



Dodd Group

CARBON REDUCTION PLAN

Publication Date: 07/03/2025



ABOUT DODD GROUP

Dodd Group was formed in 1947 and has remained a privately owned family business ever since. We offer a comprehensive electrical, mechanical, and building fabric design, installation and maintenance service to commercial and domestic properties across the UK.

We employ over 1,200 people, manage a fleet of approximately 755 vehicles and have a portfolio of 22 offices from where we work in over 360,000 properties and deliver projects spanning a nation-wide coverage area from Cornwall to Tyneside.

As representatives of local councils, housing associations and private property managers, we care passionately about the communities we serve and always strive to adapt our business practices to reflect the changing needs of our customers, clients and the country as a whole.

We assist our clients by providing affordable and energy-efficient building fabric, heating and lighting solutions, driving innovation through investment in value-engineered building designs, advancements in renewable energy and preventative maintenance methods.

Dodd Group is proud to maintain a high-level of client and customer satisfaction with our non-confrontational, can-do approach. The family values instilled within our company ensure that we make a real difference to the communities we serve, creating long-term employment opportunities, supporting local SMEs and up-skilling our workforce at every opportunity.



COMMITMENT TO ACHIEVING NET ZERO

Following government plans to achieve Net Zero Carbon by 2050, Dodd Group is aiming to reach net zero carbon by 2045, inclusive of scope 1-3.

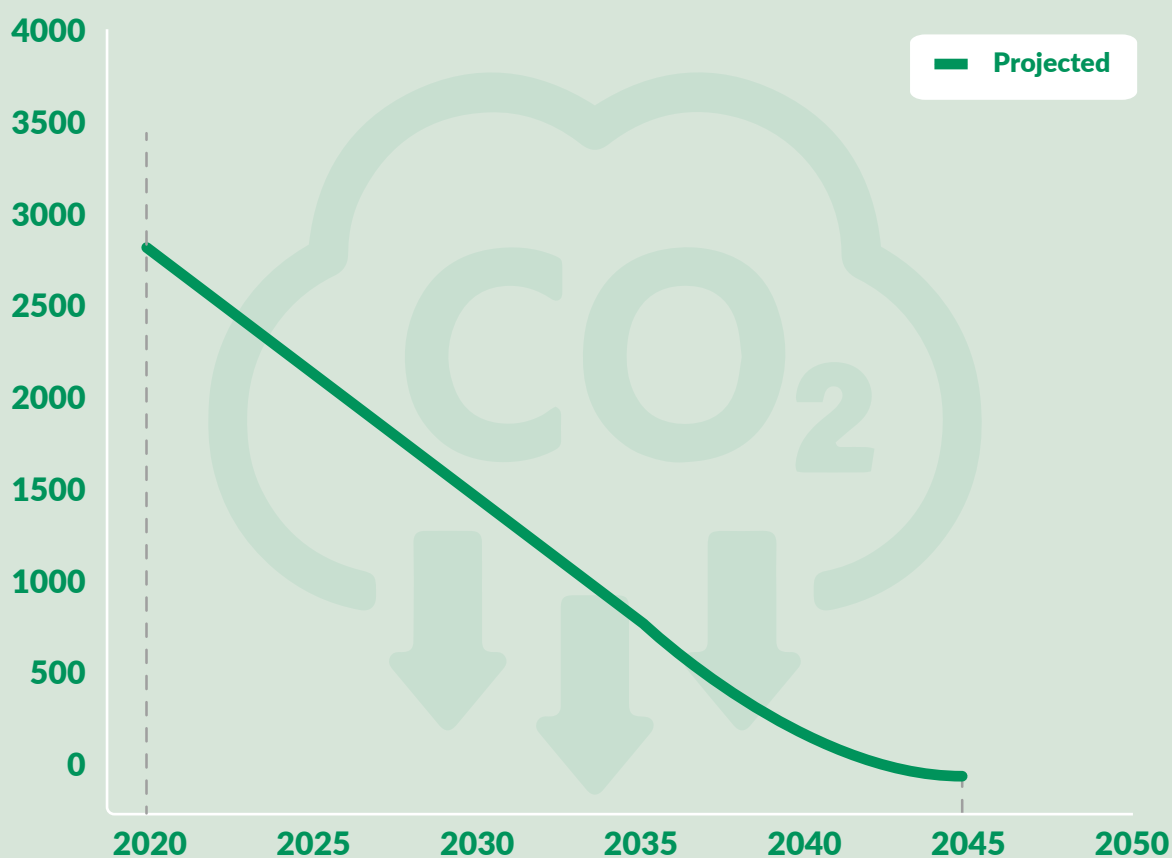
In order to achieve this goal we have quantified our carbon emissions, assessed the findings and have begun implementing strategies to reduce our emissions on a short and long term basis.

