Carbon Reduction Plan

Supplier name: Eurovia Infrastructure Limited

Publication date: June 2024

Commitment to achieving Net Zero

Through our Environmental Ambition and strategic focus area of Acting for Climate, Eurovia Infrastructure Limited is committed to achieving Net Zero emissions by 2050.

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: 2019	
Additional Details relating to the Baseline Emissions calculations: Our baseline year has been determined by our parent organisation. We utilise the Greenhouse Gas protocol and a financial control methodology to determine our scope 1 and 2 emissions. Actual emissions have been used to calculate these emissions.	
EMISSIONS	TOTAL (tCO_2e)
Scope 1	15,187
Scope 2	252
Total Emissions	15,439

Baseline Year: 2019	
Additional Details relating to the Baseline Emissions calculations: Our baseline year has been determined by our parent organisation. We utilise the Greenhouse Gas protocol and a financial control methodology to determine our scope 3 emissions. Actual and spend data has been used to calculate these emissions using direct primary data sources and secondary sources from our supply chain.	
EMISSIONS	TOTAL (tCO_2e)
Scope 3 (Included Sources)	16,722 (Category 4, 5, 6, 7, 9)
Total reported Emissions	32,160

Current Emissions Reporting

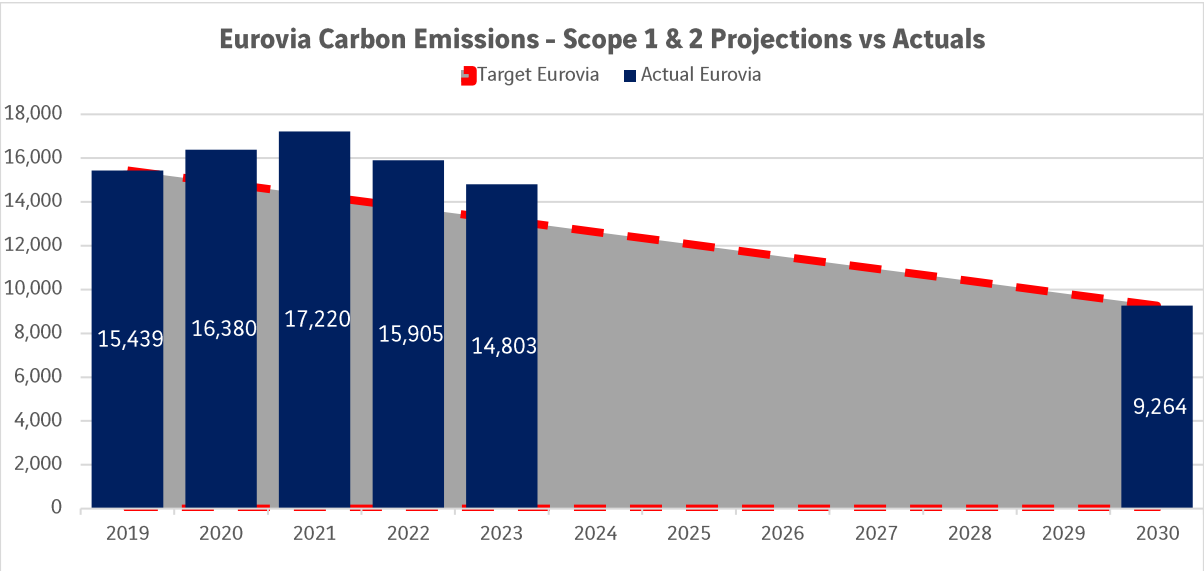
Reporting Year: 2022	
EMISSIONS	TOTAL (tCO2e)
Scope 1	14,560
Scope 2 Total Emissions	243 14,803
Scope 3 (Included Sources)	15,811 (Category 4, 5, 6, 7 and 9)
Total Emissions	30,614

Emissions Reduction Targets

To continue our progress to achieving Net Zero, we have adopted the following carbon reduction targets:

I. A long-term science-based target to reach net-zero value chain GHGs emissions by no later than 2050
II. A reduction in Scope 1 and 2 emissions by at least 40% by 2030 (based on a 2019 baseline)
III. A reduction in Scope 3 emissions by at least 20% (based on a 2019 baseline)
IV. Interim science-based targets across all relevant scopes and in line with the criteria and recommendations of the Science Based Targets initiative

