

### 1.0 Commitment to Achieving Net Zero

AmcoGiffen, trading as Amalgamated Construction Ltd, is committed to achieving Net Zero carbon emissions by 2040 for all Scope 1 and 2 emissions and those Scope 3 emissions under the organisation’s direct control. As a demonstration of our commitment, we have set science-based emission reduction targets in line with the Paris Agreement to restrict global temperature increases. Our targets require a reduction of 42% in Scope 1 and 2 emissions and 51.6% in Scope 3 emissions by 2030. These targets were formally validated by the Science Based Targets Initiative (SBTi) in April 2024.

### 2.0 Baseline Emissions Footprint

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| <b>Baseline Year:</b> October 2019 to September 2020 (FY2020)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Additional details relating to the baseline emissions calculations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <p>In 2012, AmcoGiffen set a carbon reduction target of 20% by 2020, relative to turnover. This target was exceeded - achieving a reduction of 28%. The target included all Scope 1 and 2 emissions and a limited subset of Scope 3 emissions.</p> <p>Specifically, these were: grey fleet; hire cars on company business; and emissions from business use of public transport. After successfully achieving our previous target, we have determined the financial year 2020 (October 2019 to September 2020) to be the most appropriate year at which to set our new baseline.</p> <p>Since completing our SBTi submission we have been able to revise the full scopes of emissions included within our baseline emissions calculation. As a result, additional Scope 3 categories and associated emissions data have been added, leading to higher total carbon emissions, compared to what was reported in our Carbon Reduction Plans preceding 2024.</p> <p>The revised FY 2020 baseline emissions comprise:</p> <ul style="list-style-type: none"><li>• Scope 1 emissions from: <i>Diesel use in the construction process, company car mileage, commercial vehicles and relatively small refrigerant gas refills in offices (HVAC cooling).</i></li><li>• Scope 2 emissions from: <i>Electricity use at site depots, construction compounds, temporary and fixed offices.</i></li></ul> <p>It also includes eight Scope 3 categories required by PPN06/21 based on data available at the time as below:</p> <ul style="list-style-type: none"><li>• Purchased goods and services</li><li>• Capital goods (included in purchased goods and services)</li><li>• Fuel and energy related activities</li><li>• Waste generated in operations</li><li>• Business travel in vehicles not owned or operated by AmcoGiffen</li><li>• Employee commuting</li></ul> |

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- Upstream transportation and distribution (included in purchased goods and services, as it is not currently possible to separate out the emissions relating to inbound transportation and distribution between AmcoGiffen and its suppliers from purchased goods and services, due to the spend-based methodology used).
- Upstream leased assets (included as part of our Scope 1 and 2 emissions as we have used an operational control approach for determining the boundaries for the organisation).

## Baseline Year Emissions

| EMISSIONS       | TOTAL (tCO <sub>2</sub> e) |
|-----------------|----------------------------|
| Scope 1         | <b>7,325.10</b>            |
| Scope 2         | <b>396.28</b>              |
| Scope 3         | <b>51,106.00</b>           |
| Total Emissions | <b>58,827.38</b>           |

## 3.0 Current Emissions Reporting

Reporting Year: October 2023 to September 2024

| EMISSIONS       | TOTAL (tCO <sub>2</sub> e) |
|-----------------|----------------------------|
| Scope 1         | <b>5,305.38</b>            |
| Scope 2         | <b>235.66</b>              |
| Scope 3         | <b>59,084.87</b>           |
| Total Emissions | <b>64,625.90</b>           |

Additional details relating to the current emissions reporting

Emissions between our current reporting year (2023 to 2024) and last reporting year (2022 to 2023) show a decrease in our total emissions.

This decrease is due to the reduction of our Scope 1 emissions by 32% from our last reporting year (28% from our baseline year) – largely as a result of our company-wide transition from the use of diesel to Hydrotreated Vegetable Oil (HVO) fuel for site power during the reporting period.

We recognise however that there is an overall increase in our total emissions compared to the baseline year, which is due to the increase in work delivered annually by the company. This increase is due to the rise of our Scope 3 emissions by 16% from our baseline year – where we have procured more materials than in previous years during the reporting period.

