

Carbon Reduction Plan

Supplier name: Ringway Infrastructure Services Ltd

Publication date: September 2021

Commitment to Achieving Net Zero

Ringway Infrastructure Services Ltd 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: 2018

Additional Details relating to the Baseline Emissions calculations: N/A

EMISSIONS	TOTAL (tCO₂e)
Scope 1	13997
Scope 2	613
Scope 3	TBC
(Included Sources)	(Category 4, 5, 6, 7, 9)
Total Emissions	TBC

Current Emissions Reporting

Reporting Year: 2020

EMISSIONS	TOTAL (tCO₂e)
Scope 1	15400
Scope 2	355
Scope 3	TBC
(Included Sources)	(Category 4, 5, 6, 7, 9)
Total Emissions	TBC

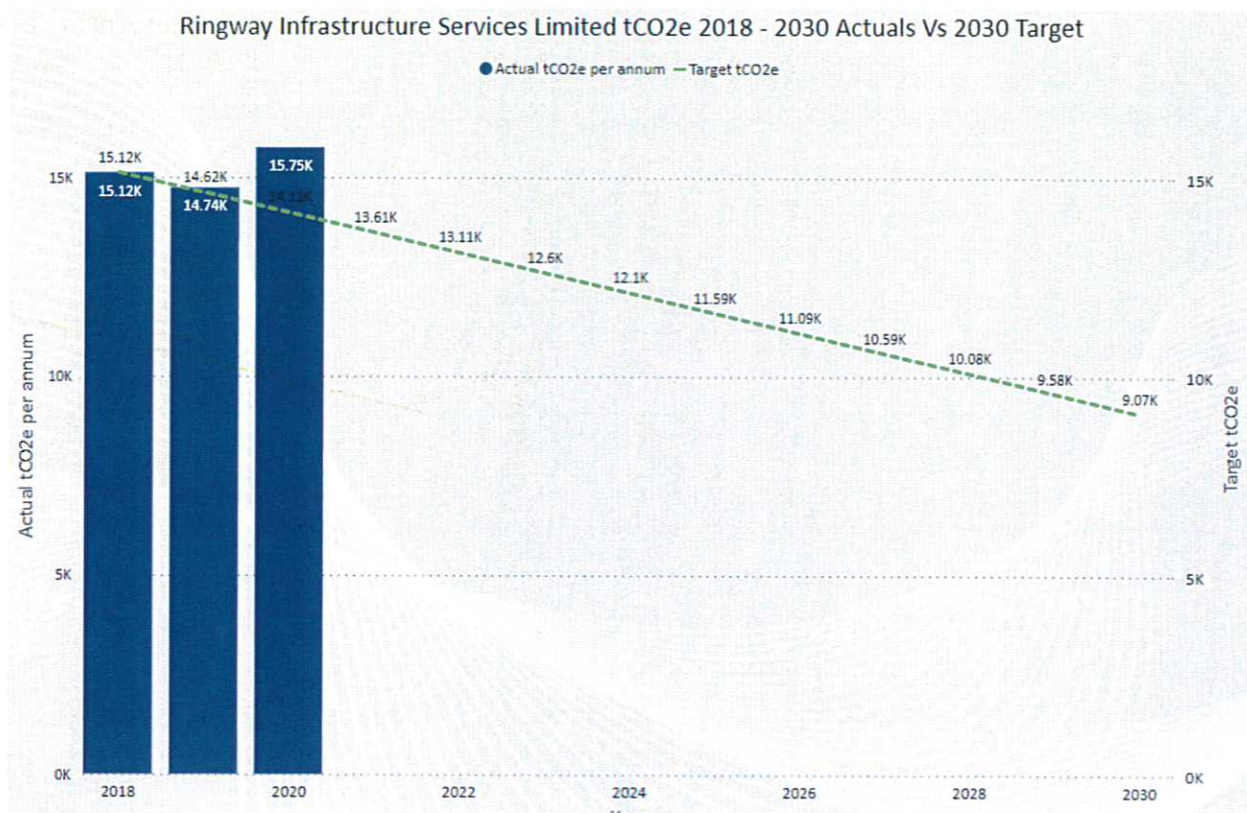
Emissions Reduction Targets

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

1. Commitment to set a long-term science-based target to achieve net zero value chain GHG emissions by no later than 2050 and to set interim science-based targets across all relevant scopes and in line with the criteria and recommendations of the Science-Based Targets initiative.
2. GHG emissions (scope 1 and 2 CO₂e) reduced by 40% against a 2018 baseline, by 2030 (this will be reviewed against Science-Based Targets initiative recommendations)
3. A reduction in Scope 3 emissions by at least 15% based on a 2019 baseline (this will be reviewed against the Science-Based Targets initiative recommendations)

We project that carbon emissions will decrease over the next 5 years to 10714 tCO₂e. This is a reduction of 27% against our 2018 baseline.

Progress against these targets (scope 1 and 2) can be seen in the graph below:



Carbon Reduction Projects

Completed Carbon Reduction Initiatives

The environmental management measures and projects detailed below have been completed or implemented since the 2018 baseline. Carbon emissions intensity reduced from 56.41 tCO₂e/£m turnover to 47.58 tCO₂e/£m turnover. However, absolute emissions have increased by 7.8% since 2018 due to mobilising two major new contracts during the period.

We have made a commitment to set a long-term science-based target to achieve net zero value chain GHG emissions by no later than 2050 and to set interim science-based targets across all relevant scopes and in line with the criteria and recommendations of the Science-Based Targets initiative.

Our approach to sustainability is led by our Chief Executive who chairs our Sustainability Steering Committee which meets bi-monthly and is attended by key function/department leads and the Managing Director of each of our businesses. Sustainability objectives and targets are approved by this Committee which are integrated into our company's 5-year business plan Rethinking Highways, ensuring that environment and social value are embedded into our core business strategy.

The plans to achieve these targets are further developed through our Fleet & Plant Committee and People Steering Group, chaired by our Chief Executive, as well as working groups within each of the businesses. Annual action plans are also developed and owned by the Divisional Manager for each of our main contracts and business divisions. A detailed action plan has been developed for each of our business divisions using a bespoke platform called **NExT** which forecasts the carbon reductions that will be achieved from actions taken to decarbonise our fleet and plant assets.

Third party assurance is key to demonstrating good governance; we adopt various frameworks to drive continual improvement and are certified to ISO 14001 (environment).

Carbon emissions are monitored on an ongoing basis through bespoke software, and each year we are supported by specialist environmental consultancy EcoAct to carry out additional checking of our emissions to complete a full assessment of our carbon footprint in accordance with the international GHG Protocol standard. Carbon footprint data is communicated via Power BI dashboards on our company intranet at business division (main contract) level up to Eurovia UK level and management dashboards are updated on a quarterly basis to enable business divisions to compare their performance with the previous year to analyse the reasons for any increase or decrease in carbon. We are in the process of completing an assessment of all scope 3 emissions, with the external consultant ERM, to establish our 2019 baseline and expect that Category 1 (purchased goods and services) will be one of the most significant elements of our scope 3 footprint.

Employees are engaged through mandatory environmental training, including 'How To' sessions delivered by our HSE advisors, a mandatory e-learning '**VINCI's environmental ambition**' module, toolbox talks, awareness campaigns aligned with national campaigns such as Clean Air Day, a company-wide environmental awards programme and lunch and learn sessions on key topics.

Being an operational business with a self-delivery model, means that the majority of our scope 1 and 2 footprint is associated with the fuel used by our fleet and plant to deliver projects and services on the network. We are investing heavily in reducing this footprint with an immediate focus on transitioning our car and van fleet to electric and alternative fuels. An electric option is provided at every grade on our company car list. We are rolling out a programme to install AC and DC electric vehicle charging points to all our main depots and offices across the UK. We have trialled alternative fuels including HVO (hydrotreated vegetable oil) manufactured from used cooking oil, only using supplies that are certified to the International Sustainability and Carbon Certification organisation (ISCC), seeking UK or Western Europe produced fuel from European and North American feedstocks that avoid Palm Oil.

