



MTS ENVIRONMENTAL REPORT

Streamlined Energy & Carbon
Reporting May 2025 - April 2026



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1. Content of this Environmental Report

This is an Environmental Report for MTS Cleansing Services, comprising an extended SECR (Streamlined Energy and Carbon Reporting) Report on energy and emissions due to company operations during the May 2025 to April 2026 financial year.

SECR (Streamlined Energy and Carbon Reporting) is a mandatory government scheme, requiring non-SME's (normally over 250 staff) to report on the energy use and carbon emissions generated by their operation of buildings (including energy using processes) and vehicles for each financial year.

Each SECR report must contain a comparison with the previous year's energy and emissions data. We are going beyond the requirements and providing a comparison with 4 previous years, showing the trends over the period.

Note that the vast majority (97.3%) of the energy and emissions (98.5%) related to MTS's business activities are for the large fleet of HGVs, which are mainly used to transport sewage waste.

The areas reported on in the document are thus:

- a. Electricity Energy Consumption and Emissions
- b. Photovoltaic (PV) Generated Electricity Consumption (Zero Emissions)
- c. Natural Gas Energy Consumption and Emissions
- d. LNG (Liquified Natural Gas) Energy Consumption and Emissions
- e. Diesel Energy Consumption and Emissions
- f. Petrol Energy Consumption and Emissions
- g. HVO (Hydrotreated Vegetable Oil) Energy Consumption and Emissions (Reduced Emissions compared to Diesel)
- h. Processing of sewage waste into soil conditioner at the CFS facility
The CFS process (Hot Rot) is advanced, reducing emissions very substantially by avoidance of methane emissions during the process. This is achieved by introducing air, heat and agitation into the process. The methane thus is replaced by carbon dioxide, which has a Global Warming Potential (GWP) 30 times less than methane

2. Executive Summary

a) Introduction

SECR, (Streamlined Energy and Carbon Reporting) is a UK regulation requiring non-SME's (non-Small to Medium sized Enterprises) to report their energy usage and carbon emissions in their annual directors' reports. Only the headline figures must be reported in the directors' report. This report is a complete audit and description of all energy using activities at MTS.



There are mandatory elements which must be reported (Scopes 1 and 2 emissions) and optional elements which may be reported. We are reporting additionally, the carbon savings produced by MTS's unique sewage composting process. In future years, MTS intends to report Scope 3 emissions, which are required for their SBTi (Science Based Targets Initiative) accreditation.

SBTi is required by the major water and sewage companies that are MTS's main clients. The Waste Sector is one of the most regulated sectors, including reporting of emissions.

The mandatory elements to be reported in this SECR report are:

- Energy and Emissions due to buildings operation - Mains Electricity, Photovoltaic Onsite Generated Electricity, Natural Gas and Liquefied Natural Gas.
- Energy and Emissions due to transport operation - Diesel, HVO (Hydrotreated Vegetable Oil), Petrol and Electricity.
- Energy and Emissions due to Processes, in this case the MTS "Hot Rot" Composting System, which reduces carbon emissions from composting the waste that MTS processes.
- Measures that have been taken during the financial year to reduce energy use and emissions.
- A "Performance Metric", i.e., CO₂ emissions per "some unit that represents the scale of business operations". For MTS, turnover, of the available data, best represents the operations of the business and thus tonnes CO₂ emissions per £1,000,000 turnover is the chosen metric.

The SECR audit for MTS is complex, requiring data from various sources to be drawn together and calculations performed, in order to determine energy usage and emissions in common units, i.e. kWh and Tonnes CO₂e.

The data logging and calculations for this SECR audit were performed on a background spreadsheet, which has been supplied as evidence of the validity of the data.

All-in-all, this document fulfils the requirements of an Annual Environmental Report, as well as being compliance with the SECR regulations.

b) Calculation Method and Conversion Factors

The 2025 edition of “UK Government GHG Conversion Factors for Company Reporting” has been utilised for obtaining the appropriate conversion factors, to calculate energy consumption (kWh) and emissions (kg CO₂e) of MTS Cleansing Services from the various energy source. The 2025 version is utilised because most of the 2025-2026 financial year falls mainly within the 2025 calendar year.

