



NET ZERO PLAN



Greenhouse Gas Protocol

Scope 1, 2 and 3

Greenhouse gas emissions come from three sources, as defined by the [Greenhouse Gas Protocol](#) in 2001, which are the basis for greenhouse gas (GHG) reporting:

- Scope 1 emissions are produced (mostly from the burning of fossil fuels) by owned or operated assets including on-site boilers and fleet vehicles
- Scope 2 emissions are generated from purchased energy
- Scope 3 emissions are from everything else upstream and downstream in the value chain, including purchased products

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.

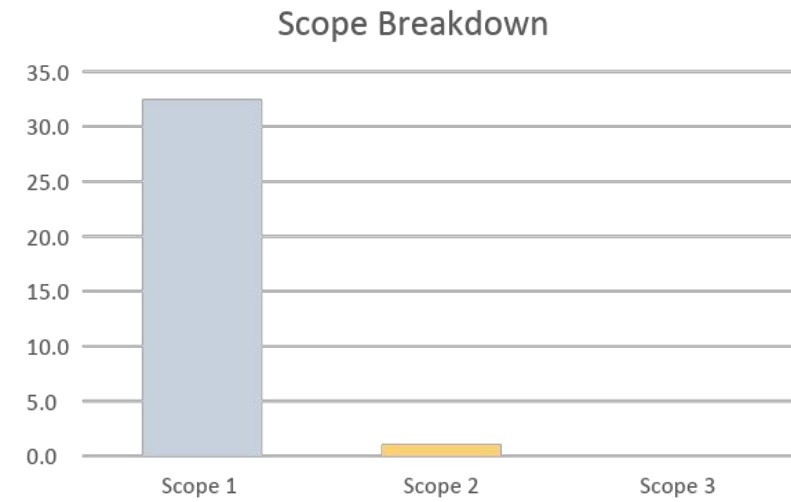
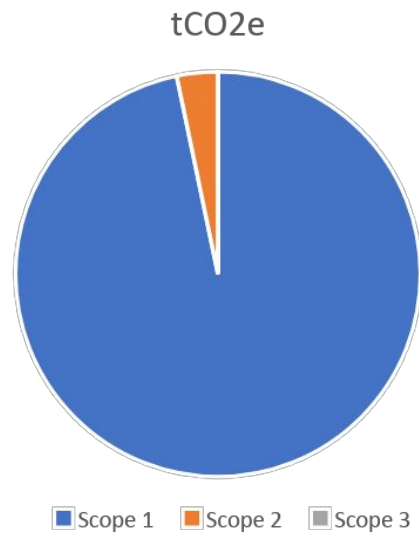
BASELINE YEAR 2023/2024

Additional Details relating to the Baseline Emissions calculations.

Baseline year emissions:

EMISSIONS	TOTAL (tCO2e)
SCOPE 1	32.48
SCOPE 2	1.05
SCOPE 3	0.0
TOTAL EMISSIONS	33.53

STATISTICS



CURRENT EMISSIONS FOOTPRINT

Current emissions are a record of the greenhouse gases that have been produced since the implementation of initiatives and strategies to reduce emissions.

YEAR 2025/2026	
Baseline year emissions:	
EMISSIONS	TOTAL (tCO2e)
SCOPE 1	19.67
SCOPE 2	4.16
SCOPE 3	0.0
TOTAL EMISSIONS	23.83

CURRENT EMISSIONS FOOTPRINT

Current emissions are a record of the greenhouse gases that have been produced since the implementation of initiatives and strategies to reduce emissions.

2024/2025	
Baseline year emissions:	
EMISSIONS	TOTAL (tCO2e)
SCOPE 1	17.27
SCOPE 2	3.18
SCOPE 3	0.0
TOTAL EMISSIONS	20.46

