VIGILANT SECURITY SERVICES UK LTD / UK REPORTING BOUNDARY

Carbon Reduction Plan

Reporting period: 1 September 2025 - 31 August 2026 | Rev 1.8 |

DOCUMENT CONTROL	DETAIL
Supplier	Vigilant Security Services UK Ltd
Plan reference	VSS-CERP-001 / Revision 1.8
Owner and creator	Amanda Bragg, Managing Director
Organisational boundary	United Kingdom operations; Republic of Ireland reported separately
Reporting status	Director Approved
Website publication date	4 September 2025
Published website link	www.vigilantsecruity services.co.uk

01 Commitment to achieving Net Zero

Vigilant Security Services UK Ltd is committed to achieving Net Zero greenhouse gas emissions across its UK operations by 2050. We aim to minimise environmental impacts through efficient vehicle operations, responsible procurement, reduced business travel and energy-conscious working practices, without compromising the safety and quality of the security services we deliver.

Our environmental programme is supported by an ISO 14001 environmental management framework, and operational systems that enable electronic reporting, scheduling and patrol management. Carbon performance is reviewed alongside our operational delivery requirements.

02 Reporting approach

The first reporting period is 1 September 2025 to 31 August 2026. It is both the baseline, as this is the first organisational carbon inventory. The UK boundary covers company-controlled activities in England, Scotland and Wales; All Scope 1 and 2 sources and the five PPN 006 Scope 3 categories are assessed below.

2025/26 BASELINE AND CURRENT EMISSIONS: 92.81 tCO2e | Management-confirmed UK footprint across the stated sources; separately disclosed landlord-heating sensitivity is not included.

REPORTING BASIS: The 2025/26 emissions figures and underlying calculation assumptions have been confirmed by Vigilant management. This is the company's first reporting year and baseline.

Baseline and current emissions footprint

Baseline and current reporting year: 2025/26

Vigilant management has confirmed the reported 2025/26 emissions estimates in tonnes of carbon dioxide equivalent (tCO2e). As the first reporting year, 2025/26 is both the baseline and current year. Methods and key assumptions are set out in the calculation schedule and will be consistently reviewed each year.

EMISSIONS SOURCE	2025/26 BASELINE + CURRENT (tCO2e)	EVIDENCE / POSITION
Scope 1 | Controlled fleet and fuels	**14.56 tCO2e**	Management-confirmed estimate: 5 diesel and 3 petrol vehicles. No additional company-controlled fuel or refrigerant leakage sources reported for 2025/26.
Scope 2 | Purchased energy	**1.53 tCO2e**	Estimated electricity: 180 m2 single-floor office x 65 kWh/m2 = 11,700 kWh. Landlord manages electricity and gas heating; the 2.46 tCO2e
Scope 3 | Cat. 4: Upstream transport	**0.09 tCO2e**	Estimated supplier deliveries: 12 small deliveries per year x 30 attributed vehicle-km x 0.25 kgCO2e/km proxy.
Scope 3 | Cat. 5: Operational waste	**0.09 tCO2e**	Estimated office waste: 0.20 tonnes per year x 0.45 tCO2e/tonne mixed-waste proxy; collected under landlord arrangements.
Scope 3 | Cat. 6: Business travel	**0.51 tCO2e**	Confirmed modelling inputs: 3 London-Dublin returns (0.36 t), 3,000 rail passenger-km (0.09 t), 200 taxi miles (0.05 t).
Scope 3 | Cat. 7: Employee commuting	**76.03 tCO2e**	190 UK staff x 200 days x 14-mile estimated daily return; adopted modal split 35% rail, 45% bus, 20% solo car.
Scope 3 | Cat. 9: Downstream transport	**0.00 tCO2e**	0.00 tCO2e: Vigilant supplies security services and confirmed no downstream physical goods transport applicable to this category.
TOTAL REPORTED	**92.81 tCO2e**	Sum of the seven reported rows. These are management-confirmed results.

