

DSSL GROUP LTD

Carbon Reduction Plan

2026–2050

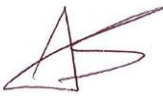
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Committed to measurable carbon reduction, responsible growth and net zero by 2050.

91	70	90 tCO ₂ e	2,400 tCO ₂ e
operational vehicles			
14 Fully Electric			
5 Hybrid	solar panels at HQ	provisional annual fleet emissions	annualised certified offsetting
72 Euro6 Diesels			

Approved on behalf of DSSL Group Ltd

Aaron Stephens, Managing Director

Signature:  Date: 30th of June 2026

Document control

Document owner	Managing Director
Operational owner	Compliance Manager
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Review frequency	Annually, or earlier following material organisational or emissions-data changes
Next scheduled review	July 2027

Director’s commitment

DSSL Group Ltd recognises that climate change is a material environmental, operational and commercial challenge. As a growing integrated security and building technology business, we accept responsibility for reducing the greenhouse-gas emissions associated with our fleet, offices, procurement, installations, maintenance activities and supply chain. We are committed to achieving net zero greenhouse-gas emissions by 2050 and to making measurable progress well before that date.

This Carbon Reduction Plan explains our current emissions position, the controls already in place and the actions we will take to improve the quality of our data and reduce emissions at source. It is supported by our externally audited ISO 14001 Environmental Management System and forms part of DSSL’s wider commitment to responsible growth, efficient service delivery and continual improvement.

Public commitment

DSSL Group Ltd commits to achieving net zero greenhouse-gas emissions by 2050. We will review this plan annually, publish updated emissions information as it becomes available and maintain transparent reporting on progress.

1. Organisational profile and scope

DSSL is an independent provider of integrated security and building technology solutions, delivering CCTV, access control, intruder alarms, fire detection and alarm systems, automatic doors, gates and barriers, intercoms, warden call systems, networking infrastructure and associated maintenance services. Our work is delivered across the public, healthcare, education, housing, commercial and critical infrastructure sectors throughout the UK. The principal operational emissions within the current reporting boundary arise from company vehicles, purchased electricity, business travel, employee commuting, purchased goods and materials, waste generation and subcontracted activities.

This Carbon Reduction Plan covers DSSL Group Ltd's UK operations, including the Basildon headquarters, regional office activities, company-operated vehicles and the operational activities associated with project delivery, maintenance and support services. The reporting boundary has been established using the principles of the Greenhouse Gas Protocol and will continue to be refined as the quality and completeness of emissions data improves. Any material changes to the reporting boundary or methodology will be disclosed in future revisions of this plan.

2. Reporting methodology and data quality

DSSL is developing its greenhouse gas emissions inventory in accordance with the principles of the **Greenhouse Gas Protocol Corporate Accounting and Reporting Standard** and the UK Government's carbon reporting guidance. The current reporting period establishes DSSL's initial public baseline and reflects the most reliable information available at the time of publication.

The emissions data presented within this plan has been compiled using information obtained from operational records, fleet information, energy consumption data and other available business records. Where complete verified data is not yet available, this has been clearly identified within the relevant sections of the plan. DSSL is committed to improving the accuracy, completeness and quality of its emissions reporting as additional data becomes available.

This 2026 publication represents DSSL's first publicly available Carbon Reduction Plan. During future reporting periods, the company will continue to strengthen data collection across Scope 1, Scope 2 and Scope 3 emissions, enabling more comprehensive reporting and year-on-year performance comparisons.

Data integrity

Where figures are described as provisional, they are based on the best information currently available and have not been independently verified. As DSSL's carbon reporting processes mature, provisional figures will be replaced with validated emissions data, and any material changes to reporting methodology, emissions factors or organisational boundaries will be clearly disclosed within future annual updates.

3. Baseline emissions footprint

DSSL has selected 2026 as the initial public baseline year for this plan. Because this is the first published version, the baseline and current reporting year are the same. The baseline will be restated where improved evidence materially changes the calculation.

