Carbon Reduction Plan 2025

Supplier name:	Information Security Systems Installations Ltd
Company Registration:	04174751
Publication Date:	1st January 2026
Reporting Period:	1st January to 31st December 2025
Baseline Period:	1st January to 31st December 2023
Baseline emissions:	56.20 tCO_2e.
Current emissions:	53.86 tCO_2e.
Net Change	-2.34 tCO_2e. (-4.16%)

Organisational and Geographical Boundary

This Carbon Reduction Plan covers all UK operations of Information Security Systems Installations Ltd (ISSI). Our services include structured cabling, fibre, network surveys, and project delivery across the UK. The Plan includes the carbon emissions arising from business activities that the company is responsible for and manages on a day-to-day basis. Emissions have been calculated using recognised UK Government carbon reporting guidance and the Greenhouse Gas Protocol.

Reporting Methodology and Scope 3 Limitations

The greenhouse gas inventory has been prepared using the Operational Control approach in accordance with the Greenhouse Gas Protocol. It includes all mandatory Scope 1 and Scope 2 emissions. It includes the required Scope 3 categories under PPN 006, together with additional Scope 3 categories where relevant.

Operational Information

Occupied premises: Lease of whole building comprising office accommodation, mezzanine office space and warehouse/storage facilities. Ground floor office accommodation totals 119 m^2.

UK Location:

Information Security Systems Installations Ltd, Low Farm, Stirtloe, PE19 5XW

Average Full-Time Equivalent (FTE) employees: 9

Progress Against Baseline

Since the baseline year of 2023, Information Security Systems Installations Ltd has reduced its total greenhouse gas emissions from **56.20 tCO_2e** to **53.86 tCO_2e**. While emissions may fluctuate from year to year due to operational activity, ISSI remains committed to achieving at least a 30% reduction in total greenhouse gas emissions against the 2023 baseline by 2030 and achieving Net Zero greenhouse gas emissions by 2050 at the latest.

Baseline vs Current Emissions Statement

Emissions	2023	2025
Scope 1	33.97	36.99
Scope 2	3.93	3.67
Scope 3 Category 3	9.21	9.28
Scope 3 Category 4	2.60	2.12
Scope 3 Category 5	0.03	0.03
Scope 3 Category 6	5.30	1.34
Scope 3 Category 7	1.16	0.43
Emission Total tCO_2e	**56.20 tCO_2e**	**53.86 tCO_2e**

SCOPE 1 DIRECT EMISSIONS

Scope 1 Emissions increased by **3.02 tCO_2e (+8.9%)** compared with the 2023 baseline, primarily due to increased reported vehicle fuel consumption.

Total vehicle fuel consumption increased from **13,532 litres** in 2023 to **14,908 litres** in 2025, of which **2,664 litres** was petrol. This included petrol consumption from three of the new hybrid vehicles added to the fleet later in 2025.

During the baseline year, a greater proportion of projects were located in areas where public transport was a practical option for employees and project personnel. In 2025, contracted works became more geographically dispersed across the UK, requiring increased vehicle use and travel to nationwide project locations that were less suitable for public transport.

EMISSIONS	2023	2025
SCOPE 1	33.97	36.99

Fuel consumption has been calculated using fuel card records and company expense to determine the total litres of fuel purchased for company vehicles during the reporting period. UK Government GHG Conversion Factors for diesel (average biofuel blend) and petrol (average biofuel blend) have been applied to calculate associated greenhouse gas emissions. Private fuel usage is not separately monitored or recorded and therefore cannot be excluded from the reported emissions. As a result, the reported Scope 1 emissions represent the total fuel consumed by the company vehicle fleet.

ISSI recognises the resulting increase in Scope 1 emissions and will continue to explore opportunities to reduce vehicle-related emissions through improved journey planning, increased use of lower-emission vehicles where practicable, and consideration of alternative travel arrangements for suitable projects.

