



# Carbon Reduction Plan 2025

## Notes for Completion

Where an In-Scope Organisation has determined that the measure applies to the procurement, suppliers wishing to bid for that contract are required at the selection stage to submit a Carbon Reduction Plan which details their organisational carbon footprint and confirms their commitment to achieving Net Zero by 2050.

Carbon Reduction Plans are to be completed by the bidding supplier entity and must meet the reporting requirements set out in supporting guidance, and include the supplier's current carbon footprint and its commitment to reducing emissions to achieve Net Zero emissions by 2050.

The Carbon Reduction Plan should be updated regularly (at least annually) and published and clearly signposted on the supplier's UK website. It should be approved by a director (or equivalent senior leadership) within the supplier's organisation to demonstrate a clear commitment to emissions reduction at the highest level. Suppliers may wish to adopt the key objectives of the Carbon Reduction Plan within their strategic plans.

A template for the Carbon Reduction Plan is set out below. Please complete and publish your Carbon Reduction Plan in accordance with the reporting standard published alongside this PPN





**Supplier Name: Construction Marine Limited**

**Publication Date: July 2025**

## Commitment to achieving Net Zero

Construction Marine Limited (CML) 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.

SECTION 1 COMMITMENT TO ACHIEVING NET ZERO	
<b>Statement of Commitment</b>	
Construction Marine Limited is committed to:	
<ul style="list-style-type: none"> <li>Meeting the Paris Agreement’s goal of limiting global warming to 1.5°C, compared to pre-industrial levels</li> <li>Setting long-term science-based targets to reach net zero value chain GHG emissions by no later than 2050</li> <li>Achieving Net Zero in scope 1 and scope 2 emissions by 2035</li> </ul>	

SECTION 2 BASELINE EMISSIONS FOOTPRINT	
Construction Marine Limited confirm our baseline is:	
Baseline Year	October 2019 to September 2020
<b>Additional details about our baseline emissions calculations</b>	
<p>The following information relates to data collected and collated in the period between October 2019, our earliest period of accurate data, and September 2020. This data will constitute our baseline emissions. As this is our first reporting period, we have used previously recorded data to establish a baseline.</p> <p>The baseline emissions relate to Construction Marine Limited activities only and do not include the emissions resulting from activities of our supply chain and sub-contractors. We have used greenhouse gas (GHG) protocol operational control to determine our baseline emissions, utilising the conversion factors provided. Current measures include Scope 1 and Scope 2 emissions and selected subsets of Scope 3 emissions, based on availability of data. We are continuing to develop systems and processes in place to capture further applicable subsets of Scope 3 emissions.</p> <p>The following information is the best currently available and as our Sustainability Strategy, associated Pathway to Net Zero and Action Plans are developed and implemented, the volume of measurement will increase. The increase in volume of measurement, alongside business growth and acquisition of new premises, mean our total reported emissions for 2021 are higher than our baseline year. It is anticipated that our baseline year will remain the same, with any substantial deviations explained by an accompanying narrative, detailing reasons why the increase has been observed.</p>	

# CARBON REDUCTION PLAN 2025



<b>SECTION 2 BASELINE EMISSIONS FOOTPRINT (CONTINUED)</b>	
Baseline Year Emissions	October 2019 to September 2020
Emissions	Total (tCO <sub>2</sub> e)
Scope 1	1408.41
Scope 2	51.59
Scope 3	<ul style="list-style-type: none"> <li>3 – Fuel and energy-related activities 344.79</li> <li>4 – Transport and Distribution (upstream) 4.44</li> <li>5 – Waste generated in operations 138.25</li> <li>6 – Business travel Not measured in this year</li> <li>7 – Employee commute (not company owned) Not measured in this year</li> <li>8 – Upstream leased assets 0.64</li> <li>9 – Transport and Distribution (downstream) Not Applicable</li> </ul>
<b>Total Emissions</b>	<b>1948.12</b>