03 Estimated vehicle activity

FLEET	VEHICLES	ANNUAL FUEL	DIRECT EMISSIONS
Car & Van / diesel	5	3,380 litres	8.73 tCO_2e
Car & Van / petrol	3	2,808 litres	5.83 tCO_2e
Total modelled fleet	**8**	**6,188 litres**	**14.56 tCO_2e**

FLEET CALCULATION BASIS / 2025-26 ESTIMATE

Management-confirmed fuel activity eight vehicles travelling 100 miles per week for 52 weeks; assumed consumption of 13 L/100 miles (diesel) and 18 L/100 miles (petrol). Direct combustion factors used: diesel 2.58354 kgCO2e/L and petrol 2.07500 kgCO2e/L (2026 UK Government conversion factors). The resulting 14.56 tCO2e is a fleet footprint, using fuel card usage

Carbon reduction programme

Existing measures and forward priorities

04 Measures already in operation

- **Travel consolidation.** Management visits and operational travel are combined where possible; public transport is encouraged when practical for the assignment.
- **Digital operations.** Guardhouse supports electronic scheduling, patrol records, incident reporting and client reporting, helping reduce paper-intensive processes.
- **Office efficiency.** Energy-saving light bulbs have been installed in the office; electricity is managed by the landlord.
- **Practical purchasing.** Durable, reusable and lower-energy materials are preferred where operationally suitable.

Contract delivery application. The measures above are intended for deployment across relevant guarding, concierge, control room and response contracts, subject to client needs and safe operating requirements. Changes to patrol routes or officer deployment must not compromise contracted response times, safeguarding or welfare checks.

- **Local deployment.** Officer assignment and shift planning consider travel requirements alongside coverage, welfare and client needs.

Baseline-year performance: 2025/26 is the first year of reported emissions. There is no earlier comparable reporting baseline, so a historical emissions reduction is not claimed (0.00 tCO2e established savings). Changes implemented before the baseline are described as existing measures, not retrospectively quantified savings.

05 Priority actions and responsibility

PERIOD	ACTION	RESPONSIBILITY
2026/27	Confirm fleet fuel purchases and mileage; compare against modelled activity.	Operations / Finance
2026/27	Request landlord electricity data and document allocation method.	Finance / Compliance
2026/27	Assess staff commuting, business travel, waste and transport categories.	Compliance / HR
Annual	Review efficiency performance, suitability of lower-emission vehicles and purchasing practices.	Managing Director / Operations

06 Targets

Emissions reduction commitment: from the 2025/26 management-confirmed estimated baseline of 92.81 tCO2e, our 2030/31 target is 83.53 tCO2e (10% or 9.28 tCO2e lower, subject to normalising for changes in activity). The 2026/27 fleet efficiency target is 5%, equal to a projected 0.73 tCO2e saving at comparable activity, reducing estimated fleet emissions to 13.83 tCO2e. Future targets are not reported as achieved savings.

LONG-TERM DIRECTION Net Zero by 2050 at the latest, supported by annual review, better-quality activity data, lower-emission procurement where practical and continuous efficiency improvements.

Governance and declaration

Accountability, controls and publication readiness

07 Environmental management and monitoring

The Managing Director is the document owner. Operations and Finance are responsible for reconciling vehicle fuel, mileage and travel activity. Compliance will review the emissions calculation basis and evidence gaps, and coordinate an annual update under the company's environmental management arrangements.

CONTROL	APPROACH
Calculation method	UK operational-control boundary; 2026 DESNZ emission factors plus separately disclosed modelling assumptions and proxy factors.
Emissions coverage	All Scope 1 and 2 and the five required PPN 006 Scope 3 categories.
Data quality	Management has confirmed the reported estimates and numeric assumptions; some activity volumes are modelled rather than directly measured.
Review frequency	Annual review and update within six months of relevant financial-year end; earlier for material changes.
Environmental records	Internal calculation worksheets, management assumptions, invoices or bills where available; no separate proof documents attached to the CRP.

08 Authorisation record

ROLE	NAME / POSITION	STATUS
Document creator / owner	Amanda Bragg | Managing Director	Owner and input figures confirmed;
Board approval	Iftikhar Ahmad | Chief Executive Officer	Formal board approved

Managing Director signature: *Amanda Bragg* Date: 4 September 2025

Chief Executive Officer signature:  Date: 4 September 2025

09 Declaration and public

DECLARATION FOR SIGN-OFF: This Carbon Reduction Plan has been prepared against the PPN 006 Carbon Reduction Plan reporting structure, applying the GHG Protocol accounting approach and disclosed UK Government conversion factors and estimation methodologies. The emissions figures and working assumptions have been confirmed by company management.

