TRINITY PAINTWORKS LTD

Registered office: 508 Manchester Road, Paddington, Warrington WA1 3TZ | Company No. 16087747 | VAT 486470260 | www.trinitypaintworks.com

Carbon Reduction Plan

Trinity Paintworks Ltd | Prepared in accordance with PPN 006 | Baseline and reporting year 1 December 2025 to 30 November 2026

Commitment to achieving Net Zero

Trinity Paintworks Ltd is committed to achieving Net Zero emissions by 2050 across its UK operations.

We are a painting and spraying contractor working on commercial and industrial buildings across the North West of England. We are a small company and our emissions are small, but they are ours to measure and ours to bring down. This is our first Carbon Reduction Plan. It is built on our own measured data rather than on industry averages, and where we do not yet hold the data we say so plainly and give the date by which we will.

Baseline emissions footprint

Baseline emissions are a record of the greenhouse gases that were produced in the past, before any strategy to reduce emissions was put in place. Baseline emissions are the reference point against which emissions reduction can be measured.

Baseline year: 1 December 2025 to 30 November 2026

Additional details relating to the baseline emissions calculations

Trinity Paintworks Ltd was incorporated on 18 November 2024. Its first accounting period, to 30 November 2025, pre-dates the company's PAYE scheme and its vehicle fuel cards, and carries no meaningful operational emissions data. The current financial year, 1 December 2025 to 30 November 2026, is the company's first full year of trading with a payroll and a working fleet, so it is the correct and the earliest usable baseline.

That year is not yet complete at the date of publication. Scope 1 figures below are therefore scaled to a full year from 203 days of measured data covering 3 December 2025 to 23 June 2026. They will be restated with the full year actuals in the next annual update, and the restated figures will replace these as the baseline.

Sources and method.

- **Scope 1.** 101 Allstar fuel card transactions recorded in our operations system, covering six vehicles, totalling 2,894.27 litres of diesel over 203 days. Daily average consumption was scaled to 365 days, giving 5,204 litres. Converted at 2.5835 kg CO2e per litre, the 2026 UK Government conversion factor for diesel on the average biofuel blend. These vehicles are fuelled on company cards and their use is directed by the company, so they are reported under Scope 1 on an operational control basis. This is the conservative treatment. It will become straightforward when the vans move onto a single company fleet policy.
- **Scope 2.** Electricity used at our office, Suite 7 Greenway House, Warrington. The suite is not separately metered to the company and we do not yet hold a consumption figure from the landlord. The figure below is an estimate of 3,500 kWh for a single small office suite in administrative use, converted at 0.131 kg CO2e per kWh, the 2026 UK location based grid average. Obtaining the actual figure is a dated action in this plan.
- **Scope 3.** Reported against the five categories required by PPN 006. Where a category has not been measured, it is shown as not measured rather than as zero, and carries a date.

- **Other Scope 1 sources.** We hold no gas supply, no on site generation and no refrigerant equipment of our own. No other direct combustion or fugitive sources have been identified.

Baseline year emissions

	Baseline year, tCO2e
Scope 1	13.4
Scope 2	0.5
Scope 3, required subset	see the table below
Total reported	**13.9**

Scope 3, the required subset

Category	Position	tCO2e
4. Upstream transportation and distribution	Not yet measured. Most materials are collected by our own vans, and that fuel is already counted in Scope 1. Supplier delivered materials arrive on multi drop rounds we do not control and for which we hold no data.	Not measured
5. Waste generated in operations	Not yet measured. Waste transfer and hazardous waste consignment notes are to be logged in one central register in our operations system by 31 October 2026, so that this category can be measured. The first figure will be reported in the next annual update.	Not measured
6. Business travel	All business travel in the period was by company fuelled vehicle and is already reported in Scope 1. No air travel, rail travel or overnight accommodation was incurred.	Nil additional
7. Employee commuting	Largely already captured. Our crews travel from home directly to site in company fuelled vans, so that travel sits inside the Scope 1 figure. The residual, crew members using their own vehicles, has not been surveyed.	Not measured
9. Downstream transportation and distribution	Not applicable. We apply coatings on the client's own site. We do not sell, distribute or transport a product to a customer.	Not applicable

Emissions intensity

At 13 active workers, the reported footprint is **1.07 tCO2e per person**. We will use intensity rather than an absolute figure as our working measure, because the company is growing and an absolute target would reward standing still.

Current emissions reporting

Reporting year: 1 December 2025 to 30 November 2026

This is our first Carbon Reduction Plan, so the reporting year and the baseline year are the same. The figures are those set out above.

	Reporting year, tCO2e
Scope 1	13.4
Scope 2	0.5
Scope 3, required subset	As set out above
Total reported	**13.9**

Emissions reduction targets

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

- **Net Zero by 2050** across our UK operations.
- **By 2030, a 50 per cent reduction in emissions intensity**, from 1.07 to 0.54 tCO2e per person, measured against this 2025 to 2026 baseline.
- **By 2035, a 75 per cent reduction in emissions intensity**, and at least half of our vans zero emission at the tailpipe.
- **Year on year, no increase in emissions per person.** This is the test we will report against each year, whatever happens to turnover.

We have set intensity targets deliberately. Trinity expects to grow substantially over the next five years and our absolute emissions may rise before they fall. Measuring per person keeps us honest about whether we are actually getting more efficient, rather than hiding growth behind a flat number.