Note that “kg CO₂ e” is used, meaning “Carbon Dioxide Equivalent”. This unit is used because emissions of some gasses, for example refrigerants and methane, will have a “Global Warming Potential” (GWP) which is defined as being a multiple of the GWP of Carbon Dioxide. The GWP of Carbon Dioxide is deemed to be unity or “1”. Subscript “e” thus stands for “Equivalent”.

This way, the GWP of an organisation’s emissions may be calculated in a meaningful and consistent manner, i.e. in kg CO₂e.

The required “Performance Metric” utilised is “Tonnes CO₂e per £ 1,000,000 Turnover”.

There were no “fugitive emissions” from air-conditioning during the financial year, there being no leakage or added refrigerant to the air conditioning systems during that period.

Note that the CO₂e emissions rate per kWh (kgCO₂/kWh) for mains electricity has reduced significantly and in 2025 is less than one third of the figure of 20 years ago. This is due to the installation of renewable energy generation (wind and solar) and the decommissioning of coal-fired power stations.

A comparison of this year’s performance and previous 4 years’ performances is made in this report.

c) Emissions Scopes

Emissions are deemed to be, (according to GHG Protocol, which supplies the world's most widely used greenhouse gas accounting standards), in three Scopes, Scope 1, Scope 2 and Scope 3.

The Scopes depend upon how directly the organisation (in this case MTS) is in control of the emissions.

The Scopes of the emission reported here are as per the table below.

<u>Scope</u>	<u>Definition</u>	<u>MTS Examples</u>
Scope 1	Direct emissions from owned or controlled source	PV Electricity generated onsite, Natural Gas, LNG, Diesel, Petrol, Process emissions (composting of organic waste)
Scope 2	Indirect emissions from the generation of purchased electricity, steam, heating and cooling consumed by the reporting company	Mains Electricity
Scope 3	Includes all other indirect emissions that occur in a company’s value chain. Whereas Scopes 1 & 2 are mandated, Scope 3 is not mandated for this SECR report	The company is developing a monitoring system for Scope 3. There are significant Scope 3 emissions in terms of rental of third party “tanker and driver” per day

d) Energy and Emissions for Financial Year May 2025 to April 2026

These are the energy and emissions figures, calculated from records of the different types of energy used. All energy types are expressed in kWh, using the 2025 conversion factors where required, i.e. where data is recorded in litres of fuel or cubic metres of natural gas etc.

	Total kWh	kg CO2e /kWh	kgCO2e	Tonnes CO2
Mains Electricity	506,252	0.17700	89,607	89.6
PV Electricity	379,347	0	0	0.0
Natural Gas	142,384	0.18296	26,051	26.1
LNG	115,417	0.18494	21,345	21.3
Diesel	48,134,010	0.24411	11,749,993	11,750.0
Petrol	173,161	0.21956	38,019	38.0
EV Charging (on Road)	20,287	0.17700	3,591	3.6
TOTAL	49,470,858		11,928,606	11,929

e) Energy Consumption - Comparison with Previous Years' Figures

		2025/26	2024/25	2023/24	2022/23	2021/22
Scope	Energy Type	kWh	kWh	kWh	kWh	kWh
Scope 2	Mains Electricity	506,252	685,253	648,168	740,686	815,858
Scope 1	PV Electricity	379,347	200,749	115,316		
Scope 1	Natural Gas	142,384	44,680	4,367	18,228	28,669
Scope 1	LPG	115,417				
Scope 1	Bulk Diesel	1,190,784	1,280,754	3,292,217	7,618,906	13,657,186
Scope 1	Fuel Card Diesel	46,943,225	49,452,950	49,134,900	44,001,615	35,919,468
Scope 1	Fuel Card Petrol	173,161	185,982	204,257	91,798	218,254
Scope 2	EV Charging (on road)	20,287	14,027			
Scope 1	Waste Composting	N/A	N/A	N/A	N/A	N/A
	TOTAL	49,470,858	51,707,748	53,399,225	52,471,233	50,639,435

Comments.

