



Carbon Reduction Plan

Supplier name: TSA Riley Limited (UK)

Publication date: January 2026

Reporting Period: 1st July 2024 to 30th June 2025

Commitment to achieving Net Zero

TSA Riley Limited is committed to achieving Net Zero emissions by 2040, exceeding the UK Government requirements by 10 years.

The organisation continues to align with: the UN Global Compact, GHG Protocol and the UK PPN 06/21.



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Document Control

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Prepared for issue:	Rosanna Knight	Date: 29/01/2026
Approved for issue:	Emma Sellick	Date: 31/01/2026

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: 2022/23

Additional Details relating to the Baseline Emissions calculations.

- Scope 1:** Electricity and gas consumption.
- Scope 2:** Purchased electricity.
- Scope 3:** Transmission and distribution losses, waste, business travel, and home working.

In 2022/23, the emissions data was re-baselined to better reflect the organisation’s operations, as business travel had returned to pre-COVID levels.

The baseline excludes the following Scope 3 emissions: accommodation, employee commuting, wastewater, and upstream emissions from purchased fuels and electricity. The baseline reflects a narrower Scope 3 boundary compared to FY2024/25, where additional upstream categories have since been included to improve the completeness and accuracy of reported emissions.

Emissions		Total tCO _{2e}
Scope 1		12.4
Scope 2	Location based	23.7
	Market based	43.0
Scope 3		254.0
Includes:	Business travel (air, road, rail, car)	
Excludes:	Accommodation, employee commuting, wastewater, upstream emissions if purchased fuels and electricity	
Not applicable: Downstream transportation & distribution, use of sold products, third party transport		
Total Emissions (location based)		290.0
Total Emissions (market based)		309.4

Reporting Year: 2023/24

Achieved a 10.62% reduction overall in GHG emissions from the baseline year.

Emissions		Total tCO ₂ e
Scope 1		7.4
Scope 2	Location based	36.9
	Market based	62.9
Scope 3		
Includes:	Business travel (air, road, rail, car)	214.9
Excludes:	Accommodation, employee commuting, wastewater, upstream emissions if purchased fuels and electricity	
Not applicable:	Downstream transportation & distribution, use of sold products, third party transport	
Total Emissions (location based)		259.2
Total Emissions (market based)		285.2

