

Carbon Reduction Plan For Environ

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ENVIRON

positive planet

Our Commitment

Environ Civil Engineering Ltd is committed to achieving Net Zero emissions by 2050.

Our Carbon Footprint

Baseline Emissions

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.

Base year: FY26 (1 April 2025 – 31 March 2026)	
The base year 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 may also be adjusted where a significant organisational change occurs which would cause a significant (+/- 5%) change in base emissions.	
Emissions	Total (tonnes CO_2e)
Scope 1	1,456.5
Scope 2	*Location-based: 2.1* Market-based: 5.6
Scope 3 including: - Purchased Goods & Services - Capital Goods - Fuel & Energy Related Activities - Upstream Transportation & Distribution - Operational Waste - Business Travel - Employee Commuting & Homeworking	8,862.3
Total Emissions	*Location-based: 10,320.8* **Market-based: 10,324.3**

Baseline Intensity Metrics

Intensity Metric	tCO_2e per metric unit
Employees (per FTE)	104.3
Revenue (per £million)	421.4

Based upon 99 FTEs (full-time employee equivalents, including site operatives), and a £24.5 million revenue during the measurement period.

Our Reduction Targets

What does Net Zero mean in practice?

To achieve Net Zero, we will be aiming to reduce emissions in line with guidance from the Science-Based Targets initiative (SBTi). Targets 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 (for scope 1 and 2) or well-below 2°C (for scope 3). We have set the below long-term targets which define the Net Zero scenario for Environ based on SBTi criteria.

Our long-term targets:

- Reduce absolute scope 1 and 2 emissions by at least 90% by 2050.
- Reduce scope 3 emissions by at least 90% in absolute terms, or 97% per £m revenue and FTE, by 2050.
- Neutralise any residual emissions using verified carbon removals.

To support action now and align with the rate of reduction required to achieve long-term goals, SBTi recommends that organisations commit to near-term targets (that cover a minimum of 5 years/maximum of 10 years), as well as long-term (Net Zero) targets. As most of our emissions come from the materials and services we buy for our projects, which grow with our volume of work, our scope 3 target is set per £m revenue and per FTE. We have established the following near-term targets from our FY26 base year:

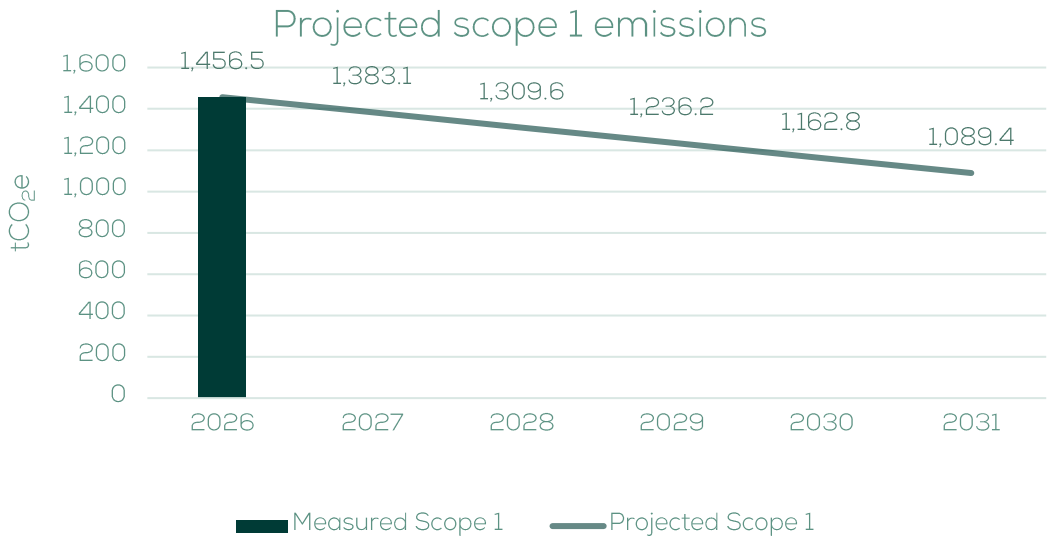
Our near-term targets:

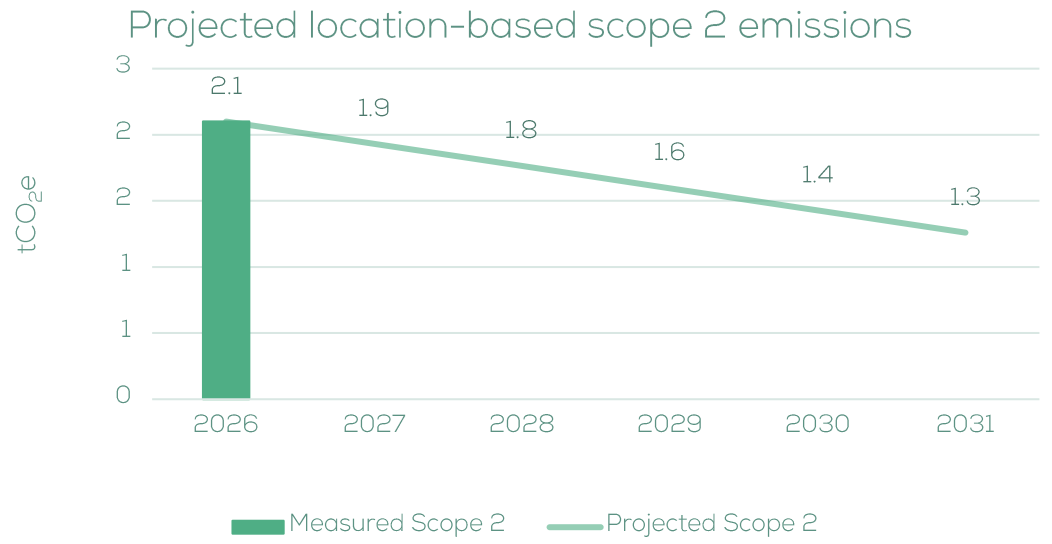
- Reduce scope 1 emissions by 25.2% by 2031.
- Reduce location-based scope 2 emissions by 40.0% by 2031.
- Procure 100% renewable electricity at our head office at the next contract renewal or before 2030 at the latest.
- Reduce scope 3 emissions intensity by 55.0% per £m revenue and per FTE by 2031.

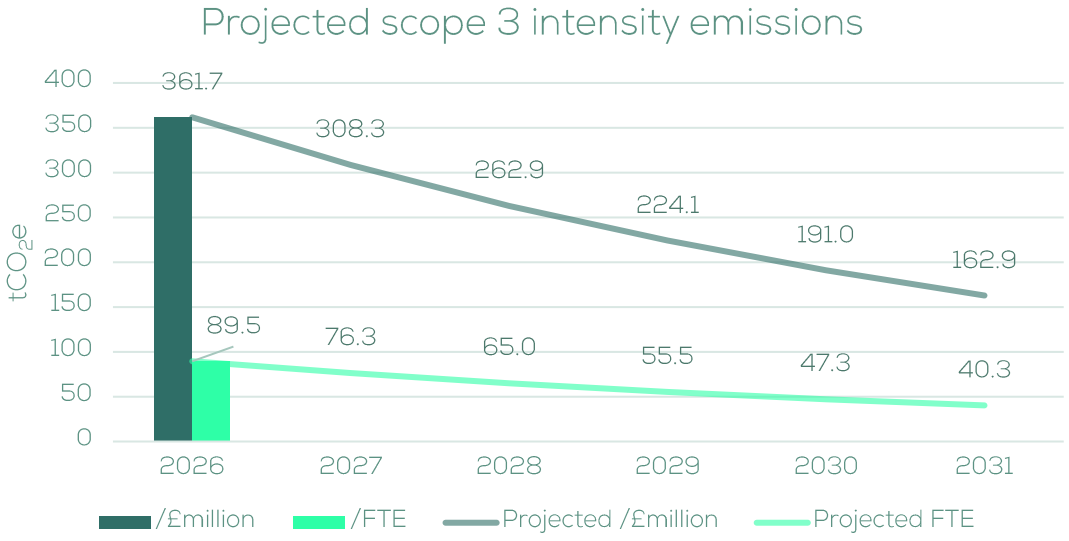
Projected near-term emissions:

The graphs on the following page detail the rate of annual reduction required to keep us on track with our near-term targets. Scope 3 intensity targets are based on compound reductions in line with SBTi guidance.

