

# Carbon Reduction Plan

PPN06/21

2024



Together we deliver

**COSTAIN**

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# Costain Group PLC

## Our vision

To create connected, sustainable infrastructure enabling people and the planet to thrive.

## How we do that

We shape, create and deliver pioneering solutions that transform the performance of the infrastructure ecosystem.

## Where we operate

Our focus is on four strategic markets in the UK: Transport, Water, Energy and Defence and everything we do is rooted in delivering solutions and is organised around our customers.

We are focused on creating a more sustainable world by ensuring our projects and programmes deliver sustainable infrastructure through low carbon engineering, efficient use of resources, following circular economy principles and incorporating resilience to climate change. We are acting today to tackle the environmental challenges facing our planet, ensuring we safeguard its future for generations to come. Our focus encompasses the intricate nature of sustainability, aiming to mitigate our environmental impact and contribute to a low carbon future.

Together  
we shape,  
create, deliver

## 1. Commitment to achieving net zero

Costain Group PLC is committed to achieving Net Zero greenhouse gas (GHG) emissions by 2050. This commitment includes Scopes 1,2 and relevant categories of Scope 3 and is supported by our Climate Change Action Plan.

Costain has approved near and long-term science-based emissions reduction targets with the Science Based Target initiative (SBTi). The SBTi defines and promotes best practice in emissions reductions and net-zero targets in line with climate science. They independently assess and approve companies' targets, providing key clarity and guidance, to ensure that targets translate into action that is consistent with achieving a net zero world by no later than 2050. By driving down our emissions using an approved absolute science-based approach we are aligning our climate transition to a 1.5°C mitigation pathway.



Costain's science-based near-term and net zero targets are as follows:

- **Overall net-zero target:** Costain Group PLC commits to reach net zero greenhouse gas emissions across the value chain by 2050.
- **Near-term targets:** Costain Group PLC commits to reduce absolute Scope 1 and 2 GHG emissions by 42% by 2030 from a 2021 base year. Costain Group PLC also commits to reduce absolute Scope 3 GHG emissions by 42% within the same timeframe.\*
- **Long-term targets:** Costain Group PLC commits to reduce absolute Scope 1 and 2 GHG emissions 90% by 2050 from a 2021 base year\*. Costain Group PLC commits to reduce absolute Scope 3 GHG emissions 90% within the same timeframe\*.

*\* The target boundary includes land-related emissions and removals from bioenergy feedstocks.*

Building on the successful foundations of our Climate Change Action Plan which launched in 2020 we will be publishing a Climate Transition Plan in 2025. Alongside this plan, we intend to restate our targets, aligning our SBT with accelerated interim targets for both our directly managed and wider value chain emissions. The updated Plan will encompass our evolving climate scenario analysis and engagement with our supply chain, customers, internal leaders, and colleagues to outline Costain's decarbonisation focus to drive down emissions within both our own operations and those within the wider infrastructure sector.

We're committed to developing and implementing low-carbon solutions, and as a business, we are investing in this space through initiatives such as Future Roads and low carbon concrete research groups. We have made good progress in decarbonising traditional construction techniques, enhancing design standards, improving data quality and supporting our supply chain with their ambitions. We are proud members of The Climate Pledge, Supply Chain Sustainability School, Co2nstruct Zero, EV100 and have a leading voice in driving change and accelerating the industry's response to Scope 3 emissions

All direct emission reductions will be prioritised and all residual emissions neutralised in line with SBTi criteria before net zero emissions is achieved.