Emissions category	2026 baseline	Basis	Status
Scope 1	90 tCO ₂ e	Annualised estimate based on average fleet emissions of 7.5 tCO ₂ e per month across approximately 65 vehicles.	Verified
Scope 2	2.86 tCO ₂ e	Calculated from electricity consumption records for the Basildon headquarters (21,829.76 kWh) together with company electric vehicle charging (25,252.95 kWh), using the UK Government Greenhouse Gas Reporting Conversion Factors.	Verified (Under review)
Scope 3	Not yet quantified	Data collection is ongoing for purchased goods and services, waste, business travel, employee commuting, transportation, distribution and other relevant indirect emissions.	Data collection underway
Total gross emissions	483.63 tCO ₂ e*	Combined verified Scope 1 and Scope 2 emissions. Scope 3 emissions have not yet been quantified and are therefore excluded from this total.	Partially quantified

Fleet calculation

DSSL currently operates a fleet of **91 operational vehicles**, comprising **14 fully electric vehicles**, **5 hybrid vehicles** and **72 modern diesel vehicles**. Vehicle replacement is planned with emissions performance, operational suitability and whole-life efficiency as key considerations. Where operationally practical, electric or hybrid vehicles are selected in preference to conventional diesel vehicles.

Electric vehicle charging facilities are available at the Basildon headquarters to support the transition to lower-emission transport.

BigChange JobWatch is used to optimise engineer scheduling by allocating work to the nearest suitably qualified engineer. This reduces unnecessary mileage, fuel consumption and vehicle idling while improving first-time fix rates and reducing repeat visits.

4. Carbon offsetting

DSSL currently supports verified carbon reduction projects through Carbon Footprint Ltd. The current certificate confirms an offsetting arrangement of **200 tCO₂e per month**, together with the planting of **200 trees in South East England**, commencing on **30 October 2024**.

Carbon offsetting forms part of DSSL's wider environmental strategy but does not replace the need to reduce greenhouse gas emissions at source. DSSL's priority remains to minimise emissions through improvements in fleet efficiency, energy consumption, operational practices and procurement. Offsetting is used only to support the management of residual emissions that cannot currently be eliminated.

5. Existing carbon-reduction measures

5.1 Renewable energy and office efficiency

DSSL's Basildon headquarters has 70 solar photovoltaic panels. During periods of strong summer generation, the electricity produced can match the operational electricity demand of the office, enabling net-neutral electricity operation during those periods. Solar generation also reduces imported grid electricity throughout the remainder of the year. Office lighting has been converted to efficient LED technology and energy use is managed through staff awareness, shutdown controls and operational monitoring.

5.2 Fleet transition and travel reduction

DSSL currently operates a fleet of 79 vehicles, comprising 8 fully electric vehicles, 3 hybrid vehicles and 68 modern diesel vehicles. Vehicle replacement decisions consider operational suitability alongside emissions performance, with the proportion of lower-emission vehicles increasing as the fleet is renewed.

Electric vehicle charging is available at the Basildon headquarters to support the growing electric fleet.

BigChange JobWatch is used to geographically schedule work and allocate the nearest suitably qualified engineer. This reduces unnecessary mileage, duplicated journeys and vehicle idling, while remote diagnostics, planned maintenance and improved first-time fix rates help minimise repeat site visits.

5.3 Digital and paperless operations

DSSL operates a predominantly digital service model. Job sheets, service reports, photographs, signatures, asset records, risk assessments and completion documentation are captured electronically through BigChange. Microsoft 365 and SharePoint support contract management, document control and client reporting. This removes the routine need to print, transport, store and dispose of large volumes of paper and supports faster, more accurate reporting.

5.4 Waste, WEEE and resource efficiency

Waste from installation and maintenance activities is segregated and transferred through licensed waste routes. Redundant electrical and electronic equipment is managed in accordance with WEEE requirements. Metals, cabling, batteries, packaging and other recyclable materials are separated wherever practicable. Project teams are encouraged to minimise waste through accurate ordering, protecting reusable materials, consolidating collections and returning surplus items to stores wherever possible.

