



## **CARBON REDUCTION PLAN GUIDANCE**

### **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.

# Carbon Reduction Plan Template

Supplier name: **Tarmac Trading Limited**.....

Publication date: **30 September 2021** .....

## Commitment to achieving Net Zero

Tarmac Trading Limited is committed to achieving Net Zero CO<sub>2</sub> before 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: 1990**

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

This Carbon Reduction Plan covers the activities carried out by Tarmac Trading Limited. As a business, Tarmac has been monitoring its operational carbon emissions (Scope 1 and 2) since 1990 and reporting publicly since 2008. Tarmac has adopted a 1990 baseline, to align with UK Government's commitments under the Climate Change Act.

Tarmac's process for Scope 3 CO<sub>2</sub> emissions continues to evolve and the business is working closely with its supply chain to ensure robust data is provided in the future. As a result, the Scope 3 emissions outlined in this report are against a 2020 baseline.

Tarmac Trading Limited has completed several acquisitions, most recently Alun Griffiths Limited and J B Riney Limited. As accurate 1990 baseline data is unavailable for these organisations, a 2020 performance baseline has been used.

All data captured and reported in this plan is in line with UK Government Environmental reporting guidelines (March 2019) and the Greenhouse Gas Protocol, *Technical Guidance for Reporting Scope 3 Emissions (v.1.0)*.

### Baseline year emissions:

EMISSIONS	TOTAL (tCO <sub>2</sub> e)
Scope 1	680,021 tCO <sub>2</sub> e
Scope 2	289,456 tCO <sub>2</sub> e

<b>Scope 3</b> <b>(Included Sources)</b>	285,773 tCO <sub>2</sub> e (2020 baseline)  (Includes: upstream transportation & distribution (excluding capital goods transport), waste generated in operations, business travel, employee commuting, downstream transportation & distribution)
<b>Total Emissions</b>	1,255,250 tCO <sub>2</sub> e

## Current Emissions Reporting

<b>Reporting Year: 2020</b>	
<b>EMISSIONS</b>	<b>TOTAL (tCO<sub>2</sub>e)</b>
<b>Scope 1</b>	274,086 tCO <sub>2</sub> e
<b>Scope 2</b>	Location-based (using UK average emission factor): 36,644 tCO <sub>2</sub> e Market-based (taking account of REGO certified electricity use): 234 tCO <sub>2</sub> e
<b>Scope 3</b> <b>(Included Sources)</b>	285,733 tCO <sub>2</sub> e  (Includes: upstream transportation & distribution (excluding capital goods transport), waste generated in operations, business travel, employee commuting, downstream transportation & distribution)
<b>Total Emissions</b>	560,093 tCO <sub>2</sub> e  (market-based)

