



PageOne Communications Limited (Trading as Critico) - Carbon Reduction Plan

Publication Date: 5th February 2026

About Us

PageOne Communications Limited (trading as 'Critico', and hereafter referred to as such) have been delivering award-winning business and critical messaging services to corporate and public sector clients for over three decades. As a specialist provider renowned for reliability and innovation, we focus on delivering secure and effective communication solutions tailored to the needs of diverse organisations. Our services include SMS, email, and paging systems, designed to support critical communications in various sectors.

Commitment to Achieving Net Zero

Critico is committed to achieving Net Zero emissions by 2050. Furthermore, through our Carbon Reduction Plan we are targeted to achieve Net Zero emissions by 2045.

Achieving the 2050 target will require active engagement by us with our suppliers and staff as well as development of supply chain and operational policy, to implement energy efficiency measures in our offices and operations, including promoting sustainable travel options to reduce overall emissions.

We also expect further improvements across the three emission scopes will come about as a matter of course (via UK Gov targets and requirements, evolutions of industries, new regulations etc), however, we will strive to implement and develop various carbon reduction activities in the future, and we are confident that we can achieve business growth without the same subsequent increase in our emissions.

Baseline Emissions Footprint

Baseline emissions are a record of the greenhouse gases that have been produced in the past and were produced prior to the introduction of any strategies to reduce emissions. Baseline emissions are the reference point against which emissions reduction can be measured.

Baseline Year: 1st September 2023 to 31st August 2024	
Additional Details relating to the Baseline Emissions calculations.	
The baseline was calculated from a comprehensive audit of the included scope emissions to get a full impression of business as usual. Our projections are based on growth of the business which are reflected in our Business-As-Usual CO ₂ emissions. We have made these calculations based on our Operational Control over our emissions.	
Baseline year emissions:	
EMISSIONS	TOTAL (tCO₂e)
Scope 1	29
Scope 2	37
Scope 3 (Included Sources)	40 This includes the following sources which are within the inclusion categories for Scope 3: <ul style="list-style-type: none"> • Upstream Transportation and Distribution • Waste Generated in Operations • Business Travel • Employee Commuting • Downstream Transportation and Distribution
Total Emissions	106

Current Emissions Reporting

Reporting Year: 1 st September 2024 to 31 st August 2025	
EMISSIONS	TOTAL (tCO ₂ e)
Scope 1	24.3
Scope 2	28.1
Scope 3 (Included Sources)	56.5 This includes the following sources which are within the inclusion categories for Scope 3: <ul style="list-style-type: none"> • Upstream Transportation and Distribution • Waste Generated in Operations • Business Travel • Employee Commuting • Downstream Transportation and Distribution
Total Emissions	108.9

In the reporting year we reduced our fleet of vehicles by 14.2% and electricity consumption by 9.7%. This contributed to the reduction in Scope 1 and Scope 2 emissions. Scope 1 emissions (direct emissions at site or from company owned or operated assets) and Scope 2 emissions (indirect emissions from purchased electricity) improved by 20.6% from the baseline year. Business growth and an upgrade of infrastructure were the two main contributors to the increase in Scope 3 emissions, both of which meant higher Business Travel and Employee Commuting. Scope 3 (emissions from our wider value chain) increased by 41%. The infrastructure upgrade will have a positive impact on emissions going forward but travel is higher as we carry out the upgrade.

Emissions Reduction Targets

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

Our current strategy is to make emissions reductions via a 3-stage CRP and concluding with zero emissions by 2050 at the latest. It is our current intention to practicably minimise all emissions by 2044. From that point we aim to offset all residual emissions such that our carbon footprint defined by this PPN is zero from 2045 through to 2050.

Taking our reduction actions into consideration, we project that carbon emissions will decrease over the next 5 years to 88.1 tCO₂e. This is a reduction of 19% against BAU.

Carbon Reduction Projects

During the reporting year, we secured a new smaller office space and relocated in September 2025. The new office space has LED lighting and motion sensor lighting, and the smaller footprint will hopefully allow us to reduce our energy consumption and emissions. A recycling station was set up and awareness campaigns were held with promotional material around the office.

In addition to this, we plan to implement further measures in the future such as:

- **Carry out energy efficiency measures within building to reduce consumption, short term**

We aim to implement opportunities to reduce our consumption and thus, emissions. Examples of possible measures include introducing staff awareness training and upgrading technology. Specific measures could be identified during an internal or external audit.

- **Implement a behavioural change programme for energy reduction, short term**

We will implement a behavioural change programme to encourage energy-saving practices, such as turning off equipment when not in use, using energy-efficient settings on devices, switching off lights in unoccupied areas, and closing windows and doors to retain heat.

- **Reduction of business flights and trains through e-meetings and other collaborative solutions, short term**

To reduce the number of flights and trains we take, we will opt for more online video conferencing, where feasible.

- **Implement a travel policy to minimise number of domestic flights, short term**

We will implement a travel policy to minimise domestic flights, encouraging the use of trains for necessary in-person meetings due to their significantly lower carbon footprint.

- **Green commuting policies including car share programmes, working from home, awareness training etc, short term**

In order to minimise emissions from commuting, we will encourage employees to utilise public transport or car share where feasible. We aim to educate employees through training programmes where they could learn about energy efficient homeworking and commuting practices.

- **Carry out further delivery consolidation actions on all items delivered to site, short term**

We will place orders to consolidate deliveries into fewer, larger shipments, which can significantly reduce emissions by minimising the number of trips required.

- **Conversion of company vehicles to EV, mid term**

We will transition our company fleet to electric vehicles (EVs), replacing internal combustion engine vehicles with hybrid or fully battery-powered options to reduce emissions in the mid-term.

- **Implement a green business travel policy for staff using personal vehicles, mid term**

We aim to implement a green business travel policy to encourage staff using personal vehicles to adopt sustainable practices, such as taking efficient routes, eco-driving techniques, and using low-emission vehicles.

- **Decarbonise all heating assets, long term**

To fully reduce our emissions from natural gas, we aim to explore and implement electric alternatives.

- **Purchase renewable energy for the office, long term**

We will aim to switch all office electricity tariffs to green tariffs with 100% REGO backed renewable electricity, to reduce emissions from purchased electricity.

We also anticipate some external changes in UK industry which will help us to reduce our carbon footprint:

- Improvements in public transport networks
- Reduction in carbon content of the National Grid
- Improvements in municipal waste management systems
- Replacement of flight fuel with more sustainable alternatives
- Increasing market share of hybrid/battery electric vehicles
- Haulage/delivery providers moving towards low emission vehicles

Declaration and Sign Off

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 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 standard¹ and uses the appropriate Government emission conversion factors for greenhouse gas company reporting².

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard³.

¹ <https://ghgprotocol.org/corporate-standard>

² <https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>

³ <https://ghgprotocol.org/standards/scope-3-standard>

This Carbon Reduction Plan has been reviewed and signed off by the board of directors (or equivalent management body).



Signed...

Name... Sarah Medcalf

Position..... Operations Director and Company Secretary

Date: 05/02/26