Carbon Reduction Plan For D-Flo

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d-flo

positive planet

Our Commitment

D-Flo is committed to achieving Net Zero emissions by 2032.

What does Net Zero mean in practice?

To achieve Net Zero, we will be aiming to reduce emissions in line with the latest science-based targets (SBTs). SBTs are greenhouse gas reduction goals set by organisations, they are defined as "science-based" when they align with the scale of reductions required to limit global temperature increases to 1.5°C compared to pre-industrial temperatures. To achieve Net Zero under this scenario, we will need to reduce our absolute emissions by 90% from our baseline year.

SBTi recommends that organisations commit to near-term targets (that cover a minimum of 5 years/maximum of 10 years from the baseline year), as well as long-term targets.

Our near-term targets:

- Reduce scope 1 emissions by 42% by 2030. (achieved target- zero emissions for scope 1 by 2025)
- Reduce location-based* scope 2 emissions by 42% by 2030 (achieved target- zero emissions by 2025)
- Maintain zero market-based scope 2 emissions to 2030.
- Reduce scope 3 emissions by 42% by 2030.

Our long-term targets:

- Reduce our total location-based emissions by 90% by 2032.
- Neutralise any residual emissions using verified carbon offsets.

Emissions covered by our targets:

- Scope 1 emissions: direct greenhouse gas emissions that occur from sources owned or controlled by a company, such as emissions from the combustion of fuels in on-site boilers, furnaces, or vehicles.
- Scope 2 emissions: indirect greenhouse gas emissions that result from the generation of purchased electricity, steam or other forms of energy consumed by a company.
- Scope 3 emissions: all other indirect greenhouse gas emissions that occur in an organisation's value chain, including emissions from upstream and downstream activities.

*Purchased electricity can be measured in two ways. A location-based method reflects the average emissions intensity of grids on which energy consumption occurs (using mostly grid-average emission factor data). A market-based method reflects emissions from the electricity that companies have purposefully chosen (or their lack of choice). A market-based method therefore takes into account the purchase of electricity via a verified renewable energy tariff.

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Our Carbon Footprint

Baseline Emissions Footprint

Baseline emissions are a record of the greenhouse gases that have been produced in the past and were produced before the introduction of any strategies to reduce emissions. Baseline emissions are the reference point against which emissions reduction can be measured. We have chosen to set our baseline year as 1st January 2022 – 31st December 2022.

Baseline Year: 2022
We have measured all scope 1, scope 2 and scope 3 emissions using the operational control approach. The baseline measurement will be updated in line with updates to emissions accounting methodologies, relevant emission factors or other influencing factors to ensure future measurements are comparable. The base year measurement will be restated if a revision to emission factors used occurs, major methodological updates are published, improved data becomes available or organisational change causes a significant change in base emissions (+/- 5%).

Emissions	Total (tonnes CO_2e)
Scope 1	1.2
Scope 2	Market-based: 0 Location-based: 1.2
Scope 3	157.6
Total Emissions	**Market-based: 158.8** **Location-based: 160.0**

Carbon Intensity Metrics

Baseline Year: 2022	**Carbon Intensity**
Tonnes of CO_2e per FTE	10.6
Tonnes of CO_2e per million £ of Revenue	128

Carbon intensity metrics have been calculated using total market-based emissions.