- Not all kWh's of energy are the same. For example, a kWh of electricity can be used at 100% efficiency, natural gas at circa 80% efficiency and vehicle fuel at circa 20% to 30% efficiency.
- The photovoltaic (PV) array is working more efficiently now that a battery storage system has been installed.
- Electricity from the PV system that is not required by MTS at any time is exported, thus allowing other users to benefit from zero carbon energy. In 2025/2026 164,622 kWh of PV Electricity was exported.
- There has been a continuous reduction of bulk diesel over the period. This is because it is now generally cheaper for MTS to purchase via their fuel cards than to have Diesel delivered.

f) Emissions - CO₂e Comparison with Previous Years' Figures

		2025/26	2024/25	2023/24	2022/23	2021/22
Scope	Type	Tonnes CO ₂	Tonnes CO ₂	Tonnes CO ₂	Tonnes CO ₂	Tonnes CO ₂
Scope 2	Mains Electricity	89.6	141.9	134.2	157.3	173.2
Scope 1	PV Electricity	0.0	0.0	0.0		5.3
Scope 1	Natural Gas	26.1	8.2	0.8	3.3	5.3
Scope 1	LNG	21.3				
Scope 1	Bulk Diesel	290.7	308.0	787.1	1,837.7	3,240.1
Scope 1	Fuel Card Diesel	11,459.3	11,820.2	11,747.0	10,422.2	8,507.9
Scope 1	Fuel Card Petrol	38.0	40.9	45.3	21.1	50.2
Scope 2	EV Charging (on road)	3.6	2.9	0.0		
Scope 1	Waste Composting	26.8	10.9	12.6	14.1	Not Known
	TOTAL	11,955.4	12,300.6	12,750.8	12,455.7	11,981.9
	Year-on-Year Change	-2.9%	-3.7%	2.3%	3.8%	
	Change from 2020/2021	-0.2%	2.6%	6.0%	3.8%	

Comments:

- There has been a reduction in HGV movements and a related reduction in emissions
- PV electricity (zero carbon) has increased, resulting in a reduction of mains electricity and overall electricity emissions
- The carbon emitted by UK mains electricity per kWh reduced significantly in 2025, by 14.5%, thus further reducing the associated emissions

g) Performance Metrics (Intensity Ratio)

These are the carbon emissions and turnover figures for the last 6 financial years.

	<u>2025/26</u>	<u>2024/25</u>	<u>2023/24</u>	<u>2022/23</u>	<u>2021/22</u>	<u>2020/21</u>
Tonnes CO ₂	11,929	12,301	12,751	12,456	11,982	12,141
Turnover (£ millions)	97.714	115.121	150.337	108.458	70.862	59.641
Intensity Metric	122.1	106.9	84.8	114.8	169.1	203.6
Improvement since 2020/2021	40.0%	47.5%	58.3%	43.6%	16.9%	0.0%

Note.

- “Plus” numbers are an improvement (emissions reduction)
- “Minus” numbers are an emissions increase

Turnover is lower due to a reduced contract with Southern Water. This is now being offset somewhat by increasing CCTV and sewer investigation work. MTS now has 30+ vans operating on this work with more being procured.

3. SECR Requirements

a) Qualification

SECR requires larger companies to report on their annual energy consumptions and emissions in their annual reports.

Companies qualify if they meet two or more of the following criteria:

- Turnover (or gross income) of £36 million or more,
- Balance Sheet assets of £18 million or more,
- 250 Employees or more.

b) Reporting Requirements

A company that meets the above thresholds must publish, as a minimum:

- Its annual UK energy use (in kWh), as a minimum relating to gas, purchased electricity and transport fuel and associated greenhouse gas emissions (in tonnes of carbon dioxide equivalent (CO₂e))
- An emissions' "intensity ratio" or "performance metric" chosen by the company. Intensity ratios compare emissions data with an appropriate business metric or financial indicator, such as total floor area, production or turnover, to allow a comparison over time or with other organisations.
- The methodologies used to calculate the required information.
- A narrative of measures taken to improve energy efficiency in the period of the report. If no measures have been taken, this should be stated.
- The previous year's equivalent figures are also required to be included for comparative purposes. (MTS is declaring 4 previous years data)

a) Comments on Energy and Emissions

The following brief comments are made:

- a) All energy, whether in litres of petrol/diesel/LPG or cubic metres of natural gas, has been converted to kWh of energy, using “UK Government GHG Conversion Factors for Company Reporting (2025)” for the purposes of this audit.
- b) Similarly, the above energy sources have been converted to CO₂ emissions using “UK Government GHG Conversion Factors for Company Reporting (2025)” for the purposes of this audit.
- c) Due to the introduction of increased renewable electricity generation (solar and wind) in the UK and the closure of older coal-fired power stations, emissions factors per kWh of electricity have more than halved over the last 15 years (from circa 0.55 kgCO₂/kWh to circa 0.18 kgCO₂/kWh)
- d) Transport energy (kWh) is high (97.6% of total), but that is normal for organisations that operate a large fleet of heavy goods vehicles.
- e) Transport emissions are also high, (98.6%), slightly different because of the differing conversion factors for the different energy types.

b) Air Conditioning Emissions

There were no fugitive emissions from the air conditioning systems during the financial year, there being no “top up” of refrigerant.

4. Possible Future Reduction of Emissions

a) Use of Hydrotreated Vegetable Oil (HVO)

As an interim measure, HVO (Hydrotreated Vegetable Oil) is a drop-in replacement for diesel fuel.

Hydrotreated Vegetable Oil (HVO) is a paraffinic bio-based liquid fuel, which can be made from different kinds of oils and animal fats. It can be used to power conventional diesel engines, pure or blended with fossil diesel at any percentage, with no alteration to equipment or parts necessary.

The main difference between Hydrotreated Vegetable Oil fuel and regular biodiesel is the production process. HVO uses hydrogen as a catalyst, while biodiesel uses methanol instead in the esterification process. As a result, HVO does not suffer from the main issues in the production of biodiesel, such as oxidation and degradation.

HVO is more expensive than the standard bio-blend of diesel, but the emissions are only around 10% of diesel.

Use of HVO would enable MTS to have some control of their emissions, which are 97.7% transport related.

Note that there is no HVO manufacturing facility in the UK and there is also increased demand and limited availability, thus prices are likely to increase.

MTS is focusing on the use of HVO to achieve its GHG reduction targets by 2030, however, the company is aware of the risks of relying on this, as the principal means of achieving the target reductions, given the lack of availability and resultant high price.

For haulage companies, with their massive amounts of diesel consumed and emissions targets falling upon them, HVO is the only way to reduce emissions, but is also impossible to obtain in any large quantity.

The situation is likely to remain as thus for the foreseeable future. So, unfortunately, energy targets that may be achievable for many large companies, are unachievable in the haulage industry.

Unfortunately, the organisations that set targets do not always know the realities on the ground and this is how targets become unrealistic.

b) Electric HGV's

Overall, with the current level of business operations CO₂e emissions will only be substantially reduced when HGEV's (electric HGV's) become available and are introduced into the MTS fleet.

HGEV's will only become available when batteries are cheaper and have a greater energy density.

There will be some reduction in HGV emissions through increased efficiency of diesel engines and ancillaries powered by the engines. MTS is constantly renewing vehicles.

However, no breakthrough in reducing MTS's emissions can be made without electric HGVs.

5. Performance Metric

At least one Performance Metric is required for SECR. Often metrics are based upon energy used per unit floor area or unit of goods produced etc. However, MTS's energy is mainly used by vehicles and machinery and MTS's HGV's may be loaded or empty.

Also, some of the transport is subcontracted on a vehicle-day rate. Thus, there is no data availability of "tonne-miles" of HGV loads and movements or fuel used etc. It is a longer-term aim to monitor this data.

The most representative metric that can be determined at this stage is "Tonnes CO₂ emissions per £1,000,000 of turnover". Most of the income that MTS receives is related to movement of waste and thus turnover is related to energy and emissions.

It may be useful to determine "energy used per tonne of waste handled" or "energy used per tonne-kilometre" of waste transported. These metrics, although perhaps more representative of business activities than turnover, would require more information about the waste handled by MTS and its contractors, who move a significant proportion of the waste.

As discussed in previous section, note that "tonne-km of waste" could be used to obtain a "relative" SBTi target when the "Transport" sector target tool is finalised. The MTS team will consider switching to the transport sector target if it is beneficial. This will depend on the development of both the transport sector specific target and MTS's subcontractor emissions monitoring system.

As this is the fifth SECR report, we can compare the metric with the three previous years' performances.