In 2023, our Scope 1 & 2 emissions decreased by 4.1% since the baseline year, and from 2022, we have observed a reduction of 6.9%. This has been related to increased operational efficiencies from our plant and reduced activities in business unit operations that have led to Scope 1 reductions. Our Scope 2 has increased from our baseline which is due to the increased use of electric vehicles in our fleet. With future initiatives focusing on improving the efficiency of our static facilities & plant and fleet, we aim for our Scope 1 & 2 emissions to decrease over the next five years to 10,386 tCO2e by 2028, a reduction of 33% from 2019. Progress against these targets can be seen in the graphs below showing tCO2e verses year:

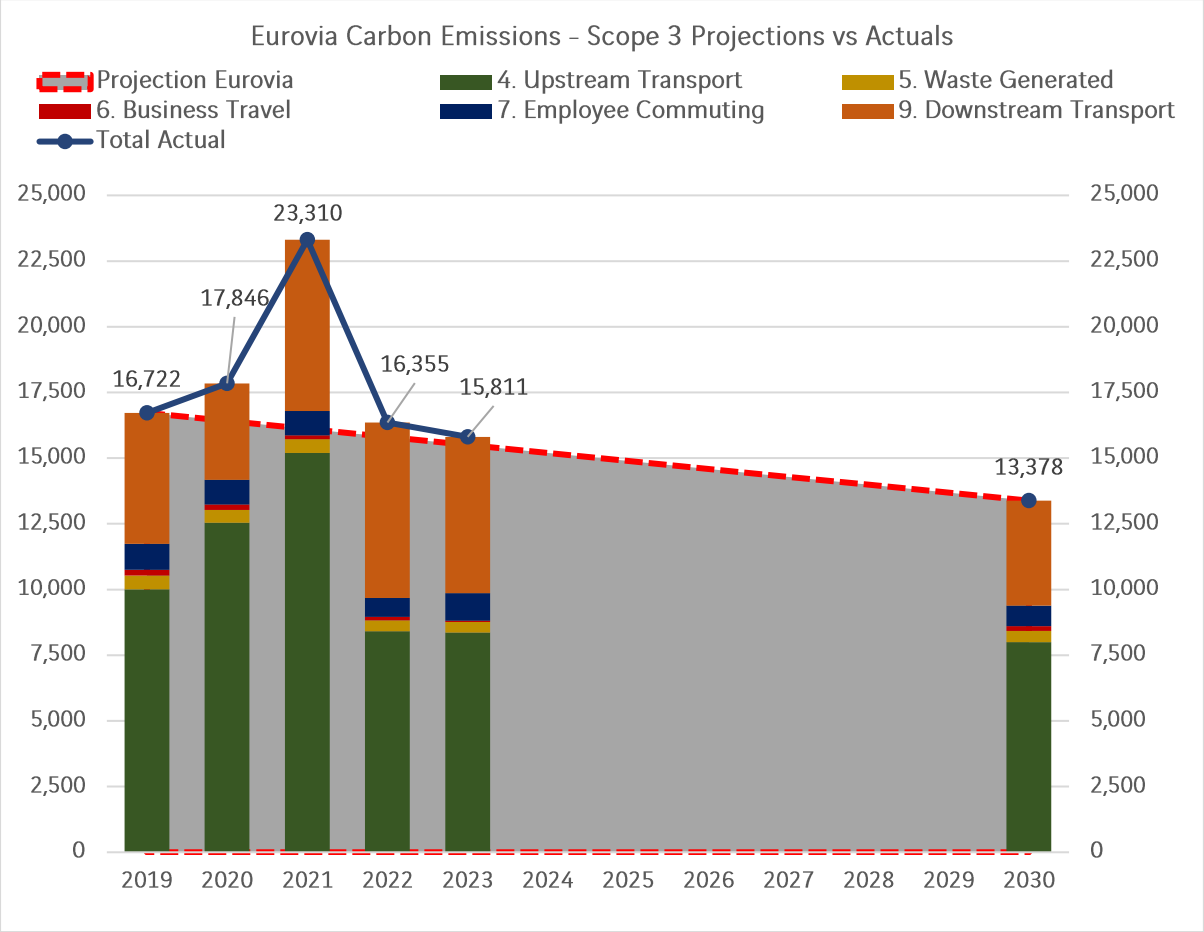


Our methodology for calculating Scope 3 emissions is continually developing to deal with the complexity and variability of the data we find in our systems and our supply chain partners which includes our subcontractors who support the delivery of our services. With increasing collaboration with our supply chain and advancement in our digital and reporting tools, we anticipate our Scope 3 emissions will become clear and more insightful with the maturity of our management systems.