Current Emissions Reporting

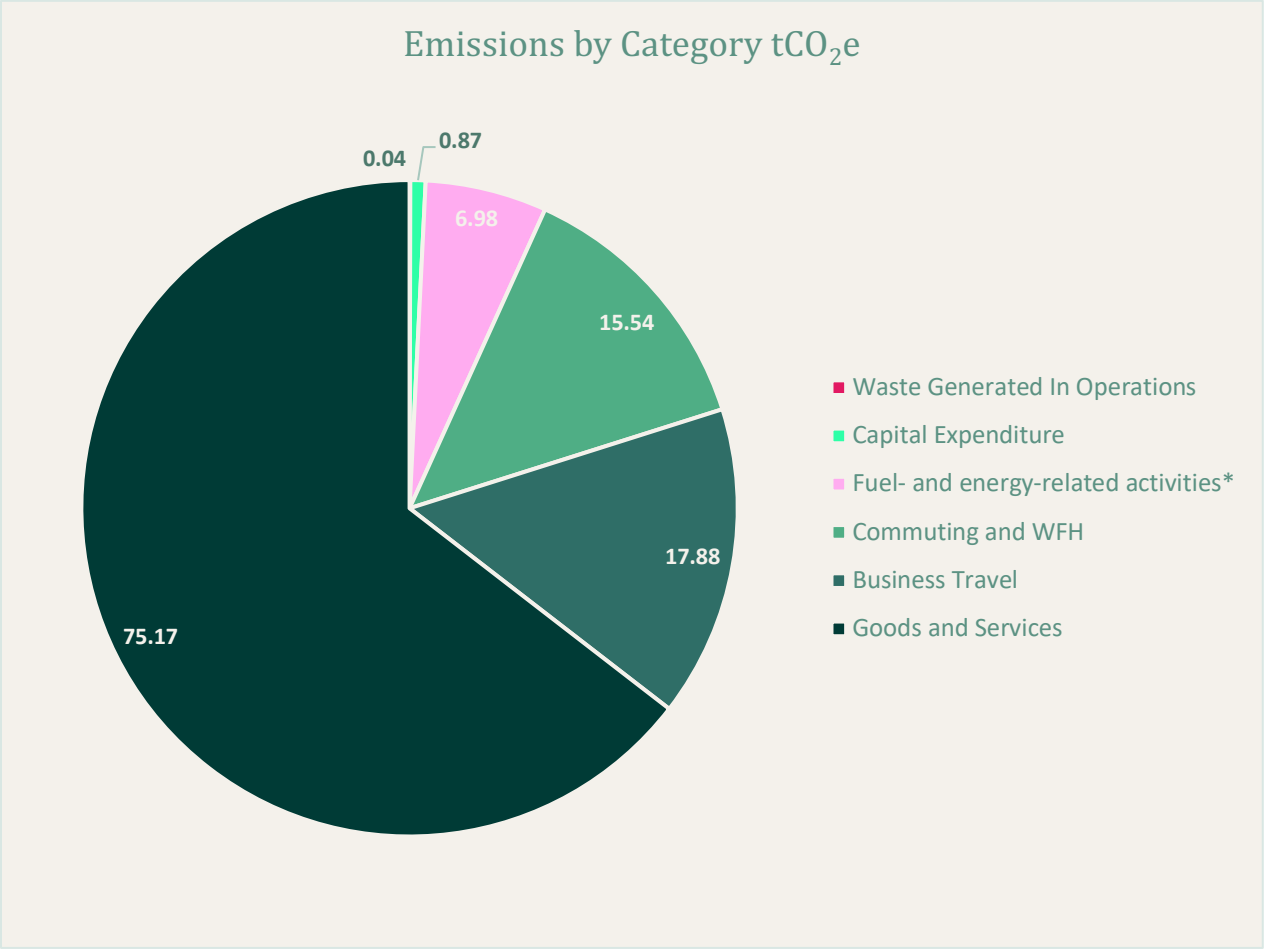
Current Year: 2024	
We have measured all scope 1, scope 2 and scope 3 upstream and downstream emissions using the operational control approach.	
Emissions	Total (tonnes CO_2e)
Scope 1	0.0
Scope 2	Market-based: 0 .0 Location-based: 0.0
Scope 3	116.5
Total Emissions	**Market-based: 116.5** **Location-based: 116.5**

Carbon Intensity Metrics

Current year: 2024	**Carbon Intensity**
Tonnes of CO_2e per FTE	7.8
Tonnes of CO_2e per £million of Revenue	60.7

Carbon intensity metrics have been calculated using total market-based emissions.

Carbon Emissions Breakdown



Currently, of the measured categories, Goods and Services accounts for the largest share of emissions, with a total of 75.17 tCO_2e. This category includes emissions from a variety of physical goods and services required to run our businesses, such as office space management, insurance and employee training. The second largest emissions source is Business Travel, which includes emissions from vehicles, trains, taxis and planes, which contributes 17.88. tCO_2e. The third largest category is Employee commuting which includes homeworking emissions as well as emissions associated with employees' travel from their homes to the office, which contributes 15.54 tCO_2e.