Year-on-Year tCO2e Comparison

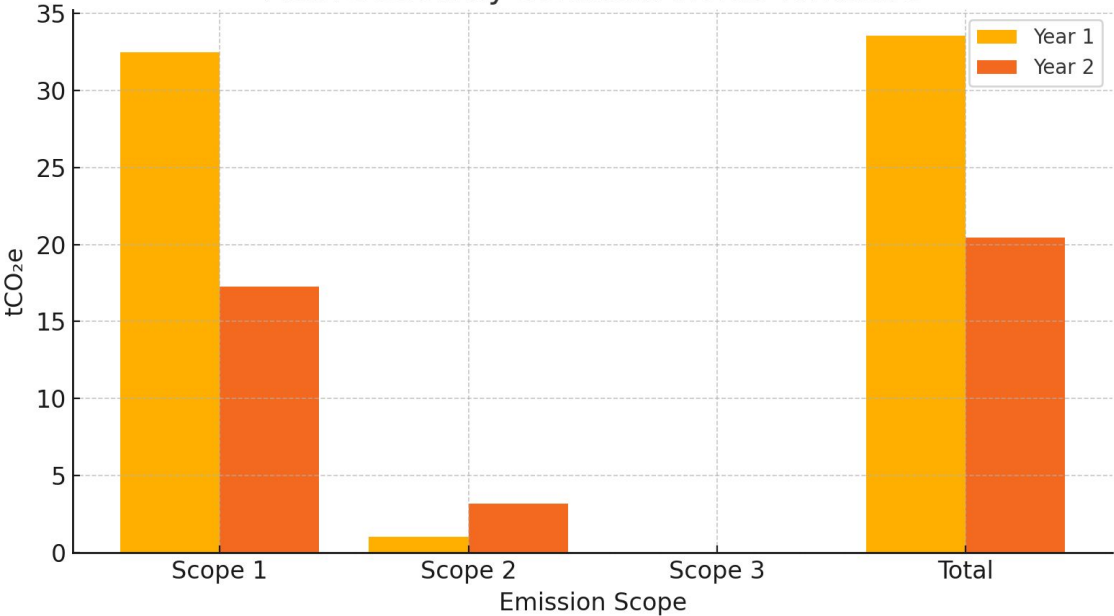
Key Insights:

- Scope 1 emissions (direct emissions like diesel use) dropped significantly by 46.83%.
- Scope 2 emissions (purchased electricity) increased by 202.86%. **(CURRENTLY UNDER INVESTIGATION DUE TO A HUGE SPIKE IN ENERGY CONSUMPTION POST SOLAR PANEL INSTALATION)**
- Scope 3 emissions remained at zero.
- Overall total emissions dropped by 39.00%.

Professional Summary:

Between Year 1 and Year 2, Active Security Solutions North Yorkshire Ltd achieved a 39% overall reduction in total carbon emissions. Significant progress was made through a 46.83% reduction in Scope 1 direct emissions, primarily through operational efficiencies and reduced fossil fuel dependency. Scope 2 emissions saw an increase, likely tied to expanded operational needs. We continue to build on this momentum toward a more sustainable future.

Year-on-Year tCO₂e Comparison
Active Security Solutions North Yorkshire



Year-on-Year tCO₂e Comparison Table

Scope	Year 1 (tCO ₂ e)	Year 2 (tCO ₂ e)	Change (tCO ₂ e)	% Change
Scope 1	32.48	17.27	-15.21	-46.83%
Scope 2	1.05	3.18	2.13	202.86%
Scope 3	0.0	0.0	0.0	0.00%
Total Emissions	33.53	20.45	-13.08	-39.00%

Overall Trend

Year	Scope 1 (Direct Fuel)	Scope 2 (Electricity)	Total Emissions
2023/24 Baseline	32.48 tCO ₂ e	1.05 tCO ₂ e	33.53 tCO ₂ e
2024/25	17.27 tCO ₂ e	3.18 tCO ₂ e	20.45 tCO ₂ e
2025/26	19.67 tCO ₂ e	4.16 tCO ₂ e	23.83 tCO ₂ e

Key Trends

1. Scope 1 emissions dropped significantly

This is your strongest positive trend.

Scope 1 emissions reduced from:

- **32.48 tCO₂e** → **17.27 tCO₂e** in 2024/25
- Then slightly increased to **19.67 tCO₂e** in 2025/26

That still represents an overall reduction of approximately:

$$32.48 - 19.67 = 12.81$$
$$\frac{12.81}{32.48} \times 100 = 39.4\%$$

$$y = \frac{32.48 - 19.67}{32.48} \times 100 = 39.4\%$$

≈ **39.4% reduction** from baseline.

This suggests:

- Better fleet efficiency
- Reduced diesel usage
- Operational efficiencies
- Improved route planning and tracking
- Some success from remote meetings and reduced travel

Your vehicle MPG strategy and telematics rollout are likely contributing positively.

Key Trends

Scope 2 electricity usage is trending upward

This is the concern area.

Electricity-related emissions increased from:

- **1.05 tCO₂e → 3.18 tCO₂e → 4.16 tCO₂e**

That is nearly a **300% increase from baseline**.

