RAILWAY SUPPORT SERVICES

Carbon Reduction Plan

Commitment to achieving net zero

Railway Support Services Ltd is committed to achieving net-zero emissions by 2050.

Our rail recovery services are delivered by diesel-powered vans, and we are heavily reliant on developments in the automotive sector in bringing to market suitable vehicles with which to replace our existing fleet as it reaches the end of its useful life. Other significant emissions sources include burning oil for space heating and grid electricity for lighting, ICT equipment and other office activities. We have aligned our net-zero target year to the UK Government's target date for banning full and hybrid diesel vans from sale (2035), completion of decarbonisation of the UK national grid (2030) and the asset life of the existing office heating system.

Baseline emissions footprint

Baseline year 2024-2025	
Additional Details relating to Baseline Emissions calculations	
Scope 1 relates to diesel fuel for company vehicles, some other diesel usage and space heating for the company's offices and uses conversion factors published by DESNZ. All personnel work on client sites or at a central office location. Of the scope 3 categories within the scope of PPN 06/21 (categories 4, 5, 6, 7 and 9) emissions are only associated with category 6 (business travel) and category 7 (employee commuting). As a service provider we do not bring in raw materials, produce waste products or despatch physical products. Emissions are calculated using operational data, staff surveys and DESNZ conversion factors and are allocated against the three areas of RSS's overall business. Figures are reported on an operational control basis and are produced in accordance with the Greenhouse Gas Protocol and ISO14064 part 3.	
Baseline year emissions	
EMISSIONS	TOTAL (t CO_2e)
Scope 1	33.4
Scope 2	2.2
Scope 3 comprising relevant activities within the specified categories of upstream transport and distribution (category 4), waste (category 5), business travel (category 6), commuting (category 7) and downstream transport and distribution (category 9). Embodied carbon in assets relating to these categories is not included.	1.9
Total emissions	37.5

Table 1: baseline year emissions summary.

Emissions profile changes from baseline year

The company is tendering for additional rail recovery business to commence in the first reporting year with a consequent increase in usage of the van fleet.

Emissions reduction targets

Our operational emissions drivers for the baseline year are shown in the chart below.

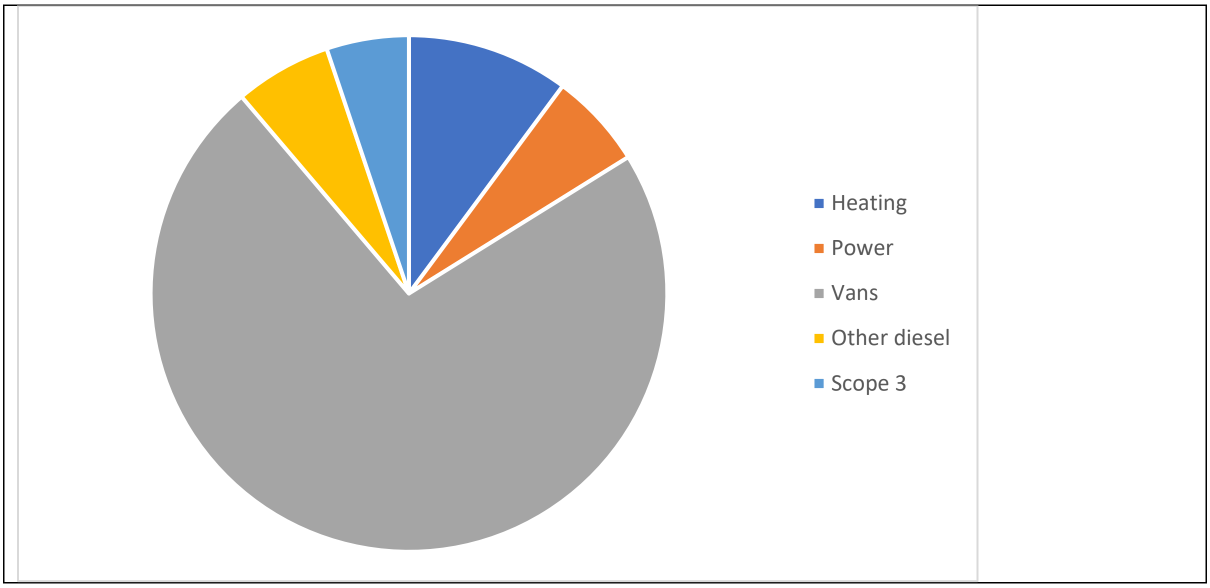

Figure 1: key emissions drivers for the baseline year.