## 2. Baseline Emission 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: 2021

Table 1: 2021 baseline year emission breakdown

Baseline Year	2021 tCO <sub>2</sub> e
Scope 1	11,561
Scope 2, location-based	1,697
Scope 2, market-based	1,032
Scope 3	266,392
Scope 3 breakdown	
Purchased goods and services	255,211
Capital goods	21
Fuel and energy-related activities	5,148
Upstream transportation and distribution	3,099
Waste generated in operations	1,156
Business travel	1,151
Employee commuting	503
Upstream leased assets	93
<b>Total tCO<sub>2</sub>e</b>	<b>278,985</b>
<b>Total tCO<sub>2</sub>e/£M</b>	<b>224.63</b>
<b>Total Outside of Scope tCO<sub>2</sub>e</b>	<b>1,206</b>

*All other Scope 3 categories, including Category 9 Downstream transportation and distribution are not included in our reported footprint as they are deemed not relevant or have limited materiality to Costain's operations.*

### Additional Details relating to the Baseline Emissions calculations:

During 2023 the methodology and boundary applied to Costain's carbon accounting was updated to improve completeness, relevance, consistency and accuracy in line with accounting and reporting principles of the GHG Protocol Standard.

### Change in methodology:

Emission factors used to calculate Costain's Scope 1 emissions from company vehicles and Scope 3 Category 6: Business Travel from grey fleet vehicles (including cars, vans and HGVs) were updated and calculated based on fuel and vehicle size/type instead of just the calculated based on total fuel consumed. This has improved the accuracy of company and grey fleet emissions, allowing greater analysis to be conducted, including those of electric vehicles across company and grey fleet.

**Change in boundary:**

In 2023, Costain's boundary was expanded to include the previously excluded Category 2 Capital Goods, Category 7 Employee Commuting and Category 8 Upstream Leased Assets.

In addition, the calculation methodology for Scope 3 Category 1 Purchased Goods and Services was updated. Prior to 2023, all Category 1 emissions had been calculated using direct measurement supplier-sourced carbon data for carbon intensive materials concrete, steel, asphalt and aggregate from our strategic suppliers. Whilst this approach is more accurate, due to availability of data it limited our assessment of Category 1 emissions.

As such from 2023 onwards Category 1 emissions are calculated using a hybrid cradle to gate approach. This includes:

- Directly measured carbon factors from strategic suppliers for concrete, steel, asphalt and aggregates. Factors provided are from Life Cycle Assessment's and/or Environmental Product Declarations (EPDs) produced in line with EN15084 and EN15978.
- Activity-based data using industry average carbon factors for material procured from Tier 1 suppliers.
- An Environmentally Extended Input Output (EEIO) method, using annual spend data for goods and services procured in a given year to estimate GHG emissions from given services, activities and products.

Costain recognises that applying an EEIO approach can reduce the accuracy of calculated emissions however by applying a hybrid approach a more comprehensive Scope 3 inventory has been calculated. We are already in the process of substituting spend-based calculations with activity and supplier sourced carbon data to increase accuracy from 2024 onwards.

In line with Costain's recalculation policy, the above changes led to emission changes of more than 5%, as such both the base year, previous year and reporting year emissions were recalculated using the same consistent methodology and assumptions.

The re-baseline figures were independently and externally verified through Toitu carbonreduce scheme in line with the GHG Corporate Protocol and ISO 14064:2018 standards.

100% of our emissions are incurred in the UK.

### 3. Reporting Year Emissions

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

#### Reporting Year: 2023

Table 2: 2023 emission breakdown

Reporting Year	2023 tCO <sub>2</sub> e
Scope 1	4,876
Scope 2, location-based	1,299
Scope 2, market-based	187
Scope 3	313,058
Scope 3 breakdown	
Purchased goods and services	302,215
Capital goods	15
Fuel and energy-related activities	3,275
Upstream transportation and distribution	4,668
Waste generated in operations	325
Business travel	1,930
Employee commuting	579
Upstream leased assets	51
<b>Total tCO<sub>2</sub>e</b>	<b>319,233</b>
<b>Total tCO<sub>2</sub>e/£M</b>	<b>239.66</b>
<b>Total Outside of Scope tCO<sub>2</sub>e</b>	<b>10,855</b>