This Carbon Reduction Plan aims to set-out an effective roadmap for our journey to net zero, outlining specific, measurable targets, assigned responsibilities and timescales for transition/achievement.

In following this plan we project that carbon emissions will decrease over the next five years to 2600 tCO₂e per annum (against the 2019 baseline), creating a reduction of 22.84%.

We are exploring the feasibility of setting a Science Based Target to provide a flight path to meeting this target in line with the best available scientific guidance.

Carbon Reduction (Scope 1/2)



Scope 1 and 2 emissions

2021/2022 3,203

2022/2023 3,354

2023/2024 2,800

CURRENT CARBON EMISSIONS

Our current carbon emissions for the purposes of this Carbon Reduction Plan have been calculated by measuring our total energy consumption from buildings, transport and industrial processes for the period 01/04/2023 - 31/03/2024.

Our baseline report details annual GHG emissions (Scope 1, 2 & 3) from activities for which the company is directly responsible. The methodology used to calculate total energy consumption and carbon emissions has been through the extraction of consumption data from invoices and meter readings for the financial years stated.

Report in Summary

BASELINE EMISSIONS FOOTPRINT

Baseline Year: 01/04/2018-31/03/2019	
Scope 1 emissions	3,057.3 (tCO ₂)
Scope 2 emissions	146.69 (tCO ₂)
Total	3203.99 (tCO₂)

CURRENT EMISSIONS REPORTING

Scope	2022-23	2023-24
Scope - 1	3,233	2,666
Scope - 2	121	134
Scope - 3	N/A	1,156
Total	3,354	3,956

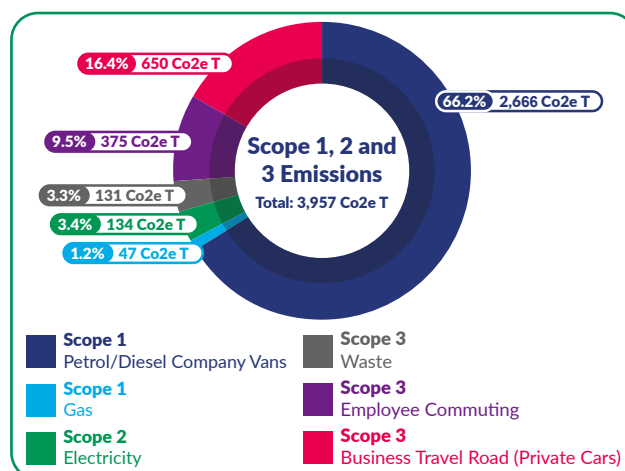
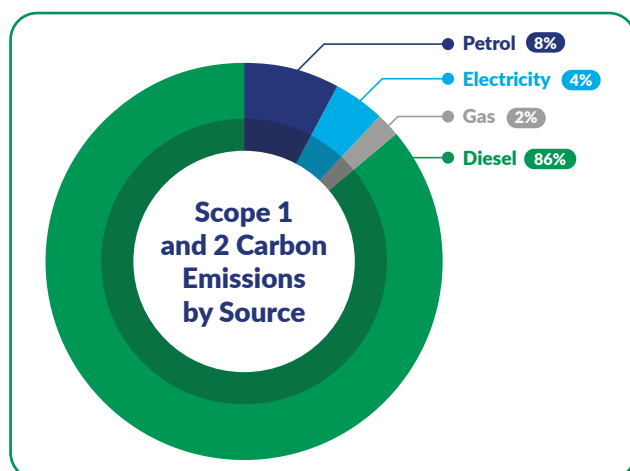
Where data was not available, estimates have been calculated using historical profiles. Energy and fuel consumption has been converted to carbon (TCO₂e) using the latest DEFRA published conversion factors.

Fuel for Transportation has been converted using statistical data sets published by Department of Transport (www.gov.uk/government/statistical-data-sets/energy-and-environment-data-tables-env).

SCOPE 3 EMISSIONS REPORTING

For the 23-24 FY Dodd Group has started to calculate its scope 3 emissions against what is required for the Carbon Reduction Plan. Of the 5 scope 3 categories required for the Carbon Reduction Plan, only 3 are directly relevant to Dodd Group. We have included data for Category 5 – Waste, Category 6 – Business Travel and Category 7 – Employee Commuting. Due to the nature of the business carried out by Dodd Group, we do not believe that Category 4 – Upstream Transportation or Category 9 – Downstream Transportation are directly relevant. This will be reviewed again when we create an updated Carbon Footprint for 24-25 FY, covering all scope 3 emissions.

