



Carbon Reduction Plan

August 2025

PPN 006 Carbon Reduction Plan

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Supplier name: Galliford Try Holdings plc¹

Publication date: 28 August 2025

¹This 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 59% from 2012 to 2024.

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.

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.

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.

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Baseline year emissions: 2012

Emissions	As reported Total (tCO ₂ e)	Re-baselined Total (tCO ₂ 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
Total emissions	30,587	35,942

Current Emissions Reporting

Reporting Year: Calendar year 2024

Emissions	Total (tCO ₂ e)
Scope 1	13,313
Scope 2 - Market-based (note 1)	1,497
Scope 3:	
Verified emissions:	
▪ Emissions from business travel	982
▪ Employee commuting	3,825
▪ Fuel and Energy related activities	4,067
Estimated, but not verified	
▪ Purchased goods and services	570,000
▪ Capital goods	296
▪ Upstream transportation and distribution	3,300
▪ Waste generated in operations	1,975
▪ Downstream transportation and distribution	60
▪ Investments	2,725
Total emissions	602,040

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 tCO₂e.

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 all Scope 1 and 2 emissions as well as certain Scope 3 categories, including Business Travel and Employee Commuting.

Our Scope 1 emissions predominantly relate to fuel use in company cars and vans, and on-site plant and equipment. Our Scope 2 emissions relate to consumption of electricity across our sites and permanent offices, and Electric Vehicle (EV) charging of company cars.

Estimated, but not verified

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 estimates to provide transparent disclosure of our full carbon footprint, and provide a description of our estimation methodology below.

Purchased goods and services

This is our main source of emissions, representing circa 95% of our total carbon footprint. Purchased goods and services emissions have been estimated 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 by 2030.

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.

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 set the following near term science-based targets, that have been validated by the Science Based Targets initiative (SBTi):

- to reduce absolute Scope 1 and 2 GHG emissions by 42% by 2030 from a 2021 base year.
- to reduce absolute Scope 3 GHG emissions by 42% within the same timeframe.

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.

The need to invest in upgrading our national infrastructure, including roads and water and wastewater assets, has driven significant growth in our Infrastructure businesses. While this activity plays an important role in improving people's lives and supports growth in the wider economy, construction work in these sectors is still heavily reliant on diesel to generate temporary power and to fuel other plant and equipment. This dependency on generators is two-fold, firstly establishing connections to the national grid can take a significant amount of time, up to and including the total duration of the programme of works, and secondly, alternative fuel generators remain in their infancy and the required maturity and capacity will take time. Consequently, our volume growth in these national infrastructure sectors has been the main driver in our Scope 1 emissions increasing by 43% in 2024.

In response to this challenge, we have made changes to our operational standards to implement the requirement to use hybrid generators where possible and practical. We are continuing to identify and assess the additional actions we can take to move further and faster to reduce and ultimately phase out the use of diesel generators in our operations. We are also reviewing and updating our projections of our emissions reduction trajectory. This is to ensure that our projections remain as reliable as they can be, given the inherent uncertainty in predicting future emissions, and reflect both the anticipated growth of the business and existing and future carbon reduction initiatives. We intend to include updated projections in our 2026 Carbon Reduction Plan.

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 21,131 tCO₂e, a 59% reduction against the 2012 baseline (re-baselined) and the measures will be in effect when performing the contract.

- Sourcing 90% 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 2025, electric or plug-in hybrid vehicles represented 98% of the 2,272 vehicles in our company car fleet, and the average carbon emissions per vehicle is now 12.5g/km (In 2011, average carbon emissions per vehicle was 133g/km).
- 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.
- Achieving PAS 2080 Carbon Management in Buildings and Infrastructure, with our Business Management System processes now aligned to this standard.
- Developing and rolling out (and updating in 2025) our Journey to Net Zero e-learning module. This is a mandatory course for all staff, and provides an introduction to the science of climate change, the key sources of carbon emissions in the construction value chain, and the targets and actions we have committed to as a business. 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.

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- Developing and rolling out role-based learning courses, covering key bidding, design, operational and commercial roles. These modules go into more detail on the topics that are relevant to those roles such as guidance on common relevant carbon reduction opportunities and how to engage the whole value chain (Clients, Suppliers and Subcontractors) to identify and realise project specific reduction opportunities.

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 net zero route map. The route map identifies 16 activities where action is required in order to achieve 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.

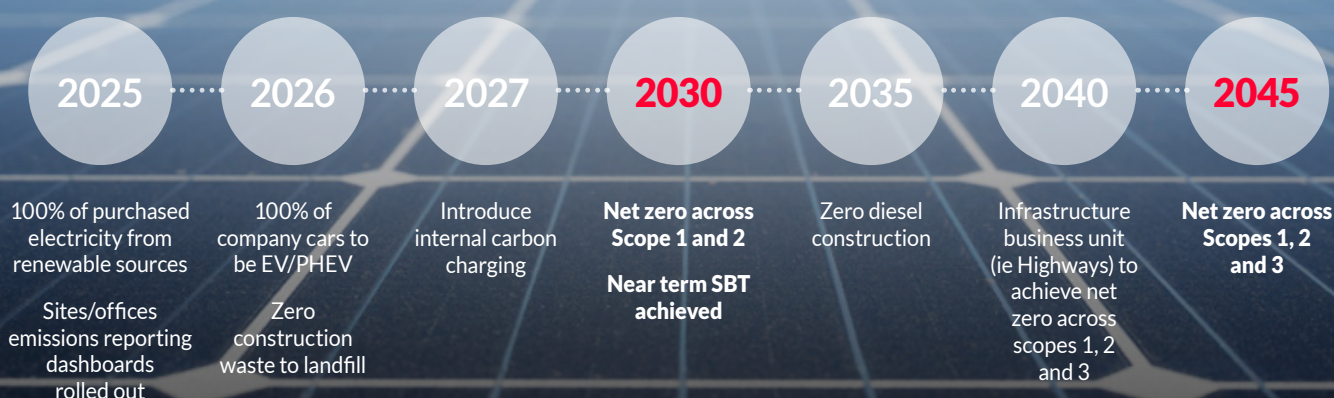
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The route map is intended to be a guide for our teams across the business to understand the actions they need to be taking and when. It also is a means of communicating to our clients, supply chain and other stakeholders the journey we collectively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

Key milestones



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

General carbon reduction initiatives

- 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. For example, we are working with Cemex, Northumbrian Water, the University of Manchester and Sika, to secure Innovate UK funding to develop a low-carbon concrete mix as part of the Combining Micronised Limestone and Graphene (CoMLaG) project.
- 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.
- Developing a Group Green Travel Plan that continues 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 the end of 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.
- 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.
- 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 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 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: 28 August 2025