*All other Scope 3 categories, including Category 9 Downstream transportation and distribution are not included in our reported footprint as they are not relevant or have limited materiality to Costain's operations.*

#### Additional Details relating to the reporting year emissions calculations:

##### Scope 1

Our Scope 1 emissions have been reduced for the second year in a row. This success is mainly down to the impact of our Hydrotreated Vegetable Oil (HVO) mandate, which has resulted in HVO making up 88% of our fuel mix. In 2023 we helped fund and participated in a Supply Chain Sustainability School-led HVO procurement guidance working group, to improve industry HVO procurement practices. However, we acknowledge that this is a transition fuel and we must not rely on its reduced reportable emissions to drive down our Scope 1 impact.

In 2024 we continued to scale up our site fuel transition, and are also embracing improved technology and behavioural science to drive down plant emissions. Our National Highways M6 J21a-26 scheme not only changed diesel to HVO but introduced a plant and van idling campaign; worked with the supply chain on enhanced telematics monitoring of idling; and implemented behavioural training, which reduced plant idling from 56% to 18% in 2023. We have also focused

on reducing the use of gas within our office building and at our Manchester office we have replaced the current HVAC system with a heat recovery system. This eliminated the need for the current gas supply which will reduce Scope 1 emissions.

## Scope 2

Our Scope 2 emissions have increased 36% from 2022. This increase in emissions is a direct result of both an 18% increase in consumption within our operations and the impact of increased natural gas used to generate electricity, and lower renewables mix within the average grid mix in 2023, increasing the BEIS carbon factor for electricity generation by 7% from the previous year. Our rise in emissions is attributed to the increase in grid-connected sites, coupled with energy-intensive activities at our SCS HS2 JV operations. Within the business, we have a focus on connecting our project sites to the grid as the greenest form of power generation. Our facilities management team during 2023 targeted energy reduction within our offices, achieving an overall 3% reduction in electricity across our five corporate offices through a combination of improvements to office smart metering systems and active management to reflect the hybrid approach to office use. Our 2021 and 2022 Scope 2 figures have also changed from previous reports. During our review of data this year we have corrected a calculation error from our audited baseline figure and updated the 2022 emissions post our Toitū carbonreduce audit. A separate Electric EV Scope 2 figure is now included within our total.

## Scope 3

During 2023 we reviewed our approach to Scope 3 data collection, completing an initial screening exercise and applying an environmentally extended input-output approach to our annual spend inventory. While spend-based accounting is a valuable tool to screen Scope 3 emissions and identify carbon hotspots, we acknowledge these hotspots should then be a focus to move to methods with greater accuracy. This spend-based approach has been combined with our existing material and product-based approach, utilising A1-A4 carbon data from our key concrete, aggregate, asphalt and steel suppliers. In doing so we have extended our reporting boundaries by adding three additional GHG Protocol categories: capital goods, employee commuting and upstream leased assets.

Our Scope 3 emissions reduced by 10% against 2022, with reductions across all Scope 3 categories except employee commuting and upstream transport and distribution. Our largest Scope 3 category remains purchased goods and services, making up 95% of our total footprint. Our focus is to increase the transition towards supplier data wherever possible in future reporting. During 2024 we will be rolling out the first annual employee commuting and homeworking survey to increase the accuracy of our commuting data and include homeworking within our footprint, to reflect the changing hybrid work environments.

## Outside of Scope Emissions

In 2022 Costain introduced a Hydrotreated Vegetable Oil (HVO) Mandate, by 2023 88% of our bulk fuels used on our construction sites is HVO. To ensure sustainability of our HVO supply we have also mandated that we source only HVO from International Sustainability and Carbon Certification (ISCC) suppliers, preferentially selecting feedstock from UK or EEA only which are certified by the Renewable Fuels Assurance Scheme (RFAS), designed and managed by Zemo Partnership to ensure waste-input feedstocks are used. To ensure comprehensive and comparable reporting we report both the upstream production emissions from HVO in our Scope 1 total and also the impact



of direct fuel burn emissions by reporting N<sub>2</sub>O and 'Outside of Scopes' emissions to account for the biogenic emissions from HVO.