**Fuel- and Energy-Related Activities emissions are those that occur upstream of energy use. In the other energy use categories e.g. sheltered scheme utilities, business travel etc, we are accounting for the generation of electricity used or the combustion of fuels used. But these calculations do not consider the other emissions that occur e.g. the generation emissions of electricity lost in the transmission and distribution system or the well-to-tank (extraction, processing and transportation) emissions of fuels. To ensure we are measuring our full impacts, we have included these emissions for all scope 1, scope 2 (mandatory) and upstream scope 3 (optional) energy use activities.*

Comparison with Baseline Year

GHG Category	Emissions 2022 (tCO_2e)	Emissions 2024 (tCO_2e)	Change (tCO_2e)	Change (%)
Scope 1				
Stationary combustion	2.4	0.0	-2.4	-100%
Mobile Combustion	0.0	0.0	0.0	0%
Scope 2				
Electricity (Location-based)	1.2	0.0	-1.2	-100%
Electricity (Market-based)	0.0	0.0	0.0	0%
Scope 3 (Upstream)				
Goods & Services	221.8	75.17	-146.63	-66.1%
Capital Expenditure	1.4	0.87	-0.53	-37.9%
Fuel- and energy-related activities	14.7	6.98	-7.72	-52.5%
Upstream Transportation and Distribution	0.0	0.0	0.0	0%
Waste Generated in Operations	0.5	0.04	-0.46	-92.0%
Business Travel	34.8	17.88	-16.92	-48.6%
Commuting	40.4	15.54	-24.86	-61.5%
Total	317.2	116.48	-200,72	-63.3%

