# Net Zero Report.

## Carbon Reduction Plan 2025

Alpine. GROUP

# Executive Summary.

This document showcases the carbon footprint calculations Alpine Fire Engineers and DAS Fire (hereafter collectively referred to as 'Alpine Group') have undertaken and the corresponding Net Zero targets. Data was provided by each entity and reviewed and processed to calculate our corporate carbon emissions for FY25 at Group level. This granularity allows us to understand the sources of emissions and locate emission hotspots, and to develop Net Zero strategy and reduction pathways at an entity level.

Overall, in FY 2025 the majority of our market-based carbon dioxide equivalent ($CO_2e$) emissions are Scope 3 (96%, 16,469 $tCO_2e$), followed by Scope 1 (3%, 504 $tCO_2e$), and finally Scope 2 (1%, 120 $tCO_2e$). The greatest source of $CO_2e$ in FY 2025 was Scope 3 Cat 1: Purchased goods and services (86%, 14,752 $tCO_2e$), followed by Scope 3 Cat 4: Upstream Transportation and Distribution (6%, 1,069 $tCO_2e$), Scope 1 Transport (3%, 463 $tCO_2e$). All other $CO_2e$ categories equated to less than 2% of the total FY25 emissions.

We are pleased to say we have exceeded our FY 2025 target of an 8% reduction against our FY 2023 baseline when looking at our absolute market-based emissions.

# Executive Endorsement.

**Claire Owens,**
**Chief Executive Officer**

This FY2025 report marks the third year Alpine Fire Engineers has accounted for, and transparently reported, all material Greenhouse Gas emissions from our own operations and value chain. This year's report is different because we are reporting as Alpine Group following the acquisition of DAS Fire. As part of our belief that we can do more, and do better, together, we have integrated DAS Fire into our combined Alpine Group emissions baseline, Net Zero glidepath, and carbon reduction plan which charts the course of our emissions reductions towards a Net Zero target year of 2045. As a group, we retain our focus on emissions intensity metrics, with a view to decoupling business growth from emissions whilst driving decarbonisation of our operations.

We are proud to report an 19% absolute reduction in group emissions since our base year, well ahead of target, as well as a reduction in emissions intensity, but are continuing to strive for increased carbon reduction planning for the long term. We recognise that we still have a long way to go to achieve the ambitious reductions required to achieve our goals. As detailed in our carbon reduction plan, we are working to improve the quality of data which underpins our emissions calculations, while planning actions which will drive down emissions over time. We recognise that our largest emissions category of purchased goods and services is also one of the most challenging to address, but outline plans to collaborate with our suppliers to tackle this challenge together. We also outline plans for emissions sources where we have greater control, such as our vehicle fleet, which will require significant investment over time.

We will continue to report openly on our progress, in line with our value of integrity, and hope to provide evidence of our progress in next year's report.

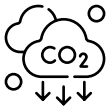
## About us

Alpine Group brings together two highly respected teams with shared values, complementary expertise, and a united vision for the future of fire safety. Alpine Fire Engineers is a market-leading, nationwide mechanical fire suppression specialist, providing design, project management and maintenance services. DAS Fire is the leading provider of fire detection and suppression solutions for data centres.

# Commitment to Net Zero.

Alpine Group is committed to ensuring that we play our role in working alongside other UK organisations to achieve the UK Government's Net Zero target of at least a 100% reduction in the net UK greenhouse gas (GHG) emissions by 2050 (based on 1990 levels) for our UK operations.

Equally, Alpine Group is committed to taking action to reduce our annual emissions and achieving Net Zero emissions by 31st March 2045 five years earlier than the UK Government's target. We will aim to reduce our emissions year-on-year and will achieve:




**28% reduction in our Scope 1 and 2 emissions by 2030.**

**Offsetting our residual Scope 1 and 2 emissions by 2030 to become carbon neutral via high-quality verified offsets.**

**92% overall reduction in all GHG emissions across Scopes 1, 2 and 3 by 2045 offsetting any residual emissions via high-quality nature-based or direct air capture projects and becoming Net Zero.**

# Commitment to Net Zero (continued).

To achieve these goals, we have taken the following actions:

1. We have appointed an external specialist carbon consultancy to collate and verify data, calculate GHG emissions and help advise on carbon reduction options
2. Calculated our carbon footprint in line with the GHG protocol for FY 2025 including the following Scopes and Categories:

### Scope 1

i. Scope 1: Stationary combustion

ii. Scope 1: Transport (owned and leased vehicles)

iii. Scope 1: Refrigerant gases

### Scope 2

i. Scope 2: Electricity – both from premises and electric vehicles

### Scope 3

i. Scope 3 Category 1: Purchased goods and services

ii. Scope 3 Category 2: Capital goods

iii. Scope 3 Category 3: Fuel and energy-related activities (not included in Scope 1/2)

iv. Scope 3 Category 4: Upstream transportation and distribution

v. Scope 3 Category 5: Waste

vi. Scope 3 Category 6: Business travel

vii. Scope 3 Category 7: Employee commuting (including home working)

viii. Scope 3 Category 12: End-of-life treatment of sold products

3. Created a carbon reduction pathway for each Scope and Category
4. Set the Net Zero date and committed to updating our carbon footprint at least annually, with this being the second calculation since our base year and the third in total

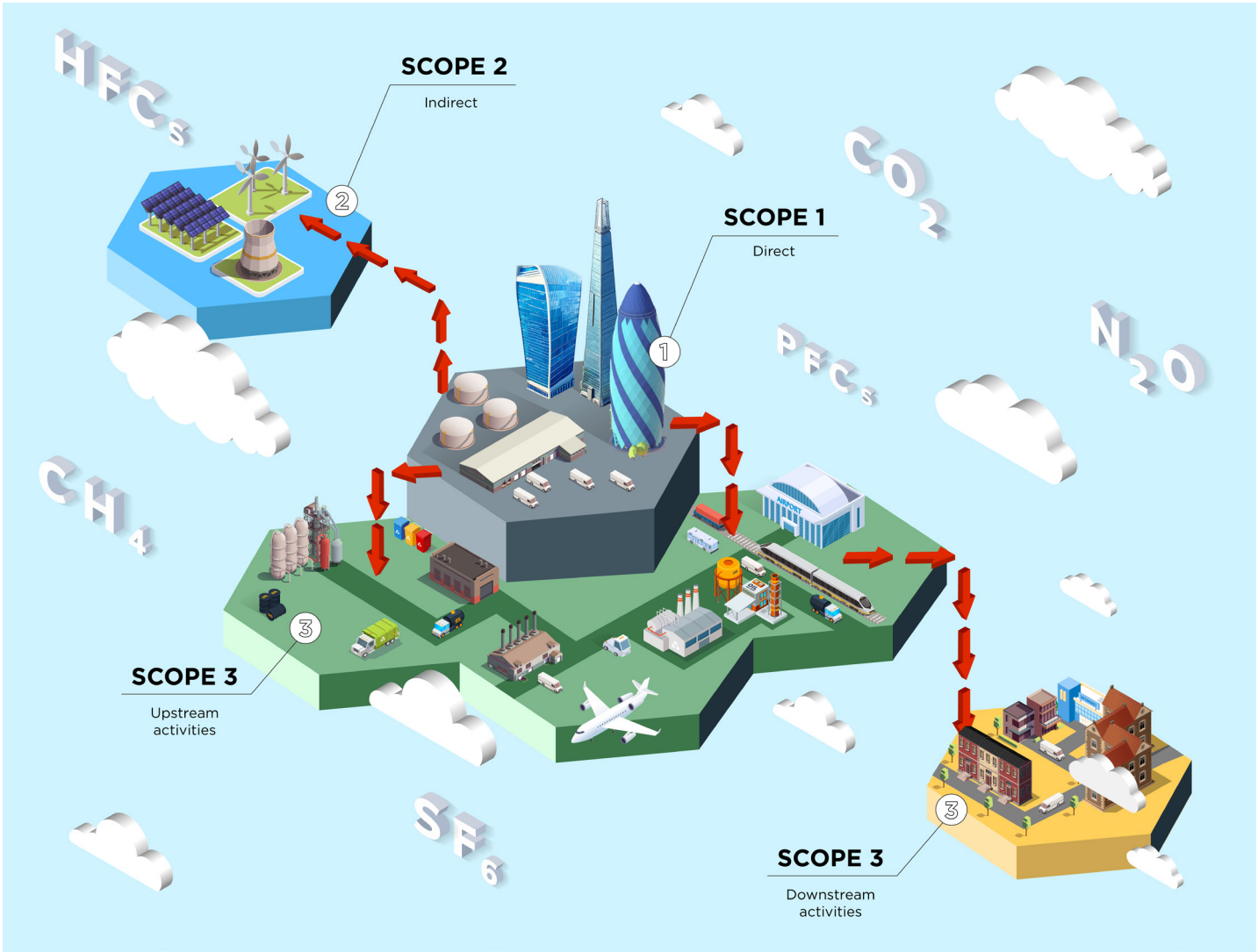



Figure 1. Sources of Greenhouse gas emissions by Scope and category. Source: GHG Protocol