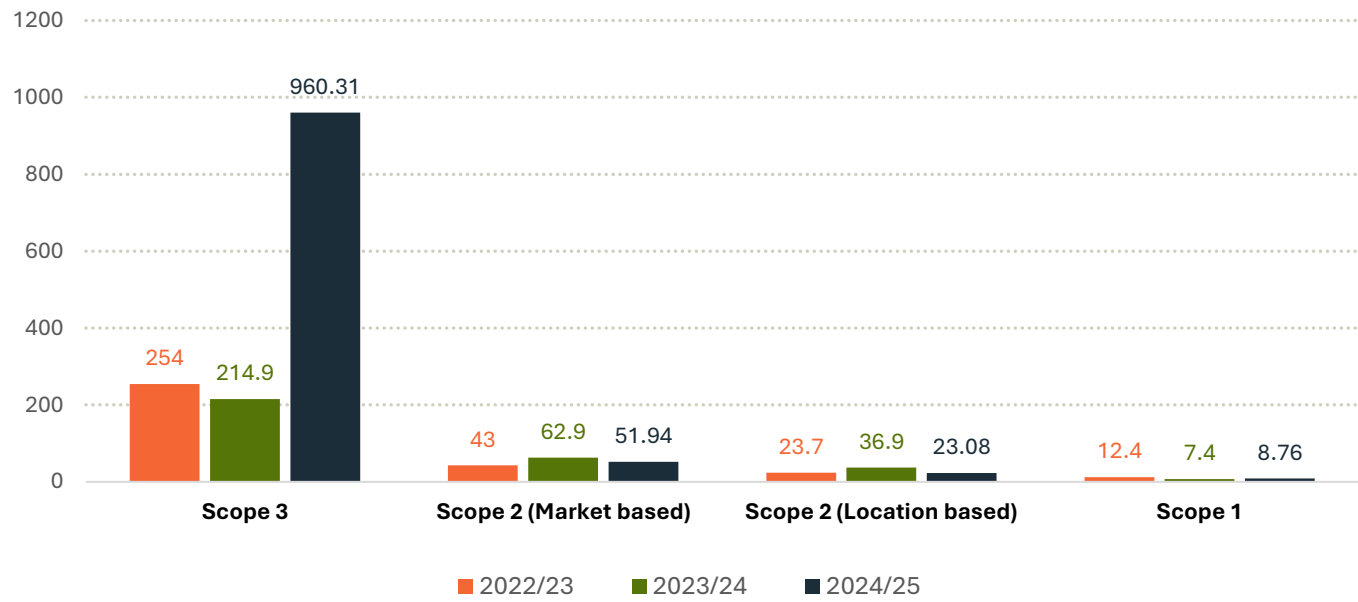
Current Emission Reporting

Reporting Year: 2024/25

Expanded Scope 3 data collection to include all relevant categories.

Emissions		Total tCO ₂ e
Scope 1		8.76
Scope 2	Location based	23.08
	Market based	51.94
Scope 3		
Includes:	All relevant upstream categories	960.31
Not applicable:	Downstream transportation & distribution, Processing of sold products, Use of sold products, End-of-life treatment of sold products, Downstream leased assets, Franchises, Investments	
Total Emissions (location based)		992.15
Total Emissions (market based)		1021.02

Emissions (Total tCO₂e)



Performance Against Baseline

The following percentage (%) changes are calculated based on the baseline year figures (2022/23):

Scope 1	29.35	↓
Scope 2 (location based)	2.62	↓
Scope 2 (market based)	12.48	↑
Scope 3	278.08	↑

Overall emissions have increased compared to the baseline year. This increase is primarily due to the expansion of Scope 3 reporting boundaries during FY2024/25.

During this reporting period, TSA Riley enhanced its carbon accounting approach by including previously unreported but relevant upstream emission categories, thereby expanding the emissions inventory. The expansion captures a more accurate representation of total organisational emissions, improving the completeness of data and enabling more mature and transparent reporting.

As a consultancy business, Scope 3 emissions are the largest contributor to TSA Riley emissions accounting for approximately 94%. This is followed by Scope 2 at 5% and Scope 1 at 1%. It is therefore important to ensure these emissions are captured as comprehensively as possible.

While Scope 3 emissions have increased, operational emissions (Scope 1 and 2 location based) have decreased, reflecting improvements in energy use and operational efficiency.

Approach

TSA Riley reports all relevant Scope 3 emissions categories in line with PPN 06/21 requirements. As a consultancy business, emissions are predominantly upstream, with no material downstream emissions.

Emissions Reduction Targets

TSA Riley remains committed to achieving:

- Net Zero by 2040

In order to progress in achieving the goal to be Net Zero by 2040, TSA Riley has adopted the following carbon reduction targets.

Near-term targets (Scope 1 and Scope 2)

TSA Riley has adopted a near-term target for Scope 1 and 2 emissions to:

- Reduce absolute Scope 1 and Scope 2 greenhouse gas emissions by 42% by 2030, from a 2022/23 baseline.

This target focuses on reducing operational emissions and remains aligned with the original approach.