Based upon the completed and planned initiatives, we project that our scope 1 emissions will decrease to 1,089.4 tCO_2e and location-based scope 2 emissions to 1.3 tCO_2e by 2031, with market-based scope 2 emissions falling to zero once a renewable tariff is in place. We also anticipate the above initiatives to support a reduction in our scope 3 emissions intensity from 361.7 to 162.9 tCO_2e per £m revenue, and from 89.5 to 40.3 tCO_2e per FTE, by 2031.


Projected scope 1 emissions
1,600
1,400
1,200
1,000
800
600
400
200
0
tCO2e
1,456.5
1,383.1
1,309.6
1,236.2
1,162.8
1,089.4
2026
2027
2028
2029
2030
2031
Measured Scope 1
Projected Scope 1


Projected location-based scope 2 emissions
3
2
2
1
1
0
tCO2e
2.1
1.9
1.8
1.6
1.4
1.3
2026
2027
2028
2029
2030
2031
Measured Scope 2
Projected Scope 2


Projected scope 3 intensity emissions
400
350
300
250
200
150
100
50
0
tCO2e
361.7
308.3
262.9
224.1
191.0
162.9
89.5
76.3
65.0
55.5
47.3
40.3
2026
2027
2028
2029
2030
2031
/£million
/FTE
Projected /£million
Projected FTE

Reducing our Emissions

Completed Carbon Reduction Initiatives

The following emissions management measures and projects have been completed or implemented to date and will be in effect during the delivery of our services.

Activity	Completion Date	Scope
Maintained an ISO 14001 certified environmental management system.	Pre-FY26	1, 2, 3
Use recycled aggregates on our projects (~25% in FY26) and offer low-carbon asphalt and ready-mix concrete alternatives to clients.	Pre-FY26 & onward	3
Collected Environmental Product Declarations (EPDs) for over 100 of the precast concrete, drainage, paving, kerb and brick products we use.	2026	3
Recorded approximate third-party material deliveries by project, supplier depot, distance and number of trips, allowing distance-based reporting of delivery emissions.	FY26	3
Introduced dashcam telematics across five trial vehicles, with a further eight to be deployed in October 2026. This system will support driver efficiency monitoring and help inform and guide fuel consumption reduction through behaviour change initiatives.	FY26	1

Future Carbon Reduction Plans

We are committing to action the following emissions management measures and projects to support progress toward our Net Zero targets.

Overarching Reduction Plans			
Activity No.	**Activity**	**Target Date**	**Category**
0.1	Establish a Green Team with representatives from operations, site management, commercial/ procurement and business support to own this plan, manage carbon data and share progress with colleagues. Carbon reduction objectives will be built into our ISO 14001 environmental objectives and management review, with progress reviewed quarterly by the senior management team.	FY27	Enabler
0.2	An update of internal systems and processes to implement monthly rather than yearend materials data collection is currently underway, with a named owner for each data source. Improved granularity on our fuel use by source (site plant, welfare generators, vans and cars) and by project in addition to material, delivery, subcontractor and waste data held against job numbers will support future organisational and project-level measurements.	FY27	Enabler
0.3	There is increasing desire for project-specific carbon information. Using the job-coded data referenced in 0.2, 3.1 and 3.5, we aim to develop systems to support fulfilment of these requests in the future. These systems will support delivery and evidencing of lower-carbon projects (e.g. recycled aggregates, low-carbon materials and HVO/biofuel fuelled plant).	FY27 - FY28	Enabler
0.4	We will provide Carbon Literacy Training to the Green Team and leadership, then roll out carbon awareness to office staff and site operatives through toolbox talks (e.g. idling, plant shutdown, waste segregation, ordering). Certified learners typically reduce emissions by 5–15%, with around half of this in the workplace.	FY27 & onward	Enabler