Electricity consumption increased from **13,746** kWh in 2023 to **14,777** kWh in 2025. Despite this increase in electricity consumption, reported Scope 2 emissions decreased by **0.26 tCO_2e (8%).** This reduction reflects changes in the applicable UK Government electricity conversion factors between the reporting years.

EMISSIONS	2023	2025
UK Premise electricity	2.85	3.06
UK electricity for EV's	1.08	0.61
	3.93 tCO_2e	**3.67 tCO_2e**

During the baseline year, ISSI did not have a dedicated electricity meter at its leased premises. Electricity consumption data was therefore obtained from the landlord's records and used as the activity data for the baseline emissions calculation and for part of the 2025 reporting period.

A dedicated electricity meter was installed at the leased premises on 13 August 2025. This enables ISSI to directly monitor electricity consumption and provides more accurate and reliable activity data for future Scope 2 emissions reporting. The introduction of dedicated electricity metering represents an improvement in ISSI's emissions data collection and monitoring processes and will support more accurate Scope 2 reporting in future reporting periods.

Scope 3

Emissions decreased from **18.30 tCO_2e** in the 2023 baseline year to **13.20 tCO_2e** in 2025, a reduction of **5.11 tCO_2e (-27.9%).** The principal driver was the significant reduction in business travel, supported by increased use of remote meetings, together with a reduction in reported employee commuting emissions. These reductions more than offset the increase in upstream transportation emissions under Category 4. The company specifically identifies increased remote meetings as a 2025 carbon-reduction measure intended to reduce business travel requirements.

Emissions	2023	2025
Scope 3		
Category 3	**9.21**	**9.28**
Category 4	**2.60**	**2.12**
Category 5	**0.03**	**0.03**
Category 6	**5.30**	**1.34**
Category 7	**1.16**	**0.43**
Total emissions	**18.30 tCO_2e**	**13.20 tCO_2e**

Purchased Goods and Services

The company has assessed Scope 3 Category 1 using the 2025 UK Government GHG Conversion Factors. However, the available generic material emission factors do not adequately represent the manufactured components purchased by the company and could result in an unrepresentative estimate of emissions. The company is therefore seeking to use supplier-specific Environmental Product Declarations (EPDs) where available and is investigating consistent, industry-recognised methodologies for estimating emissions where supplier-specific data is unavailable. Category 1 emissions have therefore not been fully quantified in the current inventory, with improvements to data coverage and calculation methodology planned for future reporting periods

Capital Goods

In 2025, ISSI acquired three plug-in hybrid electric vehicles (PHEVs) and one battery electric vehicle (EV) for its company fleet. These are classified as capital goods under Scope 3 Category 2. Embodied emissions from their manufacture and acquisition were excluded from the 2025 inventory due to the lack of sufficiently robust, vehicle-specific data. The UK Government GHG Conversion Factors did not provide suitable factors, and supplier-specific carbon footprints or recognised LCA/EEIO data were unavailable. ISSI considers this a methodological limitation and will review the category in future reporting periods as appropriate data and methodologies become available..

Fuel- and energy-related activities

A small increase, reflecting higher underlying fuel and energy-related activity. Emissions were calculated using applicable UK Government conversion factors for upstream fuel and electricity-related activities. The assessment includes well-to-tank emissions associated with diesel and petrol consumption, upstream electricity transmission and distribution, and well-to-tank emissions associated with business travel by air and rail.

Activity	2023	2023 (tCO_2e)	2025	2025 (tCO_2e)
Purchased electricity upstream	13,746 kWh	0.05	14,908 kWh	0.06
Purchased electricity for EV'S Upstream	12,671 kWh	0.007	1,000 kWh	0.06
Upstream average bio fuel blend Diesel	13,532 Litres	8.27	12,244 Litres	7.48
Upstream average bio fuel blend - Petrol	-	-	2,664	1.55
Upstream travel - rail	39,200 Passenger.km	0.351	10,540 Passenger.km	0.09
Upstream travel - air	19,500 Passenger.km	0.439	1,499 Passenger.km	0.03

Upstream transportation and distribution

During 2025, a greater proportion of goods was delivered to the ISSI office rather than directly to project sites. These deliveries were generally smaller and more suited to van-based transportation. This change was driven primarily by more time-sensitive project requirements, procurement arrangements and delivery scheduling.

Total transportation activity decreased from approximately **4,630 tkm** in 2023 to **3,407 tkm** in 2025, a reduction of **1,223 tkm (26.4%).** However, the vehicle mix changed significantly, with van activity increasing from **1,870 tkm** to 3,195 tkm, while rigid-vehicle activity fell from **2,760 tkm** to **215 tkm.**

This change in vehicle mix increased van-related emissions from **1.18** to **2.01 tCO_2e**, but reduced rigid-vehicle emissions from **1.42** to **0.11 tCO_2e**. Overall, Category 4 emissions decreased from **2.60** to **2.12 tCO_2e**, a reduction of **0.48 tCO_2e** (18.5%). The 2025 results consequently reflect a change in delivery method and vehicle mix, while overall transportation activity and Category 4 emissions both remained below the 2023 baseline

Vehicle type	2023 Activity	2023 tCO_2e	2025 Activity	2025 tCO_2e
Vans ≤3.5 tonnes	1,870 tkm	1.18	3,195 tkm	2.01
Rigid vehicles 3.5–7.5 tonnes	2,760 tkm	1.42	215 tkm	0.11
Totals		2.60		2.12

Waste generated in operations

Scope 3 Category 5 emissions have been calculated using reported waste quantities from ISSI's operations, covering scrap metal, mixed recyclables, WEEE, non-hazardous industrial bulk waste and hygiene waste. Although reported waste quantities increased in 2025, emissions remained broadly unchanged at approximately 0.03 tCO_2e. This reflects changes in the composition of waste streams and the different emission factors applicable to each waste type and treatment route.

Waste Stream	2023 Quantity (t)	2023 (tCO_2e)	2025 Quantity (t)	2025 (tCO_2e)
Scrap Metal	0.84	0.018	1.03	0.0005
Mixed recyclables	0.367	0.008	0.625	0.003
WEEE	-	-	0.245	0.001
Non-hazardous industrial waste	-	-	5.01	0.023
Hygiene	0.001	0.001	0.00001	0.001
Total emissions	-	**0.03**	-	**0.03**

Business travel

Category 6 emissions fell by **3.97 tCO_2e** (approximately 74.8%). The main driver is the substantial reduction in flight activity, partly offset by increased UK hotel stays and the inclusion of Belgium and Germany hotel stays in 2025.

Business Travel	2023 Activity	2023 (tCO_2e)	2025 Activity	2025 (tCO_2e)
Flight, short-haul / economy	19,500	3.56	1499.9	0.19
Rail	39,200	1.39	10,540	0.37
Hotel stay – UK	34	0.35	66	0.69

Additional 2025 Hotel Activity

	2025 Activity	2025 (tCO_2e)
Hotel stay – Belgium	3	0.04
Hotel stay – Germany	4	0.05

Employee Commute Activity

The way employees travelled to and from the office changed between 2023 and 2025 due to changes in staffing, working arrangements and office attendance. In 2023, employee commuting included **5,640 km** by diesel car (**0.943 tCO_2e**) and **1,645 km** by petrol vehicle (**0.218 tCO_2e**).

By 2025, no diesel-car commuting was reported, while petrol vehicle commuting increased to **3,210** km (**0.425 tCO_2e**). Overall, commuting emissions fell from **1.161 tCO_2e** in 2023 to **0.425 tCO_2e** in 2025, a reduction of approximately **63%.** This reduction is mainly due to changes in commuting patterns following changes in staffing and working arrangements. Where company vehicles are used for private travel, including commuting, the related fuel use is included within Scope 1 emissions rather than employee commuting under Scope 3.

Employee Travel	2023 (km)	2023 (tCO_2e)	2025 (km)	2025 (tCO_2e)
Diesel	5,640	0.943	-	-
Petrol	1,645	0.218	3,210	0.425

Homeworking

No sufficiently robust employee-specific homeworking activity data was available for the reporting period to enable a reliable calculation.

Category 8 – indirect greenhouse gas emissions from upstream leased assets

Not applicable. ISSI does not operate any leased assets for which the associated emissions are not already included within Scope 1 or Scope 2.

Category 9 – Downstream Transportation and Distribution

No emissions have been reported under Scope 3 Category 9 – Downstream Transportation and Distribution. The Company's deliveries are undertaken using company-owned vehicles, with associated fuel combustion emissions reported under Scope 1. No material third-party downstream transportation or distribution activity has been identified for the reporting period.

Category 10 – Processing of Sold Products

Based on the nature of the Company's products and available information, no material downstream processing emissions have been identified. Consequently, no emissions have been reported under

Category 11 – Use of Sold Products

The Company's passive structured cabling systems do not consume energy during their intended use. As a result, there are no material direct use-phase emissions associated with the Company's sold products. Consequently, no emissions have been reported under Scope 3 Category 11.

Category 12 – End-of-Life Treatment of Sold Products

Scope 3 Category 12 relates to the disposal or recycling of installed cabling systems and associated materials at the end of their expected service life, estimated at approximately 20–25 years. The Company has recognised this as a potential downstream emissions source; however, sufficiently robust data regarding future disposal methods, recycling rates and treatment routes is not currently available to support a reliable quantitative assessment. The Company will review appropriate methodologies and data sources for

quantifying these emissions in future reporting periods.

Category 13 – Downstream Leased Assets

The Company does not lease installed assets to customers. Consequently, Scope 3 Category 13 is not applicable to the Company's current business activities and no emissions have been reported under this category.

Existing Carbon Reduction Initiatives

ISSI Ltd is committed to reducing the environmental impact of its operations through continual improvement and sustainable business practices. Existing measures include the segregation and recycling of operational waste, including copper cable, cardboard and plastic packaging, through appropriately licensed waste contractors. Energy consumption is managed through the use of LED lighting, PIR (passive infrared) controls, programmable heating systems and energy-efficient office equipment. ISSI also promotes remote meetings and digital documentation to reduce business travel and paper consumption. The company works with suppliers to identify opportunities to reduce environmental impacts and, where practicable, increases the use of recycled, recyclable and reusable materials within its operations and project delivery. Through these existing measures and planned further improvements, ISSI projects that its total greenhouse gas emissions will reduce to **38.48 tCO_2e** by 2030, representing an anticipated reduction of approximately **31.5%** against the 2023 baseline.

Where applicable replaced remaining lighting with high-efficiency LED fittings.

Heating and cooling systems are regularly maintained to maximise efficiency.

Staff are encouraged to switch off equipment when not in use

Installed a dedicated electricity meter to replace landlord-provided estimated electricity consumption data, enabling more accurate monitoring and reporting of Scope 2 emissions.

Installed a smart meter to provide real-time energy monitoring and identify opportunities to reduce electricity consumption.

Increased the use of remote meetings, reducing business travel requirements

Continue to provide drivers with eco-driving guidance to improve fuel efficiency

Introduced three hybrid and one battery electric vehicle into the company fleet, including the replacement of two diesel vans. The replacement of the two diesel vans is estimated to have avoided 0.90 tCO_2e of emissions during the 2025 reporting period, based on estimated mileage and the 2025 UK Government GHG Conversion Factors. The remaining hybrid and EV were additional vehicles and therefore have not been included in the quantified saving. The introduction of the EV represents a further step towards fleet electrification, with the company continuing to monitor mileage, fuel and electricity consumption to quantify future emissions reductions

Delivered environmental awareness training to all employees.

Improved collection of emissions data to increase reporting accuracy.

Carbon Reduction Targets

Total emissions increased in 2024 before decreasing in 2025. Against the confirmed 2023 baseline of 56.20 tCO_2e, total reported emissions in 2025 were **53.86 tCO_2e**, representing a reduction of **2.34 tCO_2e (4.16%)**.