### Greenhouse Gas Emissions

We report our emissions in tonnes of carbon dioxide equivalent (tCO<sub>2</sub>e), quantifying the seven greenhouse gases (GHG) named by the Kyoto Protocol. For increased transparency, we are also reporting our GHG emission breakdown from our baseline year 2021 through to the current year 2023.

Table 3: Greenhouse Gas breakdown

GHG	2021	2022	2023
Carbon Dioxide (CO <sub>2</sub> )	11,399	6,201	4,816
Methane (CH <sub>4</sub> )	10	7	5
Nitrous Oxide (N <sub>2</sub> O)	152	218	55
<b>Total net emissions</b>	<b>11,561</b>	<b>6,246</b>	<b>4,876</b>

## 4. Emission Reduction Targets

Costain commits to reach net-zero greenhouse emissions across the value chain by 2050 from a 2021 base year, we are however determined to work quicker than this. The SBTi approved our near and long-term science-based emissions reduction targets in 2024 and we are currently updating and integrating our Climate Change Action Plan (CCAP) in light of our work on Costain’s Climate Transition Plan, due to be released in 2025.

In 2020, we launched our Climate Change Action Plan, this has been central to our decarbonisation journey. We have made good progress against our CCAP targets and carbon is now part of everyday language throughout the business. The CCAP has been at the forefront of our corporate approach to sustainability and creating a force for change across our operations. The plan also outlines how Costain will play a leading role in the development and delivery of both carbon capture and clean and renewable energy generation to reduce carbon emissions across every sector.

Key reduction targets and projects from the CCAP include:

- We have been a PAS 2080:2016 verified business since 2020 and will be assessed against the new 2023 standard in 2024.
- Our initiatives reduced plant idling by 20% in 2020, a focus that remains in all our projects.
- Since 2021 every relevant contract has been required to set and report a reduction target, baseline and carbon reduction action plan. Reporting construction progress against the baseline on a monthly basis has enabled our projects to actively manage and reduce carbon emissions.
- Since 2022 100% of our corporate office electricity has been backed by REGO backed energy attribute certificates.
- 57% of our complex delivery bids integrated low carbon solutions during 2023, including the inclusion of our low carbon material mandate, PAS 2080 aligned carbon management system and material, process or efficiency reduction measures.
- Our vehicle fleet transition plan is ahead of our company car fleet targets, and we continue to focus on our car allowance transition.