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Our current emissions reporting data above includes:

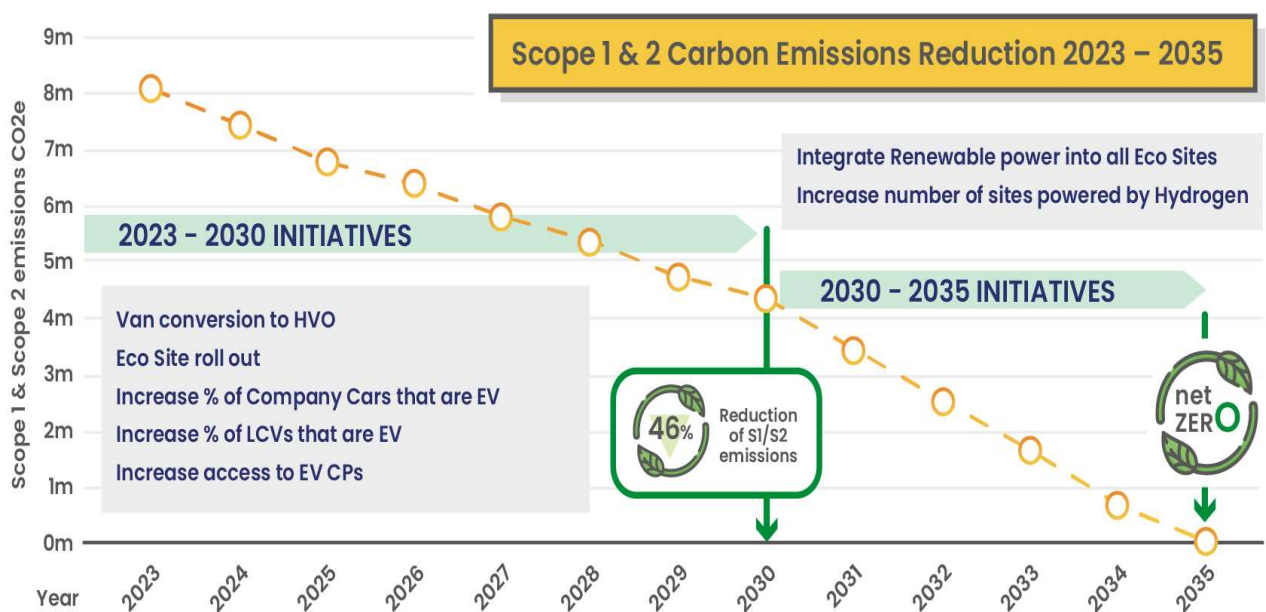
- Scope 1 emissions from: *Fuel use (diesel and HVO) in the construction process, company car mileage, commercial vehicles and relatively small refrigerant gas refills in offices (HVAC cooling).*
- Scope 2 emissions from: *Electricity use at site depots, construction compounds, temporary and fixed offices).*

It also includes eight Scope 3 emissions required by PPN6/21 based on data available at the time as below:

- Purchased goods and services
- Capital goods (included within purchased goods and services)
- Fuel and energy related activities
- Waste generated in operations
- Business travel in vehicles not owned or operated by AmcoGiffen.
- Employee commuting
- Upstream transportation and distribution emissions (included in purchased goods and services, as it is not currently possible to separate out the emissions relating to inbound transportation and distribution between AmcoGiffen and its suppliers from purchased goods and services, due to the spend-based methodology used).
- Upstream leased assets (included as part of our Scope 1 and 2 emissions as we have used an operational control approach for determining the boundaries for the organisation.

## 4.0 Emissions Reduction Targets

To continue our progress and achieve Net Zero by 2040, in line with our science-based targets we commit to reducing carbon emissions over a ten-year term from our 2019/2020 baseline. This equates to a reduction in Scope 1 and 2 emissions by 4.2% and Scope 3 emissions by 5.2% annually.



# AMCO·GIFFEN Carbon Reduction Plan

The graphic above illustrates our Scope 1 and 2 carbon emission reduction glidepath between FY2023 to FY2035. Although the 46% reduction figure included appears more ambitious than our near-term targets validated by SBTi, we adjusted this in 2024 to account for an increase in our Scope 1 emissions between 2021-2022 and 2022-2023. We felt this adjustment was necessary to ensure we maintain our commitment and focus on reaching our Scope 1 and 2 science-based target by 2030.

Our carbon reduction glidepath at FY2024 shows a 31% reduction in our Scope 1 and 2 emissions compared to FY2023, and we believe that the use of HVO as a short-term sustainable alternative to diesel has contributed significantly to this progress. We recognise however the uncertainties surrounding HVO supply and will continue to closely monitor HVO use within the industry, cognisant of guidance published including *Responsible Sourcing of HVO* released by the Supply Chain Sustainability School in June 2024.

## 5.0 Completed Carbon Reduction Initiatives

The following environmental management measures and projects have been implemented since our 2019/2020 baseline and represent our most recent initiatives:

**Science Based Targets initiative:** In August 2021 we became signatories of the Science Based Targets initiative (SBTi) and committed to reducing carbon emissions in line with the Paris Agreement. In April 2024 we received formal validation from SBTi of our carbon emission targets, recognising that:

*Amalgamated Construction Ltd commits to reduce absolute Scope 1 and Scope 2 GHG emissions by 42% by FY2030 from a FY2020 base year. The target boundary includes operational and construction service delivery emissions and removals from bioenergy feedstocks (HVO); and*

*Amalgamated Construction Ltd commit to reduce Scope 3 GHG emissions by 51.6% per £1 million of value added (sales revenue minus cost of goods and services purchased from external suppliers) by FY2030 from a FY2020 base year.*

Our Scope 3 target boundary includes eight out of 15 categories (Cat 1, 2, 3, 4, 5, 6, 7 and 8).

