



# Carbon Reduction Plan

October 2024

**Supplier name: Galliford Try Holdings plc<sup>1</sup>**

**Publication date: 4 October 2024**

<sup>1</sup>This Carbon Reduction Plan captures the operations of Galliford Try Holdings Plc and all its subsidiaries (“the Group”), including Galliford Try Construction Limited.

## Commitment to achieving Net Zero

As a progressive business, committed to doing the right thing, Galliford Try recognises the urgency of the climate change agenda and champions the role we have to play in decarbonising the economy for a greener, more sustainable future. We are already well advanced on our carbon reduction journey across our own operations, having reduced Scope 1 and 2 carbon dioxide equivalent emissions by 71% from 2012 to 2023.

We have pledged to achieve Net Zero carbon across our own operations (Scope 1 and 2) by 2030 and to achieve Net Zero across all activities (Scope 1, 2 and 3) by 2045 at the latest.

To provide a clear route to reduce greenhouse gas emissions, we have also set a near term science-based target, that has been validated by the Science Based Targets initiative (SBTi). In doing so, we have joined the Business Ambition to limit global warming to 1.5°C and the UN-backed campaign Race to Zero.

## 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.

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## Baseline Year: 2012

Additional details relating to the Baseline Emissions calculations

The scope of our carbon emissions reporting from 2012 – 2020 is shown below.

### Scope 1

- Fuel consumed in company-owned vehicles
- Fuel oil used to power plant and equipment on site
- Gas used to power office heating systems
- Fugitive emissions from air-conditioning systems.

### Scope 2

- Purchased electricity (offices and temporary site supplies).

## Rebaselining

In October 2021, we acquired the water business of nmcn plc which triggered the 5% materiality threshold in our re-baselining policy. This was followed by further, smaller acquisitions in July 2022, November 2022 and November 2023. In November 2023, we sold our Rock & Alluvium business. As a result of these transactions, we have re-baselined our 2012 scope 1 and 2 emissions to reflect the current composition of the Group. We don't have emissions data for the acquired businesses in 2012. Therefore, we have taken 2022 emissions data and grossed them up to reflect the likely reduction in emissions between 2012 and 2022, assuming that these businesses have achieved the same % reduction in scope 1 and 2 emissions as the rest of Galliford Try over the same period. Emissions relating to Rock & Alluvium have been removed from the baseline emissions.

## Baseline year emissions: 2012

Emissions	As reported Total (tCO <sub>2</sub> e)	Re-baselined Total (tCO <sub>2</sub> e)
Scope 1	26,619	31,720
Scope 2 - Location-based	3,968	4,222
Scope 3:	-	-
▪ Emissions from business travel	Not included in reporting boundary	Not included in reporting boundary
▪ Upstream transportation and distribution	Not included in reporting boundary	Not included in reporting boundary
▪ Waste generated in operations	Not included in reporting boundary	Not included in reporting boundary
▪ Employee commuting	Not included in reporting boundary	Not included in reporting boundary
▪ Downstream transportation and distribution	Not relevant to Galliford Try	Not relevant to Galliford Try
<b>Total emissions</b>	<b>30,587</b>	<b>35,942</b>

## Current Emissions Reporting

### Verified emissions

Carbon reporting processes conducted by Galliford Try are undertaken on a calendar year basis and have been subject to external verification to ISO 14064-1: 2019 since 2014. From 2021, this has included certain Scope 3 categories, as well as Scope 1 and 2 emissions.

### Estimated, but not verified

As explained in more detail below, we now have a methodology for estimating the carbon emissions from all Scope 3 categories, including those that are not required to be reported under PPN 06/21. Given the reliance on spend-based methodologies, we currently do not include all Scope 3 categories within the scope of our external carbon verification, however, we have included below to provide transparent disclosure of our full carbon footprint.