Scope 1 Reduction Plans			
Activity No.	**Activity**	**Target Date**	**Category**
1.1	The majority of our base year scope 1 emissions come from diesel delivered in bulk to our sites for plant, machinery and generators. Moving forward we aim to record these deliveries by project and, where possible, attribute use to individual plant items (bowser or tank logs, plant telematics and hire company fuel reports), with generator fuel recorded separately. This will support more granular tracking of emissions and the development of increasingly targeted reduction initiatives through identifying high fuel consumption assets and/or activities.	FY28	Mobile Combustion
1.2	We will introduce and monitor an anti-idling policy for all owned and hired plant, supported by toolbox talks and plant telematics tailpipe emissions and idling reports. Other measures to be considered by the green team prior to roll-out include: - daily plant checks and planned maintenance; - right-sizing plant for each task and avoiding plant/machinery left on standby; - specifying auto stop/start and Stage V engines when hiring or replacing plant.	FY27 & onward	Mobile Combustion
1.3	Assess the availability of hydrogenated vegetable oil (HVO) and, where feasible, carry out trials of its use in place of diesel for bulk site deliveries, starting with our largest sites, and extend its use where supply and cost allow. HVO can reduce tailpipe emissions by up to 90% compared with diesel. Before switching we will need to consider manufacturer approval, hire agreements, availability from our fuel suppliers and confirming HVO is sourced from certified waste feedstocks.	FY27 - FY28	Mobile Combustion

Scope 1 Reduction Plans			
Activity No.	**Activity**	**Target Date**	**Category**
1.4	Looking at longer-term implementation, we will explore reducing generator and diesel plant use through: - hybrid, solar or battery-supported welfare units; - early temporary grid connections or battery storage on longer projects; - electric or hybrid mini-excavators, dumpers, rollers; - battery hand tools where suitable.	2027 – 2030	Mobile Combustion
1.5	Supported by the roll-out of dashcam telematics and the anti-idling policy (1.2) we will provide driver-efficiency guidance (smooth driving, reducing idling and air conditioning use), keep tyres at the right pressure and review journeys to sites, including car-sharing. Reductions will show in our fuel-card data, which records litres per vehicle.	Ongoing	Mobile Combustion
1.6	Our fleet is comprised of ~90 vehicles: ~60 diesel vehicles and ~30 petrol cars, including plug-in and self-charging hybrids. We will develop a fleet electrification strategy, prioritising vehicles that are used most, are most polluting and are closest to the end of their lease. Key considerations include: - charging infrastructure availability at head office, at drivers' homes and/or on public networks; - low-emission alternatives such as hybrid and plug-in hybrid where electrification is not feasible, with some diesel vans kept for towing and/or longer distances; - whether the timeframe for electrification aligns with the pace of our scope 1 target.	FY27	Mobile Combustion

Scope 1 Reduction Plans			
Activity No.	**Activity**	**Target Date**	**Category**
1.7	We will update our vehicle policy so that any new or replacement car or van is battery electric (BEV) as a priority, followed by plug-in hybrid or hybrid where BEV is not suitable, with replacements reviewed 6 months prior to lease end. The plug-in van and truck grant, extended to 2027, can help with managing the cost. Government grant availability will be monitored regularly by the Green Team.	6 months prior to lease end (FY27 & onward)	Mobile Combustion
1.8	We will assess the feasibility of further installation of workplace charge points for company and staff vehicles at our head office, which will also support lower-emission commuting. Our Green Team will monitor government grant availability regularly to support this.	FY27 - FY28	Mobile Combustion

Scope 2 Reduction Plans			
Activity No.	**Activity**	**Target Date**	**Category**
2.1	Our current electricity supplier's fuel mix is lower than national grid average for renewables. At the next contract renewal we will procure a 100% renewable tariff backed by Renewable Energy Guarantee of Origin (REGO) certificates. This will reduce market-based scope 2 emissions from headquarters electricity supply (inc. on-site EV charging) to zero. Additionally, where we hold temporary site electricity contracts, we will request renewable tariffs.	At contract end	Purchased Electricity

Scope 2 Reduction Plans			
Activity No.	**Activity**	**Target Date**	**Category**
2.2	Within our leased office we will implement low-cost energy efficiency improvements, including: - upgrading remaining lighting to LED with sensor controls; - installing timers on sockets/equipment to reduce standby energy consumption; - clear messaging for turning off lights, monitors and heating when not needed.	FY27	Purchased Electricity
2.3	Should we move or take on additional offices or yards, we will prioritise sites without gas heating, with an EPC of C or above and on-site renewables, such as the MIDA Group's new head office. Additionally, at any new site we will aim to procure a 100% renewable electricity tariff within 18 months of occupancy.	Ongoing	Purchased Electricity