The relevant data for turnover metric for the last six financial years is as follows:

	<u>2025/26</u>	<u>2024/25</u>	<u>2023/24</u>	<u>2022/23</u>	<u>2021/22</u>	<u>2020/21</u>
Tonnes CO ₂	11,929	12,301	12,751	12,456	11,982	12,141
Turnover (£ millions)	97.714	115.121	150.337	108.458	70.862	59.641
Intensity Ratio	122.1	106.9	84.8	114.8	169.1	203.6
Improvement since 2020/2021	40.0%	47.5%	58.3%	43.6%	16.9%	0.0%

This metric has some value, although the turnover figure can be subject to change as the various contracts, which tend to be large in value, either expire or are renewed.

MTS is meeting to discuss future monitoring, and they have a longer-term aim of accessing and analysing data, not least for the SBTi accreditation.

6. Energy Saving Measures Implemented during Financial Year

It is mandated that any energy saving measures that were implemented during the 2025/2026 financial year be listed and described in brief. Also mentioned here are measures that are planned and in train (vehicles ordered etc.) but not implemented during the 2025/2026 financial year. These will be analysed in more detail in next year's SECR report, after they are implemented.

a) Optimising of Photo-Voltaic Roof Panels

MTS has installed a 433-kilowatt PV system at Stanley House, completed in August 2023. The electrical distribution board was upgraded.

This year has seen a continued increase in PV generation.

Type	kWh	kWh	kWh
Mains Electricity	506,252	685,253	648,168
PV Electricity	379,347	200,749	115,316

The mains electricity figures, for MTS, not just Stanley House, are shown here to demonstrate how this has reduced

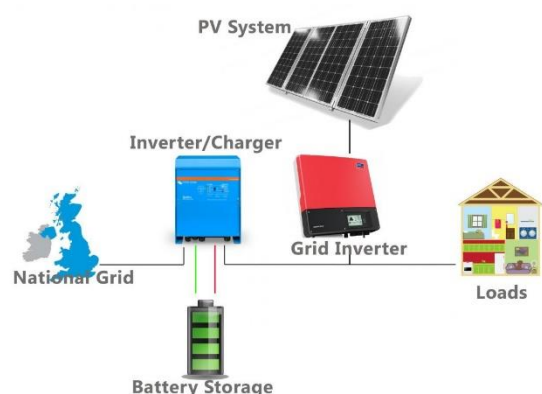
At Stanley House the PVs now provide approximately 90% of site usage. The site usage comprises not just lighting, air conditioning, etc but also the 30 EV charging stations.

The system has increased MTS's resilience as we have suffered a number of power cuts in recent months, and the battery storage facility has enabled the office to continue operating normally.

A further 164,622 kWh was exported (sold to the grid), although this figure is outside the scope of SECR. It is however a benefit to overall UK low carbon energy and is recognised as such

b) Use of Battery System in conjunction with the PV Array

A 230-kWh battery system was installed 2 years ago. MTS are charging the battery overnight from



low-cost electricity, which can then be utilised during peak rate periods in the morning before the system is generating any electricity.

Overall, though, MTS now has a state-of-the-art system, whereby the electricity required at HQ is provided by PVs, and much of any excess is stored in batteries. Any excess over that is sold to the grid.

c) Signing Environment Agency Action Plan for Reducing Emissions

MTS is Complying with the Government's ESOS (Energy Savings Opportunity Scheme) and has submitted an energy reduction Action Plan to the Environment Agency.

In December 2025, MTS will be submitting the required Annual Progress Update to the Environment Agency.

d) Signing up to SBTi (Science Based Targets Initiative) Update

MTS has signed up to the SBTi under the "SME" route (for companies with under 500 staff). MTS has committed to a circa 42% "Near Term" absolute emissions reduction target, from a 2021 base year, by 2030.

e) Planned Move to HVO Fuel

Given the proportion of MTS energy consumption being HGV diesel, the achievement of the SBTi target can only be achieved if a proportion of HVO (Hydrogenated Vegetable Oil) is utilised.

MTS will be incorporating and HVO element into future tenders for large utility companies as required.

MTS has fuel storage for HVO onsite. However currently HVO is cheaper the forecourt than for bulk deliveries. Much depends on the demand and availability of HVO. The UK has no HVO processing facilities, so it is imported.