**Green electricity tariff:** In late 2021, via our energy broker, we signed up to a renewable electricity tariff for all depots and offices whose electricity supply is under our control. In accordance with carbon reporting requirements, carbon emissions from electricity consumption will still be reported using DEFRA electricity carbon conversion factors.

**Mandated eco sites:** From April 2024 all Amalgamated Construction Ltd project sites are required to follow a prescribed eco site set-up. This mandates the use of HVO fuel to power site-based plant and equipment and to couple Battery Storage Unit (BSU) technology alongside generators to reduce and ultimately eliminate the generation of carbon emissions from fossil fuels. All new project sites are compliant with the eco site set-up.

**Switch from diesel to HVO fuel:** In line with the Construction Leadership Council's diesel free commitment, AmcoGiffen are also seeking to eliminate diesel use across our operational sites and from our fleet vehicles. We are using HVO as a direct substitute, recognising that this provides a short-term solution and relies on verifiable and transparent certification to give assurance that the HVO supply is truly sustainable.

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## 6.0 Future Proposals

As we work towards 2030 and Net Zero, we will continue to implement further measures to reduce our carbon emissions including:

**Further driving data monitoring and reporting:** Recognising the need to accurately measure our carbon emissions to allow us to target particular areas for carbon reduction and to provide certainty that our reporting is a true account of our carbon emissions, AmcoGiffen is developing a software-based carbon data capture system for collating, calculating and reporting carbon emissions.

**Scope 3 emissions reporting:** As part of the Renew Group, we have engaged with our key suppliers to assist with measuring our wider Scope 3 carbon emissions. These suppliers have registered with the Supply Chain Sustainability School and have reported through their online Carbon Tool to apportion their Scope 1 and 2 emissions to AmcoGiffen for the first time using 2024 data. We shall continue to embed this process over the coming years.

We also continue to pursue which of our strategic suppliers have Environmental Product Declaration (EPD) data sets and will collate evidence to provide credible embodied carbon data within our Scope 3 categories. The aim to further enhance the collection of Scope 3 emissions data.

**Carbon Insight Groups:** We currently participate in several industry carbon focussed working groups, which includes chairing the Fossil Fuel Free Construction Sites Working Group, Rail Industry Sustainability Forum, Hydrogen Working Group and being an active partner of the Supply Chain Sustainability School. Membership of such groups allows AmcoGiffen to stay informed and up to date with developments in carbon and initiatives and opportunities to eliminate carbon emissions.

**Hydrogen trials:** In collaboration with one of our strategic supply chain partners and their Hydrogen Working Group, we are actively looking to trial the use of hydrogen power on an operational site to assess the viability and effectiveness of a hydrogen power solution and whether we can be an early adopter of hydrogen technology within the construction industry.

**PAS2080:2023 certified Carbon Management System (CMS):** PAS2080 Carbon management in buildings and infrastructure is the globally recognised standard for managing whole-life carbon throughout a project lifecycle. We have set a target to achieve PAS2080 by 1<sup>st</sup> November 2025 to demonstrate our leadership and internal process for reducing whole life carbon.

**ISO 14064 certification:** As part of our data monitoring and reporting initiative, AmcoGiffen aims to achieve the globally recognised ISO 14064 standard by FY2026. This will demonstrate, by independent verification, that the internal quantification of our carbon emissions is compliant with industry best practices, standards and protocols.

**Decarbonising our fleet:** Carbon emissions from our fleet remain the biggest contributor to our Scope 1 emissions (51% FY2024). Due to the geographical regions AmcoGiffen operate within and distances travelled, we are currently unable to switch completely to electric vehicles. AmcoGiffen have therefore committed to switching a proportion of fleet vehicles from diesel to HVO and electric over

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the next seven-year period. We have set targets that will significantly decarbonise our fleet by 2030; with 80% of fleet vehicles using HVO fuel and 20% powered by electric.

## 7.0 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 greenhouse gas reporting protocol corporate standard<sup>1</sup> and uses the appropriate Government emission conversion factors for greenhouse gas company reporting<sup>2</sup>.

Scope 1 and 2 emissions have been reported in accordance with SECR (Streamlined Energy and Carbon Reporting) 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<sup>3</sup>.

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

Signed on behalf of AmcoGiffen:



John Booth, Managing Director

September 2025

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<sup>1</sup> <https://ghgprotocol.org/corporate-standard>

<sup>2</sup> <https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>

<sup>3</sup> <https://ghgprotocol.org/standards/scope-3-standard>