

A photograph of a large array of solar panels installed on a roof, viewed from a low angle. The sun is low on the horizon, creating a warm, golden glow and lens flare across the panels. The sky is a mix of blue and orange, with some clouds.

# Carbon Reduction Plan

September 2021

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

**Publication date: 30 September 2021**

<sup>1</sup>This Carbon Reduction Plan captures the operations of Galliford try Holdings plc and all its subsidiaries, 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 carbon dioxide equivalent emissions (Scope 1, 2 and operational Scope 3) by 62% from 2012 to 2020.

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

To provide a clear route to reduce greenhouse gas emissions, we have also committed to achieving a verifiable science-based target validated by the Science Based Targets initiative (SBTi). In doing so, we have joined the Business Ambition for 1.5°C to limit global warming to 1.5 degrees 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. We are expanding our Scope 3 reporting, which currently encompasses ‘Business Travel from Private Car Travel (Petrol, Diesel & LPG)’ to other Scope 3 Categories, as defined by the Greenhouse Gas (GHG) Protocol, as the emissions data becomes more reliable and available.



## Baseline year emissions:

Emissions	Total (tCO <sub>2</sub> e)
Scope 1	23,828
Scope 2	3,968
Scope 3:	2,954
▪ Emissions from business travel	2,954
▪ Upstream transportation and distribution	Not included in reporting boundary
▪ Waste generated in operations	Not included in reporting boundary
▪ Employee commuting	Not included in reporting boundary
▪ Downstream transportation and distribution	Not relevant to Galliford Try
<b>Total emissions</b>	<b>30,750</b>

## Current Emissions Reporting

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.

### Reporting Year: 2020

Emissions	Total (tCO <sub>2</sub> e)
Scope 1	6,887
Scope 2 (Location-based)	1,994
Scope 3:	2,784
▪ Emissions from business travel	2,784
▪ Upstream transportation and distribution	Not included in current reporting boundary
▪ Waste generated in operations	Not included in current reporting boundary
▪ Employee commuting	Not included in current reporting boundary
▪ Downstream transportation and distribution	Not relevant to Galliford Try
<b>Total emissions</b>	<b>11,665</b>

Our historic reporting boundary for Scope 3 has only included the business use of private vehicles. The other activities have not been included in our GHG reporting boundaries either because the nature of our business means that the level of activity and therefore the emissions associated with them are assessed to be extremely low (eg 'Downstream transportation and distribution') or because we do not have pragmatic and/or reliable sources of the data we would require in order to report (eg 'Employee commuting'). For those Scope 3 activities that have historically not been included within our GHG reporting boundary, we are in the process of developing the data capture and reporting methodologies required for us to report the emissions within our annual GHG report.

### Emissions from business travel

The emissions associated with the business use of private vehicles is already included within our reporting boundary. We are engaging with our third-party business travel partners and our internal expenses team in order to obtain the data necessary to report the emissions associated with all business travel (e.g., air/rail/taxis/bus/hotels) and will include in our GHG report for the calendar year 2021.

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## Upstream transportation and distribution

The vast majority of materials delivered to our construction sites are purchased indirectly through our subcontractors. As such, the carbon emissions associated with their transportation are included in 'Purchased goods and services' rather than 'Upstream transportation and distribution'. For those materials that we do purchase directly, we are currently engaging with our key suppliers to obtain the data required to report the carbon emissions associated with deliveries to our sites. We anticipate being able to include within our GHG report from calendar year 2022.

## Waste generated in operations

We already collate information on waste generated in operations through our site waste management plans. The carbon emissions associated with this waste can be calculated through application of the appropriate DEFRA conversion factors and will be included in our GHG reporting from calendar year 2021.

## Employee commuting

We have historically not included employee commuting within our Scope 3 reporting boundary because we do not have a source of commuting activity data. We are conducting an employee survey in 2021 to cover our next carbon reporting period (ie calendar year 2021) to capture typical commuting behaviours to enable commuting emissions data to be generated (which is an accepted methodology within the Greenhouse Gas Protocol; Technical Guidance for Calculating Scope 3 Emissions; Category 7: Employee commuting). Longer term, we are developing systems and processes for capturing actual commuting activity data.

## Downstream transportation and distribution

There are no downstream transportation and distribution activities associated with the construction activity we perform. This Scope 3 category is therefore not relevant to Galliford Try.

