CONCRETE REPAIRS LIMITED – CARBON REDUCTION PLAN

Our Carbon Reduction Plan conforms to the requirements of Policy Procurement Policy Note PPN06/21 and with the latest climate science. This strategy will be reviewed regularly and updated to reflect any changes to legislation.

Background

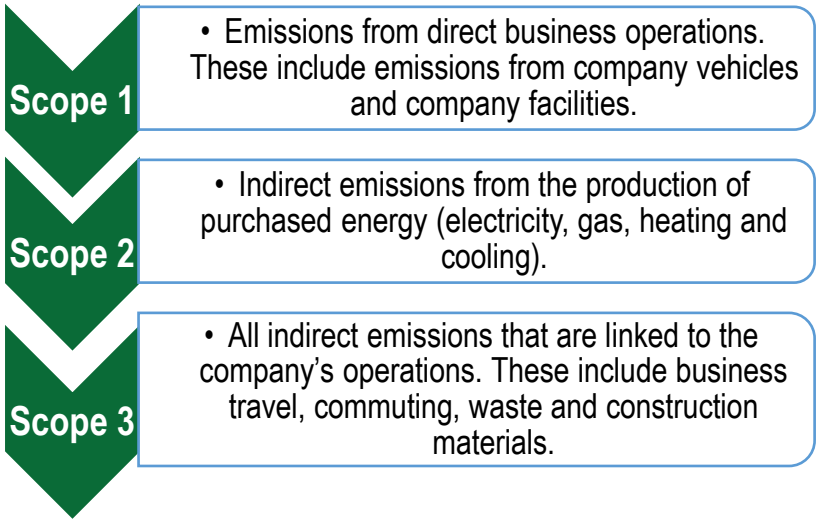
Sustainability is at the core of what we do, and this includes a commitment to reducing carbon across our business. In response to the climate crisis, the UK Government has set a target for all businesses to be Net Zero carbon emitters by 2050. This is no easy task – especially in the construction industry – which contributes to over 45% of the UK's carbon emissions. At CRL, transitioning our business operations towards Net Zero is a priority. We know how important this is and are prepared for the challenge ahead.

To 'go **Net Zero**' is to reduce greenhouse gas emissions and/or to ensure that any ongoing emissions are balanced by removals. (netzeroclimate.org).

Key Carbon Targets

- Achieve Net Zero by 2045 – 5 years ahead of UK Government target
- Reduce emissions by 50% of 2010 levels (our baseline year) by 2030
- Reduce carbon intensity by 50% of 2010 levels (our baseline year) by 2025
- To improve our understanding of our Scope 3 emissions and develop reduction solutions

Scope 1, 2 & 3 Emissions



Our Baseline Year

We use 2010 (1st July 2009 – 30th June 2010) as our baseline year. We measure our total tonnes of carbon emissions (tCO2e) and map them alongside our revenue to take business growth into account (carbon intensity).

Our recorded figures for 2010 are as follows: -

Carbon Footprint Calculation for the year ending 30 June 2010					
Description	**Quantity**	**Units**	**Source**	**Conversion Factor (kgCO2/unit)**	**CO2e (tonnes)**
Scope 1 - Direct Emissions					
Gas Oil	239,493	litres	Invoices	2.762 per litre	661
Diesel	328,044	litres	Arval	2.639 per litre	866
Petrol	61,185	litres	Arval	2.304 per litre	141
Natural Gas	199,347	kWh	Invoices	0.184 per kWh	37
Scope 2 - Indirect Emissions (imported electricity)					
Electricity	160,422	kWh	Invoices	0.541 per kWh	87
Scope 3 - Other Indirect Emissions					
None included at present					
TOTAL					**1,792**
Tonnes CO2e per £100,000 turnover					**6.11**

Our Latest Emissions Data

Our recorded figures for 2020 are as follows: -

Carbon Footprint Calculation for the year ending 30 June 2020					
Description	**Quantity**	**Units**	**Source**	**Conversion Factor (kgCO2/unit)**	**CO2e (tonnes)**
Scope 1 - Direct Emissions					
Gas Oil	70,315	litres	Invoices	2.759 per litre	194
Diesel	322,616	litres	Arval	2.706 per litre	873
Petrol	32,290	litres	Arval	2.340 per litre	75
Natural Gas	262,295	kWh	Invoices	0.183 per kWh	48
Scope 2 - Indirect Emissions (imported electricity)					
Electricity	115,390	kWh	Invoices	0.504 per kWh	58
Scope 3 - Other Indirect Emissions					
None included at present					
TOTAL					**1,248**
Tonnes CO2e per £100,000 turnover					**4.43**

Our Strategy

We will work internally and with clients, suppliers and stakeholders to adopt industry best practice and develop solutions to reduce our carbon emissions.