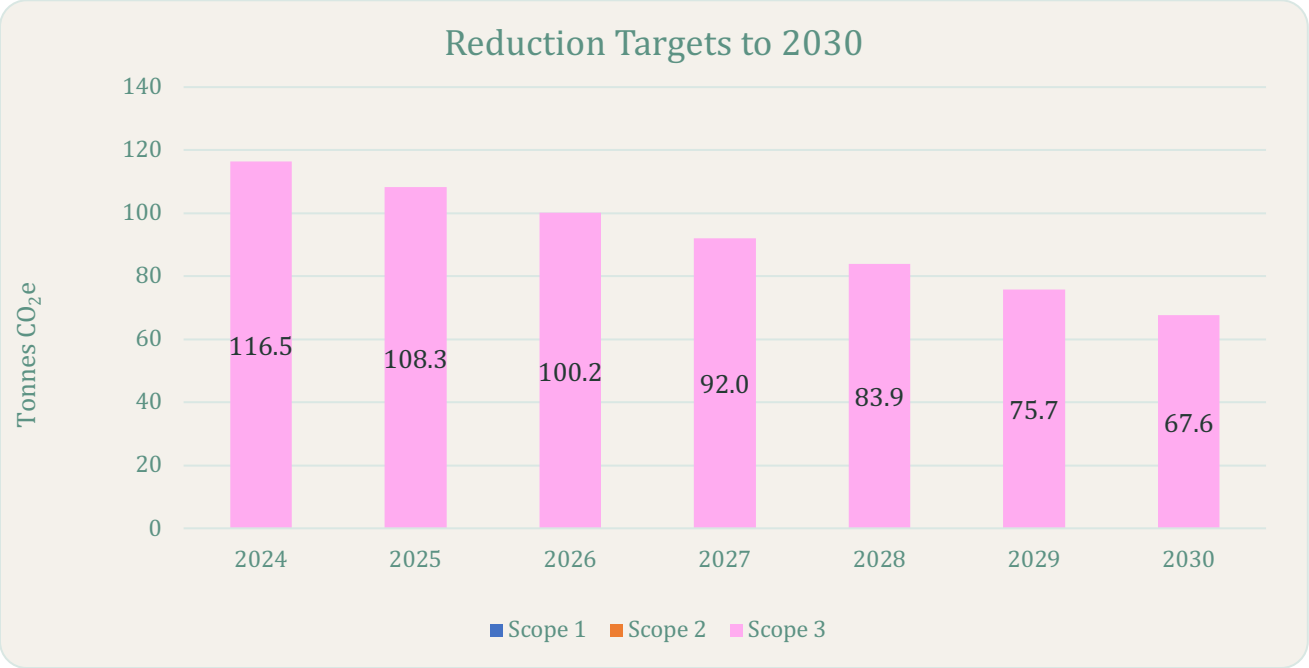
Carbon Reduction

Our targets

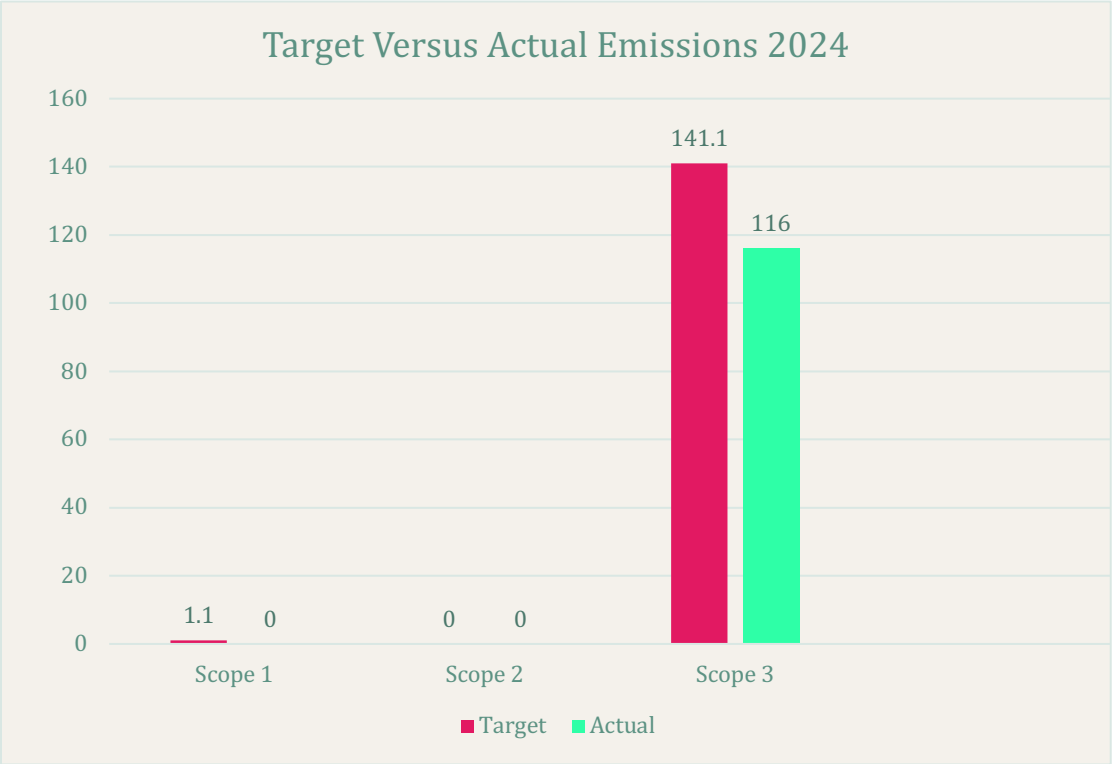
We are committed to achieving Net Zero by 2032. We have also set some near-term targets, against which we will track our progress to 2030

1. Reduce scope 1 emissions by 42% by 2030. (Achieved zero emissions in scope 1 by 2025)
2. Reduce our location-based scope 2 emissions by 42% by 2030. (Achieved zero emissions in scope 2)
3. Reduce our market-based scope 2 emissions by 100% by 2030. Achieved zero emissions by scope 2)
4. Reduce Scope 3 emissions by 42% by 2030.
5.