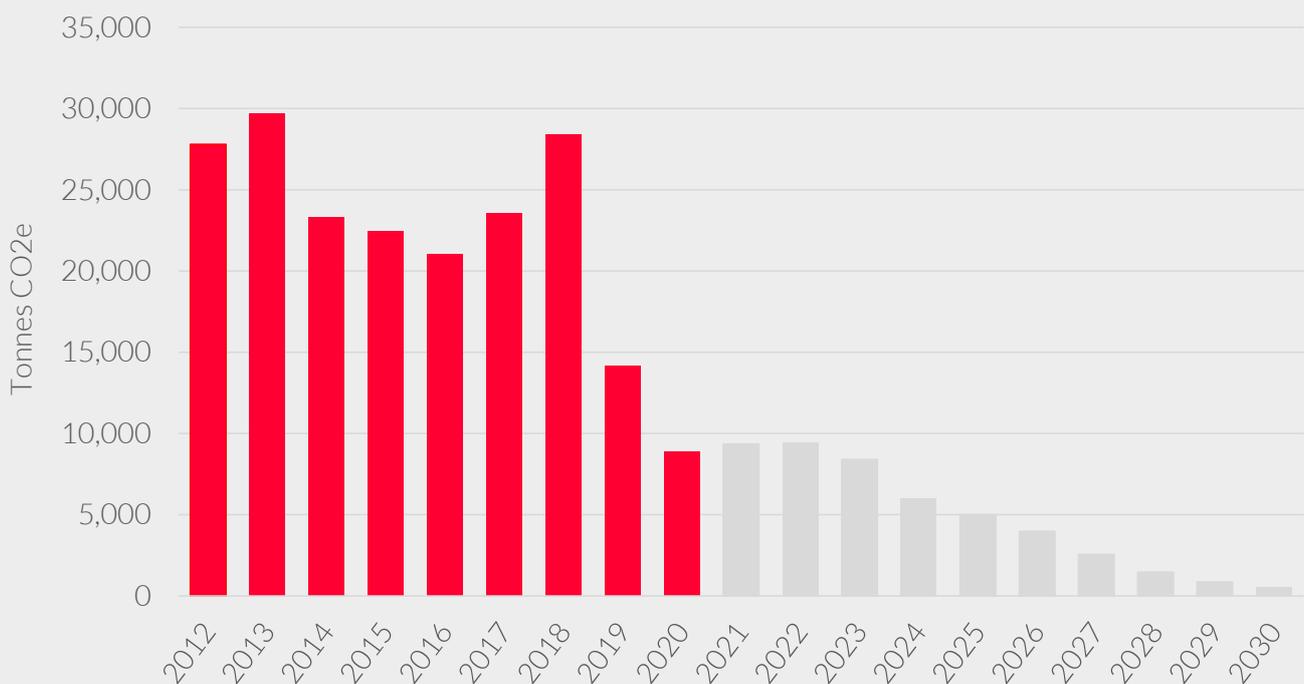
## Emissions reduction targets

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

- 2030 - Achieve Net Zero on our own operations (Scope 1 and 2 and operational Scope 3)
- 2035 - Achieve interim Science-Based Target (aligned to 1.5 degree 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 5,000 tCO<sub>2</sub>e by 2025. This is a reduction of 44% compared to 2020 and 82% compared to our baseline year of 2012.

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



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The projected reduction trajectory is indicative and is based on number of assumptions. These include our expectations in relation to the type of projects within our project portfolio, the speed with which reliable alternatives to diesel-fuelled plant and equipment become widely available and the extent to which the pandemic has led to permanent reductions in company car mileage.

## Carbon reduction projects

### Completed carbon reduction initiatives

The following environmental management measures and projects have been completed or implemented since the 2012 baseline. The carbon emission reduction achieved by these schemes equate to 19,085 tCO<sub>2</sub>e, a 62% reduction against the 2012 baseline and the measures will be in effect when performing the contract.

- Sourcing 100% of all electricity supplied to our permanent offices from renewable energy sources.
- Sourcing 48% of all electricity supplied to our construction site offices from renewable sources.
- Installing electric vehicle charging points at our main permanent office locations.
- Increasing the adoption of electric or hybrid vehicles, which currently represent 36% of the total vehicle fleet and has helped reduce average carbon emissions across the company fleet from 133g/km in 2011 to 86g/km in 2020.
- From September 2021, introduced an EV or PHEV only company car policy, with reduced emissions limits for those who opt for a cash allowance.
- 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 (eg 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.

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## Current and future carbon reduction initiatives

In the future we will implement further measures such as:

- Working with the Science-Based Targets initiative (SBTi) to achieve suitable, adequate, and effective science-based targets.
- 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.
- Reducing emissions associated with the use of site diesel:
  - Establishing more robust and efficient methods of collecting diesel use data from our construction sites.
  - Ensuring grid connections are made, at the earliest opportunity, on our construction sites.
  - Increasing the use of electric plant, as the technology develops.
  - Maximising the use of 'Eco' rated site accommodation and welfare cabins.
  - Maximising the amount of off-site manufacturing.
- Reducing emissions associated with the use of our vehicle fleet:
  - Introduced an EV/PHEV only company car policy from September 2021.
  - Ensuring EV charging points are installed in all our permanent office locations.
  - Monitoring opportunities to electrify our van fleet.
  - Continuing to support agile and remote working to minimise unnecessary travel.
- Reducing emissions associated with the use of non-renewable energy:
  - Maximising the use of 'Eco' rated site accommodation and welfare cabins.
  - Mandating the use of our existing renewable energy broker arrangements across all our construction sites.

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→ Reducing Scope 3 emissions associated with embodied carbon and operational carbon in the buildings and infrastructure we construct:

- Continuing to expand our Scope 3 reporting boundaries to include all relevant Scope 3 Categories, as defined by the Greenhouse Gas Protocol, as the emissions data becomes more reliable and available.
- Developing a Carbon Toolkit to improve our ability to model the embodied and operational carbon associated with the buildings and infrastructure that we design and construct.
- 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.
- Engaging with our supply chain to identify and adopt the use of low carbon construction plant, materials and working practices.
- Supporting the achievement of the CLC's CO2nstruct Zero framework and priorities through active participation as a Business Champion.
- Achieving PAS 2080 Carbon Management in Infrastructure verification.
- Providing training and development to our people and supply chain partners to ensure their skills continue to develop as the design and construction of low carbon buildings and infrastructure evolves.

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## 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: 30 September 2021