# Emissions footprint April 2024 – March 2025.

This report follows on from our preceding carbon inventories – baseline year FY 2023 and FY 2024. The baseline year is a record of the greenhouse gases that were produced in a financial year prior to the introduction of any strategies to reduce emissions. It provides a breakdown of our carbon emissions from which our emissions reduction pathway has been created, with target reductions provided for each Scope and Category.

In addition to this, we have also provided emission intensity metrics for each year which highlights how our carbon emission per million £ turnover has continued to reduce as we continue to grow. Our intensity metric shows us how we are progressing on our carbon journey whilst accounting for the fact that our operations are expanding.

During FY 2025, Alpine acquired DAS Fire (hereafter referred to as 'DAS'), which is now part of Alpine Group. This report presents Alpine Group's FY 2025 results, as shown in Figure 2. To maintain consistency, FY 2023 and FY 2024 emissions have been rebaselined to include DAS. Emissions for DAS in FY 2023 and FY 2024 were estimated based on FY 2025 data and extrapolated using turnover trends over the past three years. Comparisons of DAS, Alpine, and total Alpine Group emissions across FY 2023 - FY 2025 are provided in Tables 1-4.

Breakdown of FY25 GHG emissions sources:

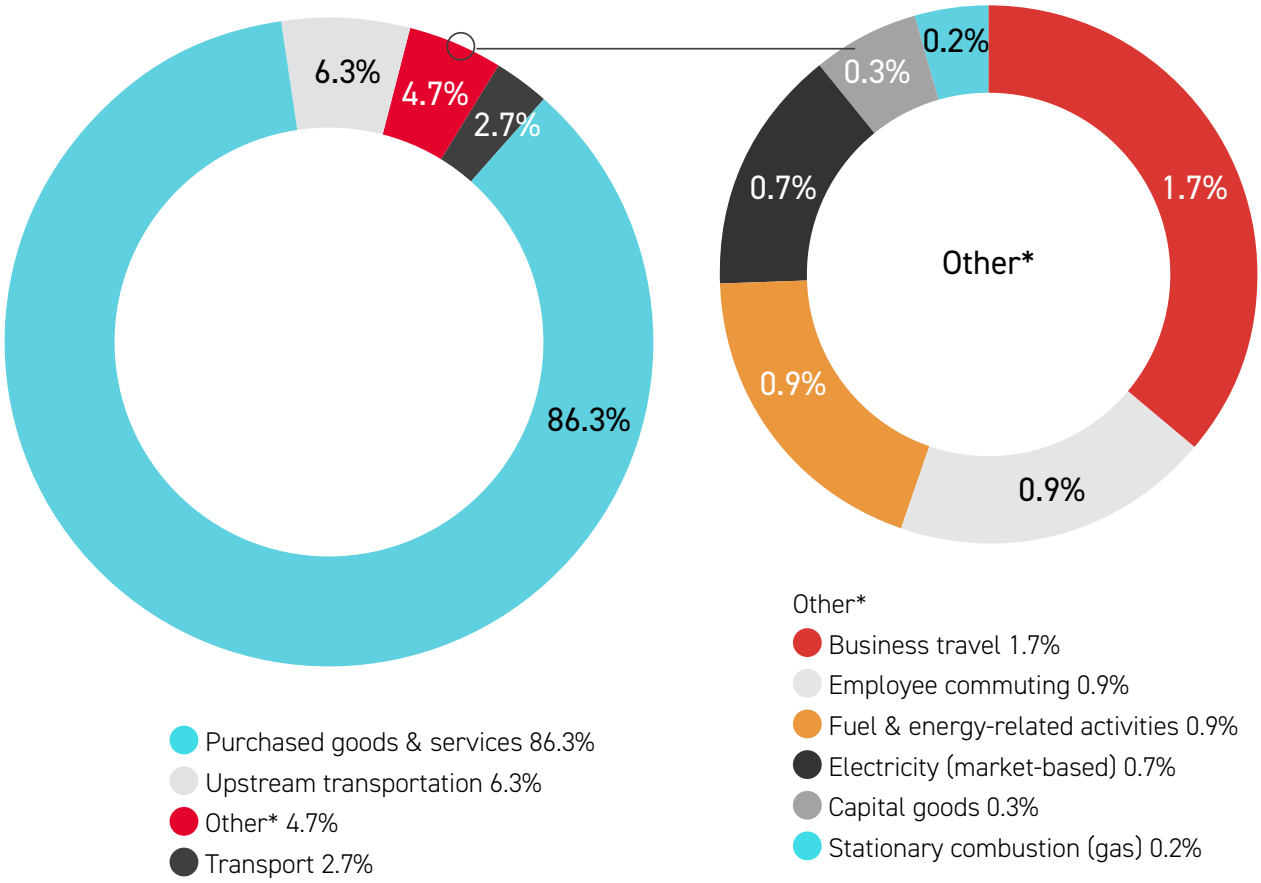



Figure 2. Pie charts displaying Alpine Group's FY 2025 $tCO_2e$ emissions, split by category. In the main pie chart, all categories with emissions totalling less than 2% of Alpine Group's total FY 2025 emissions have been aggregated into an 'Other' category, which has been broken into categories in the other pie chart to provide a more granular breakdown of emissions by category.

Below is an itemised breakdown showing emissions ($tCO_2e$) by each scope and category from FY 2025 baseline calculation.

Table 1. Alpine Group's FY 2025 $CO_2e$ Inventory

| Scope / Category | Item | Total $tCO_2e$ FY 2025 - Alpine | Total $tCO_2e$ FY 2025 – DAS | Total $tCO_2e$ FY 2025 – Group Total | % of FY 2025 Group total $tCO_2e$ |
|---|---|---|---|---|---|
| **Scope 1** | | | | | |
| Stationary combustion | Gas consumed | 8.24 | 30.66 | 38.90 | 0.2% |
| Transportation | Owned and leased ICE vehicles | 450.43 | 12.97 | 463.40 | 2.7% |
| Refrigerants | HVAC's | 1.65 | - | 1.65 | 0.0% |
| **Scope 2** | | | | | |
| Electricity (location-based)[1] | Purchased electricity, for own use (grid average) | 15.94 | 58.40 | 74.34 | N/A |
| Electricity (market-based)[2] | Purchased electricity, for own use (specific contract) | 0.99 | 117.49 | 118.48 | 0.7% |
| Electricity (electric vehicles) | Owned and leased EVs | - | 1.40 | 1.40 | 0.0% |
| **Scope 3** | | | | | |
| Category 1: Purchased goods and services | Goods and services | 12,209.36 | 2,542.21 | 14,751.57 | 86.3% |
| Category 2: Capital goods | CapEx expenditure | 33.00 | 11.59 | 44.58 | 0.3% |
| Category 3: Fuel and energy-related activities | WTT[3] & T&D losses[4] from electricity, stationary combustion of fuels and transport | 119.59 | 28.18 | 147.77 | 0.9% |
| Category 4: Upstream transportation and distribution | Transport between tier 1 suppliers or paid transport for goods (upstream & downstream) WTW[5] | 1,068.96 | - | 1,068.96 | 6.3% |
| Category 5: Waste | Waste disposal from operations | 0.18 | 0.06 | 0.24 | 0.0% |
| Category 6: Business travel | Land and air travel and hotel stays for business purposes WTW | 200.84 | 89.76 | 290.60 | 1.7% |
| Category 7: Employee commuting & homeworking | Employees commuting to and back from work WTW. Employees working from home | 129.54 | 32.02 | 161.57 | 0.9% |
| Category 12: End-of-life treatment of sold products | Predicted treatment of waste resulting from goods sold at the end of their expected lifetime | 3.88 | - | 3.88 | 0.0% |
| Total Gross Emissions (Location-based) | | 14,241.61 | 2,807.25 | 17,048.86 | |
| Less emissions avoided by procurement of renewable electricity | | 15.45 | - | 15.45 | |
| Additional emissions generated from the procurement of non-renewable electricity (residual grid mix) | | -0.50 | -59.09 | -59.59 | |
| Total Gross Emissions (Market-based) | | 14,226.65 | 2,866.34 | 17,093.00 | 100% |
| Less carbon offsets | | - | - | - | |
| Total Net Emissions | | 14,226.65 | 2,866.34 | 17,093.00 | 100% |

[1]Location-based represents emissions from electricity consumption based on grid average emissions

[2]Market-based represents emissions from electricity consumption based on specific energy contracts

[3]WTT – Well-to-tank emissions. Emissions associated with the extraction, refinement, and transport of fuels before consumption

[4]T&D losses – Transmission and distribution losses. Emissions associated with the energy lost during the transmission of electricity through the network

[5]WTW – Well-to-wheel emissions. Includes emissions associated with the extraction, refinement, transport, and consumption of fuels

Table 2. Alpine Group's FY 2025 $CO_2e$ Inventory compared to FY 2023 and FY 2024

| Scope / Category | Item | Total $tCO_2e$ FY 2023 | Total $tCO_2e$ FY 2024 | Total $tCO_2e$ FY 2025 | % change from base year FY 2023 |
|---|---|---|---|---|---|
| **Scope 1** | | | | | |
| Stationary combustion | Gas consumed | 21.74 | 24.96 | 38.90 | +79% |
| Transportation | Owned and leased ICE vehicles | 262.51 | 379.14 | 463.40 | +77% |
| Refrigerants | HVAC's | 1.55 | 1.41 | 1.65 | +6% |
| **Scope 2** | | | | | |
| Electricity (location-based)[6] | Purchased electricity, for own use (grid average) | 48.24 | 55.94 | 74.34 | N/A |
| Electricity (market-based)[7] | Purchased electricity, for own use (specific contract) | 73.11 | 82.97 | 118.48 | +62% |
| Electricity (electric vehicles) | Owned and leased EVs | 0.87 | 0.99 | 1.40 | +61% |
| **Scope 3** | | | | | |
| Category 1: Purchased goods and services | Goods and services | 20,138.28 | 10,813.42 | 14,751.57 | -27% |
| Category 2: Capital goods | CapEx expenditure | 7.21 | 54.15 | 44.58 | +518% |
| Category 3: Fuel and energy-related activities | WTT[8] & T&D losses[9] from electricity, stationary combustion of fuels and transport | 82.24 | 115.79 | 147.77 | +80% |
| Category 4: Upstream transportation and distribution | Transport between tier 1 suppliers or paid transport for goods (upstream & downstream) WTW[10] | - | 1,062.84 | 1,068.96 | - |
| Category 5: Waste | Waste disposal from operations | 0.08 | 0.49 | 0.24 | +218% |
| Category 6: Business travel | Land and air travel and hotel stays for business purposes WTW | 241.92 | 217.79 | 290.60 | +20% |
| Category 7: Employee commuting & homeworking | Employees commuting to and back from work WTW. Employees working from home | 168.37 | 131.35 | 161.57 | -4% |
| Category 12: End-of-life treatment of sold products | Predicted treatment of waste resulting from goods sold at the end of their expected lifetime | - | 12.87 | 3.88 | - |
| Total Gross Emissions (Location-based) | | 20,973.02 | 12,871.14 | 17,048.86 | -19% |
| Less emissions avoided by procurement of renewable electricity | | -11.90 | -14.70 | -15.45 | +30% |
| Additional emissions generated from the procurement of non-renewable electricity (residual grid mix) | | +36.77 | +41.73 | +59.59 | +62% |
| Total Gross Emissions (Market-based) | | 20,997.89 | 12,898.17 | 17,093.00 | -19% |
| Less carbon offsets | | - | - | - | - |
| Total Net Emissions | | 20,997.89 | 12,898.17 | 17,093.00 | -19% |

[6]Location-based represents emissions from electricity consumption based on grid average emissions

[7]Market-based represents emissions from electricity consumption based on specific energy contracts

[8]WTT – Well-to-tank emissions. Emissions associated with the extraction, refinement, and transport of fuels before consumption

[9]T&D losses – Transmission and distribution losses. Emissions associated with the energy lost during the transmission of electricity through the network

[10]WTW – Well-to-wheel emissions. Includes emissions associated with the extraction, refinement, transport, and consumption of fuels

Table 3. DAS' FY 2025 $CO_2e$ Inventory compared to FY 2023 and FY 2024

| Scope / Category | Item | Base year FY 2023 $tCO_2e$* | FY 2024 $tCO_2e$* | FY 2025 $tCO_2e$ |
|---|---|---|---|---|
| Scope 1 | | | | |
| Stationary combustion | Gas consumed | 19.08 | 21.65 | 30.66 |
| Transportation | Owned and leased ICE vehicles | 8.07 | 9.16 | 12.97 |
| Scope 2 | | | | |
| Electricity (location-based) | Purchased electricity, for own use (grid average) | 36.34 | 41.24 | 58.40 |
| Electricity (market-based) | Purchased electricity, for own use (specific contract) | 73.11 | 82.97 | 117.49 |
| Electricity (electric vehicles) | Owned and leased EVs | 0.87 | 0.99 | 1.40 |
| Scope 3 | | | | |
| Category 1: Purchased goods and services | Goods and services | 1,581.93 | 1,795.20 | 2,542.21 |
| Category 2: Capital goods | CapEx expenditure | 7.21 | 8.18 | 11.59 |
| Category 3: Fuel and energy-related activities | WTT & T&D losses from electricity, stationary combustion of fuels and transport | 17.54 | 19.90 | 28.18 |
| Category 5: Waste | Waste disposal from operations | 0.04 | 0.04 | 0.06 |
| Category 6: Business travel | Land and air travel and hotel stays for business purposes WTW | 55.86 | 63.39 | 89.76 |
| Category 7: Employee commuting | Employees commuting to and back from work WTW. Employees working from home | 19.93 | 22.61 | 32.02 |
| Total Gross Emissions (Location-based) | | 1,746.86 | 1,982.37 | 2,807.25 |
| Less emissions avoided by procurement of renewable electricity | | 0 | 0 | 0 |
| Additional emissions generated from the procurement of non-renewable electricity (residual grid mix) | | -36.77 | -41.73 | -59.09 |
| Total Gross Emissions (Market-based) | | 1,783.63 | 2,024.09 | 2,866.34 |
| Less carbon offsets | | 0.00 | 0.00 | 0.00 |
| Total Net Emissions | | 1,783.63 | 2,024.09 | 2,866.34 |

*FY23 and FY24 have been rebaselined from the FY25 calculations using a turnover metric