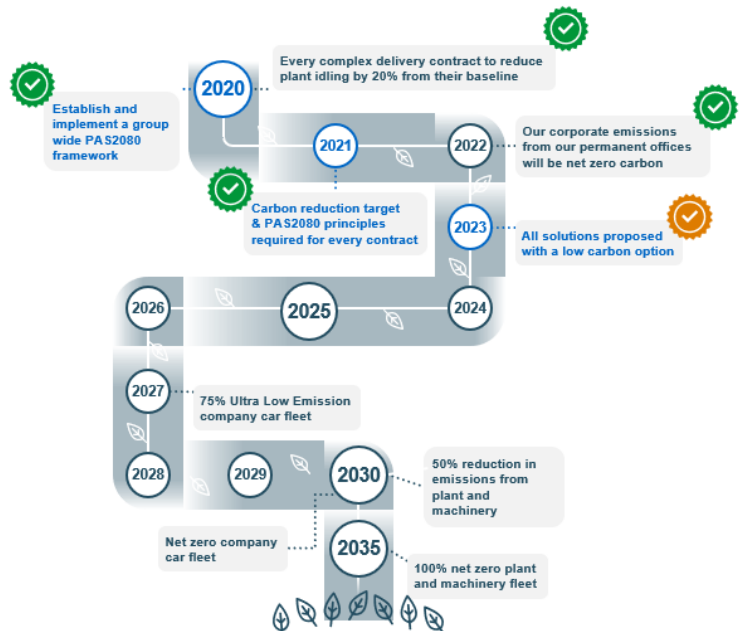


Figure 1: Climate Change Action Plan Roadmap

### Performance to date

Our Scope 1-3 emissions have reduced 10% against the previous year yet increased 14% against our base year. To align with our net zero target, we must continue to reduce emissions by at least 9% year on year. This rise is a result of an increase in our purchased goods and services and directly related upstream transportation and distribution emissions, as well as commuting emissions as we return to business-as-usual travel compared to 2021. Normalised over turnover we have seen a 2% reduction in tCO<sub>2</sub>e/£M against our base year. We have seen a 16% reduction in our Scope 1 & 2 emissions against our base year as a result of our on-site energy reduction activities and impact of fleet decarbonisation plan. Progress against our net zero targets can be seen in the graph below.

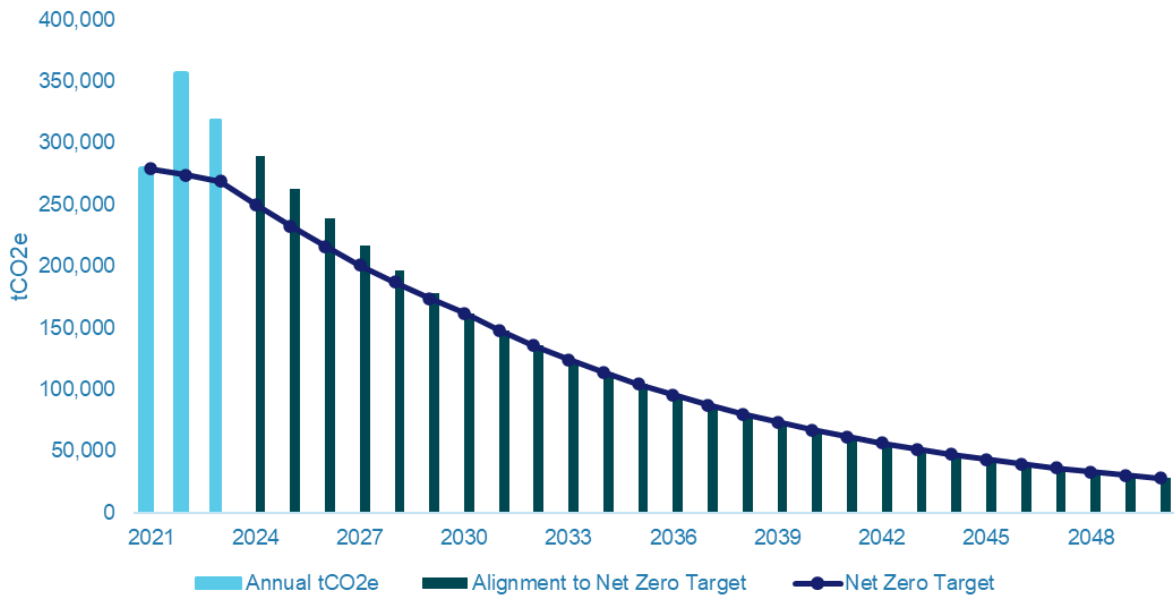


Figure 2: Net zero pathway

NB. Scope 3 emissions increase between 2021 and 2022 as construction volume increases, specifically in respect of tunnelling and surfacing works which are very carbon intensive. It is important we also focus on a reduction in carbon intensity (CO<sub>2</sub>e per £M turnover) in the short term until the positive action we are making on our supply chain and materials emissions is demonstrated and in turn absolute emissions fall. Figure 3 below show absolute emissions and turnover for the last 3 years.

