Docusign Envelope ID: E4CA03DC-631C-862B-8313-CDE17AB39517

CORALPOINT

Carbon Reduction Plan

Coverage:	CoralPoint International Limited and its subsidiaries and branch offices, including CoralPoint Ltd (United Kingdom), CoralPoint ApS (Denmark) and CoralPoint USA LLC (United States)
Published:	30 October 2026
Standard:	PPN 006 and its technical standard for Carbon Reduction Plans
Baseline:	Calendar year 2025
Approved:	Board of Directors

CoralPoint International Limited: Emissions baseline and reduction targets

Net Zero by 2045, with intensity milestones for 2030 and 2035

1 Commitment to achieving Net Zero

CoralPoint is committed to achieving Net Zero emissions by 2045, across Scopes 1, 2 and 3.

CoralPoint helps clients deliver the energy transition, and aims to run its own operations in a way that is consistent with that work. It is a small, office-based consultancy, and this plan covers its global operations. Its footprint is modest and comes mainly from business travel, followed by staff commuting and homeworking. This plan sets out a proportionate approach to measuring and reducing it.

CoralPoint has chosen 2045 rather than an earlier date because air travel to clients and project sites is its largest source of emissions, and deep cuts there depend partly on the decarbonisation of aviation, which CoralPoint does not control. 2045 is five years ahead of the UK's statutory 2050 target and leaves room for that dependency without relying on offsets.

2 Baseline emissions footprint

Baseline emissions are the reference point against which reductions will be measured.

Baseline year: 2025 (1 January to 31 December 2025), CoralPoint's most recent complete financial year.

2.1 Additional details relating to the baseline emissions calculations

2025 was CoralPoint's first trading year, so the baseline reflects a small team focused on business development, with a correspondingly high share of travel per person. Headcount is measured as average full-time equivalent staff, including directors and associates who worked for CoralPoint before becoming employees.

This is CoralPoint's first carbon footprint. It covers emissions from CoralPoint's global operations, using the operational control approach, consistent with the scope of its Sustainability Policy. The 2025 baseline covers the group as it stood in 2025. Brinckmann Group ApS (now CoralPoint ApS), which joined the group in February

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2026, is not included. In line with the GHG Protocol, CoralPoint will recalculate the 2025 baseline to include it, on a full-year basis, in the next update of this plan. UK emissions, the minimum PPN 006 requires, are shown separately in the table below. The footprint follows the Greenhouse Gas (GHG) Protocol Corporate Standard and uses the UK Government conversion factors for company reporting for the relevant year, and will use local grid electricity factors for any offices outside the UK. Scope 3 covers the five categories required by PPN 006. CoralPoint will also recalculate the baseline for any future acquisition or merger, to correct significant errors, or to reflect a significant change in calculation method, so that comparisons remain like for like. Its targets and projections will then apply to the recalculated baseline.

Because CoralPoint began measuring its footprint in 2026, its 2025 baseline relies partly on estimates. Flights are calculated from booking and expense records and staff confirmation, other business travel from spend, office energy from published floor-area benchmarks for CoralPoint's private office (heat and power are included in the rent, so landlord-supplied heating, from a woodchip biomass boiler, is reported as purchased heat in Scope 2), and commuting and homeworking from staff attendance patterns. Every estimate and its method is recorded in CoralPoint's calculation workbook, and CoralPoint will improve the quality of its data over time, starting with travel. Category 9 does not apply because CoralPoint sells advisory services, not physical products. Category 4 is negligible, as CoralPoint buys few physical goods.

2.2 Baseline year emissions

Emissions	Total (tCO2e)
Scope 1 (direct emissions, e.g. gas heating under CoralPoint's control)	0.0
Scope 2 (purchased electricity and heat, location-based)	0.2
Scope 3 (included sources), of which:	**38.4**
Category 4: upstream transportation and distribution	0.0
Category 5: waste generated in operations	0.1
Category 6: business travel	28.0
Category 7: employee commuting (including homeworking)	10.4
Category 9: downstream transportation and distribution	Not applicable
Total emissions (global)	**38.7**
of which UK operations	33.1
Intensity: tCO2e per full-time equivalent employee (headline measure)	**3.6**
Average full-time equivalent employees in the year	10.7

Figures are rounded to one decimal place and may not sum exactly.

3 Current emissions reporting

As this is CoralPoint's first Carbon Reduction Plan, the current reporting year is the baseline year and current emissions are those shown in section 2. From the next update, current-year emissions will be reported alongside the baseline.

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4 Emissions reduction targets

CoralPoint is growing quickly, so it measures progress by the average carbon intensity of its operations: total emissions per full-time equivalent employee. This shows whether each person's work is becoming lower-carbon, without treating new hires as a failure. CoralPoint will report absolute emissions alongside intensity every year, so that growth is visible.

To make progress towards Net Zero, CoralPoint has adopted the following targets, all against the baseline year:

- Reduce average emissions per full-time equivalent employee by 25% by 2030.
- Reduce average emissions per full-time equivalent employee by 40% by 2035.
- Reach Net Zero by 2045 by cutting total emissions across Scopes 1, 2 and 3 by at least 90%, and neutralising the remainder with permanent carbon removals.

The Net Zero target is absolute by definition. The intensity targets are the milestones on the way to it, and CoralPoint will tighten them if growth means absolute emissions are not falling fast enough to reach it.

