIS.

Signed on behalf of MCIS:

Name: **Paul Meers**

Position: **Engineer Manager**

Date: **11.03.2026**

³ <https://ghgprotocol.org/corporate-standard>

⁴ <https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>