Table 4. Alpine Fire Engineers (excluding DAS) FY 2025 $CO_2e$ Inventory compared to FY 2023 and FY 2024

| Scope / Category | Item | Base year FY 2023 $tCO_2e$ | FY 2024 $tCO_2e$ | FY 2025 $tCO_2e$ | % change from base year |
|---|---|---|---|---|---|
| Scope 1 | | | | | |
| Stationary combustion | Gas consumed | 2.66 | 3.31 | 8.24 | 209.7% |
| Transportation | Owned and leased ICE vehicles | 254.45 | 369.98 | 450.43 | 77.0% |
| Refrigerants | HVAC's | 1.55 | 1.41 | 1.65 | 6.3% |
| Scope 2 | | | | | |
| Electricity (location-based) | Purchased electricity, for own use (grid average) | 11.90 | 14.70 | 15.94 | 33.89% |
| Electricity (market-based)[7] | Purchased electricity, for own use (specific contract) | 0 | 0 | 0.99 | - |
| Electricity (electric vehicles) | Owned and leased EVs | 0 | 0 | 0 | - |
| Scope 3 | | | | | |
| Category 1: Purchased goods and services | Goods and services | 18,556.35 | 9,018.22 | 12,209.36 | -34.2% |
| Category 2: Capital goods | CapEx expenditure | 0 | 45.97 | 33.00 | - |
| Category 3: Fuel and energy-related activities | WTT & T&D losses from electricity, stationary combustion of fuels and transport | 64.70 | 95.88 | 119.59 | 84.8% |
| Category 4: Upstream transportation and distribution | Transport between tier 1 suppliers or paid transport for goods (upstream & downstream) WTW | 0 | 1,062.84 | 1,068.96 | - |
| Category 5: Waste | Waste disposal from operations | 0.04 | 0.45 | 0.18 | 369.2% |
| Category 6: Business travel | Land and air travel and hotel stays for business purposes WTW | 186.07 | 154.41 | 200.84 | 7.9% |
| Category 7: Employee commuting & homeworking | Employees commuting to and back from work WTW. Employees working from home | 148.45 | 108.74 | 129.54 | -12.7% |
| Category 12: End-of-life treatment of sold products | Waste disposal and treatment of products sold (by customers) | 0 | 12.87 | 3.88 | - |
| Total Gross Emissions (Location-based) | | 19,226.16 | 10,888.78 | 14,241.61 | -25.9% |
| Less emissions avoided by procurement of renewable electricity | | 11.90 | 14.70 | 15.45 | 29.8% |
| Additional emissions generated from the procurement of non-renewable electricity (residual grid mix) | | 0 | 0 | -0.50 | - |
| Total Gross Emissions (Market-based) | | 19,214.26 | 10,874.08 | 14,226.65 | -26.0% |
| Less carbon offsets | | 0 | 0 | 0 | - |
| Total Net Emissions | | 19,214.26 | 10,874.08 | 14,226.65 | -26.0% |

# Emission Reduction Targets.

In setting Net Zero targets and developing a Net Zero roadmap in FY 2025, we assessed the $CO_2e$ reduction potential of each scope and category. This assessment considered the degree of control we have over the activity, operational considerations (e.g. fleet replacement cycles, availability of green energy tariffs by geography, available waste disposal methods), and wider politico-economic factors including the UK government's commitment to decarbonise the UK National Grid and the ban on the sale of ICE vehicles post-2030. The reduction pathway is science-based and aligned to the Paris Agreement's commitment of limiting global warming to 1.5°C above pre-industrial levels.

To continue our progress to achieving Net Zero, we mapped out and planned a number of positive actions to achieve the following carbon reduction targets:

- **30%** absolute reduction in Scope 1, 2 and 3 emissions by 2030 from 2023 baseline levels
- **51%** absolute reduction in Scope 1, 2 and 3 emissions by 2035 from 2023 baseline levels
- **72%** absolute reduction in Scope 1, 2 and 3 emissions by 2040 from 2023 baseline levels
- **92%** absolute reduction in Scope 1, 2 and 3 emissions by 2045 from 2023 baseline levels

Carbon Emission Glidepath $tCO_2e$

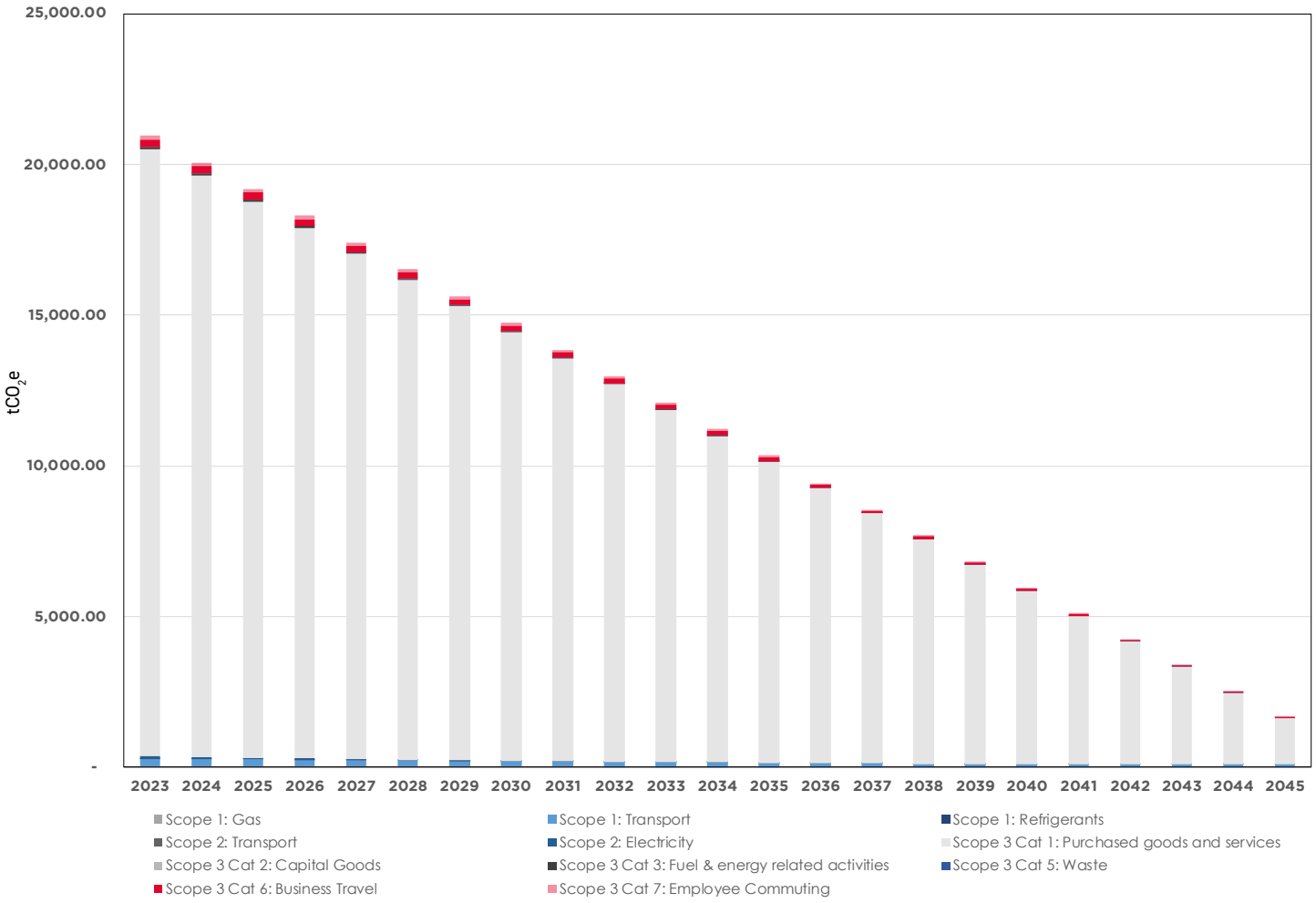



Figure 3. Alpine Group's Net Zero glidepath - roadmap to achieve Net Zero (-92% $tCO_2e$ by 2045 against the FY 2023 base year)

# Emission Reduction Targets (continued).

We are proud to report that we have surpassed our reduction target in FY 2025 by achieving -19% absolute emissions versus our FY 2023 base year, significantly above the target of -8% reduction by FY 2025 (Figure 4).