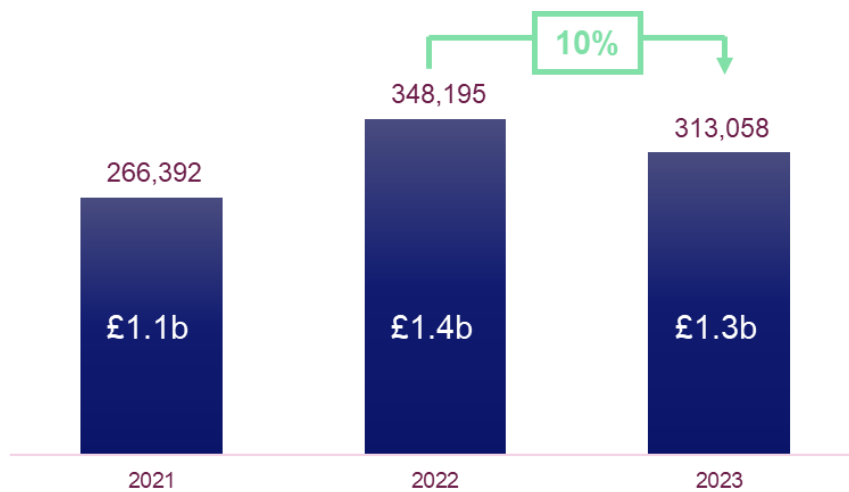


Figure 3: Scope 3 carbon emission reduction for the last 3 years with revenue

## 5. Carbon Reduction Projects

Since the launch of our Climate Change Action Plan, significant strides have been made and milestones achieved in our ambition to lead UK infrastructure to a zero-carbon future. The Scope 1 and Scope 2 carbon emission reduction achieved by these schemes equate to 6,419 tCO<sub>2</sub>e, a 51% reduction against the 2021 baseline. These along with our Scope 3 emission reduction measures will be in effect when performing the contract. We published our latest progress in our [ESG report](#).

### Carbon reduction initiatives delivered to date include:

#### Fleet transition

- Costain's Vehicle Fleet Transition Plan is designed to migrate our company car and car allowance fleets to fully ULEVs by 2030. Launched in 2020 as part of our 15-year Action Plan, our vehicle transition programme is just one of several milestones we achieved in the first year.
- In 2023, 100% of the new cars delivered to our staff have been ultralow or low emissions vehicles (ULEVs and LEVs).
  - 90% of our company car fleet is now made up of electric, plug in hybrid or mild hybrid vehicles.
  - 100% of the vehicles of our company car selection list are ULEVs and LEVs.
- Our forward-thinking vehicle fleet transition plan was shortlisted in the Transport/ Fleet Management Initiative of the Year category at the 2021 edie Sustainability Leaders Awards
- Costain are members of EV100, a global initiative bringing together forward-looking companies committed to accelerating the transition to electric vehicle, and report to them annually on car fleet transition progress.
- We have partnered with Mer as our charging point provider and now have a common EV (Electric Vehicle) charging platform across our business.
- EV charging points are available at all our offices and installation of charging points within our site compounds is now part of mandatory site set up. Costain charge points can be used with a non-subscription, pay-on-use service and we are offering employees discounted rates for the installation of home wall chargers.
- We have partnered with Enterprise Flex E-Rent to expand our electric van trials across a range of different teams and workplace scenarios including an extended in-depth trial at Preston Western Distributor Road scheme in Lancashire, the A30 Chiverton to Carland Cross project near Truro in Cornwall, and the A12 widening scheme near Chelmsford in Essex. The project showcased the potential for electric vehicles in the construction sector at three major road infrastructure projects across the UK. Suitable charging infrastructure was installed at each project and electric vans were used for carrying lighter materials and equipment working within electric van payload guidelines. Telematics in the vehicles provided detailed insights on usage.