<b>SECTION 3 CURRENT EMISSIONS REPORTING</b>	
Reporting Year	October 2023 to September 2024
Emissions	Total (tCO <sub>2</sub> e)
Scope 1	1256.50
Scope 2	93.13
Scope 3	<ul style="list-style-type: none"> <li>3 – Fuel and energy-related activities 339.43</li> <li>4 – Transport and Distribution (upstream) 8.23</li> <li>5 – Waste generated in operations 113.02</li> <li>6 – Business travel 64.87</li> <li>7 – Employee commute (not company owned) N/A</li> <li>8 – Upstream leased assets 0.14</li> <li>9 – Transport and Distribution (downstream) N/A</li> </ul>
<b>Total Emissions</b>	<b>1875.31</b>

## SECTION 4 EMISSIONS REDUCTION TARGETS

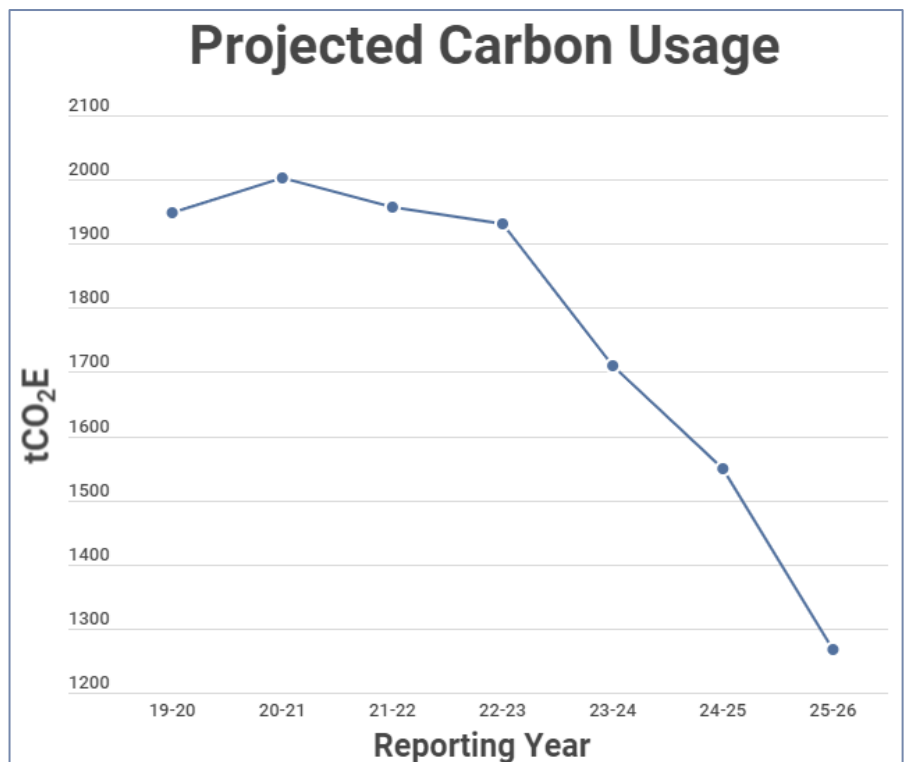
CML are committed to achieving Net Zero in Scope 1 and Scope 2 emissions by 2035. The following targets are set in order to achieve this and are measured at suitable frequencies (i.e. 4-weekly, quarterly), monitored and reported against. As additional data and records are included within our processes, additional targets will be added.

In order to continue our progress to achieving net zero, we have adopted the following carbon reduction targets.

We project that carbon emissions will decrease over the next five years to approximately 875 tCO<sub>2</sub>e by 2030. This is a reduction of 55% and on track with our goals.