2021-2025 Aims

- Continue to replace current fleet of vehicles with hybrid alternatives
- Continue to use HVO fuel and other alternatives (e.g. solar power) on sites
- Reduce unnecessary business travel
- Develop a better understanding of Scope 3 emissions and develop solutions

Scope 1 Emissions

Vehicle Fleet

We are working to replace our vehicle fleet with hybrid alternatives. Currently 80% of our fleet is at least EURO 6 or Low Emission Vehicle. Replacement company cars will be selected based on their CO2 emissions. Between 2021 – 2025 these will be petrol/electric hybrids with a typical CO2 emission around 120gms/km. For the same period, replacement vans will be selected based on their CO2 emissions but will remain diesel fuelled. After 2025, we aim to replace cars and vans with electric battery alternatives as the choice, range and charging network improves.

All Company vehicles will be regularly serviced to optimise their fuel efficiency and reduce emissions. For car allowance users, the choice of car remains up to the individual, however all cars are expected to match the CO2 emissions of the equivalent company car. We will review any vans used in urban environments, with low daily mileages and consider the suitability of alternatives.

Site Plant

When supplies are available, we will all site plant will use hydrogenated vegetable oil (HVO) diesel, this will reduce CO2 emissions by 90% compared to fuelling with mineral oil diesel. We will work with fuel suppliers to ensure maximise HVO use for site plant.

Site and Temporary Offices and Cabins

Short term site offices will generally be fuelled by HVO diesel generator. On smaller sites we will use solar/battery power supplies backed up with HVO diesel generator. Where long term site offices are supplied from the mains the preference will be for electricity supplied on renewable tariff.

Scope 2 Emissions

Currently our Head and Regional offices are heated by natural gas which also supplies some hot water. We have a programme of replacing existing boilers with more efficient ones and are reviewing the energy performance of our fixed offices with consideration given to reducing emitted carbon by improving insulation.

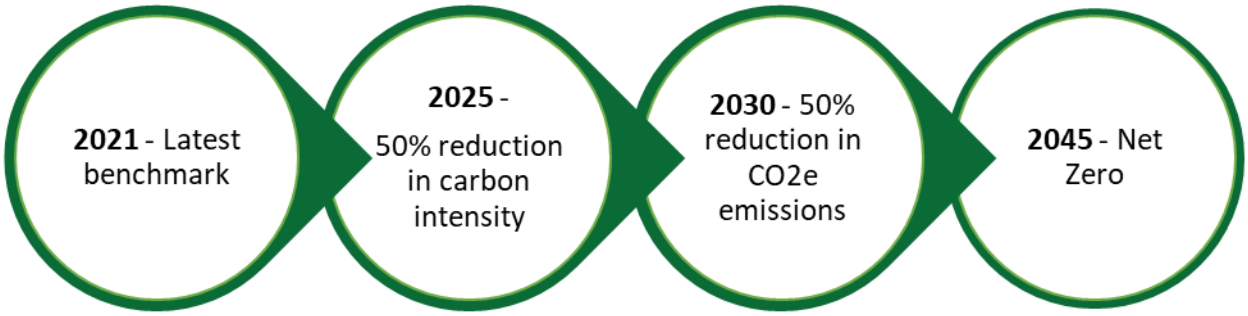
Most of our fixed offices are on renewable energy tariffs for mains electricity, this will include all offices by the end of 2022.

Scope 3

As an SME we do not currently record or report on Scope 3 emissions. However, we realise that our Scope 3 emissions make up a significant proportion of our overall carbon footprint. Despite not currently recording Scope 3 emissions, we want to better understand them and work with our supply chain to reduce them.

We measure business travel emissions from employee-owned vehicles with a petrol/diesel allowance. For simplicity, we record these emissions alongside Scope 1 fuel emissions.

Carbon Reduction Timeline



Review

This document will be reviewed annually and amended as necessary.

Signed .....

Sanjay Patel

Managing Director

Date 23rd June 2022