5.5 Sustainable procurement and system design

DSSL considers energy use, product life, maintainability, warranty, repairability, interoperability and end-of-life disposal when selecting equipment. We work with established manufacturers and distributors and seek to consolidate deliveries, minimise packaging and specify products that provide durable, efficient performance. Remote system-health monitoring and predictive maintenance are promoted where these can reduce avoidable callouts and extend asset life.

6. Reduction targets

DSSL is committed to the continual reduction of greenhouse gas emissions across its operations through practical improvements in energy efficiency, fleet management, procurement and operational practices.

As DSSL's carbon reporting matures and more comprehensive emissions data becomes available, reduction targets will be reviewed and updated to ensure they remain measurable, achievable and aligned with the company's operational requirements.

Target date	Commitment	Measure	Reporting approach
2027	Complete a verified corporate emissions inventory.	Validated Scope 1 and Scope 2 figures and the required reportable Scope 3 categories.	Publish in the annual CRP update.
2028	Continue increasing the proportion of low-emission vehicles within the fleet, transitioning to electric and hybrid vehicles wherever operationally practical.	Electric, hybrid and Euro 6 vehicle proportion.	Annual fleet profile and fuel/emissions trend.
2030	Reduce company-wide gross emissions by 50% against the validated baseline.	Absolute tCO ₂ e and intensity metrics per £m turnover and per completed job.	Annual progress report with explanation of boundary changes.
2040	Substantially eliminate avoidable operational fossil-fuel use.	Fleet electrification, renewable electricity and low-carbon operations.	Annual transition plan and investment review.

Target date	Commitment	Measure	Reporting approach
2050	Achieve net zero greenhouse-gas emissions.	Gross reductions first, with high-quality verified offsets for residual emissions.	Public annual reporting and independent evidence where practicable.

7. Governance and Continuous Improvement 2026- 2027

DSSL recognises that effective carbon management requires continual review, accurate reporting and ongoing improvement. This Carbon Reduction Plan will be reviewed at least annually, or sooner where there are significant changes to the organisation, reporting methodology or operational activities.

Responsibility for maintaining the Carbon Reduction Plan sits with the Compliance Manager, supported by the senior leadership team. Progress against the objectives set out within this plan will be reviewed as part of DSSL's management review process and used to identify further opportunities to reduce greenhouse gas emissions.

Action	Owner	Target date	Evidence of completion
Validate annual fuel use and vehicle emissions by vehicle class.	Fleet / Finance	December 2026	Fuel-card, mileage and vehicle data reconciled to conversion factors.
Complete annual electricity and solar-generation assessment.	Facilities / Compliance	December 2026	Grid import, solar generation and export data recorded.
Calculate reportable Scope 3 categories.	Compliance / Procurement	March 2027	Documented methodology and source data for required categories.
Increase electric and hybrid vehicle proportion.	Directors / Fleet	Ongoing	Annual fleet profile and replacement plan.
Develop carbon reporting within BigChange.	Operations / IT	July 2027	Job-level mileage and carbon reporting pilot.
Review supplier environmental requirements.	Procurement / Compliance	January 2027	Updated approved-supplier questionnaire and selection controls.
Maintain WEEE and waste-transfer compliance.	Compliance / Operations	Ongoing	Waste transfer notes, carrier licences and audit records.

Action	Owner	Target date	Evidence of completion
Publish annual CRP update.	Managing Director	July 2027	Updated public plan approved by a director.

8. Governance and accountability

The Managing Director retains executive accountability for this plan. The Compliance Manager is responsible for coordinating the annual review, maintaining the ISO 14001 framework and ensuring that environmental objectives are monitored. Operational managers are responsible for fleet efficiency, engineer deployment, waste controls and contract-level environmental performance. Finance and procurement teams support the collection of energy, fuel, purchasing and supplier information.

Progress will be reviewed through management meetings and the environmental management system. Material departures from the plan, significant changes to the organisational boundary and revised emissions factors will be documented. The plan will be approved by a director before each annual publication.

9. Monitoring and performance indicators

DSSL will monitor its environmental performance through the collection and review of relevant operational data. Performance will be measured against the objectives set out within this Carbon Reduction Plan and reviewed at least annually as part of the company's ISO 14001 Environmental Management System.