- For the 22-23 footprint, all fuel card data (Diesel) was included in scope 1 emissions. For 23-24 this has been broken down further to separate out fuel card data used by privately owned vehicles is now included in in scope 3. Therefore the perceived reduction in scope 1 emissions between the two years is not reflective of an actual reduction.
- For Scope 3 emissions, as this is the first time we have calculated these emissions, the data quality will improve over time as we develop more robust data collection processes.



Year on Year Comparison

Diesel and petrol consumption equals 94% of scope 1-2 emissions (66% of total emissions including scope 3). We are actively exploring ways we can increase the uptake of Electric Vans across the business. Yet there are challenges with the relative short range of Electric Vans and charging infrastructure. We recognise this is our most material environmental challenge and this will be the focus of our activity moving forward. We have made positive progress transitioning our grey fleet to Electric.

As we increase the scope and quality of data completeness (inclusive of Scope 3 emissions) the challenge of comparing year-on-year performance becomes increasingly difficult. However, by looking at the SECR (Streamlined Energy and Carbon Report) data we can see a comparison, as the scope has not changed. Whilst Co2e emissions increased from 3,354 tonnes in 22-23 to 3,595 tonnes in 23-24 (an increase of 7%) the business has grown significantly over the year, resulting in increased overall emissions but a reduction of the Tonnes of Co2 per £million revenue from 16.206 in 22-23 to 14.439 in 23-24.

Areas of Significant Use

Due to the significant impact of our fleet on our overall carbon emissions, we have invested heavily in fleet management solutions and emerging technologies in transport. Since 2018 we have been replacing our fleet with more fuel-efficient vehicles. We are constantly reviewing the suitability of electric vehicles and we will continue to monitor the development of both vehicles and the charging infrastructure. We introduced an electric company car scheme in 2023 which has heavily incentivised the switch to renewable fuel. We introduced SS EV as an option to our employees who travel for business, and in 23-24 we had 28 employees take up this scheme. This has proved popular and has increased to over 70 employees using the scheme, with more on order.

Carbon Offsetting

As a supplementary measure within our carbon reduction strategy we are committing to offset scope 1&2 carbon produced by our services year on year. This is a temporary solution intended to operate in conjunction with our carbon reduction projects and will be used as an incentive to reduce our direct emissions on each contract.

We have already offset our scope 1 and scope 2 emissions for the past three years through donations to renewable energy and reforestation projects. We will continue to support the most effective renewable energy projects each year until we reach our zero carbon target in 2045.

CARBON REDUCTION PROJECTS

Activity	Responsible Department	Completion Date
Develop a full carbon footprint (Scope 1- 3) for 24-25 financial year	Head of Sustainability	2026
Use 24-25 carbon footprint as a baseline to develop and submit a Science Based Target for formal verification by SBTi	Head of Sustainability	2027/28
Review existing electricity contracts to create plan to transition to 100% renewable electricity	Head of Sustainability	2026
Assess feasibility and suitability to deploy energy/ decarbonisation projects at all viable branches	Projects team	2030
Decarbonise heating at all branches	Projects	2030
Transition 20% of company vans to electric vans	Fleet team and operations	2027
Transition 40% of company vans to electric	Fleet team and operations	2030
Transition 80% of company vans to electric	Fleet team and operations	2035
Develop driver training programmes to increase MPG by 5%	Fleet team and operations	2030
Transition over 50% of the grey fleet to Electric Cars (via Salary sacrifice scheme)	Fleet team/Head of Sustainability	2028
Develop approach to engage with our supply chain to support scope 3 decarbonisation	Head of Sustainability	2027
Maintain Carbon Offsets equal to annual scope 1 and 2 emissions	Head of Sustainability	2025

AUTHORISATION

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 use the appropriate Government emission conversion factors for GHG company reporting.

Emissions have been reported in accordance with SECR requirements and under the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain Standard.

This Carbon Reduction Plan has been reviewed and signed off by T.M. Dodd and J.J. Kavanagh on behalf of the board of directors.

SIGNATURES

SIGNING AUTHORITY TITLE	NAME	SIGNATURE	DATE
Group Managing Director	John Kavanagh	John Kavanagh	07.03.2025

SIGNING AUTHORITY TITLE	NAME	SIGNATURE	DATE
Chairman	Mark Dodd	Mark Dodd	07.03.2025