There are currently 56 HVO fuel stations in the UK that sell HVO (2025 data).

f) Reduction in HGV Mileage

Although not an energy efficiency measure per se, a reduction in workload is taking place due to the nature of the current contracts. This will reduce the consumption of diesel, which is the vast majority of energy used by MTS. (reduction of 10% not 2.7 million litres.)

g) Euro 6 Compliant Vehicles



Investment continues in Euro 6 compliant vehicles, with these replacing older vehicles that are now being sold off.

During the financial year 10 x Euro 6 Tankers, 3 x Combination Tankers and 2 x Tipper Grabs were brought into the fleet.

h) New Efficient Vans

MTS has purchased the following vans during the financial year:

<u>Fuel</u>	<u>Type</u>	<u>Model</u>	<u>Number Acquired</u>	<u>WLTP Fuel Consumption (mpg)</u>
Diesel	Van	Nissan F35	9	36.2
Diesel	Van	Transit 280 Diesel	3	39.2
Diesel	Van	Citroen Berlingo Diesel	5	54.4

These are all very efficient vans with low fuel consumption for their capacity.

i) New EV Car

During the financial year, 1 x EV car was acquired, a VW ID3. This consumes approximately 0.25 kWh per mile.

j) Additional Battery installed to CCTV Van Fleet

The additional new large batteries installed in the CCTV vans are charged during movement of the CCTV vehicle, and thus the engine does not have to run during CCV surveys client's' water/sewage systems.

The CCTV Vans are fitted with:

- 3.5 kVA inverter / charger with 300 ah Lithium battery system
- Digital battery monitor on console facia.
- Intelligent battery to battery split charge system from vehicle alternator.
- Roof mounted 180W solar panel.

k) New Electric Vehicles

MTS has previously taken delivery of 44 new EV's. MTS is now determining the replacement vehicles, when the leases expire. Efficient use of electricity will be a major consideration.

i. Ecovadis



Ecovadis is the largest sustainability rating system in the world. Over 100,000 companies in 175 countries are accredited. The EcoVadis Rating covers a broad range of non-financial management systems including Environmental, Labour & Human Rights, Ethics and Sustainable Procurement impacts. Each company is rated on the

material issues as they pertain to their company's size, location and industry.

MTS achieved the Bronze Sustainability Rating and is scored in the top 35% of Ecovadis submissions.

l) ISO 14001 Achieved

MTS is registered for Environmental Management System ISO 14001, and the system is continuously audited and reviewed. MTS operates a management system which complies with ISO14001 for all of its activities. ISO 14001 covers, planning, performance evaluation and continuous improvement.

It is certified and regularly audited for compliance by BSI and internationally recognised and operates in 171 countries. It provides assurance to company management and employees as well as external stakeholders that environmental impact is being measured and improved.

m) FORS Safer Greener Driving Gold Award



MTS has been awarded the Fleet Operators Recognition Scheme (FORS) Gold awarded for the urban driving course for the second time for over 40 drivers. FORS says that certification “proves that you are safer, smarter and greener”. Safe driving is also efficient driving.

As part of the training requirements for our FORS gold accreditation, MTS Cleansing Services deliver a course which covers fuel efficient driving techniques.

n) Training

“Toolbox Talks”, a term for general standardised training in the industrial sector, continue to be given. Typical toolbox talks contain simple messages to provoke thought and give pointers and tips about how staff can all do little things to save energy whilst at work.

7. MTS Waste Recycling and Re-Use Processes that Reduce Energy Consumption, Emissions and Landfill

NOTE: this is a more detailed description of the sewage waste to soil conditioner processing taking place at the CFS facility, as outlined in Section 2.

a) Recycling Sewage Waste - Production of Soil Conditioner

MTS is leading the way in environmentally friendly waste treatment for the water utility industry.

With more than 30 years' experience in liquid waste management, MTS has developed a unique in-house recycling facility, and the company focuses on reducing, re-using and recycling waste products wherever possible.



Wherever practicable, MTS seeks to recycle waste products. MTS has developed innovative process plant to optimise the recycling of water industry waste to produce a beneficial soil conditioner and aim to refine the technology to achieve a composted waste suitable for agricultural use.