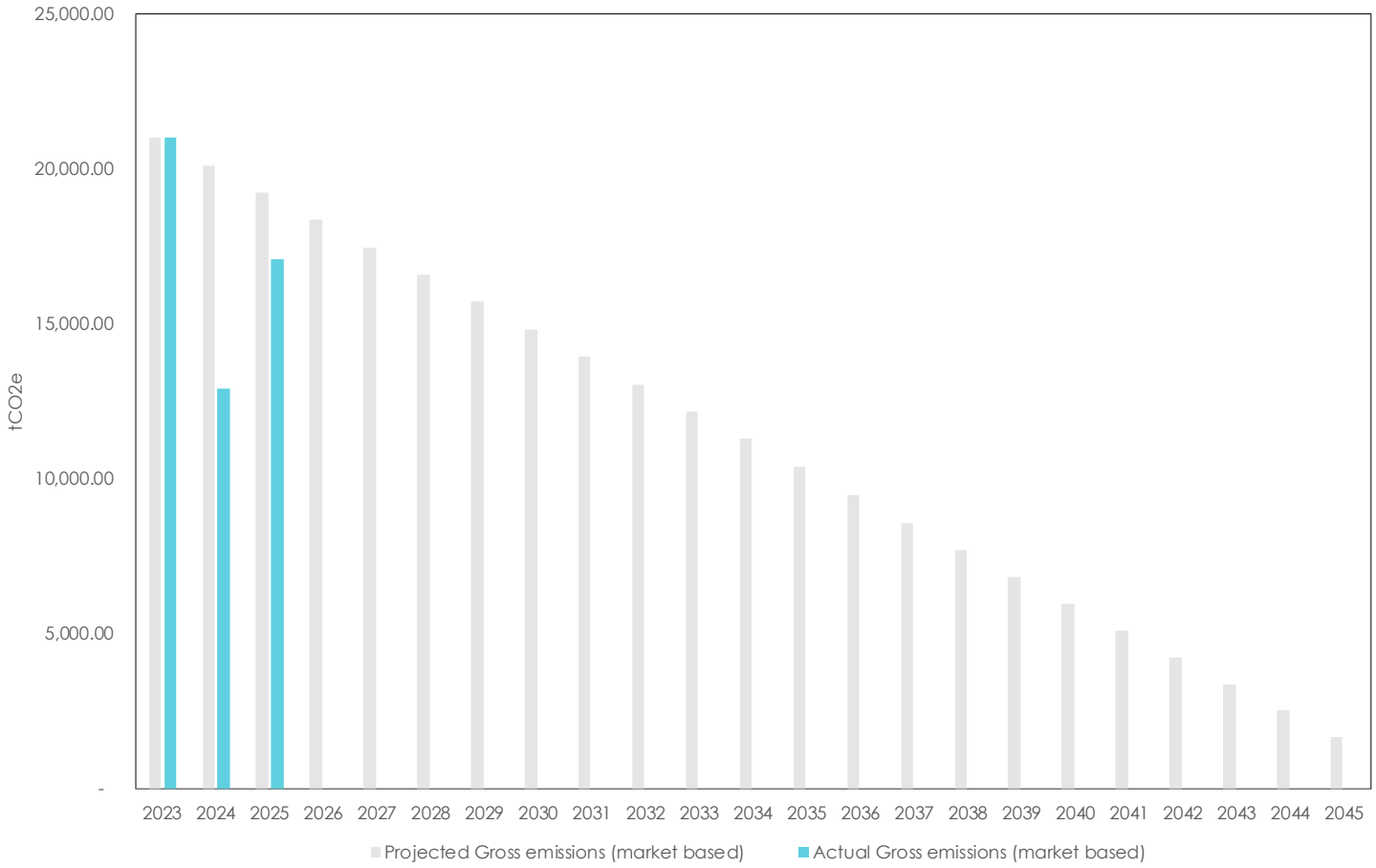



Figure 4. Alpine Group's progress against the original Net Zero glidepath – grey is estimated based on the reduction projections modelled in the original glidepath, blue is the actual reported emissions

Our primary focus is on reducing our own emissions, supported by dedicated planning and financial resources. However, a substantial share of our carbon footprint falls under scope 3 emissions, which are challenging to address in the short term as they originate within our supply chain – an area where we have influence but not direct control. To help drive reductions in these emissions, we will leverage our purchasing power and supplier selection to promote and encourage carbon-reducing practices across our supply chain.

# Intensity Metrics and Reduction Targets.

In addition to reporting our absolute emissions, we also track GHG intensity over several key metrics. We are focusing on the intensity metrics which capture greenhouse gas emissions per employee, and turnover, hence providing a more informative insight into our decarbonisation journey alongside our company growth. Intensity metrics have been calculated based on floor area occupied, full-time equivalent (FTE) employees, and turnover. Group total market-based emissions were used, as both business entities contribute to the Group's overall decarbonisation efforts.

Table 5. Alpine Group's Market-Based Intensity Metrics FY 2023, FY 2024, FY 2025

| GHG Emissions intensity | FY 2023 | FY 2024 | FY 2025 | % Change FY 2025 vs. FY 2023 |
|---|---|---|---|---|
| $tCO_2e$ per employee | 177.95 | 85.70 | 103.75 | -42% |
| $tCO_2e$ per $m^2$ | 27.35 | 16.80 | 22.26 | -19% |
| $tCO_2e$ per million £ turnover | 282.20 | 180.48 | 199.69 | -29% |

# Intensity Metrics and Reduction Targets (continued).

Table 6. Alpine Group's projected absolute carbon reduction pathways based on Net Zero modelling ($tCO_2e$)

| Emission Categories | 2023 | 2025 | 2030 | 2035 | 2040 | 2045 |
|---|---|---|---|---|---|---|
| Scope 1 | | | | | | |
| Gas | 21.74 | 18.70 | 12.04 | 6.61 | - | - |
| Transport | 262.51 | 241.69 | 188.95 | 140.13 | 101.20 | 101.20 |
| Refrigerants | 1.55 | 1.55 | 1.55 | 1.55 | 1.55 | 1.55 |
| Scope 2 | | | | | | |
| Transport | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Electricity | 73.11 | 58.81 | 10.21 | 0.46 | 0.01 | 0.00 |
| Scope 3 | | | | | | |
| Cat 1: Purchased goods and services | 20,138.28 | 18,446.66 | 14,217.62 | 9,988.59 | 5,759.55 | 1,530.51 |
| Cat 2: Capital Goods | 7.21 | 6.62 | 5.34 | 4.31 | 3.48 | 2.80 |
| Cat 3: Fuel & energy-related activities | 82.24 | 66.64 | 39.38 | 17.51 | - | - |
| Cat 5: Waste | 0.08 | 0.07 | 0.07 | 0.06 | 0.05 | 0.05 |
| Cat 6: Business Travel | 241.92 | 224.77 | 178.79 | 129.02 | 57.60 | 14.68 |
| Cat 7: Employee Commuting | 119.11 | 112.86 | 86.04 | 53.94 | 6.19 | 1.37 |
| Gross emissions (market-based) | 20,948.62 | 19,179.25 | 14,740.87 | 10,343.04 | 5,930.49 | 1,653.03 |

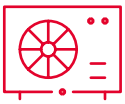
Table 7. Alpine Group's projected percentage carbon reduction pathways based on Net Zero modelling ($tCO_2e$)

| Emission Categories | % Reduction 2023 - 25 | % Reduction 2023 - 30 | % Reduction 2023 - 35 | % Reduction 2023 - 40 | % Reduction 2023 - 45 |
|---|---|---|---|---|---|
| Scope 1 | | | | | |
| Gas | 21.74 | 18.70 | 12.04 | 6.61 | - |
| Transport | 262.51 | 241.69 | 188.95 | 140.13 | 101.20 |
| Refrigerants | 1.55 | 1.55 | 1.55 | 1.55 | 1.55 |
| Scope 2 | | | | | |
| Transport | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Electricity | 73.11 | 58.81 | 10.21 | 0.46 | 0.01 |
| Scope 3 | | | | | |
| Cat 1: Purchased goods and services | 20,138.28 | 18,446.66 | 14,217.62 | 9,988.59 | 5,759.55 |
| Cat 2: Capital Goods | 7.21 | 6.62 | 5.34 | 4.31 | 3.48 |
| Cat 3: Fuel & energy-related activities | 82.24 | 66.64 | 39.38 | 17.51 | - |
| Cat 5: Waste | 0.08 | 0.07 | 0.07 | 0.06 | 0.05 |
| Cat 6: Business Travel | 241.92 | 224.77 | 178.79 | 129.02 | 57.60 |
| Cat 7: Employee Commuting | 119.11 | 112.86 | 86.04 | 53.94 | 6.19 |
| Cat 12: End-of-Life Treatment of Sold Products | 0% | -19% | -35% | -47% | -58% |
| Gross emissions (market-based) | -8% | -30% | -51% | -72% | -92% |

# Environmental management measures / emission reduction plan.

Alpine is a responsible business; we have for many years had a focus on the environment and reducing our carbon emissions. To drive this to the next level, we engaged the services of Sustainable Advantage to advise the Alpine Group Board on global best practices on carbon reduction.