Objective	Target
1.Working towards zero waste to landfill	1a. 98% of waste diverted from landfill
2.Reduce National Grid usage	2a. 2% reduction on baseline electricity usage 2b. Increase supply of renewable electricity to owned offices to 100% by 2035
3.Reduce consumption of natural resources	3a. 50% annual increase in miles driven in low / no emission vehicles within the car fleet

We initially projected that carbon emissions over the following five years, from October 2021, will decrease to 1267.6 tCO<sub>2</sub>e by September 2026 and be a reduction of 37%. It must be noted, however, that these figures are based on current data sets available, and as additional information from our supply chain partners is collated, these figures will fluctuate accordingly. CML's goals will remain constant i.e. reduce emissions and work towards achieving Net Zero. As expected, due to our expansion, refurbishment of new and existing premises, return of staff to offices, increased workbank, larger fleet and expanded office portfolio our projected small rise in carbon usage was seen, but was lower than the initial projections. Our usage actually



fell below the projected usage for 2021-2022 by a significant amount, with a reduction in carbon usage, rather than the predicted increase, seen. Due to continued growth and larger scale project, our carbon usage as continued to rise above our initial projections, however is still reducing when an intensity metric is applied. It is projected that the next year, due the adoption of carbon reduction plans and changes to our workbank, carbon usage will reduce more in line with our projection. For our next CRP, we will produce a new set of projected usage to fully align with our goals and take account of business adjustments over this period.

## SECTION 5 CARBON REDUCTION PROJECTS

CML have previously implemented Carbon Reduction Projects and gained relevant environmental certifications as detailed below. Due to these projects being implemented prior to the baseline reporting, the percentage reduction and reduction of tCO<sub>2</sub>e is unable to be calculated.

The following environmental management measures and projects have been completed or implemented since the 2019-20 baseline. The carbon emission reduction achieved by these schemes equate to 73 tCO<sub>2</sub>e, a 4% reduction against the 2019-20 baseline and the measures will be in effect when performing the contract. We hope to realise more significant change, as the business has grown in this time period and this growth has led to an increase in overall emissions.

### Policies and Management Systems

CML have detailed environmental and sustainability policies, which are fundamental to both operational and office-based strategy. These policies are reviewed annually and are updated as required and contribute to the continual improvement of our certified ISO14001:2015 environmental management system.

As part of our ISO14001 certification, sites, on a sample basis, are subject to external audits, on a 6-monthly frequency. In applying the findings of these assessments, we encourage, but are not limited to, the following areas:

- Using local, sustainable procurement of materials, plant and equipment
- Local site staff where possible to minimise travel to and from site
- Follow the Waste Hierarchy through maximising reuse or recycling of materials
- Moving to a digital system to maintain records of site activities through our bespoke business management tool, Insight, and so reducing the use of paper

### Strategy

Our Sustainability Strategy and Framework has been developed to identify targets and monitoring processes in all aspects of the business, including assessing our current carbon footprint and defining targets, methodologies / technologies to reduce consumption. Our Sustainability Strategy and Framework is reviewed annually, with action plans produced to measure our progress on meeting the targets within the defined timescales.

### Fleet

CML have provide hybrid and electric car options to all employees using company vehicles. The fleet currently contains 48 ultra-low emissions vehicles, of which 9 are fully electric, constituting 63% of our car fleet.

### Plant

Use of alternative energy cabins, using solar-powered cabins with water capture technology and a generator using minimal diesel, 1L per week in Spring and Summer and 2L per week in Autumn and Winter, to reduce energy consumption on site. CML are actively using these cabins on active sites.

### Plant

Use of solar-powered CCTV cameras on site, working off solely solar power between March – Sep.

### Fleet

Provision of electric or hybrid vehicle options across every car grade of company fleet vehicle. It is a company target to have 100% ultra-low emissions cars by 2030.

### Tyres

Use of higher-quality tyres to reduce fuel consumption, savings costs and providing a significant carbon saving compared to cheaper, lower-quality tyres. They have a longer lifespan, reducing the need to send tyres to landfill and providing a further carbon saving in terms of waste.

### Digital Conferencing

Use of digital conferencing facilities to reduce the need for unnecessary travel.