The industrial scale in-vessel composting system was the first of its kind in the UK. MTS recycles waste from the sewer cleaning contracts and grits and screenings direct from sewage waste treatment works. The waste is composted into beneficial soil conditioner.

The CFS plant also recycles green waste generated by grounds maintenance contractors to the water industry, Network Rail and the Royal Parks

b) Reduction of Landfill –

MTS has entered into business partnerships to process sanitary waste and generate power and are stretching the boundaries of waste recycling under the purview of the regulatory authority, the Environment Agency. Such initiatives work to achieve targets to reduce the amount and cost of waste disposed of to landfill while minimising the carbon footprint generated in the transportation of waste to these remote sites.

c) Reduction of Tanker Journeys

MTS is using its mobile screening plant to reduce the number of tanker journeys to be undertaken when cleaning tanks and process units.

The plant allows for on-site screening of waste removed from process treatment units enabling the majority of the treated waste to be kept on site, with just the screened waste removed off site and taken to a suitable disposal site.

The screening plant has been successfully used on:

d) Biological Aerated Flooded Filters

The treatment of waste from the back-wash tanks of Biological Aerated Flooded Filters (BAFF) where the waste is likely to contain plastic media from the BAFF process. Screening of the waste on site has allowed the tank contents (with the media removed) to be recirculated through the site and avoiding costly haulage to an off-site treatment facility.

e) Sludge digesters and holding tanks

The sludge treatment process is prone to the build-up of grit and rag in the process and after a period of time causes issues with the blockage of pipes and lack of usable storage capacity. This waste is routinely removed and typically would be hauled to a site with processing facilities to treat such waste. However, the mobile screening plant can treat this waste removing the rag and grit allowing for recycling of the screened waste on site, once again avoiding off site haulage of this waste.

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8. Scope of Data - Energy Consumption and Carbon Emissions

Some energy data is more straight-forward to obtain accurately than other data, e.g.

- a) Fuel card data is very accurate and has a time of purchase, type of fuel etc.
- b) Smart electricity meters are accurate but other bills determined from analogue meters are often periodic and may have estimated meter readings.
- c) Similarly, smart gas meters also produce accurate invoices and energy used per month.

MTS Cleansing Services' energy use is all measured through these accurate methods which gives greater confidence in the calculations.

This is rare, as most companies have some non-smart gas and electricity meters and some Grey Fleet, whereby mileage claims are the only hard data that is known.

The calculation of energy usage and carbon emissions is as below:

a) Energy Consumption Data

The mandatory energy/emissions audit includes the following types of data:

- 1. Buildings Energy
 - a. Electricity
 - b. Natural Gas
 - c. Fuel Oil (Diesel is being substituted)
 - d. Liquid Natural Gas
- 2. Transport Energy
 - a. Owned or leased vehicle fuel purchases (through fuel cards). This includes electricity for EV's as well as diesel and petrol
 - b. Grey Fleet fuel, i.e. private employees' vehicles when used for company business.

b) CO₂ Equivalent Emissions Data

- 1. Emissions from various types of energy usage are calculated using UK Government GHG Conversion Factors for Company Reporting (2025)
- 2. Fugitive Emissions from refrigeration or air-conditioning.
 - a) There is normally a small leakage, typically estimated as 3% of refrigerant capacity, in air conditioning systems. In the case of MTS, records are kept of air-conditioning recharging, and none was put into the system during the audit period, so this will be Zero. The largest air conditioning system at Stanley House has new high quality variable speed condensers, which comprise the majority of energy used by the air conditioning system.

9. Methodology for Calculating Energy Consumption and Carbon Emissions

NOTE that the energy and emissions conversion factors are taken from the “UK Government Conversion Factors for Greenhouse Gas (GHG) Reporting” (2025). The 2025 data is used because most of the May 2025 to April 2026 financial year falls within 2025.

MTS now has all “smart metering” for its buildings’ energy, and the transport fuel is also accurately measured:

- a) The electricity meters at Stanley House, Irene House and Ham Hill are smart meters and the recorded invoice data is for complete months, from midnight to midnight, and thus are absolutely accurate.
- b) The natural gas meter at Stanley House (the only site with a natural gas supply) is also a smart meter and again the invoice data is for complete months from midnight to midnight.
- c) All vehicle fuel that is purchased “offsite” is purchased via fuel cards, and again, is absolutely accurate.
- d) Deliveries of bulk diesel are accurate both in quantity and date of purchase.