Telematics on all operational vehicles enables remote monitoring and improves fuel efficiency through targeting driver behaviour, monitoring miles per gallon and supporting awareness programmes. We are improving our telemetry by connecting directly from our bespoke system, e-Track, to the OEM system which provides more accurate data. We have trialled an eco-driver module as part of our high-risk driver training course, which will be rolled out more widely.

We have trialled and introduced hybrid, electric and zero emission plant and equipment including solar tower lights, electric dumper, electric excavator, e-cargo bikes and the first hybrid asphalt roller in the UK. We use eco welfare cabins and zero emission (solar powered) welfare cabins where practical, and a policy of using electric hand-held tools where they are suitable for the work. We are also using artificial intelligence and drones to reduce carbon emissions associated with activities like highway and bridge inspections.

We recognise the huge challenge associated with decarbonising the manufacturing plants in our Production business. We have invested in improving efficiency and continue to explore options such as green hydrogen. We have converted 50% of our fully owned plants from gas oil to LPG which is lower carbon as a stepping-stone until green hydrogen or renewable energy sources become feasible. We have upgraded our asphalt plants to enable production of warm asphalt which is lower carbon than conventional asphalt, and worked with our clients to increase uptake of lower carbon products such as warm asphalt and asphalt with higher recycled content. We have run successful eco-driver training for asphalt plant operatives which will be extended to mobile plant operatives.

Recognising that emissions from purchased electricity will make a larger contribution to our footprint as we transition towards electric fleet and plant, we are in the process of rolling out a renewable electricity tariff across our business however we have used the grid average emissions factor for our latest carbon calculation while we obtain additional assurance that the electricity is genuinely REGO backed.

We report as required by legislation under Streamlined Energy and Carbon Reporting and via our parent company to CDP and undertake energy assessments as required by the Energy Savings Opportunities Scheme (ESOS).

We actively engage with industry peers through the **Chartered Institute of Highways and Transportation** where our Chief Executive sits on the **Climate Advisory Panel**, and through **ADEPT**, the Association of Directors of Environment Economy Planning and Transport as well as being advised and supported through corporate membership of **Business In The Community** and **Social Value UK**.

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

- Fully electric fleet for all vehicles up to 4.25t GVW with no fossil fuel light commercial vehicles in the business by 2029 and implement low/zero emissions options, such as electric and green hydrogen, for heavier vehicles as technology/infrastructure becomes available.
- HVO (*EN standard produced in UK or Western Europe with feedstock from Europe or North America, avoiding Palm Oil*) will be considered as an interim fuel where appropriate.
- Continue to trial and adopt alternative fuelled plant and equipment
- Complete Life Cycle Assessments and Environmental Product Declarations for our products
- Install LED lighting across the business, installing heating and lighting timers and sensors across the business
- Develop programme for replacement of motors with high efficiency motors and review power factor correction and compressed air management at workshops and production sites
- Connect all fleet and plant (owned/long term lease) to bespoke **eTrack** telemetry system to provide more accurate real-time data to enable tracking of miles per gallon and identify opportunities for improved efficiency
- Expand the use of **eCargo** type bikes where appropriate
- Monitor emissions associated with business travel and set targets to reduce

- Working with our teams and clients to improve work programming to reduce travel through clustering work packages and regionalisation of teams
- Complete installation of on-site renewables at selected sites following feasibility study and business case approval
- Complete the roll-out of a renewable tariff and Power Purchase Agreements for electricity
- Continuing our focus on local materials, supply chain and labour where Client requirements can be satisfied
- Work with key supply chain partners to reduce emissions from haulage
- Request carbon footprint data and Environmental Product Declarations from suppliers to enable us to use more accurate emissions factors in our own calculations including our scope 3 footprint and target carbon reductions in our value chain.
- Conduct whole life carbon assessments maximising opportunities through pre-construction and Early Contractor Involvement to align with PAS2080 to enable full understanding of the embodied carbon and offer value engineering options to customers
- Work with key supply chain partners to identify and implement suitable low carbon material options as standard
- Aiming for zero waste to landfill, selecting materials with a higher recycled content
- Develop offsetting strategy for residual emissions in our journey towards net zero

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:

29th SEPT 2021

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>