Carbon Reduction Plan

Supplier name: Eurovia Infrastructure Limited

Publication date: June 2026

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 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_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 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_2e)
Scope 3 (Included Sources)	16,722 (Category 4, 5, 6, 7, 9)
Total reported Emissions	32,160

Current Emissions Reporting

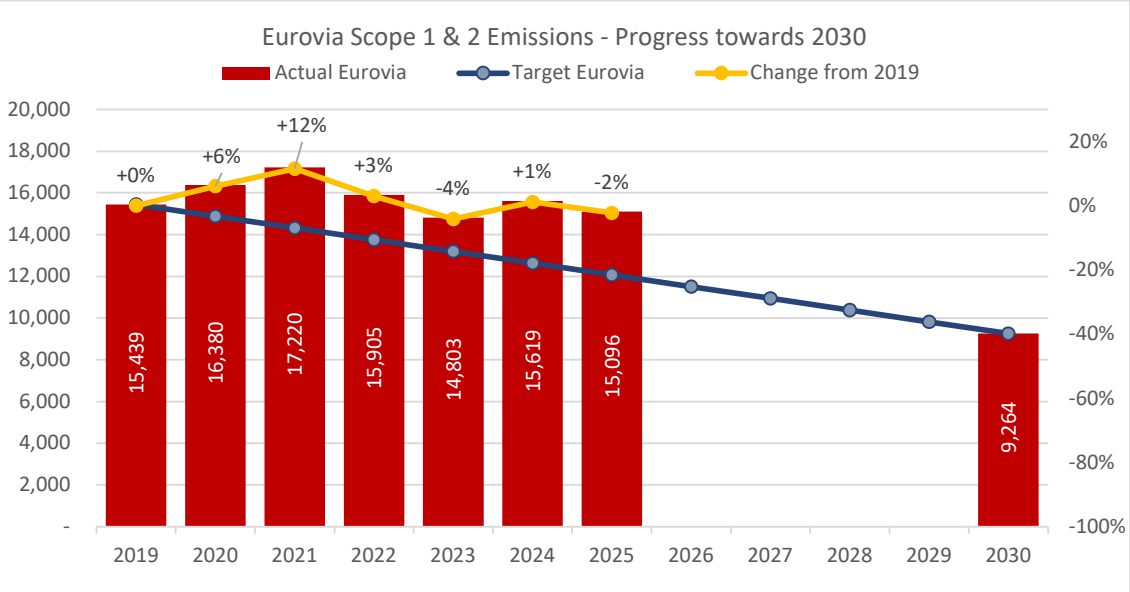
Reporting Year: 2025	
EMISSIONS	TOTAL (tCO2e)
Scope 1	14,810
Scope 2 Total Emissions	286 15,096
Scope 3 (Included Sources)	15,709 (Category 4, 5, 6, 7 and 9)
Total Emissions	30,805

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 2025, our Scope 1 & 2 emissions decreased by -2.2% since the baseline year, and from 2024, we have observed a further decrease of –3.3%. In 2025, the reduction in energy-related emissions was primarily attributable to a one-off asphalt order placed in 2024. That order required a substantial volume of hot mix asphalt with higher energy intensity; comparable quantities were not specified by clients in 2025.Our Scope 2 remains higher compared to our baseline due to the increased use of electric vehicles within our fleet but has decreased since 2024 by 9% as energy efficient measures have been introduced. 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 9,264 tCO2e by 2030, a reduction of 40% from 2019. Progress against these targets can be seen in the graphs below showing tCO2e verses year:

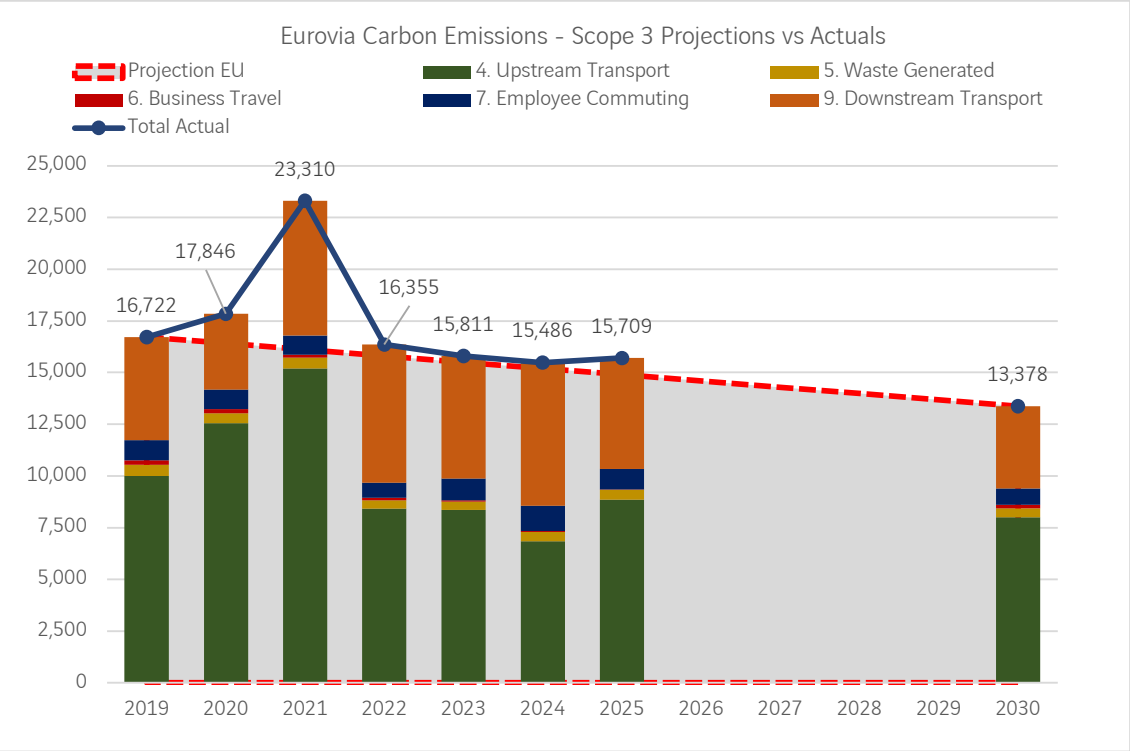


In 2025, across the reported Scope categories, emissions have decreased by -6.1% from 2019, and since 2024, emissions have increased by +1.4%. From 2024, an increase is observed in Upstream Transport emissions by +29.3% related to materials delivered to our sites from our suppliers but also the internal delivery of manufacturers products. A decrease is seen in Downstream Transport by –22.4% related to the delivery of products to external customers and reduced distribution of materials to customer locations

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 2024, we have observed a +4.8% increase from Category 5 Waste in Operations due to improvements in our waste reporting and their end-of-life treatment. There has also been a reduction of emission within Business Travel and Employee Commuting by -51% and-19% respectively.

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. 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 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:

- Developed a Strategic Roadmap on Acting for the 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 in 2026.
- Implementation of a new environmental reporting platform (RIO) 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 June 2026
- Deliver Sustainability Training through utilizing data from vehicle telematics to train and educate our teams to reduce idling times and improve fuel efficiency.
- Devise a formal plant and vehicle strategy to pave the way to 40% reductions in 2030 and net zero by 2050
- 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.

- The use of the Carbon WTB tool that has been developed will support client decision-making and low carbon optioneering, using forecast emissions across lifecycle stages
- Increase the proportion of renewable energy used at owned sites by installing on-site generation technologies such as solar panels.

Declaration and Sign Off

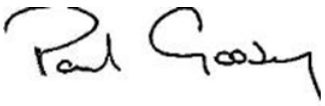
This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standard for Carbon Reduction Plans.

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: 30/06/2026

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