In 2023, across the reported Scope categories, emissions have decreased by 5.5% from 2019, and since 2022, emissions have reduced by 3.3%. A significant reduction is observed in our Upstream Transport due to the provision of improved datasets from our systems linked to delivered materials from our suppliers and the delivery of our own manufactured materials to our internal businesses. The reduction from 2022 is also indicative of our reduced manufacturing activities and applies to the Downstream Transport emissions which is linked to the delivery of materials to external customers. Our transport emissions in both Categories 4 and 8 rely on our supply chain partners to distribute materials on our behalf however their own adoption of innovations will need improved consideration to move away from our assumptions. As the technology innovates for heavy duty vehicles and haulage services, we aim to capture this detail and integrate where it is applicable.

In isolation of this, from 2019, we have managed to achieve a 22.5% reduction in Category 5 Waste in Operations due to improvements in our waste management linked to circular economy action, a 78% reduction in Category 6 in Business Travel but have slightly increased our emissions within Category 7 in Employee Commuting by 7.2%.

Progress against these targets can be seen in the graphs below showing tCO2e verses year:



Carbon Reduction Projects

The following environmental management measures and projects have been completed or implemented since the 2019 baseline. The carbon emission reduction achieved by these schemes equate to 1,546 tCO2e, a 5% reduction against the 2019 baseline (Scope 1, 2 and 3) and the measures will be in effect when performing the contract

To date, Carbon Reduction Initiatives completed include a range of strategic and organisation actions that relate to:

- Development of a Strategic Roadmap and Action Plans on Climate, Circular Economy, and Natural Environment
- Reuse of processed asphalt planings (RAP) from traditional waste streams into the production of new asphalt, increasing the RAP vs virgin aggregate proportions, where our clients permit these specifications.
- Delivery of warm asphalt mix technology on contracts as the standard resurfacing option where our clients permit these specifications.
- Prioritise grid connections from renewable sources for all directly procured electricity.
- Continued transition of company car and small van fleet from diesel to electric vehicles, alongside the installation of charging points at static locations
- Completion of gap analysis on PAS 2080 Carbon Management Standard against our integrated management system (IMS)

In the future we hope to implement further measures such as:

- Develop and Integrate PAS 2080 carbon management systems into the IMS through minimum carbon management standard to embed whole life carbon into manufacturing, procurement, and delivery stages. This will include the development of Environmental Product Declarations for key products manufactured.
- Continue to develop low carbon material offerings in surface treatment emulsions and our Polymer Modified Asphalt that enhance durability and the life of the asset.
- Introduction of high levels of professionally processed RAP materials which will increase levels to plus 40% in all asphalts by treating the material and aiming to return the RAP back to its constituent materials, which we will then re-introduce back into asphalt products through a specific technical application which accounts for pre, during and post testing in the manufacture supported by JLUK.
- Transition towards energy efficient plants and reducing the energy consumed to manufacture asphalt through switching to low carbon and alternative fuels .
- Introduce full coverage for aggregate storage to reduce the moisture content within the materials and ultimately reduce drying times.
- Sustainability Training – we will use data from vehicle telematics to train and educate our teams to reduce idling times and improve fuel efficiency. All our staff will complete the Vinci environmental ambition training to raise awareness and ensure our teams are aligned with the company's goals

Declaration and Sign Off

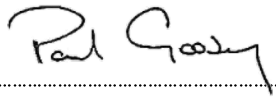
This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standard for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard1 and uses the appropriate Government emission conversion factors for greenhouse gas company reporting2.

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) Standard3.

This Carbon Reduction Plan has been reviewed and signed off by the board of directors (or equivalent management body).

Signed on behalf of the Supplier:



Date: 28.06.2024

Paul Goosey

Managing Director - Eurovia Infrastructure Limited

[1] https://ghgprotocol.org/corporate-standard
[2] https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting
[3] https://ghgprotocol.org/standards/scope-3-standard