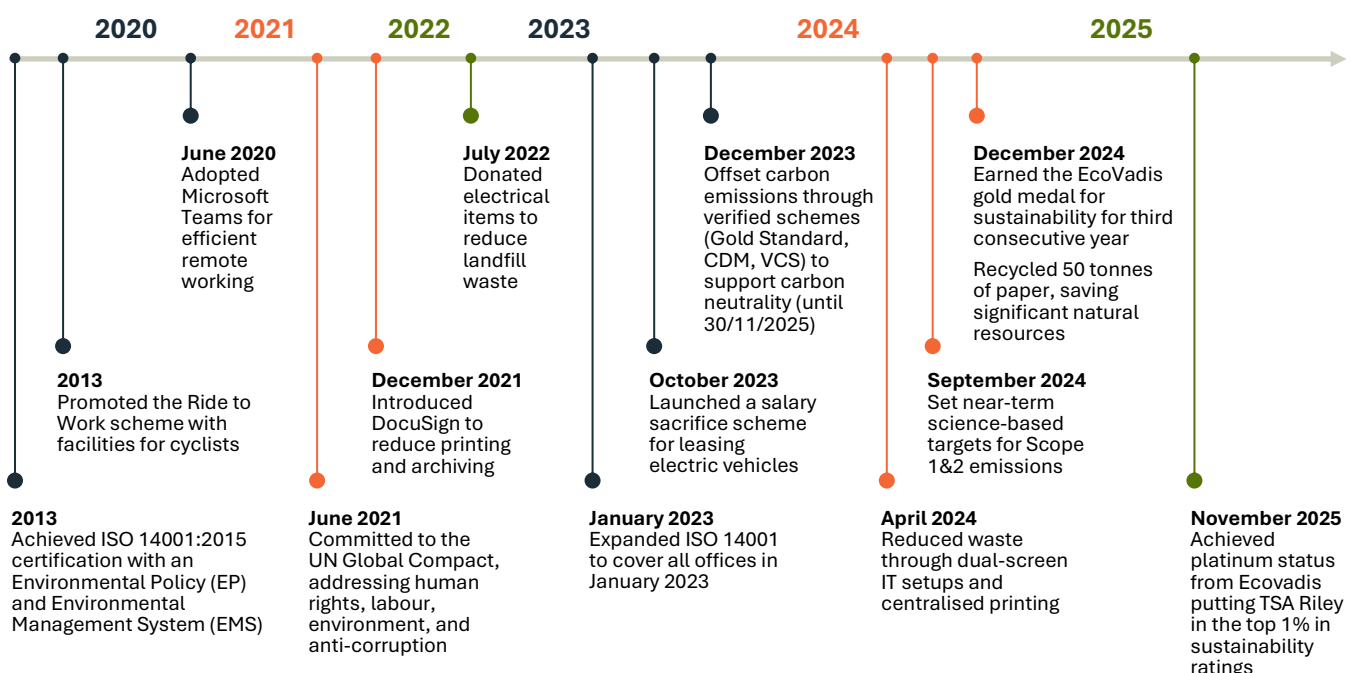
Long-term targets (Scope 1, Scope 2 and Scope 3)

Following the expansion of Scope 3 reporting in FY2024/25, TSA Riley has established a long-term target based on a more complete emissions inventory:

- In line with science-based target methodologies, TSA Riley aims to reduce absolute Scope 1, Scope 2 and Scope 3 greenhouse gas emissions by 90% by 2050, from a 2024 baseline.
- TSA Riley's ambition is to achieve net zero by 2040, bringing forward the timeline for full decarbonisation and demonstrating a commitment beyond standard science-based pathways.

A 2024 baseline has been adopted for long-term targets as this represents the first year in which a complete Scope 3 emissions inventory was available.

Completed Carbon Reduction Initiatives



Future Plans

TSA Riley intends to implement further carbon reduction measures during 2025–2026, including:

- Plan to electrify by prioritising office locations with no direct (Scope 1) emissions.
- Continue to improve energy efficiency to reduce Scope 1 and 2 emissions further.
- Refine and enhance policies relating to energy management, travel and waste to support emissions reduction, particularly to focus on Scope 3 emissions.
- Consider reviewing the 2022 baseline emissions data to ensure it remains appropriate and sufficiently robust for ongoing carbon reporting and performance tracking.
- Maintain Scope 3 emissions reporting, building on full upstream coverage achieved in FY2024/25.
- Undertake the FY2025/26 annual carbon measure assessment, using external recommendations to support continual improvement in sustainability performance.
- Increase staff awareness and engagement, and investigate opportunities to drive behavioural change.
- Consider opportunities to strengthen engagement with key suppliers to support the organisation's wider sustainability objectives.
- Investigate renewable energy procurement options for office locations.

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 Leadership Team.

Signed on behalf of TSA Riley Limited:



Emma Sellick
Chief Quality & Risk Officer

Date: 31st January 2026