## Hybrid Working Policy

Maintenance of our hybrid working policy, which was introduced as part of CML's Covid-19 reaction. We have recognised the wellbeing and carbon benefit of this policy and this is available to all office-based staff, reducing commuting distance and the need to travel to meetings.

## Carbon Reduction

Approved Science Based Targets (SBTs), achieved through the SME route, CML's SBT banding.

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

### Energy Management Systems

Developing an energy management system certificated to ISO 50001. This will ensure CML has a system based on continual improvement, ensuring energy usage is monitored, managed and reduced where possible. We are in the process of aligning our current system to ISO 50001 and recently underwent an Energy Savings Opportunity System (ESOS) audit and assessment of our energy management system, with additional measures suggested to manage our energy consumption and improve our management system.

### Supply Chain Collaboration / Carbon Reduction

Looking at PAS 2080 to assist in demonstrating our commitment in reducing carbon, through collaboration with our supply chain. CML have also achieved ISO44001 certification, further improving collaboration internally and with our supply chain, leading to collaborative relationships delivering carbon reduction. This will be of particular benefit when CML begin to further develop our Scope 3 emissions reporting process.

### Digital Technologies

Investigating the feasibility of using drone technology to carry out scoping visits and assisting with monitoring construction progress. CML have trialled their use on a number of scoping visits and since have engaged with potential drone suppliers to discuss further practical implementation and benefits.

### Behavioural Change

Carrying out a maturity assessment and staff surveys to evaluate understanding of current sustainability measures and carbon consumption, then implementation of briefings, workshops and alternative practice to encourage business-wide change to more carbon-conscious working.

### Removal of Natural Gas

Remove all-natural gas use within CML's current estate portfolio, working with the landlord and energy suppliers to find alternative solutions. Only one of CML's current office facilities still uses natural gas.

### Plant

Aiming for a year-on-year increase in use of appropriate / suitable diesel alternatives on site (e.g. Ecopad battery-hybrid generators, suitable electric plant, HVO fuel). Reasonable alternatives are being investigated and discussed with CML's Senior Plant Manager and Site Operatives. A transition to low emission plant is underway, using HILTI and STIHL cordless equipment to provide an energy saving, lower HAVS risk and remove the need for fuel-powered equipment.

### Solar Banks

Banks of solar panels on site to generate power.

### Energy Efficient Appliances

Using low energy appliances on site to provide energy savings.

### Solar Panelled Vans

Add 2 minimum solar panels to vans, separate to vehicle battery and used to charge electric small plant

### Sheffield Office Energy

Get Sheffield office on Energy 7 tariff, savings when overnight charging.

### Solar Generator

RJC provide solar generator for site, only uses 2.8kVa diesel and rest of power from solar.

**Biofuel**

Investigating further use of HVO fuel.

**Electrical Charging Points**

Increased number of electrical charging points at all sites to accommodate and encourage electric fleet.

**Insight/Paper Reduction**

Continuing our paper reduction process, aiming to implement use of tablets on all sites to make them paperless. Insight, our bespoke business management tool, will be utilised to hold, maintain and update site files alongside current digitised documentation and move CML towards a paperless environment.

**Glastonbury Office Development**

CML are finalising the development of a new 3-building office facility in Glastonbury, with no connection to Natural Gas and solar panels on the roof of all buildings. It is hoped that all buildings shall be powered by solar power and that additional energy produced will be sold back to the National Grid. The offices shall be fitted with low-energy use appliances and fittings, to mirror that seen in our other office facilities.

**SECTION 6 DECLARATION AND SIGN-OFF**

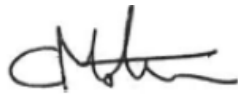
This Carbon Reduction Plan has been completed in accordance with PPN 006 and associated guidance and reporting standard for Carbon Reduction Plans.

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 for and on behalf of Construction Marine Limited

Name:	Charles Mortimer	Signed:	
Title:	Managing Director	Date:	17/07/2025