#### Design and materials

- As part of our Climate Change Action plan, in 2022 we established our Low Carbon Materials Working Group to ensure integration of low carbon materials into business as usual. The Working Group is responsible for
- A Low Carbon Materials mandate was released in 2022 and rolled out the business within Q1 of 2023. The mandate focuses initially on the use of concrete/cement, asphalt, data tagging 3D models, and sustainable procurement practices. By 2023 67% of our design projects were able to implement the mandate during the period. Three tangible

requirements for our concrete and asphalt use and two mandated changes to the contract clauses of our designers and suppliers. Under the mandate, the following actions must be taken by our projects and suppliers:

- Concrete mixes using 100% CEMI cement type must not be used or specified. \*<sup>1</sup>
- Standardised prescribed concrete mixes (ST1-5) must not be used or specified. \*
- Warm mix asphalt (WMA) must be used in place of hot mix asphalt across all projects.\*
- All concrete, steel and aggregate suppliers must provide carbon data for their products.
- All 3D models must have material data embedded to support carbon quantification

### Operational emissions

- 100% of our office electricity consumption was first procured using REGO-backed tariffs in 2022, this has been maintained into 2023 and now covers all grid connected sites within our renewable energy contract.
- We are supporting our strategic plant supply chain to provide the latest electric, hydrogen and hybrid machinery and we are working with them and major manufacturers to accelerate the development and industry wide roll out of sustainable plant. In 2023 we achieved 'Gold' status for the Supply Chain Sustainability School (SCSS) Plant Charter. Achieving Gold reflects the ongoing work of our project teams and our supply chain to comply with both the SCSS Minimum Standards and our own Minimum Plant Standard. Successful engagement alongside improved efficiency and use of innovation will lead to lower emissions and cost savings associated with plant and equipment on our sites. We continue to explore and embed innovation as well as behavioural change practices across our projects, as part of our long-term strategy to reduce carbon emissions.
- We have trialled a number of hydrogen generator set ups within our projects. This includes at our Preston Western Distributor Road where we worked alongside Hydrologiq, BOC (hydrogen fuel provider) and Wingate's (electrical contractor) to deploy a hydrogen generator to demonstrate the practical application of the technology and potential carbon savings from using green hydrogen.
- Costain has hired two Volvo FE electric tippers at our M6 J21a-26 project, reducing tailpipe emissions to 0%. The two new Volvo electric wagons have saved a combined 0.25 tCO<sub>2</sub>e per day over the trial. We are looking to expand and develop electric tipper use as part of our green logistics focus.
- In 2022, together with our partners, we achieved HS2's first diesel free site at our SCS HS2 JV project(Canterbury Road Vent Shaft site). We are using lessons learnt from this mega project to inform our plant standards across the Company.

### Low carbon culture and management

- More than 1,143 individuals have completed our Leading Carbon at Costain training programme sessions providing insight into climate change, industry impact and the growing pressure and opportunities to drive net zero and help decarbonise the UK. A further 2,950 have completed online carbon learning modules.
- In 2020 Costain was awarded PAS2080:2016 (carbon management in infrastructure) Group certification, in 2024 we aim to be certified to PAS2080:2023.

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<sup>1</sup> Unless technical reasoning is provided to justify its use

- In 2018 Costain launched our Resource Efficiency Matrix (REM) and 100% of our relevant contracts achieved the Gold standard. Costain's aligned assurance system designed to help eliminate whole life emissions across infrastructure. Since its launch in 2018 the matrix has identified and recognised over £51m in operation and capital cost savings and over 1.9 million tonnes of embodied and operational emission carbon emissions equivalent (tCO<sub>2</sub>e).
- Since 2021 as part of our SHE Plan annual targets, every major project has been required to quantify a baseline, set a reduction target and carbon reduction action plan. This has led to tangible action and engagement within projects across all divisions.
- Throughout 2024 we have conducted quarterly Carbon Deep Dives on our projects, these assurance visits have been covered a system and operational review, auditing our project data, implementation of action plans and engagement of project teams as part of our carbon assurance and PAS2080 process.