This all makes for accurate data for SECR reporting.

The methodology for each of the energy and emissions sources has been calculated as per the following sections:

a) Electricity

Smart Metered Electricity

This electricity is continuously metered and the (monthly) bills are 100% accurate, from midnight before the first day of the month the midnight on the last day of the month.

Non-Smart Metered Electricity

As stated, there are no longer any non-smart manually read meters at MTS.

b) Smart Metered Natural Gas

Auditing natural gas is normally more difficult than electricity, as there are more manually read meters installed in gas supplies than electricity supplies.

As stated, MTS now has a smart meter for its only gas supply, where energy is accurately metered from month to month, so the energy data is exact.

c) Vehicle & Bulk Fuel

All the vehicle fuel is purchased via fuel cards and the bulk fuel by invoiced delivery and thus the date of purchase, the exact amount of fuel (in litres) purchased, and the type of fuel (petrol or diesel) are known.

Note that “Super Unleaded” and “Premium Diesel” are the same in terms of emissions and energy content from normal unleaded and diesel, so they have been combined to Unleaded and Diesel for the purposes of this SECR audit.

There are standard emissions rates (kgCO₂/litre) for both diesel and petrol fuels given in the 2025 Government emissions factors spreadsheet.

There are also standard emissions rates (kgCO₂/kWh) and the conversion from litres to kWh have been calculated on the basis:

$$\text{kWh/litre} = (\text{kgCO}_2/\text{kWh}) / (\text{kgCO}_2/\text{litre}).$$

So, the calculated kWh's per Litre conversion factors are as below in **BOLD**.

	<u>kgCO₂/Litre</u>	<u>kgCO₂/kWh</u>	<u>kWh/Litre</u>
Petrol	2.57082	0.21956	9.424
Diesel (average biofuel blend)	2.06916	0.24411	10.531

Thus, all the required conversions factors have been obtained for this audit.

1. Appendix of Data and Calculations

The various calculations of energy usage, emissions, efficiency metrics, etc are reproduced here. All calculations were performed on a Microsoft Excel spreadsheet. This will be supplied in order to demonstrate validity but is just a working logging / calculations file, not designed for presentation.

The SECR compliance is demonstrated by this Microsoft Word document.

a) Individual MTS Buildings Electricity Energy and Emissions Data

	Total Electricity kWh	kg CO2e /kWh	kgCO2e
Stanley House	221,306	0.17700	39,171
Stanley House PV	379,347	0.00000	0
Ham Hill	79,433	0.17700	14,060
Henwood	27,870	0.17700	4,933
CFS	177,643	0.17700	31,443
TOTAL	885,599		89,607

b) Stanley House PV Data

Time	Yield (kWh)	Earning (GBP)	Full Load Hours(h)	Exported (kWh)	Imported (kWh)	Net Import (kWh)	Load (kWh)
May-25	53,933	0	124	30,162	7,308	-22,854	31,079
Jun-25	58,736	0	136	34,508	5,334	-29,174	29,562
Jul-25	50,186	0	116	23,940	7,452	-16,488	33,698
Aug-25	44,890	0	104	21,404	8,774	-12,630	32,260
Sep-25	35,685	0	82	15,352	11,584	-3,768	31,917
Oct-25	19,189	0	44	4,076	20,958	16,882	36,071
Nov-25	10,289	0	24	852	30,912	30,060	40,349
Dec-25	6,964	0	16	264	27,158	26,894	33,858
Jan-26	9,100	0	21	286	37,160	36,874	45,974
Feb-26	12,376	0	29	1,014	21,166	20,152	32,528
Mar-26	30,038	0	69	8,888	17,096	8,208	38,246
Apr-26	47,961	0	111	23,876	9,922	-13,954	34,007
TOTAL	379,347			164,622	204,824	40,202	419,549

c) Individual MTS Buildings Natural Gas Energy and Emissions Data

Building	Total Natural Gas kWh	kg CO2e /kWh	kgCO2e
Stanley House	142,384	0.18296	26,051
TOTAL	142,384		26,051