Scope 3 Reduction Plans			
Activity No.	**Activity**	**Target Date**	**Category**
3.1	We hold Environmental Product Declarations (EPDs) for over 100 products and/or materials, however, currently our systems are not set up to effectively attribute emissions data to our purchase ledgers. To use the EPDs we already have, we will set up our internal systems so that, for each purchase, we record: - the product code, quantity and unit (e.g. tonnes, m^3, number, metres) on purchase orders and the cost report; - *(where not already done)* delivered weights and volumes from delivery tickets for bulk materials (aggregates, ready-mix concrete, asphalt, muck-away); - an EPD register matching each product code to its EPD reference and declared unit.	FY27	Purchased Goods & Services
3.2	We will request EPDs or product carbon footprints for our largest material categories not yet covered, starting with our top suppliers by spend.	FY27 & onward	Purchased Goods & Services
3.3	Building on our use of recycled aggregates and low-carbon asphalt and concrete alternatives, we will increase their use where specifications allow, including: - recycled and secondary aggregates and re-use of excavated material on site; - warm-mix and high recycled-content asphalt; - concrete and precast products with cement replacement (e.g. Ground Granulated Blast-furnace Slag (GGBS)); - recycled-content plastic products.	FY27 & onward	Purchased Goods & Services

Scope 3 Reduction Plans			
Activity No.	**Activity**	**Target Date**	**Category**
3.4	We will develop a Sustainable Procurement Policy to assess and prioritise the sustainability credentials of suppliers and collect data from them each year. Possible mechanisms include: - engaging suppliers by sharing this Carbon Reduction Plan, communicating our Net Zero targets and asking for suppliers' emissions data and EPDs in return; - adding sustainability criteria and supplier-specific data requirements to supplier approval and purchasing decisions; - engaging our suppliers in a tiered approach, focusing on high spend and/or impact providers first, and expanding the scope of outreach annually.	FY28 & onward	Purchased Goods & Services
3.5	We currently measure subcontractor emissions using approximated emissions data based on best knowledge assumptions. We will continue to work towards improved transparency and data collection within our subcontractor value chain. This will be supported by the development of procurement policies and processes outlined above and below.	FY27 & onward	Purchased Goods & Services
3.6	We will add sustainability to subcontractor approval and tender scoring. Factors for consideration and monitoring include: - use of modern, fuel-efficient or low-emission plant, with electric or HVO-fuelled plant where feasible; - hybrid generators or battery storage on site; - consolidated deliveries, shared travel to site and locally sourced materials.	FY28	Purchased Goods & Services

Scope 3 Reduction Plans			
Activity No.	**Activity**	**Target Date**	**Category**
3.7	Third-party deliveries to our sites covered ~60,000 miles in FY26. Currently this activity is being measured using estimated distances from available address data. Engaging our top haulage and materials suppliers for supplier-specific emissions data and/or consignment details will allow much better accuracy and real-world reporting of emissions. We will also engage in conversations to gather information around how our providers are reducing freight-related emissions, working to identify collaborative solutions wherever feasible.	FY27	Transport & Distribution
3.8	We will reduce site waste through site waste planning, segregation, re-use of excavated material, just-in-time deliveries and toolbox talks. To measure progress, we will request waste transfer notes or reports showing weights, waste types and disposal routes from our waste handlers, replacing the spend-based estimation method used in FY26.	FY27 & onward	Operational Waste
3.9	We will improve the response rate to our commuting and homeworking survey towards 70–80% and extend it to site operatives who travel to sites in their own vehicles. We will also promote car-sharing to sites and consider an EV salary sacrifice scheme.	FY27	Employee Commuting

Declaration and Sign Off

This Carbon Reduction Plan has been completed in accordance with PPN 006 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[1] and uses the appropriate government emission conversion factors for greenhouse gas company reporting[2].

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements (where required), and all relevant 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[3].

This Carbon Reduction Plan has been reviewed and approved by Environ's Executive Team.

Signed on behalf of Environ:

Name:

Position:

Date:

[1] https://ghgprotocol.org/corporate-standard
[2] www.gov.uk/government/collections/government-conversion-factors-for-company-reporting
[3] https://ghgprotocol.org/standards/scope-3-standard