Performance monitoring will include the review of greenhouse gas emissions, fleet fuel consumption, electricity consumption, the transition towards lower-emission vehicles, renewable energy generation where data is available, waste and recycling performance, and progress against the carbon reduction objectives established within this plan.

As the quality and availability of environmental data continues to improve, DSSL will further develop its reporting methodology and enhance the range of performance indicators used to monitor environmental performance. The information gathered will be used to identify opportunities for continual improvement and to support the annual review and update of this Carbon Reduction Plan.

10. Scope 3 development plan

DSSL recognises that Scope 3 emissions represent a significant proportion of the company's overall environmental impact and that the quality of reporting will improve as additional operational data becomes available.

During future reporting periods, DSSL will continue to develop its Scope 3 emissions inventory by improving the collection and verification of data relating to purchased goods and services, waste management, business travel, employee commuting, transportation and distribution, and subcontracted activities where applicable.

The company will work with suppliers, service providers and internal stakeholders to improve the availability and quality of environmental data, enabling more accurate emissions reporting and better-informed decision making.

As reporting processes mature, DSSL will review its Scope 3 emissions annually, refine its methodology where appropriate and identify practical opportunities to reduce emissions throughout its supply chain and operational activities.

11. Carbon reduction within customer contracts

DSSL will apply the principles of this plan to customer contracts through efficient mobilisation, geographic scheduling, remote diagnostics, first-time completion, planned maintenance, responsible product selection and compliant disposal. Where practical, we will combine visits, use local engineers, deploy low-emission vehicles and provide electronic reporting. Lifecycle planning will be used to avoid premature replacement and to identify when upgrading an inefficient or unsupported system provides a better environmental outcome than continued reactive repair.

We will also work with customers to identify opportunities such as remote system-health monitoring, cloud-managed platforms, energy-efficient devices, solar-powered field equipment and shared carbon reporting. Any claimed benefit will be based on evidence and will not be overstated.

12. Limitations and improvement commitment

DSSL recognises that the products and services it delivers can contribute to improving the environmental performance of customer operations. Environmental considerations will be incorporated into project planning, system design, procurement and service delivery wherever reasonably practicable.

When designing and delivering solutions, DSSL will consider opportunities to reduce environmental impact through the selection of energy-efficient equipment, extended product lifecycles, maintainable system design, remote diagnostics and planned maintenance. These measures can help minimise unnecessary travel, reduce energy consumption and extend the operational life of installed systems.

Where customers have specific environmental or carbon reduction objectives, DSSL will work collaboratively to support those requirements through practical, evidence-based solutions that align with operational needs and industry best practice.

Through continual improvement and the principles of its ISO 14001 Environmental Management System, DSSL will continue to identify opportunities to reduce the environmental impact of both its own operations and the services it delivers to customers.

13. Declaration and approval

This Carbon Reduction Plan has been completed in good faith using the information currently available to DSSL Group Ltd. It has been reviewed and approved for public release by the Managing Director. DSSL commits to reviewing and updating the plan at least annually and to publishing more complete emissions information as the supporting data is validated.

Approved by

Aaron Stephens, Managing Director

Signature



Date

30th June 2026

Public URL

Appendix A – Carbon offsetting certificate

The certificate below is issued by Carbon Footprint Ltd and confirms DSSL Group Ltd's certified offsetting arrangement commencing on 30 October 2024.



Appendix B – Definitions

Term	Meaning
Scope 1	Direct greenhouse-gas emissions from sources owned or controlled by DSSL, including fuel used in company-controlled vehicles.
Scope 2	Indirect emissions associated with purchased electricity, heat, steam or cooling used by DSSL.
Scope 3	Other indirect emissions in the value chain, such as purchased goods, waste, business travel, employee commuting, transport and subcontracted activity.
tCO₂e	Tonnes of carbon dioxide equivalent, a common unit used to express the impact of different greenhouse gases.
Net zero	A state in which greenhouse-gas emissions have been reduced as far as reasonably possible and remaining residual emissions are balanced by credible removals or offsets.
Carbon offset	A verified reduction or removal of emissions outside the company's own operations, used to compensate for residual emissions. Offsetting does not replace direct reduction.