10 FULL INPUTS & WORKED CALCULATIONS

All numerical inputs and factors used for this 2025/26 estimated baseline are shown below and have been confirmed by Vigilant management for this reporting document. Some volumes (such as office floor area, annual commuting days, journey distances and annual travel) are management-adopted modelling assumptions rather than readings or transaction totals. Emission results use unrounded workings and are displayed to two decimal places.

CATEGORY	ACTIVITY / FACTOR ASSUMPTION	tCO2e
1 | Fleet diesel	5 cars x 100 mi/week x 52 weeks x 13 L/100 miles = 3,380 L; 2.58354 kg/L	8.73
1 | Fleet petrol	3 cars x 100 mi/week x 52 weeks x 18 L/100 miles = 2,808 L; 2.07500 kg/L	5.83
1 | Other direct fuels	No additional controlled fuel or reported refrigerant leak/top-up sources in the 2025/26 boundary	0.00
2 | Electricity	180 m2 x 65 kWh/m2 = 11,700 kWh allocated electricity; 0.13096 kg/kWh	1.53
3.4 | Deliveries	12 small deliveries/year x 30 vehicle-km each x 0.25 kg/km estimated delivery proxy	0.09
3.5 | Waste	0.20 tonnes annual waste x 0.45 tCO2e/tonne estimated mixed-waste proxy	0.09
3.6 | Dublin flights	1 traveller x 3 London-Dublin returns x 2 x 470 air km x 0.12786 kg/pkm (short haul incl. RF)	0.36
3.6 | Other travel	3,000 rail pkm x 0.03092 kg/pkm = 0.09 t; 200 taxi miles x 0.26699 kg/mile = 0.05 t	0.15
3.7 | National rail	856,171 total staff pkm x 35% mode share x 0.03092 kg/pkm	9.27
3.7 | Local bus	856,171 total staff pkm x 45% mode share x 0.10151 kg/pkm	39.11
3.7 | Solo car	856,171 total staff pkm x 20% mode share x 0.16152 kg/km	27.66
3.9 | Downstream goods	0 goods dispatched for sale; security services only (not applicable)	0.00

COMMUTING MODEL

190 UK employees x 200 commuting days x 14 miles estimated return travel x 1.609344 km/mile = 856,171 annual employee passenger-km. Adopted commuting mode split: 35% rail, 45% local bus and 20% solo car (80% public transport). One occupant per car is assumed. These are management-confirmed modelling inputs, not a person-by-person travel survey.

LANDLORD GAS HEATING - CONDITIONAL SENSITIVITY

Landlord-controlled gas heating has been separately assessed at 180 m2 x 75 kWh/m2/year = 13,500 kWh assumed gas use, or 2.46 tCO2e at 0.18231 kgCO2e/kWh.

ACCOUNTING AND COMPLIANCE NOTES

Reporting method: 2026 DESNZ factors have been consistently applied to the 1 September 2025-31 August 2026 first reporting period. Annual flights are three London-Dublin return journeys for one traveller; UK-origin business journeys are included in UK company travel. The Republic of Ireland operating footprint is outside the present UK reporting boundary. Vehicle fuel, business travel and employee commuting are separately assigned to avoid double counting. A zero entry is based on management assessment of non-applicability or no reported activity, not assumed to prove an absence of all emissions.

11 REVIEW TIMETABLE & REDUCTION TARGETS

YEAR	MANAGEMENT-CONFIRMED TARGET	METHODOLOGY
2025/26	92.81 tCO2e	First UK reporting baseline and current year; management-confirmed estimate
2026/27	90.96 tCO2e	2% planned reduction from baseline, subject to service requirements
2028/29	87.24 tCO2e	6% planned reduction from baseline
2030/31	83.53 tCO2e	10% planned reduction from baseline
2050	Net Zero target	Commitment; delivery pathway to be developed and approved