We have a detailed carbon emissions reduction plan, the key actions of which are summarised below:



## SCOPE 1: Stationary combustion

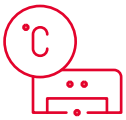
This is a relatively low impact area, with limited scope for influence given all offices are now leased. Natural gas consumption (kWh) was provided for Alpine House; natural gas consumption (kWh) estimated for our Alpine Midlands office based on site floor area. We will aim to gather more granular data moving forwards covering all the sites. Alpine and DAS' sites are leased, and landlords are responsible for energy procurement meaning Alpine Group has limited capacity to choose energy tariffs and implement significant building fabric improvement. Alpine Group will nevertheless make efforts to reduce energy consumption and improve data quality.

- Request actual natural gas consumption data from landlords where estimations have previously been used to improve data quality.
- Ensure that all our facilities use minimal heating by lobbying landlords to make sure buildings are fully insulated.
- Engage landlords to progressively replace brown gas consumption with renewable gas consumption.
- Reduce reliance on gas use, engaging landlords to replace gas boilers with electrical heating systems such as air source heat pumps where practical.
- Identify sites with high gas consumption and perform energy surveys to identify capital expenditure (CapEx) opportunities.

## SCOPE 1: Transport (owned and leased vehicles)

This is a relatively small source of emissions (2.7% of total emissions) but is the largest source of emissions within our direct control to reduce. We will continue to investigate our options for decarbonising activity related to our vehicle fleet. We will aim to:

- Undertake a feasibility assessment to determine whether transitioning the fleet to EVs is possible given our operating locations and operating model as we approach the scheduled renewal of our fleet in 2028.
- Move diesel and petrol-owned and leased vehicles to electric vehicles (EV) as soon as is practical.
- Undertake regular assessment of the fleet to ensure least efficient vehicles are removed as a priority.
- Where moving to EV's is not practical switch to hybrid vehicles.
- Continue to roll out Lightfoot telematics and dashcams across the group to improve driver performance and fuel efficiency. Lightfoot telematics and dashcams are now installed across Alpine's full fleet of service vans, and is planned to be rolled out to the DAS fleet before the end of FY26.
- Ensure EV's are charged using green electricity sources where possible, including installing charging points at our sites.



## SCOPE 1: Refrigerants

This is a low impact area for us, and we have limited ability to influence emissions reductions. We will nevertheless endeavour to improve data quality and reduce our impact where possible:

- Given refrigerant type and quantity were estimated based on the area of our offices, we will request refrigerant refill quantity and the type of refrigerant added during maintenance from landlords to improve the accuracy of emissions calculation for this category.
- Limit use of refrigeration / air conditioning systems, including ensuring heating, ventilation and cooling (HVAC) systems automatically switch off outside office hours.
- Engage landlords to avoid refrigerant emissions through improved leak tightness and consider fitting leak-detection systems and following a regular maintenance schedule.


## SCOPE 2: Electricity

Across our operations, we have a mix of renewable and non-renewable electricity tariffs, with one site (Alpine House) using renewable tariffs whilst the rest (Alpine Midlands office and the DAS Bramley office) use non-renewable. We will prioritise engaging landlords to move all premises to certified renewable electricity over the next few years. We will endeavour to reduce our electricity consumption and resulting GHG emissions via the following:

- Engage landlords to purchase renewable energy tariffs across all premises and ensure supply is fully verified as meeting the Scope 2 Quality Criteria[11] (supported by REGOs or equivalent).
- Ensuring HVAC units automatically turn off outside office hours at all premises.
- Energy efficiency guides will be issued to all site staff to facilitate positive behavioural change, including not leaving monitors and other office equipment on standby at the end of the working day.
- Ensure we use energy efficient systems wherever possible e.g., replacing lights with LED and using passive infra-red sensors (PIRs) where these are not already installed.
- Engage landlords to investigate opportunities to install renewable electricity production facilities onsite where practicable (e.g., solar panels).

[11]https://ghgprotocol.org/sites/default/files/2023-03/Scope%202%20Guidance.pdf. P.63

## SCOPE 3: Category 1: Purchased goods and services

Purchased goods and services is the largest single source of emissions for Alpine Group, accounting for 86.3% of total emissions in FY 2025. These emissions arise in large part due to the purchasing of materials and services used in client projects. While these emissions sit within our supply chain and are not under our direct operational control, this is a priority action area for the group due to the impact on our total emission. We have therefore started looking for opportunities to improve data quality to support informed decision making on product and supplier selection.

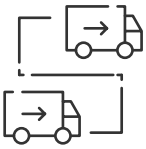
To try and enact positive change on our suppliers we will:

- Collaborate with our largest suppliers to share our Net Zero targets via in-person workshops to gain buy-in on carbon reduction efforts and improve supplier carbon literacy, with a view to them setting their own targets.
- Assess suppliers' emission reduction targets for alignment with our own Net Zero targets.
- Engage suppliers through the NZC platform to provide relevant product and activity-level emissions data, ensuring accurate integration into our reporting process and improving Scope 3 emissions calculations.
- Request product-level emissions data via TM65 or Environmental Product Declarations.
- In time, include supplier emissions criteria as part of our supplier selection process, and support suppliers to measure and reduce their emissions.
- Continue to preference working with local suppliers where this is feasible.

## SCOPE 3: Category 2: Capital goods

Similar to Purchased goods and services, we recognise that we are reliant on our suppliers of capital goods to reduce their own carbon emission to see reductions in this category. This is a relatively low impact area (0.3% of total emissions) for us, with a similar approach planned as for purchased goods and services where feasible.

- Most reductions will come naturally from suppliers reducing their scope 1 and 2 emissions.
- Where feasible, collaborate with our largest capital goods suppliers to share our Net Zero targets through engagement methods such as in-person workshops to gain buy-in on carbon reduction efforts and improve supplier carbon literacy, with a view to then setting their own targets.
- Assess our largest capital goods suppliers' emission reduction targets for alignment with our own Net Zero targets.
- In time, include capital goods supplier emissions criteria as part of our supplier selection process, and support suppliers to measure and reduce their emissions.



## SCOPE 3: Category 4: Upstream transportation and distribution

Calculations in this emissions category currently rely heavily on estimations due to reliance on spend-based data, rather than actual freighting data. This is a relatively high impact area for us (2% of total emissions). We will therefore work to improve data quality through engagement with logistics providers.

- Request emissions data from logistics providers for deliveries to Alpine Group.
- Include supplier carbon reduction commitments in relation to logistics within expanded supplier assessment questions. This will include the supplier's ability to provide emissions data for deliveries to Alpine Group, as well as low-carbon logistics options, such as batching deliveries.

## SCOPE 3: **Category 5: Waste**

Although this is a very low impact area compared to other emissions sources, we will focus on reducing emissions from waste as we have a greater degree of control over this impact area and due to the wider environmental impacts associated with waste.

We already follow the waste hierarchy where a preference is given to:

- Reducing waste generated, including through reducing the quantity of packaging sent to client sites.
- Recycling as much as possible, including sending wooden pallets for recycling from selected client sites.
- Diverting waste from landfill through our selection of waste provider. We already send zero waste to landfill from Alpine offices, with residual waste sent for energy recovery.
- Managing waste at our offices in compliance with Simpler Recycling legislation, with clear signage and training for waste disposal at our own sites.

In addition to this we will also aim to:

- Request waste data for our DAS office site to improve waste data quality.

## SCOPE 3: **Category 6: Business travel**

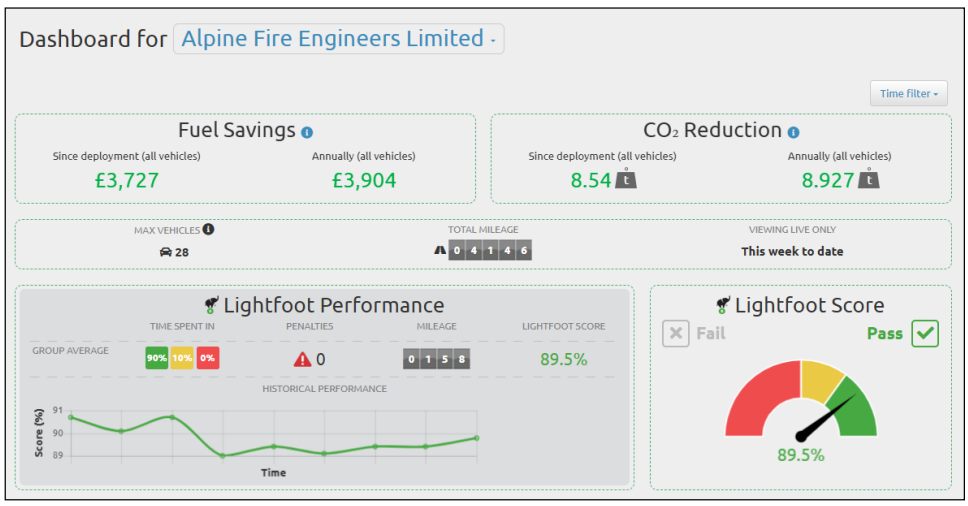
Business travel is a relatively low impact area for us; however, we have already taken action to encourage employees to use lower-impact travel options and improve data quality, with additional actions planned.

Existing actions:

- Alpine and DAS Travel Policies encourages employees to choose lower carbon travel options.
- All Alpine travel is now booked through a travel company, who provide distances for train journeys and flights. Hotels are booked through a Premier Inn account, which captures the number of hotel nights. Business travel is captured through fuel cards.
- DAS hotel bookings are made through Roomex, which provides data on hotel stays.

Planned actions:

- An app to capture employees travel expenses across the group is planned which will improve data quality.
- DAS's business travel is planned to be integrated into Alpine's booking system to centralise data collection.




## SCOPE 3: Category 7: Employee commuting & homeworking

We recognise that we cannot directly influence the commuting methods our employees use, but should incentivise them to reduce the impact of their journeys. Gaining a better understanding of employee commuting and homeworking patterns will also provide us with improved data for emissions calculations and insights to inform future employee incentives to reduce emissions.

Current actions:

- Cycle to work scheme.
- Shower facilities at Alpine to facilitate cycling to work.
- EV charge points in place at the Alpine Fire office locations.

Planned actions:

- Employee commuting survey to better understand employee commuting patterns, distances, mode of transport, and uptake of EVs. This will help to support emissions calculations by providing a more accurate overview of commuting emissions, as well as understanding employees' preference for different EV schemes.
- DAS office move to an office location with easy access to public transport.

Employee homeworking was not a large source of $CO_2e$ emissions in FY 2025, and we recognise that we have limited control over the consumption of fuel and energy in employee working from home environments. As such, we will focus on improving data quality in this area.

- We will use the planned employee commuting and homeworking survey to understand the proportion of employees who have renewable electricity tariffs for their home energy supply to improve the accuracy homeworking emissions calculations.

## SCOPE 3: Category 12: End-of-life treatment of sold products

We recognise that we have limited control over the end-of-life treatment of products we install at our clients' sites, with most clients managing waste disposal on site.

Current actions:

- We design and maintain systems to last, using fewer materials: our design principles emphasise durability and reduced material intensity, with our wet pipe systems designed to last for 25 years, supported by planned maintenance by our engineers to extend the serviceable lifespan of our product installations.

Planned actions:

- We are seeing an increase in clients requesting Alpine to manage waste at their sites which provides an opportunity for us to improve waste management practices. We are simultaneously planning to enhance visibility of skip waste disposal methods and waste segregation at client sites.
- We plan to develop waste recycling campaigns on client sites, introducing additional skips to facilitate on-site waste segregation (where additional skips on site are feasible).

# Appendix.

## 1. Net Zero Calculation Boundaries

When calculating carbon emissions, the GHG Protocol Corporate Accounting and Reporting Standard states that a company must set its organisational boundaries.[12] This can be done either by an "Equity Share" or "Control" approach. The Equity Share approach reflects a company's economic interests and percentage ownership of companies or subsidiaries to assign GHG emissions. The Control approach can follow two routes and defines the boundary by looking at either how much Financial or Operational Control a company has.

To fully cover all our operations and subsidiaries, we have selected the Operational Control method when setting our organisational boundary which will cover 100 percent of the GHG emissions over which it has operational control.

The Operational boundary will include all three Scopes as outlined by the GHG Protocol. Our emissions are reported in $tCO_2e$ and have been calculated utilising the following formula:

**Source emissions data x conversion factor* = Total source emissions**

**Source unit x ($tCO_2e$/unit) = $tCO_2e$**

*Conversion factors are primarily derived from the latest:
- UK Government GHG conversion factors for Company Reporting
- DEFRA (Department for Environmental, Food and Rural Affairs)
- EPA's Environmentally extended input-output (EEIO) tables

[12]https://ghgprotocol.org/corporate-standard

## 2. Methodology

Inclusions in FY 2025 inventory:

### Scope 1

Sources included in the inventory are onsite (or "stationary") natural gas combustion, refrigerants and mobile fuel combustion from leased and owned vehicles.

- Stationary combustion: Natural gas consumption (kWh) provided for Alpine house; natural gas consumption (kWh) estimated for Midlands office based on site floor area.
- Transport: Diesel and petrol litres provided for company vehicles; no split out of vehicle type or total number in fleet.
- Fugitive (refrigerants): Estimated refrigerants for Alpine house and Midlands office based on site floor area and leakage rate per sq. feet, assumed common refrigerant HFC-134a.

### Scope 2

Purchased electricity and company-owned EV travels were the only identified scope 2 emissions source. However, per the GHG Protocol Scope 2 Guidance, scope 2 emissions have been calculated and reported using two separate methodologies:

- Location-based method reflecting the average emissions intensity of grids on which energy consumption occurs.
- A market-based method reflecting emissions from the electricity that we have purposefully chosen via our energy procurement activities. This accounts for energy purchased from green energy suppliers as well as the residual mix of energy purchased via non-renewable tariffs based on the reported residual mix of relevant national grids.

Electricity consumption (kWh) provided for Alpine house; confirmed to be on a green contract. Estimated for Midlands office based on site floor area and average kWh/m2 and assumed to be brown. DAS provided mileage estimated for the company-owned EV.

## Scope 3

Category 1: Purchased goods and services – Includes all upstream (i.e., cradle-to-gate) emissions from the production of goods which we have purchased or acquired during the reporting year. Spend provided for goods & services purchased; excluded spend below £10,000 as per FY24 methodology. Emissions were calculated by using the EEIO emission factors provided by the EPA.

Category 2: Capital goods – upstream emissions from both tangible and intangible CapEx additions purchased within the Group Fixed Asset Register have been included within the FY 2025 inventory. Spend data taken from financial records have been used to calculate associated greenhouse gas emissions using the EEIO emission factors provided by the EPA.

Category 3: Fuel and energy-related activities - This relates to transmission and distribution losses, and the well to tank emissions for all fuels consumed due to our operations.

- Well to tank emissions account for all the emissions related to the extraction, production, and shipping of fuels excluding only the direct combustion of the fuel. (e.g., fuel consumed by owned or leased vehicles, employees' vehicles used for commuting, vehicles used for business travel, etc).
- Transmission losses account for all the energy that is lost between the electricity production in the powerplant and when it is used (e.g., resistance in power lines).

Category 4: Upstream Transportation – includes all third-party transport and distribution emissions that occur between a company's suppliers and its own operations.

This category is therefore highly estimated and likely over-estimating the impact.

- Tonnage of materials delivered provided for top suppliers (Viking, Fabplus, Shawston, Tyco and Victaulic) – focused on steel and brass material supply.
- Total weight gathered for Q1 2024 and multiplied by 4 to estimate total weight purchased in the year
- Mileage of deliveries from top suppliers and top 5 sites (distances from suppliers' warehouse to top sites) taken from previous year (FY23).
- Assumed all HGVs, diesel and average laden as no vehicle type and size (weight/class) provided.
- Context behind this approach: "Alpine has multiple (100s) sites where they get deliveries across the UK. These deliveries all come from a tier one suppliers who are UK based. The majority of these deliveries (over 85% of the total weight) come from one supplier. Calculate this category using the distances from the suppliers' warehouse to the biggest 5 sites in the FY 22/23. And using the total weight (steel and brass) of the metals delivered in Q1 of 2024."

Category 5: Waste - Includes emissions from third-party disposal and treatment of waste generated by our operations during the reporting year. Waste emissions have been calculated based on waste invoices provided for Alpine house (Veolia monthly invoices).

- Water treatment provided for Alpine house (Waterplus monthly invoices).
- Waste and water treatment estimated for Midlands office based on Alpine house and site floor area.

Category 6: Business travel - Includes emissions from the transportation of employees for business related activities in vehicles owned or operated by third parties, such as aircraft, trains, buses, and passenger cars. Business travel emissions were calculated based on:

- Vehicle type, fuel type and mileage provided for employee mileage business reclaim.
- Spend provided for rail, tube, flights, ferry, taxis, bus; distance estimated using average cost per passenger.
- Spend provided for hotel stays; assumed country of stay to be UK and number of nights based on average price for a room in 2024.
- Spend provided for car hire and subsistence; spend based method used to calculate emissions.

Category 7: Employee commuting - includes emissions from the transportation of employees between their homes and our offices. Emissions from employee commuting may arise from car, bus, train, or taxi travel. Emissions were calculated following the same methodology as FY24:

- Number of employees at start and end of year, average taken
- Assumed employees work from home 2 days a week and commute 3 days a week

- Assumed the following mode of travel as per national statistics and other research:
  - 68% by car (61% petrol, 38% diesel, 1% hybrid, 0.6% EV)
  - 3% by cycling
  - 7% by bus
  - 10% by rail
  - 12% by walking

Number of work weeks (46.4) and average number of hours/day taken from FY23 (7.5)

**Scope 3 Category 12: End-of-life treatment of sold product**s relates to the disposal of our sold products. We have used weight data from our freighting suppliers to estimate annual quantities and have assumed all products are disposed of as closed-loop recycling. This is an area flagged for data improvement for future reporting.

## Material category exclusions for FY 2025 emissions:

**Scope 3 Category 11:** Use of sold products is excluded from the FY 2025 inventory as we do not currently track the data required to quantify the use-phase emissions from our sold products. This will be a focus to obtain this data for future reporting.

## Non-material category exclusions for FY 2025 emissions:

**Scope 3 Category 8: Upstream leased assets** – includes the estimated energy consumption from our leased assets based on expected energy use per m2 floor area occupied.

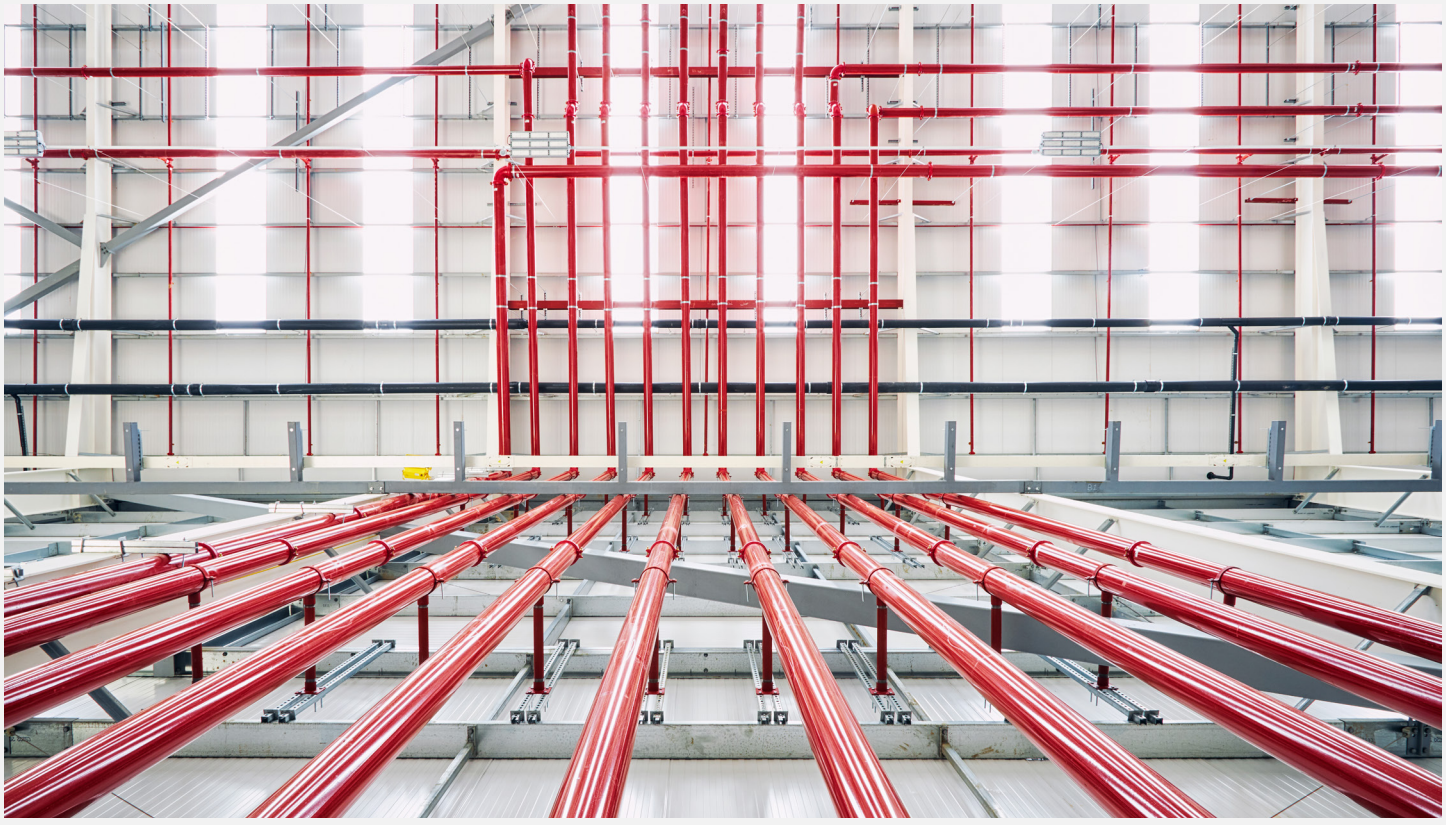
**Scope 3 Category 9: Downstream transportation and distribution** is excluded from FY 2025 inventory as this is not relevant to our operations. Any movement of goods to customers will occur in our owned vans and therefore will be accounted for in Scope 1.

**Scope 3 Category 10: Processing of sold products** is excluded from FY 2025 inventory as we do not manufacture products.

**Scope 3 Category 13: Downstream leased assets** is excluded from FY 2025 inventory, as we do not own any leased assets that we lease to other businesses.

**Scope 3 Category 14: Franchises** is excluded from FY 2025 inventory, as we do not operate franchises.

**Scope 3 Category 15: Investments** is excluded from FY 2025 inventory, as we do not have any investments whereby, we provide capital or offer financing as a service.



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