### Decarbonising the infrastructure sector

- In 2022 we secured two grants working with the University of Cambridge to develop physical and digital road infrastructure, while being underpinned by sustainability to help reduce traffic and greenhouse gas emissions. We continue to contribute to research into low carbon construction including Future Roads (Building Trustworthiness in Carbon Data to Achieve Net-Zero Across the Highway Infrastructure Life of Highway Assets) project.
- In 2022 we became a founding member of the Hydrogen Southwest partnership committed to developing hydrogen infrastructure, and Costain's Integrated Transport Director currently chairs the group.
- We were working to support the energy system transition. Costain will lead a study examining how industrial and commercial gas users across Wales & West Utilities (WWU) customer base could switch to a lower carbon network through a hydrogen blend or conversion. The research is a key part of providing the evidence to drive forward the UK's net zero ambitions and reaching national targets of generating 10GW of hydrogen production capacity by 2030.
- Building on our work with WWU, we are also leading a study, as part of HyDrive, exploring how hydrogen refuelling stations can be integrated into the UK's existing gas network, considering infrastructure solutions which increase the viability of hydrogen Fuel Cell Electric Vehicles (FCEVs).
- We were awarded the front-end engineering and design (FEED) contract by our customer bp for a new hydrogen pipeline network in the Teesside area. Operated by bp, as part of the East Coast Cluster, H2Teesside (H2T) is aiming to be one of the biggest blue hydrogen production facilities in the UK and will produce approximately 160,000 tonnes of low carbon hydrogen per annum. The blue hydrogen that H2T creates will ultimately displace natural gas consumption by industrial end users, establishing the hydrogen economy and enabling decarbonisation across the region.
- Costain are also one of nine partners working with Net Zero Teesside Power (NZN Power) and the Northern Endurance Partnership (NEP) on a landmark carbon capture scheme managing the engineering procurement and construction of the onshore CO<sub>2</sub> gathering system and associated utilities serving the East Coast Cluster.
- Costain's Professor Julian Hasinski has been selected to chair NATO's first-ever study into how the group should mitigate and adapt to the impacts of climate change. The study, led by the NATO Industrial Advisory Group (NIAG), will advise NATO on what operational changes need to occur in response to climate change and what investments are needed to future-proof its assets.

### In the future we will implement further measures:

- In 2024/25 we will launch our Climate Transition Plan and Nature Positive Plan. This will include an updated decarbonisation pathways for our scope 1-3 emissions, carbon intensive material roadmaps as well as show the interdependencies between Nature and Climate.
- Roll out a second update to our successful Material Mandate, with a focus on low carbon steel and concrete.
- Update our verification to the new PAS2080:2023 standard. We have updated our carbon management system in line with the new PAS2080 Carbon management in buildings and infrastructure standard, refreshing our processes, guidance, standardised templates and training.
- In 2024 we will launch new carbon tools within the business, digitising and standardising our carbon accounting approach from bid phase through to project handover. The design carbon tool allows for whole life carbon assessment to inform decision making, visualising carbon hotspots and responsibilities within both the bid and design periods. Whereas the construction carbon tracker visualises project 'actuals', showing progress against project baselines and carbon hotspots within construction. The tracker allows for activity as well as supplier specific carbon to be recorded and informs framework to divisional carbon dashboards.
- Continuing our ongoing engagement with supply and value chain partners to work collaboratively to improve our business-as-usual approach
- Evolving our plant and compound standard, integrating the outputs of the next stage in our Fuel Transition implementation.

## 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<sup>2</sup> and uses the appropriate Government emission conversion factors for greenhouse gas company reporting<sup>3</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>4</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:



**Catherine Warbrick**

**Costain Group PLC Chief People and Sustainability Officer**

Date: 11/10/2024

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<sup>2</sup><https://ghgprotocol.org/corporate-standard>

<sup>3</sup><https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>

<sup>4</sup><https://ghgprotocol.org/standards/scope-3-standard>