The dominant emissions source is from diesel burned in the fleet of vans delivering our core service and we await developments in cleaner technologies. We anticipate this source reaching zero through electrification, hydrogen or other diesel replacements by 2045 at the latest as our existing fleet is replaced. We anticipate emissions associated with office electricity dropping to zero by 2035 through increasing zero-emission generation in the UK grid. The combination of these changes alongside our business growth will lead to a long-term decline in emissions as shown in the following chart.

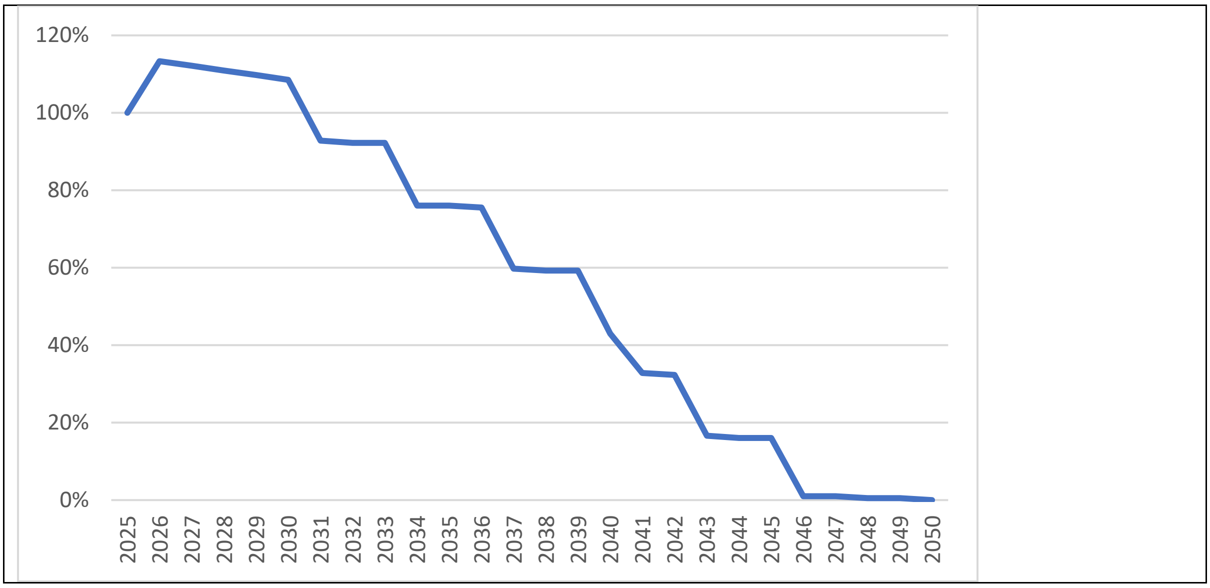

Figure 2: emissions forecast from the baseline year.

The stepped nature of the forecast emissions reduction reflects investment in new assets through the life of the plan.

Carbon reduction projects

Our reduction plans focus primarily on the impact of diesel in our van fleet which accounts for 73% of the emissions reported herein.

- The van fleet is maintained according to manufacturers' schedules to ensure fuel-efficient operation.
- Until EV replacements are available, we will continue to include fuel economy in our selection criteria for vehicle purchases.

At an appropriate point in the capital investment cycle, we will replace our current diesel vehicles with full battery EVs and the office heating system with an electrically powered alternative to the existing oil boiler.

All office operational activity uses electrical power, and we will benefit from the UK National Grid's target of decarbonisation by 2035.

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 Managing Director of Railway Support Services Ltd.

Andrew Goodman

Managing Director

Dated: 12th January 2026