The single biggest lever we hold is the van fleet, which is close to the whole of our measured footprint. We have already decided to buy new vans rather than second hand. Every replacement from here is a point at which an electric or plug in van will be priced and assessed against the diesel, and the reasoning recorded.

Carbon reduction projects

Completed carbon reduction initiatives

The following environmental management measures and projects are already in effect.

Measurement and control

- **Every job is gated on its environmental arrangements.** No job opens for work in our operations system until waste and environmental arrangements are recorded, either arrangements on file or a documented decision that none apply. Nobody can clock in before that is done. Silence is not an option.
- **We measure our fuel.** Consumption is recorded per vehicle through fuel cards and held in our own system. That is why this plan has a real Scope 1 number rather than an estimate, and it is unusual for a company of our size.
- **CHAS SSIP accreditation**, membership 168619, assessed annually, covering our environmental management arrangements.
- **Supply Chain Sustainability School membership**, at Member level since September 2026.

Paper and administration

- **We have gone paperless.** Risk assessments, method statements, toolbox talks, site sign in, job photographs and client sign off are all handled digitally in our own operations system, on site as well as in the office. The crews carry a phone rather than a folder. That removes the printing, the paper and the running about that used to go with moving paperwork between site and office.

Materials and waste

- **Lower VOC and water based coatings are selected wherever the specification allows**, and we raise it with the client where a better environmental choice exists.
- **Waste is segregated and removed by licensed carriers.** We hold Environment Agency upper tier waste carrier registration CBDU624220. Washings, solvents and paint residues are never put to drain, and hazardous wastes are consigned.
- **We use washable dust sheets, brushes and rollers** and clean them for reuse, rather than buying disposables and binning them at the end of every job.
- **Part used paint is kept and used again** on other jobs where the colour and specification allow, or passed on for community reuse, rather than thrown away.
- **Empty tins and pails go back to the supplier** for recycling instead of into a skip.

Travel and vehicles

- **Our Managing Director has given up his company van** and cycles instead. That is one fewer vehicle on the fleet, and it sets the expectation from the top rather than from a policy document. The change took effect in September 2026, so most of the saving falls into next year's figure rather than this one.
- **We work a tight local patch.** Our crews and our work are concentrated in Warrington, Wigan and St Helens, which keeps daily travel short by design rather than by accident.
- **Work is deliberately clustered by area** so that one van covers several jobs in a day, rather than crews crossing and recrossing the patch.
- **Materials are collected on the way to site** by a van already making the journey, rather than every job triggering its own supplier delivery.
- **Materials are bought from local depots** rather than delivered from a distance.
- **Vans are not left idling.** Drivers switch off while loading, unloading or waiting.
- **Vehicle movements are planned and shared where practical**, and equipment is maintained so that it runs clean.

Premises

- **Suite 7 runs on LED lighting**, with heating and equipment turned down or off outside working hours.

Future carbon reduction initiatives

Each of the following carries a named date. They are listed in the order we will do them.

By	What we will do	Why it matters
31 October 2026	Log every waste transfer note, and every consignment note for hazardous waste, in one central register in our operations system.	Gives us a Scope 3 category 5 figure for the first time.
31 December 2026	Restore the fuel card data feed into our operations system, which currently stops at 23 June 2026, and keep it continuous.	Without it we cannot measure the thing that is almost all of our footprint.
31 December 2026	Obtain actual electricity consumption for Suite 7 from the landlord or install a sub meter.	Replaces the only estimated figure in this plan with a real one.
31 December 2026	Complete the Supply Chain Sustainability School's carbon literacy modules.	Free, and it is what our clients expect to see named.
31 March 2027	Survey how our people actually travel to site, and publish a Scope 3 category 7 figure.	Turns our largest unmeasured category into a measured one.
31 March 2027	Ask our main coating and materials suppliers for delivery and product carbon data.	Starts category 4, and tells us which suppliers are doing the work.
13 May 2027	Consolidate the vans onto one company fleet policy and set a replacement cycle, pricing an electric or plug in option at every replacement from that date.	The fleet is the footprint. This is where the reduction actually comes from.
Ongoing from 1 November 2026	Report fuel used per vehicle to each driver monthly, alongside weekly walk round checks on tyres, lights and running condition.	Under inflated tyres and poor running waste fuel quietly. Showing drivers their own numbers is the cheapest reduction available to us.

On current evidence, moving two of the six vans to electric would on its own meet the 2030 intensity target. The plan above is built so that we know, van by van, when that decision is in front of us.

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, and use the appropriate UK Government emission conversion factors for greenhouse gas company reporting.

Scope 1 and Scope 2 emissions have been reported in accordance with SECR methodology, and the required subset of Scope 3 emissions has been addressed in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain, Scope 3, Standard. Where a required Scope 3 category has not yet been measured, that is stated openly in this plan together with the date by which it will be, rather than being reported as nil.

This Carbon Reduction Plan has been reviewed and signed off by the board of directors.

Signed on behalf of the supplier	
Name	Sean Geraghty
Role	Managing Director

SIGNATURE



Signed electronically in TaskISO by Sean Geraghty on 13 October 2026 at 20:20 UK time. TPW-CRP-2026 · request 7d0a090c-06b3-4856-beb6-32cde8ca0d1f

Signed electronically in the Trinity Paintworks app. The date and the identity of the signatory are recorded against this document in the app's audit record.

This plan takes effect on the date it is signed, and is published at www.trinitypaintworks.com. It is reviewed and reissued at least annually.