Air travel to clients and project sites is central to CoralPoint's work and is its largest source of emissions. The 2030 target is therefore set at a level CoralPoint can reach through its own travel decisions, without relying on lower-carbon aviation, which is unlikely to be available at scale before 2030. Most of the reduction is expected to come from replacing domestic flights with rail. In 2025 most of CoralPoint's flights were between England and Scotland, where rail emits about 85% less per passenger-kilometre than a domestic flight. Fewer trips per engagement and choosing premium economy on long-haul flights where practical also contribute, as set out in section 5.

CoralPoint projects that its average emissions will fall to 2.7 tCO2e per full-time equivalent employee by 2030, a reduction of 25% against the baseline. Because headcount is expected to grow substantially, total emissions are projected to rise to about 380 tCO2e by 2030, at a projected 140 full-time equivalent staff, and to about 610 tCO2e by 2035 at 280 staff, if the 2035 milestone is met. Reaching Net Zero by 2045 will therefore require steep absolute reductions after 2035, which depend on lower-carbon aviation becoming available; CoralPoint will review its targets each year in the light of its growth and of progress in aviation. Progress against both measures will be reported each year in the updated plan.

4.1 Pathway to Net Zero

CoralPoint's pathway has three stages:

- 2026-2027, measure and commit: complete the baseline, publish this plan, and capture travel data at the point of booking.
- To 2030, cut what CoralPoint controls: bring Scope 1 and 2 emissions close to zero through renewable electricity and office choices, and cut travel emissions per employee by about a quarter, mainly by replacing domestic flights with rail, with fewer trips per engagement and long-haul cabin class. Total emissions are expected to rise during this stage as the firm grows.
- 2030-2045, deep cuts across the value chain: reduce total emissions by at least 90%, as lower-carbon aviation becomes available and more delivery is staffed close to clients, working with the largest suppliers on their own targets, then neutralise the residual with permanent removals.

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5 Carbon reduction projects

5.1 Completed carbon reduction initiatives

CoralPoint adopted its Sustainability Policy on 14 October 2026 and updated it on 30 October 2026 to reflect this plan. The Board of Directors owns the policy and reviews progress at least annually. The following measures are in place and will apply when delivering contracts:

- Business travel: staff travel only when meeting in person adds real value, combine trips where possible, and choose rail over short-haul flights where practical. Staff already fly economy on regional flights.
- Offices: energy is used efficiently and, where CoralPoint controls the supply, renewable electricity is chosen. Where it does not, CoralPoint encourages landlords to do so.
- Waste and resources: CoralPoint works paperless by default, recycles where facilities allow, and reuses or responsibly recycles IT equipment at the end of its life.
- Suppliers: environmental performance is considered alongside cost and quality when choosing suppliers, where practicable.

As these measures were formally adopted after the baseline year, the reductions they achieve will be quantified in future annual updates.

5.2 Future carbon reduction initiatives

In the coming years CoralPoint plans to:

- Measure its footprint by 30 June each year for the previous calendar year, using UK Government conversion factors.
- Record travel mode and distance when business travel is requested, so that travel emissions can be calculated directly rather than estimated from spend.
- Encourage rail, where practical, for journeys where the rail time is under five hours, such as London to Edinburgh, Paris, Brussels or Amsterdam. Most of CoralPoint's 2025 flights were between England and Scotland, so this is its largest single lever.
- Choose premium economy for long-haul flights where it is practical, such as transatlantic day flights. Business class remains appropriate for very long or overnight journeys, including to Asia-Pacific, and where staff go straight into client work. Business class long-haul carries roughly three times the emissions of economy per passenger, and premium economy about 45% less than business class.
- Plan travel per engagement: combine site visits and client meetings into fewer, longer trips, choose direct flights, and hold routine progress meetings by video.
- As the firm grows, staff engagements from the office nearest the client where it can.
- Move to a renewable electricity tariff at the next renewal wherever it controls the supply, ask landlords for energy data and renewable supply where it does not, and make energy performance a criterion when choosing or renewing offices.
- Extend its footprint to purchased goods and services, using a spend-based estimate, from the financial year after the baseline year, so that its Net Zero target covers its full value chain.
- Ask its largest suppliers for their emissions data and reduction targets.
- Run a short annual staff survey on commuting and homeworking.
- Extend the working life of laptops and other IT equipment where practical.

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6 Carbon offsetting

CoralPoint does not buy carbon offsets and does not count them towards its reduction targets. It will not describe itself as carbon neutral on the strength of offsets. On reaching its 2045 target, it will neutralise residual emissions, no more than 10% of the baseline, with permanent carbon removals.

CoralPoint's pledge of 1% of global revenues to environmental and social initiatives is philanthropy and is kept separate from its emissions accounting.

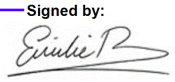
Declaration and sign off

This Carbon Reduction Plan has been completed in accordance with PPN 006 and the 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 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 line with the UK Government's Environmental Reporting Guidelines. The required subset of Scope 3 emissions has been reported in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Protocol Corporate Value Chain (Scope 3) Standard.

This Carbon Reduction Plan has been reviewed and approved by the Board of Directors of CoralPoint International Limited, and is adopted with effect from the date below.

For and on behalf of CoralPoint International Limited

Signed by:

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Emilie Reeve
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Date: 30 October 2026