The 2024 increase was driven primarily by higher Scope 1 fuel consumption, with diesel use increasing from **13,532 litres** to **15,799 litres**, resulting in Scope 1 emissions rising from **33.97** to **39.70 tCO_2e**.

In 2025, Scope 1 emissions reduced to **36.99 tCO_2e** as diesel consumption fell to **12,244 litres**, although **2,664 litres** of petrol/PHEV fuel were also recorded.

The company recognises that emissions may fluctuate annually due to changes in workload, customer requirements, fleet utilisation, freight activity and weather-related energy demand. Progress will therefore be reviewed annually, with particular attention given to Scope 1 fuel consumption and upstream transportation, which represent the principal areas of year-on-year volatility.

The 2025 reduction was supported by significant reductions in business travel and employee commuting, with Category 6 emissions falling from **5.30 tCO_2e** in 2023 to **1.34 tCO_2e** in 2025, and Category 7 emissions falling from **1.16** to **0.43 tCO_2e**. Upstream transportation decreased in 2025, from **2.60** to **2.12 tCO_2e**, primarily due to increased van freight activity.

During 2025, Information Security Systems Installations Ltd continued to implement the carbon reduction measures identified in the 2023 Carbon Reduction Plan. The company strengthened its commitment to reducing environmental impact through a range of practical operational improvements, fleet transition measures, reduced business travel and enhanced monitoring of carbon performance.

Year	Actual tCO_2e	Milestones
2023	56.20	Baseline established
2024	58.59	Energy efficiency continually measured
2025	53.86	Introduction of hybrid or electric vehicle into the company fleet; reduced business travel through increased remote meetings
2026	To be reported	Continue use of dedicated electricity meter and smart energy monitoring system to establish accurate consumption baselines and identify further reduction opportunities.
2027	To be reported	Increase supplier engagement on carbon reduction and assess on-site renewable energy opportunities
2028	To be reported	Continue phased replacement of fleet vehicles with low-emission alternatives and expand EV charging infrastructure
2029	To be reported	Continue fleet upgrade to reduce operational emissions
2030	To be reported	Achieve a 30% reduction against the 2023 baseline

Carbon Reduction Future Initiatives

Future initiatives and improvement measures are set out below and will be implemented over time as part of the company's commitment to continual carbon reduction. Progress against these measures will be reviewed annually, with priorities updated to reflect business needs, technological developments and opportunities to achieve further emissions reductions.

Priority	Action	Indicative timing
1.	Replace company vehicles with electric or ultra-low emission vehicles as they reach the end of their operational life.	2026-2030 annual review
2.	Install additional EV charging infrastructure at company premises to support fleet electrification.	2026-2030 annual review
3.	Maintain smart energy monitoring and improve electricity data quality	2026 onwards
4.	Review opportunities to install on-site renewable energy generation, such as solar photovoltaic (PV) panels, where practical	2027 onwards
5.	Increase supplier carbon engagement; consider environmental performance in procurement.	Annual review
6.	Increase local sourcing where practical and reduce transport distances.	On going
7.	Increase reuse of surplus project materials.	On going
8.	Review packaging to minimise single-use plastics and unnecessary packaging.	On going
9.	Continue remote meetings and home working where practical.	On going
10.	Provide environmental awareness and eco-driving training.	Annual
11.	Maintain and continually improve the environmental management system.	Annual
12.	Review IT infrastructure and, where feasible, implement cloud solutions; current server scheduled for end of life 28 April 2027.	2026-2027 review
13.	Improve Scope 3 data coverage, including supplier-specific EPDs and robust methodologies for currently unquantified categories.	Annual

Carbon Reduction Plan 2025 Declaration and Sign Off

This Carbon Reduction Plan has been completed in accordance with PPN 006 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 use 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 approved by the Board of Directors and signed off by Luke Webb, Company Director, on 31 December 2025.

Signed on behalf of the Information Security Systems Installations Ltd:

……

Title: Company Director – Luke Webb

Date Signed: 31/12/2025