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## Reporting Year: Calendar year 2023

Emissions	Total (tCO <sub>2</sub> e)
Scope 1	9,338
Scope 2 - Market-based (note 1)	1,148
Scope 3:	489,049
<b>Verified emissions:</b>	
▪ Emissions from business travel	791
▪ Employee commuting	3,318
▪ Fuel and Energy related activities	3,019
<b>Estimated, but not verified</b>	
▪ Purchased goods and services	474,000
▪ Capital goods	96
▪ Upstream transportation and distribution	2,866
▪ Waste generated in operations	1,840
▪ Downstream transportation and distribution	50
▪ Investments	3,069
<b>Total emissions</b>	<b>499,535</b>

### Notes:

1. 100% of the electricity we purchase for our permanent offices, and a growing proportion of the temporary site supplies are from REGO accredited renewable sources. Therefore, the market-based approach most appropriately reflects the emissions associated with our purchased electricity. Using a location-based approach, our Scope 2 emissions in 2023 were 2,021 tCO<sub>2</sub>e.

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## Comparison to 2022

In 2023, our scope 1 and 2 emissions demonstrated a continued transition from fossil fuels to electricity. Emissions relating to the use of diesel on our sites were down 9.1%, and emissions relating to company cars and vans were down 6.9%. This was offset by an increase in emissions relating to electricity consumption which is driven by a number of factors, including:

- Company car business mileage claims transitioning from diesel/petrol cars to Electric Vehicles (EVs).
- The increased number and usage of EV chargers at our sites and offices, some of which relates to personal use in addition to business use.
- More people in the office more often, resulting in greater use of electricity.

On a market basis, our total scope 1 and 2 emissions, reduced by 2.5% year on year.

Our verified Scope 3 emissions reduced by 16.6% from 8,545 tCO<sub>2</sub>e in 2022 to 7,128 tonnes in 2023. The biggest contributor to this reduction was a 34% fall in emissions relating to employee commuting. These emissions are estimated using responses from an employee commuting survey and the reduction is driven by more accurate information as a result of a higher survey response rate and improved data quality.

## Developments to our scope 3 reporting

With support from the Carbon Trust, during 2022 we developed a model for estimating the carbon emissions across our full Scope 3 footprint. The model is aligned to the GHG Protocol and uses a combination of quantity-based and spend-based methodologies. An outline of the methodology used for each of the categories reported under 'estimated, but not verified' is provided below. The methodology used for calculating the verified emissions categories did not change in 2022.

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## Purchased goods and services

This is our main source of emissions, representing 94% of our total carbon footprint. Purchased goods and services emissions have been estimated using a combination of methodologies:

- *Average data method* – using invoice data on the type and volume of materials and applying the relevant ICE/DEFRA/Ecoinvent emissions factors.
- *Spend based method* - using invoice data and applying relevant EEIO spend based emissions factors.

Using the spend-based methodology allows us to estimate our full scope 3 footprint. However, it is an approximate estimate, and we continue to work with our supply chain to develop product-specific carbon data capture systems and reporting methodologies.

## Capital goods

Emissions have been estimated using asset additions data obtained from our fixed asset register and applying the relevant EEIO emissions factors.

## Upstream transportation and distribution

Emissions have been estimated using a spend-based method and assuming that 5% of the cost of all material purchases, both direct and indirectly through subcontractors, relates to delivery and applying the relevant EEIO emissions factors. We are continuing to develop our systems for recording and monitoring deliveries to our sites and intend to move away from the spend-based method for estimating upstream transportation emissions from 2025.

## Waste generated in operations

All our waste emissions are calculated using waste data provided by our waste carriers. The monthly waste reports detail the volume collected by the different waste fractions and disposal routes. The emissions have been calculated using DEFRA emissions factors.

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## Downstream transportation and distribution

Historically, this category of emissions was not relevant as there are no downstream transportation and distribution activities associated with the construction activity we perform. However, as a result of a number of acquisitions in our Water Technologies business in the past three years, we now have businesses that manufacture and supply products to their clients and therefore have downstream transportation emissions. Emissions are estimated using mileage and vehicle data recorded in the freight distribution logs maintained by these businesses.

## Investments

All activity data is provided by our Facilities Management business who manage most of the assets where we retain an equity share. For assets that they do not manage, our FM business obtains the activity data from the asset manager. We have calculated the total emissions for each building/asset using DEFRA emissions factors and then applied our equity share.

## Emissions reduction targets

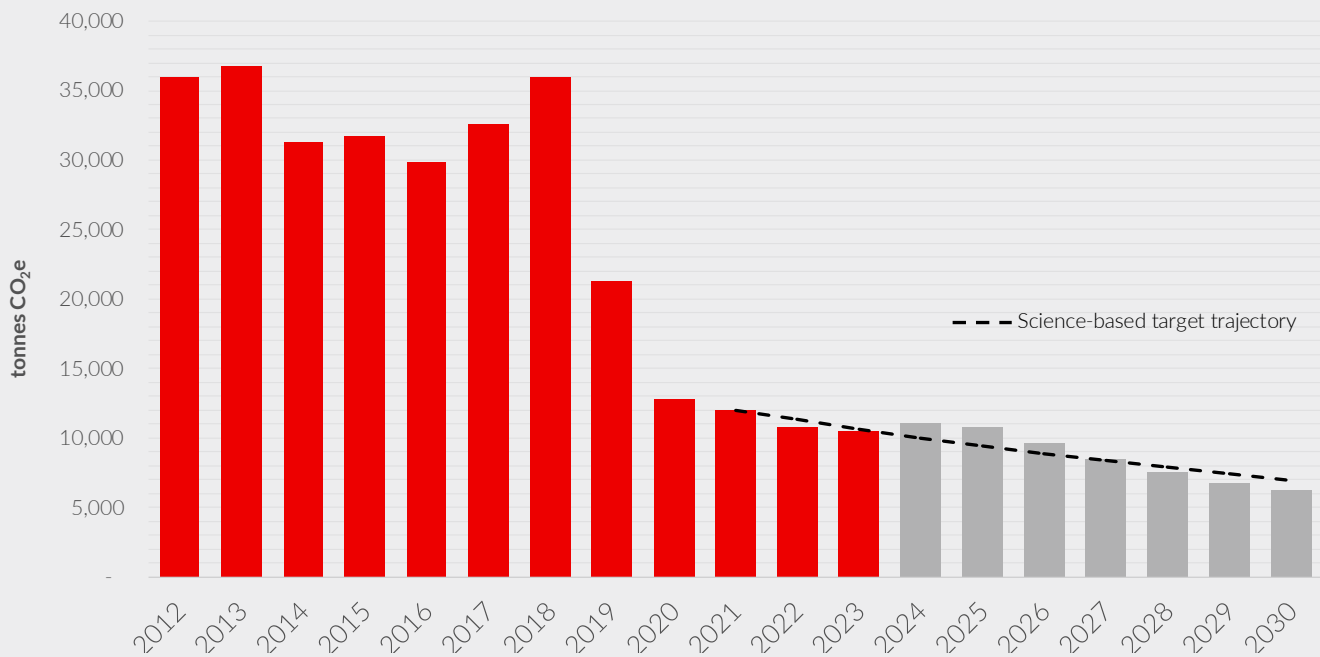
In order to continue our progress to achieving Net Zero, we have adopted the following carbon reduction targets.

- 2030 - Achieve Net Zero in our own operations (Scope 1 and 2)
- 2030 - Achieve near term Science-Based Target (aligned to 1.5°C ambition)
- 2045 - Achieve Net Zero across all operations (Scope 1, 2 and 3).

We project that our Scope 1 and 2 carbon emissions will decrease over the next five years to circa 7,500 tCO<sub>2</sub>e by 2028. This is a reduction of 37% compared to 2021 (our science-based target baseline year) and 79% compared to our PPN 06/21 baseline year of 2012.



## Scope 1 and 2 Carbon Emissions - Projected reduction trajectory



Note: In the above chart, emissions for the years 2012 to 2022 have been re-baselined to reflect the current composition of the business, following the acquisitions in 2021, 2022 and 2023, and the sale of the Rock & Alluvium business in 2023.

The projected reduction trajectory has been refined during 2023 and now reflects a detailed analysis of our existing Scope 1 and 2 emissions, and modelling performed by the Carbon Trust of the likely impact of our existing and planned carbon reduction initiatives.

The projected reduction trajectory also now includes an allowance for year-on-year organic growth of the business, as well as reflecting the acquisitions and disposals made in the past three years.

Based on our current projections, by our target year of 2030, we will have reduced our Scope 1 and 2 emissions by 48% compared to 2021 (our science-based target baseline year), and by 83% compared to our PPN 06/21 baseline year of 2012, leaving circa 6,300 tCO<sub>2</sub>e of residual emissions to offset to achieve net zero.

## Carbon reduction projects

### Completed carbon reduction initiatives

The following environmental management measures and projects have been completed or implemented since the 2012 baseline. The Scope 1 and 2 carbon emission reduction achieved by these schemes equate to 25,456 tCO<sub>2</sub>e, a 71% reduction against the 2012 baseline (re-baselined) and the measures will be in effect when performing the contract.

- Sourcing 86% of all electricity we purchase to supply our permanent offices and construction sites from renewable sources.
- Installing electric vehicle charging points at our main permanent office locations.
- Introducing in September 2021, an EV or PHEV only company car policy, with reduced emissions limits for those who opt for a cash allowance. As of 30 June 2024, electric or hybrid vehicles represented 93% of the 2,074 vehicles in our company car fleet, and the average carbon emissions per vehicle is now 17.6g/km (In 2011, average carbon emissions per vehicle was 133g/km).
- Making early grid connections on our construction sites to minimise our use of diesel generators.
- Decreasing on-site fuel use through the greater use of non-fossil fuel powered plant/equipment (e.g., power cubes/hybrid power systems), where early grid connections cannot be made.
- Using energy efficient welfare and site office cabins as well as LED/solar/hybrid lighting systems.
- Operating an 'Agile Working' policy to maximise the use of technology such as Microsoft Teams to reduce travel and improve work-life balance.
- Achieving and maintaining third party certification to ISO 14001:2015; consequently, all our activities are subject to defined environmental management standards applicable across all of our business activities.

### Current and future carbon reduction initiatives

#### Net Zero route map

In support of our science-based and net zero carbon targets, we have developed and published our first net zero route map. The route map identifies 16 activities where action is required in order to achieve

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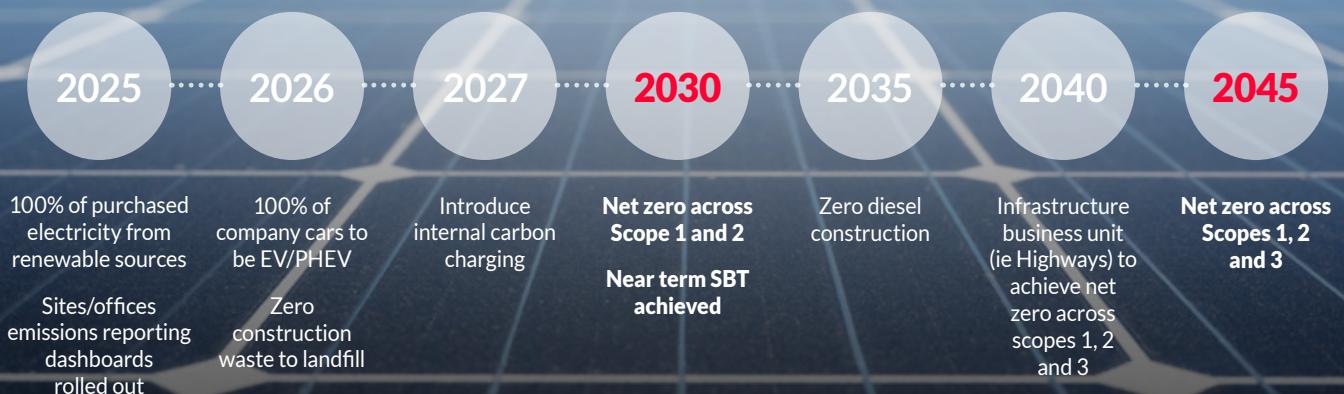


our emission reduction targets. These include: the use of diesel, company vehicles, site compounds, permanent offices, business travel, design, construction materials, emissions measurement, internal carbon charging and offsetting. For each of the activities, the route map outlines the timeline of the actions we have already taken or are underway, the actions we still need to take, and our ultimate ambition.

For the activities that contribute towards our scope 1 and 2 net zero by 2030 target, the actions are more specific because we have a greater degree of control over these activities, we have better data, and the target year is closer. For the activities that contribute towards our Scope 3 net zero by 2045 target, the actions through to the target year are less well-defined, and will continue to evolve as we develop more accurate emissions measurement techniques and engage with our clients and supply chain partners on low carbon materials and construction methods.

The route map is intended to be a guide for our teams across the business to understand the actions they need to be taking and when. It also is a means of communicating to our clients, supply chain and other stakeholders the journey we collectively are on and the role we need them to play.

## Key milestones



[Click here for more info](#)

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Some of the key carbon reduction measures that have now been incorporated into our Net Zero route map include:

## **General carbon reduction initiatives**

- Developing carbon training for our people. In 2022, we developed and rolled out a 'Journey to Net Zero' carbon literacy e-learning course for all staff. This will continue to be delivered to new joiners as part of their induction and can be made available to our clients and supply chain. We are also developing role-based learning with more detailed content for our teams across different disciplines.
- Focusing upon digitalisation and enhancing our award-winning technical services such as Building Information Modelling (BIM) systems and other technologies to design low carbon (embodied and operational) buildings and infrastructure and leverage more carbon efficient modern methods of construction.
- Leading the way with research projects which allow us to benchmark and provide solutions to our clients that reduce both operational and embodied carbon.
- Developing an internal carbon charging and offsetting strategy for implementation by 2027.

## **Reducing carbon within our own operations (Scope 1 and 2)**

- Reducing emissions associated with the use of site diesel:
  - Establishing more robust and efficient methods of collecting diesel consumption data from our sites.
  - Continuing to ensure that grid connections are made at the earliest opportunity and are sized appropriately.
  - Expanding our use of battery storage to optimize the efficiency of generators.
  - Implementing renewable energy generation solutions, such as solar panels, where mains supply is not feasible.
  - Increasing the use of electric plant, as the technology develops.
  - Maximising the amount of off-site manufacturing.
  - Transitioning to low-carbon alternative fuels, such as Hydrogen and HVO, as market conditions and availability allow.

→ Reducing emissions associated with the use of our vehicle fleet:

- Continue the transition to a 100% EV/PHEV only company car fleet by 2026.
- Ensuring EV charging points are installed in all our permanent office locations, and temporary sites where feasible.
- Developing a strategy to transition our van fleet away from fossil fuels.
- Continuing to support agile and remote working to minimise avoidable travel.

→ Reducing emissions associated with the use of energy:

- Maximising the use of 'Eco' rated site accommodation and welfare cabins.
- Reviewing our temporary supply procurement process to ensure that all supplies are on renewable tariffs by 2025.
- Continuing to prioritise energy efficiency when identifying new permanent office locations.
- Using technology such as smart distribution boards to optimise site electricity consumption.

## **Reducing emissions associated with embodied carbon and operational carbon in the buildings and infrastructure we construct (Scope 3)**

- Expanding our in-house use of carbon calculator tools throughout the business to accurately model whole life carbon to allow our design teams to make more informed decisions.
- Improving the detail of purchased goods and services data, especially materials, to enable expanded and more accurate Scope 3 reporting.
- Aligning our use of concrete and steel products to leading practice in those respective industries as they decarbonise.
- Continuing to roll out our Net Zero Partner initiative to the value chain to increase collaboration and industry wide learning, and to identify and adopt the use of low carbon construction plant, materials and working practices.
- Undertaking pilot studies to monitor real world embodied and operational carbon and use the results to drive continuous improvements in our approach to carbon reduction.
- Achieving PAS 2080 Carbon Management in Infrastructure accreditation.
- Improving material use to minimize waste and increase reuse and recycling.
- Expanding the use of our in-house operational energy data analysis capability to gain greater insights into the assets we design and build.


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- Supporting the achievement of the CLC's CO2nstruct Zero framework and priorities through active participation as a Business Champion.
  - Collaborating with industry peers as a member of the UK Net Zero Carbon Buildings Standard, a cross-industry initiative which will enable industry to prove their built assets are net zero carbon.

## 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 Executive Board of Galliford Try Holdings plc.

**Signed on behalf of Galliford Holdings Try plc and Galliford Try Construction Limited:**

	Bill Hocking; Chief Executive
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Date: 4 October 2024