The document itself flags this as:

“currently under investigation due to a huge spike in energy consumption post solar panel installation”

Possible Causes of the Spike

A few realistic possibilities:

Incorrect Meter Configuration

Very common after solar installs.

Possible issues:

- Import/export meters configured incorrectly
- Solar generation not offsetting imported electricity
- CT clamps installed backwards
- Smart meter recording exported power as imported usage

EMISSIONS REDUCTION TARGETS

Active has submitted an updated near-term carbon reduction target to 2030 and a new net zero long-term target to 2045 to the Science Based Targets initiative for validation.

Near term target - 2027

Active commits to reduce absolute scope 1 & 2 (market approach) by 50% and scope 3 GHG emissions from Purchased goods and services, Fuel & Energy Related Activities, Upstream transportation and distribution, Waste Generated in Operations, Business travel, Employee commuting, Use of purchased products and End-of-life treatment of purchased products by 50% by 2030 from a 2023 base year.

Long term target - 2045

Active commits to reduce absolute scope 1 & 2 (market approach) by 90% and scope 3 GHG emissions from Purchased goods and services, Capital goods, Fuel & Energy Related Activities, Upstream transportation and distribution, Waste Generated in Operations, Business travel, Employee commuting, Use of purchased products and End-of-life treatment of purchased products and investments by 90% by 2045 from a 2020 base year.

MPG Targets & Fuel Efficiency Strategy

Objective

To improve fleet fuel efficiency by setting and tracking MPG (miles per gallon) targets, supporting our commitment to reducing greenhouse gas emissions and achieving Net Zero.

Baseline Assessment (1st January – 31st March 2025)

Vehicle Type Average MPG Fuel Type Annual Mileage Emissions (CO2e tonnes)

Registration	Model	Milage	Diesel (Gallons)	MPG
YP14 WCX	Ford Transit Connect	9323	291.24	32
YO68 KMA	Ford Transit Connect	2423	80.12	30.24
NA64 LFO	Ford Fiesta	1832	38.71	47.33

MPG Targets & Fuel Efficiency Strategy

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Baseline Assessment (1st April 2025 - 31st March 2026)

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Registration	Model	Milage	Diesel (Gallons)	MPG
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MPG Targets & Fuel Efficiency Strategy

2025–2027 MPG Improvement Targets

Vehicle Type 2025 Target 2026 Target 2027 Target Notes

Registration	Model	2025 mpg	2026 mpg	2027 mpg
YP14 WCX	Ford Transit Connect	32	34	36
YO68 KMA	Ford Transit Connect	32	34	36
NA64 LFO	Ford Fiesta	48	50	50

MPG Targets & Fuel Efficiency Strategy

Action Plan

Driver Training: Eco-driving workshops to improve fuel efficiency by up to 10%.

Vehicle Maintenance: Regular servicing to maintain optimal engine performance.

Fleet Replacement Strategy: Gradual transition to hybrid and electric vehicles by 2030.

Monitoring: Monthly MPG tracking via telematics and fuel cards.

Reporting: MPG performance will be reviewed quarterly and shared with stakeholders.

Expected Outcomes

Reduction in fuel usage and emissions year-on-year.

Improved operational cost efficiency.

Contribution to the overall Net Zero target by 2035.

Carbon Reduction Projects

Since our baseline year of 2023, we have been able to make certain improvements to our systems and procedures to reduce our emissions, we have also been able to identify further improvements that will be implemented during 2024 to further significantly reduce emissions.

During the course of 2023 all our fleet vehicles have been fitted with vehicle trackers to monitor business travel and we regularly review these figures to see if further efficiencies can be made, when practical we have implemented the use of Zoom and Teams for some client meetings to reduce unnecessary business travel.

We have significantly cut down on paper wastage by educating employees on recycling and if printing is required how to reduce the amount of paper used by printing double sided and not printing unnecessary pages.

We have changed all office lights to LED light fittings throughout the building, maximising natural light.

We have had 12 Solar panels fitted on the roof with the hope of increasing our green energy production and reducing our usage from the national grid.

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 standard and uses the appropriate Government emission conversion factors for greenhouse gas company reporting.

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) Standard.

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

Signed on behalf of Active Security Solutions North Yorkshire Ltd

A handwritten signature in black ink, appearing to read 'J. Chaperlin', is displayed on a light gray rectangular background.

James Chaperlin

Managing Director

Date: 01/02/2024