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Carbon Reduction Plan

Overview

This Carbon Reduction Plan has been prepared in line with PPN 06/21. This plan sets out how we measure, manage, and reduce our emissions across the business, and how this is built into the way we deliver our projects

As a construction company, our emissions are closely linked to the work we deliver. The number of live projects, the type of work, and how sites are set up all have a direct impact on fuel use, travel, and overall carbon output. This means our emissions will vary year to year, but we are focused on improving how efficiently we operate and reducing our impact where we can.

Baseline emissions

Baseline emissions have been established using 2022 as the reference year against which future performance is measured. The table below sets out our Scope 1 and Scope 2 emissions over the reporting period and provides a comparison of annual performance. These figures reflect changes in operational activity, particularly the number and scale of construction projects delivered in each year, and should be considered in that context.

Emissions	Description	2022 Total (tC02e)	2023 Total (tC02e)	2024 Total (tC02e)	2025 Total (tC02e)
Scope 1	White diesel	47.29	41.86	44.63	49.69
Scope 2	Electricity	8.45	7.97	7.76	7.84

Scope 1 Emissions

Our Scope 1 emissions are mainly from diesel used in plant, vehicles, and site operations. These figures have fluctuated over the last few years. After a reduction in 2023, emissions increased again in 2024 and 2025. This reflects higher levels of site activity, particularly the number of live projects, which directly increases diesel use.

Fleet efficiency and transition

Alongside diesel use, we have started to introduce electric vans into the business. This is beginning to show a positive impact when measured against our turnover:

- 2024: 0.03 kgCO2e per £1k turnover
- 2025: 0.01 kgCO2e per £1k turnover

This shows that while total emissions increase with activity, the carbon efficiency of our transport operations is improving as lower emission vehicles are introduced. This transition is being progressed as part of planned fleet replacement, rather than on an ad hoc basis.

Scope 2 Emissions

Scope 2 emissions from electricity have stayed broadly the same. This reflects steady office use and the measures we already have in place, such as LED lighting and regular monitoring.

Scope 3 Emissions

We are still developing our Scope 3 reporting. A materiality review is underway, and we expect to start reporting on the most relevant categories from 2026. This is expected to include key categories such as purchased materials, subcontractor activities, and business travel.

Targets

We are working towards net zero by 2050. In the shorter term, using 2022 as our baseline, we are aiming to:

- Reduce Scope 1 and Scope 2 emissions by a minimum **10 percent** by 2028
- Continue to reduce emissions beyond this in line with our operations

Alongside this, we will track emissions from our vehicle fleet as a key measure of progress. The reduction we have already seen between 2024 and 2025 gives us a starting point to build on.

We will review these targets each year as our data improves and as Scope 3 emissions are brought into scope.

Progress against these targets is monitored internally as part of our environmental management processes and is included within our annual company targets.

We expect these reductions to be achieved through a combination of fleet transition, improved site efficiency, reduced diesel use through planning and control, and increased engagement with our supply chain as Scope 3 reporting develops.

Reducing emissions

We are not treating carbon reduction as a one off exercise. It is something we are building into how we plan and deliver work. There are two parts to this:

- First, reducing overall emissions where possible.
- Second, improving emissions per project so that as we grow, our impact does not increase at the same rate.

We are using both total emissions and emissions linked to turnover to measure progress.

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What we are doing in practice

The greatest opportunity for reduction sits within transport and plant, which remains the primary focus of our approach. The following measures are applied across projects and are expected as standard practice.

Transport and Plant

- Electric vans are now in use across the business and are used in place of diesel vehicles where operationally suitable
- Vehicle selection is reviewed as part of replacement cycles to prioritise lower emission options
- Site set up and logistics are planned to reduce unnecessary travel between sites, suppliers, and offices
- Idling and inefficient plant use are addressed through site supervision and ongoing awareness

Site Set Up and Energy Use

- Energy efficient site cabins are used to reduce power demand during project delivery
- Site energy requirements are considered at planning stage to avoid unnecessary consumption
- Water consumption on site is controlled through measures such as push taps to reduce unnecessary usage
- Office energy use is monitored monthly through the Environmental Impact Register, with any unusual increases investigated

On Site Operations

- Carbon awareness is included in site inductions so that expectations are clear from the outset
- Site teams are responsible for managing plant use and avoiding unnecessary running time
- Environmental considerations are built into site planning, not just reported afterwards

Materials and Waste

- Site waste management plans are developed for each project and actively used during delivery
- The Construction Waste Portal is used at procurement stage to reduce waste before work begins
- Waste streams are segregated on site to support reuse and recycling
- Materials are ordered with consideration to reducing excess and rework

Office Operations

- Recycling is in place across office locations, with waste streams separated to improve recovery rates
- Recycling performance is reviewed as part of ongoing environmental monitoring

Supply Chain

- Suppliers are increasingly engaged on environmental performance as part of procurement decisions
- Environmental considerations are taken into account when selecting materials and services
- This will be developed further as Scope 3 data becomes available

Data

We have a structured process in place to collect and review environmental data across the business. This is managed day to day by our Compliance Manager, with support and oversight from an external environmental consultant. This ensures that emissions data is accurate, consistent, and suitable for tracking performance against our targets.

Performance is reviewed regularly, and we use this information to identify where changes can be made, particularly in how we plan and deliver projects. Where performance does not align with targets, corrective actions are identified and implemented through operational planning.

This plan is reviewed each year and updated as our data and approach develop.

Declaration

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance. Emissions have been calculated using UK Government conversion factors.

This plan has been reviewed and approved by the Board of Directors.

Alistair Weir
Managing Director
For and on behalf of Jeakins Weir Ltd

23rd March 2026