The graph below shows our scope 3 reduction targets to 2030 based on baseline emissions. To achieve a linear reduction, we will be aiming to reduce these emissions by 7% each year. This would require a scope 3 reduction of 8.15 tCO_2e each year. We have already achieved our scope 1 and scope 2 targets for 2030.



Progress



As we have already achieved our scope 1 and location-based scope 2 emissions targets with zero emissions we are on track to meet our target to 2030. Our scope 3 emissions decreased significantly, and we are also on track to meet these by 2030.

Completed Carbon Reduction Initiatives

The following emissions management measures and projects have been completed or implemented.

Activity	Completion Date	Scope
Commit to measuring the carbon impacts of business activities year or year and produce a carbon reduction action plan using the results.	**2023**	**1, 2 & 3**
Move to an office space where electricity is purchased through a 100% renewable energy tariff.	**2024**	**2**
Have carried out Carbon Literacy Training with a member of the leadership team from D-FLO in 2025.	**2025**	**1,2,3**
Established a Green Team to lead sustainability initiatives across the office. Launched a friendly competition among employees to reduce their carbon footprint, encouraging eco-friendly habits and greater environmental awareness.	**2025**	**1,2,3**
Implemented a Sustainable Travel and Procurement Policy aligned with the company's broader sustainability goals and net zero targets.	**2025**	**1,2,3**
Flying Business class air travel has been reduced and D-flo have prioritised taking lower flight classes, in alignment with the updated travel policy aimed at lowering emissions and promoting more sustainable travel alternative.	**2025**	**1,2,3**

Future Carbon Reduction Plans

We are committing to action the following emissions management measures and projects in line with our Net Zero targets.

Activity No.	Activity	Target Date	Category
1	Perform further analysis of supplier with high associated emissions as part of the following measurement with the aim of increasing the coverage of supplier-specific data. This will increase the accuracy of the measurement and allow for us to account for the reductions made by our suppliers. During this exercise, supplier carbon reduction targets can also be collected for use in reduction forecasting and decision-making. Next year, send out a supplier survey to the top 10 suppliers to obtain their emissions data. Either work with Positive Planet and use their supplier survey or ask	2026	Purchased Goods and Services
2	When considering new suppliers (of both goods and services), ensure the sustainability credentials of the supplier are considered alongside price. D-Flo should aim to work with organisations that have also set a Net Zero target of 2050 (or sooner). Suppliers who are not reducing emissions or aiming to reduce emissions will prevent D-Flo from reaching our own targets.	2026	Purchased Goods and Services
3	Only fly when absolutely necessary for business and prioritise lower flight classes. The emissions associated with a business class passenger on a long-haul flight are 3 times that of an economy seat passenger.	Ongoing	Business Travel
5	Review company policies (e.g. Procurement, Travel) with carbon reduction goals to ensure compliance across the organisation.	2026	All scopes and categories
6	Explore schemes and incentives relating to sustainable travel and commuting that will encourage staff to switch to low-emissions modes of transport such as salary sacrifice schemes, public transport subsidies, free	2026	Business Travel, Commuting

	onsite vehicle charging or rewards for emissions reductions.		
7	The green team commit to raise awareness of sustainability in the workplace. The team could work with employees to reduce environmental impact and support green initiatives. This could include promoting sustainable travel options such as cycling, public transport, carpooling, and reducing business travel through virtual meetings. Share with	2026	Business Travel Commuting and Home working
8	The Carbon Literacy trained team member will also deliver bespoke guidance for the rest of the employees within D-FLO. On average, certified learners reduce emissions by 15% and the adoption of Carbon Literacy across the organisation would also allow D-FLO to get accredited as a Carbon Literate Organisation.	2026	All scopes

Declaration and Sign-off

Emissions have been reported and recorded by the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard[1] and uses the appropriate Government emission conversion factors for greenhouse gas company reporting[2].

This Carbon Management Plan has been reviewed and approved by the D-Flo Executive Team.

Signed on behalf of D-Flo:

Signed by:
Colin Brimson
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Name: Colin Brimson

Position: CEO

Date: 01 September 2025

1. https://ghgprotocol.org/corporate-standard
2. https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting