Carbon Reduction Plan

Enable Group

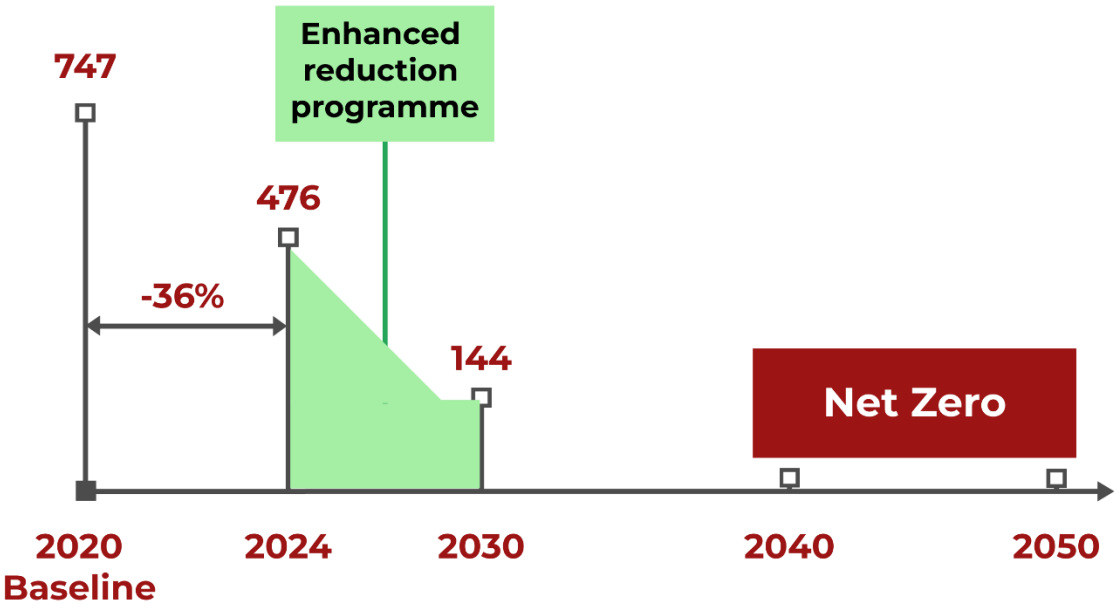
Financial and reporting year: 1st APRIL 2023 to 31 March 2024

Executive Summary

- The Enable Group is committed to achieving net zero emissions by 2050 with a stretch target of 2040.
- This Carbon Reduction Plan is written in compliance with Procurement Policy Note (PPN) 06/21 as published by the Cabinet Office in June 2021.
- Our carbon emissions have been calculated in line with the Greenhouse Gas (GHG) Protocol and externally certified by Planet Mark.

Key Metrics 2020-2024

Carbon (tCO2e) reduction - progress & targets



Enhanced Carbon Reduction Programme 2024-2030			
Scope	**Programme**	**tCO2e reduction**	**Reduction**
1	Low Carbon Construction	-42.23	-67.93%
1	Fleet Renewal	-260.64	-76.20%
2	Electricity Sourcing and Use	-11.51	-65.00%
3	Waste Reduction	-2.82	-50.00%
3	Business Travel	-14.40%	65.00%

1 Our Commitment to achieving Net Zero

The Enable group is committed to achieving Net Zero by 2050 with stretch a target of 2040.

The reduction of carbon emissions associated with our operations is an Enable board commitment and strategic group priority. This commitment is noted in our Environmental Policy and our formal management targets and objectives.

Implementation of relevant actions is embedded in our ISO14001 certified and assured Integrated Management System (IMS) procedures and implemented through formal procedures, management review and continual improvement in line with ISO14001.

2 Reporting Requirements and Methodology

This Carbon Reduction Plan (CRP) is completed in line with the requirements of Procurement Policy Note (PPN) 06/21. This CRP will be reviewed and updated annually in line with our annual reports and accounts with the reporting period being 12 months from 01 April to 21 March.

This CRP aims to provide transparency and demonstrates our commitment and actions to achieve the UK target of becoming net zero by 2050.

Our carbon emissions are calculated in line with the Greenhouse Gas Protocol as for corporate emission reporting using the Department for Energy Security and Net Zero (DESNZ) 2023 conversion factors. Our emissions are externally calculated and certified by Plant Mark to ensure robust and accurate methodology, data, and supporting evidence.

PlanetMark
Certified Business

The Planet Mark reporting methodology follows both the location-based and market-based reporting methodology as detailed in the GHG Protocol. The market-based methodology has been used as the default for primary reporting. This methodology is appropriate for our organisational structure and our civil engineering services portfolio, as we have full authority to introduce and implement relevant operating policies.

2.1 Carbon emission scope summary

The Enable group emission scopes for the baseline year (2020) and the last reporting year (2024) is presented in Figure 1. Relevant emission scope

descriptions for Enable group are detailed in line with GHG Protocol requirements for direct (Scope 1&2) and indirect (scope 3) emissions.

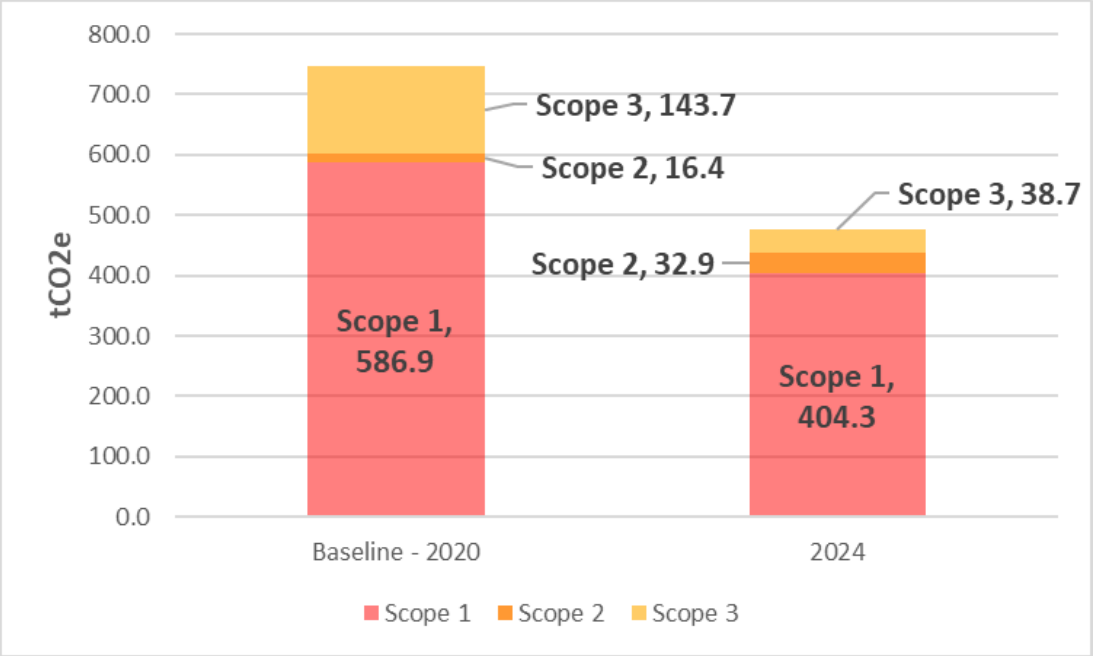


Figure 1 Enable emission scope summary

2.1.1 Direct emissions

- Scope 1 emissions are those produced by our operations under our direct control and typically include direct fuel purchased for our owned vehicles, plant and mobile site energy needs. Scope 1 emissions form 84.94% of our total emissions.

- Scope 2 carbon emissions are those produced indirectly form the purchase of electricity used to power offices, electric tools, plant and vehicles. Most of our electricity provision is through third party leasing arrangements and not directly metered and billed to us. We follow planet mark requirements to determine relative usage, but do not have significant influence over electricity sourcing options or building energy efficiency improvements. Scope 2 emissions form 6.91% of our total emissions. Our Scope 2 emissions has seen an increase over the last reporting year. This is due to additional office locations associated with our growth, and the increasing use of grid connections for construction sites where possible to avoid inefficient on-site fuel use.

2.1.2 Indirect emissions

Scope 3 emissions are those produced indirectly by our operations from sources outside of our immediate control. Our current reported scope 3 emissions form 8.14% of our total emissions. While we report on a wide variety of scope 3 emissions, the associated data identification, collection, and quality can be challenging. We are implementing continual improvement measures

for the capture of relevant and accurate data through our accounting, business expense, and waste management data. We currently report the following primary scope 3 data emissions:

- Transmission and distribution losses
- On-Site renewables
- Waste production and management
- Water
- Non-fleet business travel (vehicle, air, rail, taxi)
- Paper procurement
- Courier/Freight use
- Working from home
- Supply chain reporting- include

We aim to significantly increase the extent and quality of our Scope 3 reporting with a specific focus on procurement activities.

3 Emissions Footprint

The Enable group emissions summary is provided in Table 1. These emissions figures were reported as described in Section 2, and specifically scope 3 emissions reported as detailed in 2.1.2.

Table 1 shows Enable group absolute baseline (2020) and current (2024) emissions, broken down by scope as required by PPN06/21. **Note that a total reduction of 36.30% has been achieved over this four year reporting period.**

Emissions intensity is also shown in Table 1 to illustrate carbon efficiency relative to business growth. **Enable has achieved 58.6% carbon reduction relative to revenue, over the last four reporting years.**

Table 1 Enable group emissions summary

Absolute Emissions	Baseline - 2020	2023	2024	Variance from baseline
Total Emissions tCO_2e	**747.0**	**591.4**	**475.9**	**-36.30%**
Scope 1 tCO_2e	586.9	523.8	404.3	-31.12%
Scope 2 tCO_2e	16.4	17.1	32.9	100.47%
Scope 1&2 tCO_2e	603.3	540.9	437.1	-27.54%
Scope 3 tCO_2e	143.7	50.6	38.7	-82.50%
Emissions Intensity				
tCO_2e /£m	**26.3**	**11.6**	**10.9**	**-58.63%**
tCO_2e /staff	14.7	6.7	4.0	-72.80%

4 Emission Reduction Targets

We project that carbon emissions will decrease over the interim period to 144.27 tCO_2e by 2030 (-70.00% from 2024). This is calculated from our carbon reduction plan detailed targets as outlined in section 5.3. Our emission reduction targets, and actual reduction progress is shown on Figure 2. Our annual reduction target is 12% YOY with a stretch target of 18% YOY reduction.

The trend line in blue (figure 2) shows our carbon reduction trend based on our actual carbon emissions to date over the last 5 years. The trend line shows that we are on track to exceed our standard reduction target of 12% but would need to achieve greater reductions to achieve our 18% stretch targets.

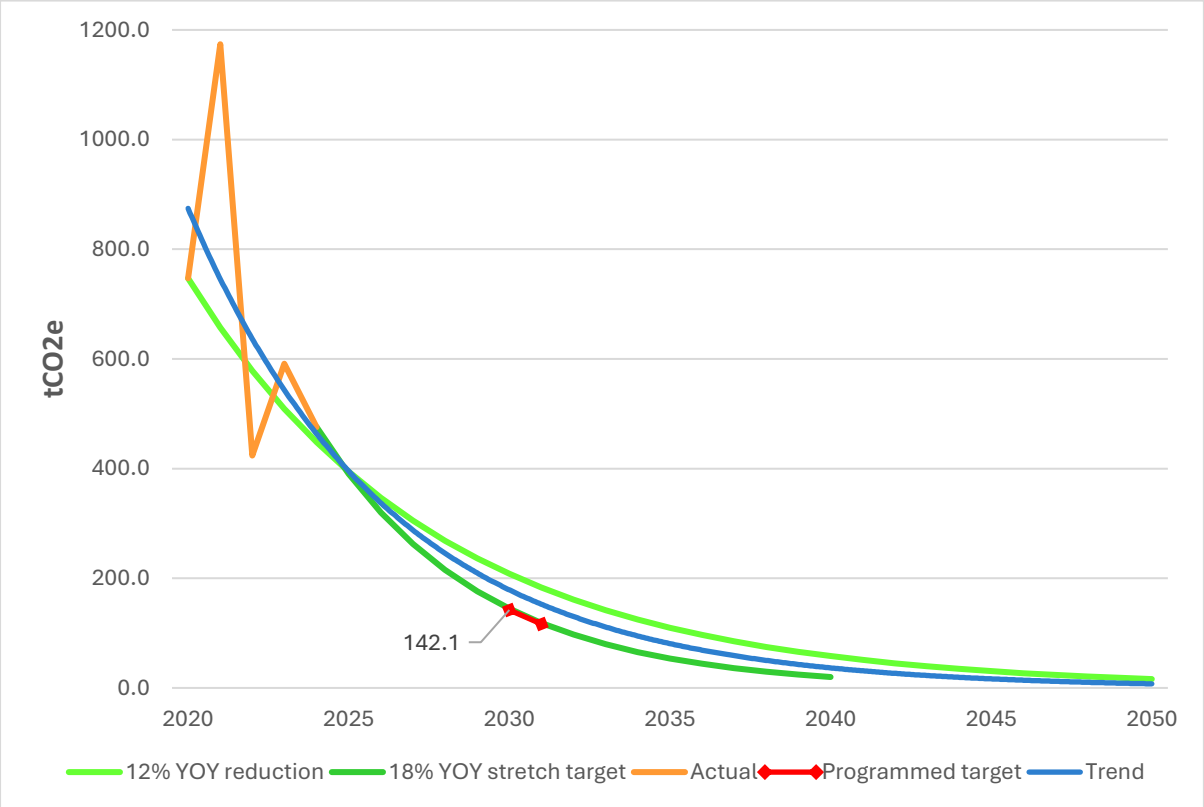


Figure 2 Emission targets and progress

5 Carbon Reduction Programme

5.1 Previous Carbon Reduction Projects

Our previous carbon reduction projects detailed here focussed primarily on scope 1 emissions. While these have contributed to reductions, significant opportunity for improvement remains. This will be discussed further under 5.3 future carbon reduction projects.

Fleet renewal

Fleet renewal has resulted in a reduction of 12.48% in fleet diesel and petrol emissions from the 2020 baseline. This was achieved by procuring lower emission, and improved efficiency fleet assets.

Low carbon construction sites

Our efforts to reduce construction site carbon emissions have resulted in a 68.11% reduction in emissions from our 2020 baseline year. This was achieved through various measures including:

- Switching to HVO
- Using client grid supplies where available
- Using solar and battery powered units

5.2 Reduction Priority Assessment

Our emission sources have been assessed by combining contribution and reduction scope as per Figure 3. This produced a reduction priority score which has been ranked as per Table 2. This shows our top 8 priority emission sources in priority order which accounts for 98.84% of our emissions.

		Scope for reduction		
		1	2	3
Contribution	1	1	2	3
	2	2	4	6
	3	3	6	9

Figure 3 Reduction priority assessment

Table 2 Reduction priority ranking

Activity source	Source type	Source	Emissions contribution	Scope for reduction	Reduction priority	Project reference
Construction work	Liquid fuels	Diesel Fuel	3	3	9	5.3.1
Travel	Liquid fuels	Fleet Diesel Fuel	3	3	9	5.3.2
General operations	Electricity	Electricity (location based)	3	2	6	5.3.4
Travel	Liquid fuels	Fleet Petrol Fuel	2	3	6	5.3.2
Travel	Mileage	Average Car	2	2	4	5.3.5
Construction work	Waste	Recycled	2	2	4	5.3.3
Construction work	Liquid fuels	Gas Oil	1	3	3	5.3.1
Construction work	Liquid fuels	Petrol Fuel	1	3	3	5.3.1

5.3 Enhanced carbon reduction programme

From the reduction priority list provided in table 2 the following specific carbon reduction projects have been developed and outlined here. The reduction

projects have been grouped together to address associated emission sources as noted in Table 2.

These programmed carbon reduction projects are aligned to our programmed interim 2030 target performance (<144.3 tCO_2e) noted in Figure 2. Our interim 2030 target is aligned to our stretch Net Zero by 2040 target. Interim targets will be reviewed and updated again in 2029 for the following interim period (2030-2035). Table 3 shows our key carbon reduction targets associated with individual programme projects which will be detailed here to achieve our interim 2030 targets.

Table 3 Carbon reduction programme targets

2030 Carbon reduction programme	2030 Reduction amount required tCO2e	Targeted reduction % by 2030
5.3.1 Construction site reductions	44.38	-68.93%
5.3.2 Fleet renewal	260.64	-76.20%
5.3.3 Waste tonnage reduction	2.82	-50.00%
5.3.4 Electricity reduction, efficiency, and sourcing	11.51	-65.00%
5.3.5 Business Travel (Car and air)	14.40	-65.00%

5.3.1 Construction work (site) reductions

Our construction site fuels include primarily Diesel and HVO to power both plant and site generators where required. Petrol is also used in smaller quantities for plant and tools.

Specialist rail plant reductions may be slower due to their specialist nature and associated high renewal costs. However initial engagement with specialist plant suppliers have indicated positive carbon reduction progress and ambition.

We have reduced our construction site emissions by 68.11% over the last 4 years. We need to reduce construction site emissions by another 68.93% over the next 6 years to achieve our targeted 2030 reduction. Our projected targets, and associated energy mix carbon contributions for construction sites is shown in Figure 4.

Figure 4 notes:

- This excludes our renewable energy production and use (1399.1 kWh) which produced zero emissions.
- Carbon emissions from Biodiesel and grid electricity are lower relative to the energy produced. Sufficient energy could thus be provided for increasing site energy needs to substitute Diesel and Petrol use.

