

## Carbon Reduction Plan

Supplier name: Eurovia Infrastructure Limited

Publication date: June 2025

### 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	
<b>Additional Details relating to the Baseline Emissions calculations:</b>	
Our baseline year has been determined by our parent organisation VINCI SA. We utilise the Greenhouse Gas protocol and a financial control methodology to determine our scope 1 and 2 emissions. Activity data such as litres of fuel and kWh of electricity have been used to calculate these emissions.	
EMISSIONS	TOTAL (tCO <sub>2</sub> e)
Scope 1	15,187
Scope 2	252
Total Emissions	15,439
Baseline Year: 2019	
<b>Additional Details relating to the Baseline Emissions calculations:</b>	
Our baseline year has been determined by our parent organisation VINCI SA. We utilise the Greenhouse Gas protocol and a financial control methodology to determine our scope 3 emissions. Actual (i.e. physical/quantity such as tonnes of materials or distance travelled) and spend (from commercial systems) data has been used to calculate these emissions using direct primary data sources from the data we capture and secondary sources from our supply chain.	
EMISSIONS	TOTAL (tCO <sub>2</sub> e)
Scope 3 (Included Sources)	16,722 (Category 4, 5, 6, 7, 9)
Total reported Emissions	32,160

## Current Emissions Reporting

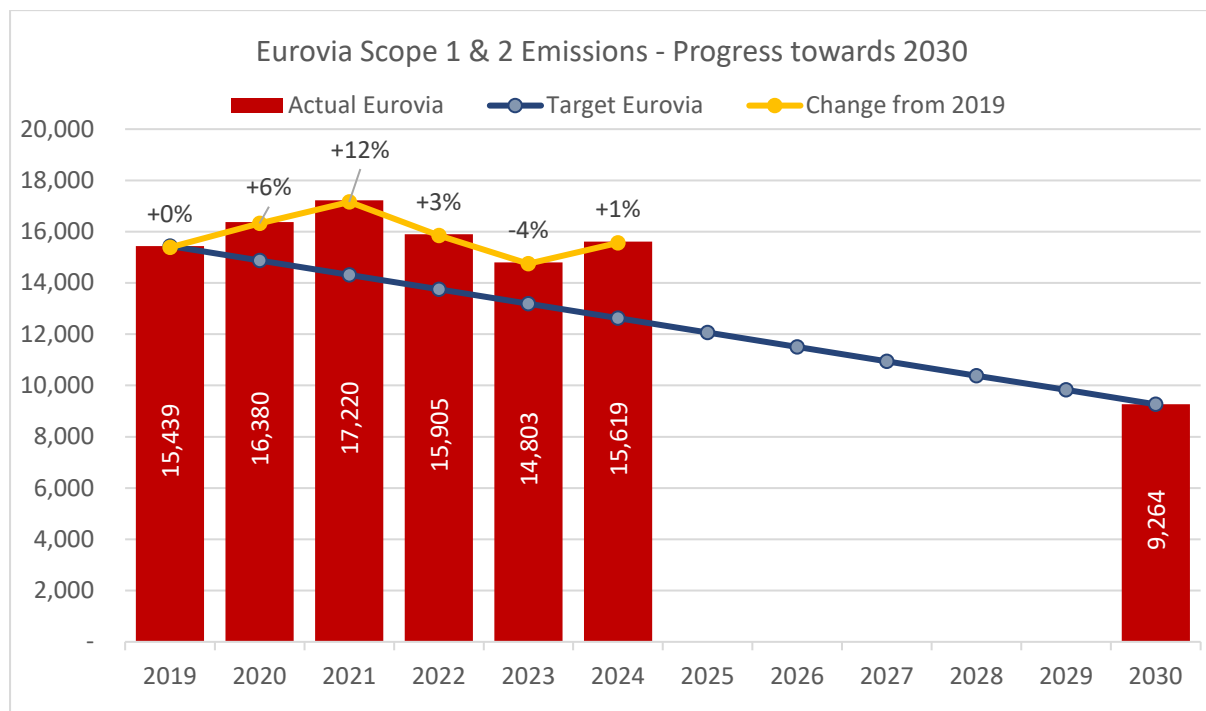
Reporting Year: 2024	
EMISSIONS	TOTAL (tCO <sub>2</sub> e)
Scope 1	15,295
Scope 2	325
Total Emissions	15,619
Scope 3 (Included Sources)	15,486 (Category 4, 5, 6, 7 and 9)
Total Emissions	31,105

## 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

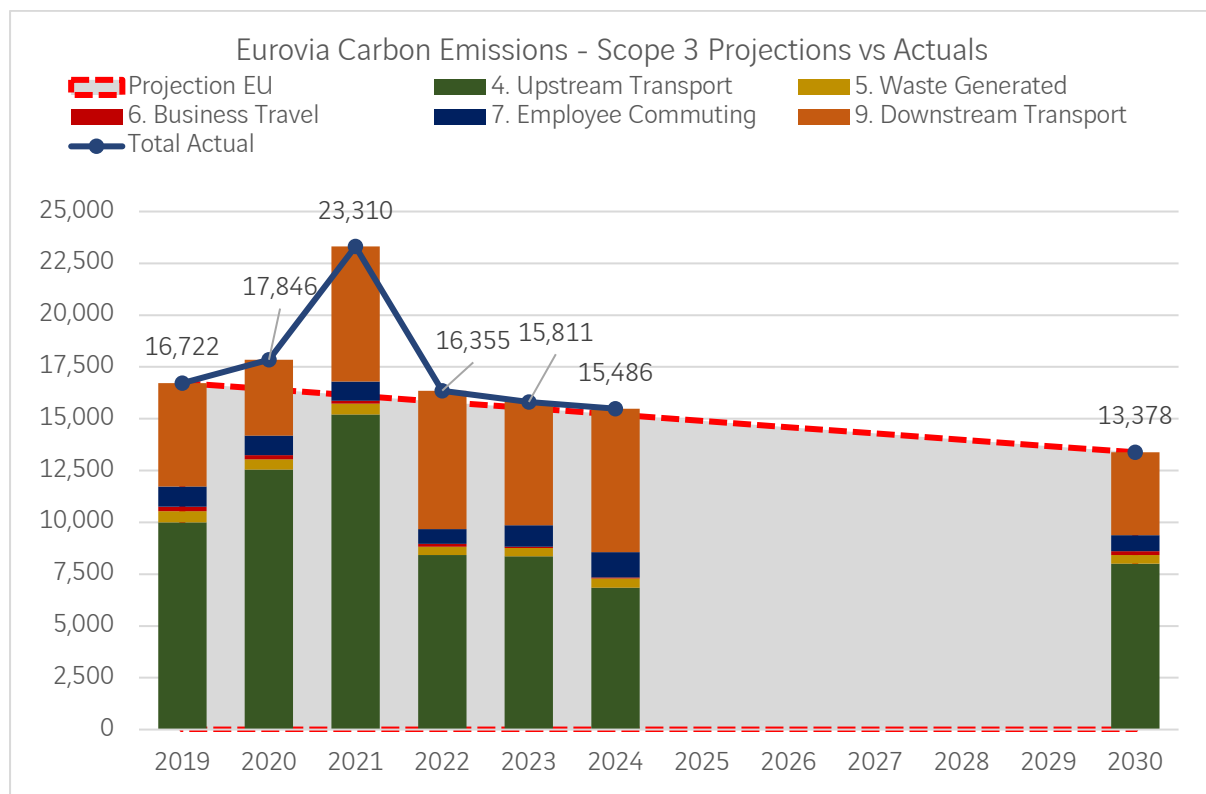
In 2024, our Scope 1 & 2 emissions increased by 1% since the baseline year, and from 2023, we have observed a increase of 5.3%. In 2024, the increased production of hot mix asphalt in our facilities were influenced by customer requirements which resulted in higher energy intensity from fuels compared to previous years. Our Scope 2 has also increased from our baseline due to the increased use of electric vehicles within 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 down to 9,825 tCO<sub>2</sub>e by 2029, a reduction of 36% from 2019. Progress against these targets can be seen in the graphs below showing tCO<sub>2</sub>e verses year:



In 2024, across the reported Scope categories, emissions have decreased by 7.4% from 2019, and since 2023, emissions have reduced by 2.1%. From 2022, a reduction is observed in our Upstream Transport by 18.1% which is related to materials delivered to our sites from our suppliers but also the internal delivery of manufacturers products. However there has been an increase in Downstream Transport by 16.5% which is related to the delivery of products to external customers and further distance of travel to customer locations to ensure we retained our market share of asphalt volumes within the Southeast. Our transport emissions in both Categories 4 and 9 rely on our supply chain partners to distribute materials on our behalf however their own adoption of innovations need further 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 these categories, from 2019, we have observed a 9.8% increase from Category 5 Waste in Operations due to improvements in our waste reporting, a 11% reduction in Category 6 in Business Travel and increases of 16.1% in Category 7 in Employee Commuting. Despite the positive adoption of electric vehicles into our fleet, Employee Commuting has increased due to longer distance travel expected of teams where existing and new contracts have been secured and are being delivered.

Progress against these targets can be seen in the graphs below showing tCO<sub>2</sub>e 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. This includes our subcontractors who support the delivery of our services to the built environment and where the improvement of Scope 3 reporting will need to be focused on. With increasing collaboration with our supply chain and advancement in our digital and reporting tools, we anticipate our Scope 3 emissions will become clearer and more insightful with the maturity of our management systems. This is marked by our new environmental reporting system which we expect will refine our Scope 3 carbon profile to be more illustrative of our impact over the next 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 1,632 tCO<sub>2</sub>e, 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:

- Developed a Strategic Roadmap on Climate, Circular Economy, and Natural Environment which is updated through the delivery of Business Unit Environmental Action Plans
- Reuse 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 mix asphalt 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 cars and small van fleet from diesel to electric vehicles, alongside the installation of charging points at static locations
- Development and Implementation of PAS 2080 carbon management system into the IMS through minimum carbon management standard to embed whole life carbon into manufacturing, procurement, and delivery stages with formal audits scheduled in 2025 to achieve accreditation in the Surfacing Business unit, with the further development of PAS 2080 in EST and Eurovia Roadstone in 2026.
- Implementation of a new environmental reporting platform to visualise and monitor carbon hotspots and the progress of transition to 2030.

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

- Introduction of high levels of professionally processed RAP materials which will increase levels to 40%+ in 100% owned asphalt plants by treating the material and aiming to return the RAP back to its constituent materials and re-introduce into asphalt products through a specific technical application which accounts for pre, during and post testing in the manufacture supported by JLUK.
- Development of Environmental Product Declarations for key products manufactured.
- Continue to develop low carbon material offerings inclusive of bio bitumen emulsions in surface treatments and our Polymer Modified Asphalt that enhance durability and the life of the asset
- 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.
- Development of a Carbon Literacy Training course aimed at and delivered to our employees including senior management and operational staff, with the first cohort training for late 2025
- Deliver Sustainability Training through utilizing data from vehicle telematics to train and educate our teams to reduce idling times and improve fuel efficiency.
- Bolster the approach to sustainable procurement through strengthening the supply chain policy and strategy whilst introducing responsible sourcing standards for the procurement of key materials (such as asphalt, aggregate, bitumen) and development of actions plans for key trades
- Develop the approach for the integration and reporting of wider Scope 3 GHG Categories into our new environmental reporting system in alignment to the GHG Protocol

## Declaration and Sign Off

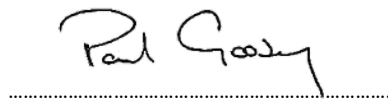
This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standard for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard<sup>1</sup> and uses the appropriate Government emission conversion factors for greenhouse gas company reporting<sup>2</sup>.

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<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 the Supplier:*



Date: ...30 June 2025.....

Paul Goosey

Managing Director - Eurovia Infrastructure Limited

---

<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>