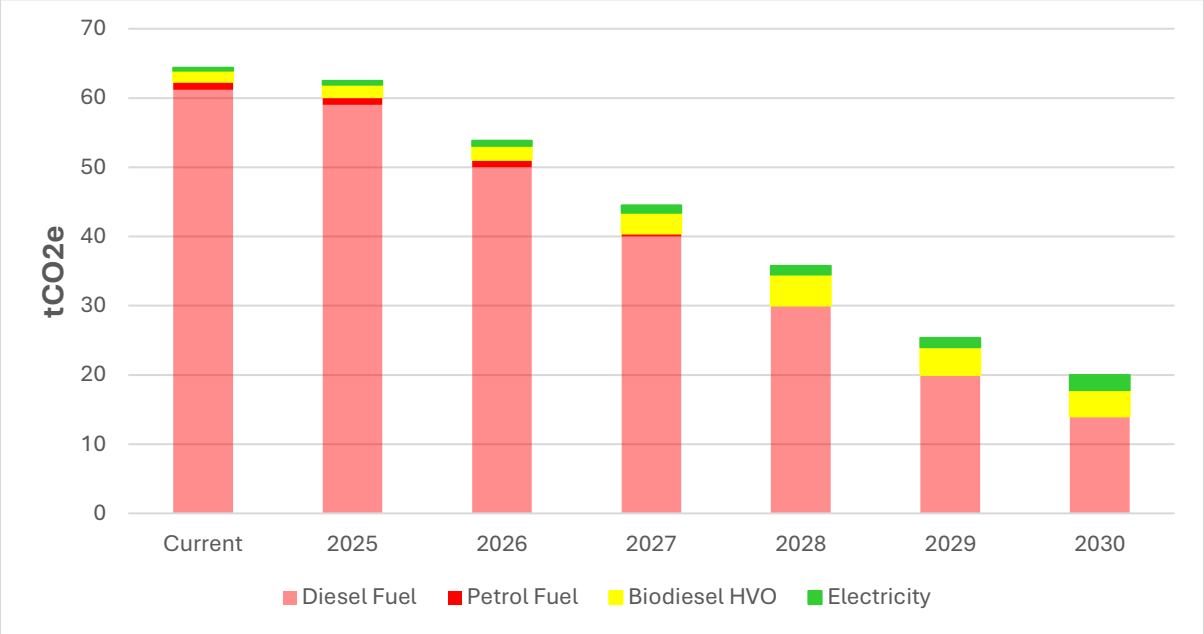


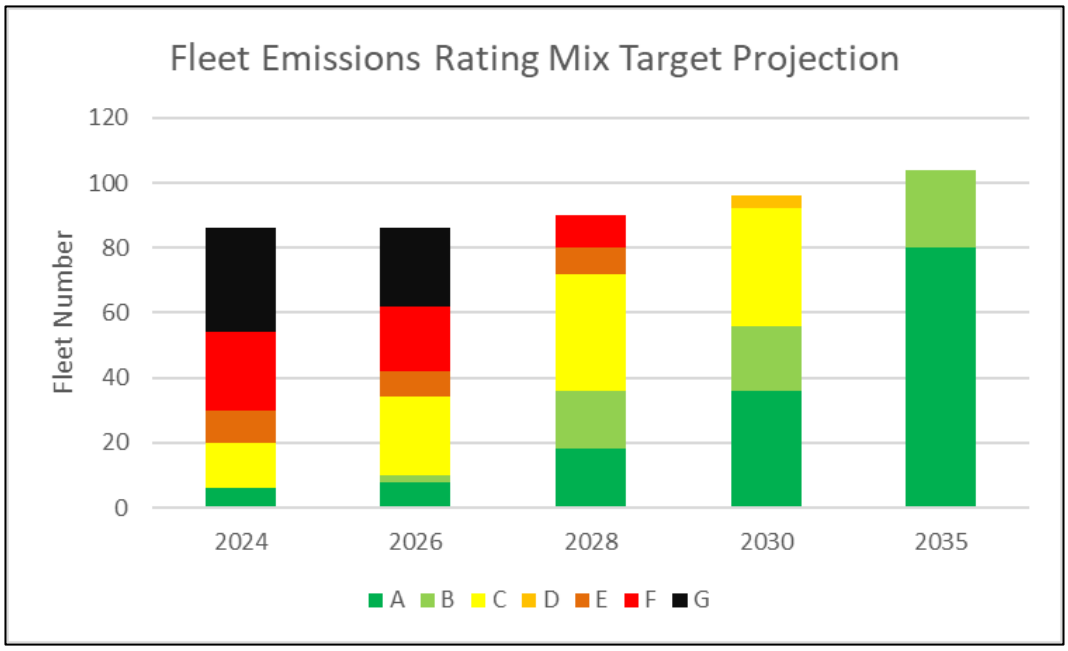
Figure 4 Construction site carbon contribution mix and projection.

Low carbon construction site policy

- Our primary focus will be on the use of fuels to power welfare sites and construction offices. We will implement a low carbon policy for construction facilities through process control ensuring that the following options are assessed as priority in the following order of preference:
  - Mains electrical supply connection established and used with sustainable sourcing where possible
  - On site renewables with battery support
  - Alternative energy and fuel supplies
  - Mandate the use of biofuel and compatible plant and equipment
- We will continually engage our plant suppliers on the development, availability, and use of low carbon plant options.

5.3.2 Fleet renewal

We will aim to speed up the renewal of our fleet in line with the targeted fleet composition projection shown in Figure 5. This graph shows the emissions ratings of our current fleet (2024) and our targeted fleet mix in intervals up to 2035.



	CO2 g/km
A	<100
B	101-120
C	121-150
D	151-165
E	166-185
F	186-225
G	226+

Figure 5 Fleet Renewal Target Projection

Fleet renewal policy

We will implement a clear fleet procurement and leasing policy with full board commitment.

Key fleet renewal targets must include:

- Zero G rated vehicles in our fleet by 2028
- Zero F&G rated vehicles by 2030
- >75% A rated vehicles and zero C to G rated vehicles by 2035

The fleet renewal policy objectives and targets must be given clear individual ownership and responsibility with performance linked to staff score cards and annual performance appraisals.

If our fleet renewal policy targets are achieved, we are projected to achieve the reduction targets in Table 4. Reaching fleet renewal policy targets is critical to achieving our interim 2030 targets and remaining on track to achieve our stretch 2040 Net Zero target.

Table 4 Fleet renewal reduction targets

Reduction Target	Current	2026	2028	2030	Total – 6 years
Biannual reduction	0.00%	-20.00%	-35.00%	-55.00%	**-76.20%**
Emission target tCO2e	340.26	272.21	176.94	79.62	

5.3.3 Waste tonnage reduction

Relevant waste management policy and procedure is well established although reducing associated volumes is challenging as this is generally determined by the work scope and associated designs. Where design scope is included, we will conduct resource efficiency and circular economy workshops to reduce material use and waste. We will ensure the outcomes of these workshops are clearly stated in our Site Waste Management Plans (SWMP). The key management actions will be briefed to project and site managers who will be responsible for outcomes aligned to workshop objectives.

Our waste reduction policy and actions must align to 50% CO_2e reduction by 2030 (2.82 tCO_2e). Given our current waste management route composition, this translates to approximately 50% reduction in total waste tonnage production to <2773 t in 2030.

5.3.4 Electricity reduction, efficiency, and sourcing

We will achieve carbon reduction associated with electricity use through developing clear policy with board support including the following two key approaches.

Renewable energy sourcing

- As a priority we will mandate 100% renewable energy for all directly billed electricity sourcing.
- For offices using leased floor space within larger office buildings or for indirectly procured electricity we will engage bill payers to provide meter readings to increase data accuracy and petition for the use of renewable energy sourcing.

Efficiency and reduction

For all current and future office buildings directly leased or purchased we will:

- Conduct building energy assessments to identify priority actions to improve EPC rating and agree a programme for implementation by 2030.
- Assess and implement feasible opportunities for on-site renewable energy production options such as solar with implementation by 2030.

Emissions associated with electricity use must be reduced to <14.4 tCO_2e (-65%) by 2030.

5.3.5 Business Travel

Business travel emissions, specifically including those associated with flights and private vehicles must be reduced by 65% to <14.40 tCO_2e by 2030 (from 22.16 tCO_2e in 2024).

Private vehicle use

- While much of private vehicle use is required for business operations, our associated emissions can be reduced by:
- Prioritising the use of public transport through process control ensuring vehicle use was the option of last resort.
- Continuing the promotion of cycle to work schemes.
- Recording vehicle fuel type and size for improved data and associated conversion factors. This will also enable the identification of high carbon vehicles and claimants that can be subject to individual travel assessment and planning.
- We will promote and roll out our EV car scheme where employees can sacrifice some of their salary for a brand-new EV with no upfront cost.

Business Flights

We will improve the travel planning of frequent business air travellers to reduce the number of journeys, and ensure relevant meetings are conducted online where possible.

5.4 Key enablers for carbon reduction projects

The Carbon reduction projects outlined here will require:

- Clear written policy with full board support and commitment
- Policy and target communication to all staff
- Clear accountability and responsibility for policy objectives and performance
- Minimum quarterly data collection, analyses, and review to determine corrective action where required.

6 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 and uses the appropriate Government emission conversion factors for greenhouse gas company reporting.

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.

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

Signed on behalf of the Enable Group.

Date: 19/08/2024