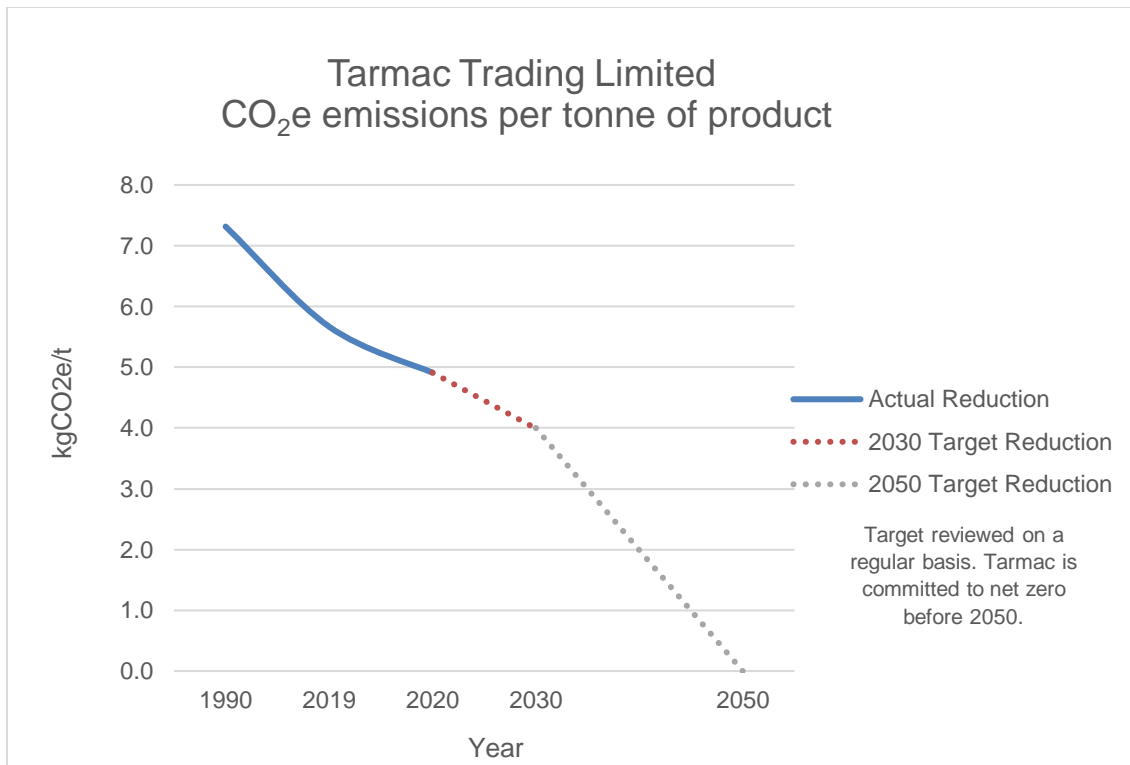
## Emissions reduction targets

In order to continue our progress towards achieving Net Zero CO<sub>2</sub>, Tarmac has adopted the following CO<sub>2</sub> reduction target for its overall business:

Achieve a 45% reduction in CO<sub>2</sub>e per tonne of product by 2030 (from 1990).

Tarmac project that absolute Scope 1 and 2 carbon emissions will be 275,000 tCO<sub>2</sub>e by 2030. The business is working towards including Scope 3 emissions in its 2030 target.

Progress against these targets can be seen in the graph below:



## Carbon Reduction Projects

### Completed Carbon Reduction Initiatives

The following environmental management measures and projects have been completed or implemented. The absolute Scope 1 and 2 carbon emission reduction achieved by these schemes equates to 695,000 tCO<sub>2</sub>e, a 24% reduction in CO<sub>2</sub>e per tonne of product against the 1990 baseline and the measures will be in effect when performing the contract.

- Tarmac has a Sustainability Strategy that identifies key strategic themes to support sustainable development of the business. Against each theme, priority issues have been identified, with ambitious commitments, alongside specific milestones and detailed performance targets. Performance against strategy targets is monitored and reported to document progress. The 2020 report can be viewed [here](#).
- Tarmac operates an independently assessed and certified ISO 50001 Energy Management System to drive continuous improvement in energy efficiency, set ambitious specific energy consumption (SEC) and CO<sub>2</sub> targets, implement energy improvement plans and monitor performance at every manufacturing site. Tarmac's ISO 50001 system is independently assessed to help ensure that all operations are compliant with regulatory requirements, such as the UK Government's Energy Savings Opportunity Scheme (ESOS) and Streamlined Energy and Carbon Reporting (SECR).
- Tarmac also operates an independently assessed and certified ISO 14001 Environmental Management Standard (EMS). This robust EMS is embedded at all operational sites and is implemented through site policies, procedures and processes to manage the environmental impacts of activities and ensure the highest standards of environmental management and control. The EMS and site practices are subject to regular independent and internal audit.

- Tarmac's long-term power purchase agreement (PPA) and on-site renewables mean that the electricity used comes from renewable energy sources (wind and solar). This is backed up by Renewable Energy Guarantees of Origin (REGOs) as proof that it is produced only from renewable sources. Recent acquisitions are transitioning to renewable sources this year.
- Tarmac has invested in Environmental Product Declaration (EPD) and carbon footprinting to understand the embodied carbon and environmental impacts of its products. They enable comparisons between alternative products and services, identifying key areas of focus to support the proactive development of lower carbon production and product formulations, including the use of recycled and secondary materials. These are also used to support customers in selecting the lowest carbon option for their project.
- Tarmac has implemented a fuel switching programme, to convert key plants and boilers to lower carbon fuel options, to reduce carbon emissions. So far, this programme has saved 37,068 tCO<sub>2</sub>e, with further work ongoing.
- Tarmac has signed up to EV100, a commitment to transition its 2,000-strong fleet of cars and vans to electric vehicles by 2030. This transition is progressing alongside installing EV charging points and infrastructure in key business locations across the country.
- Tarmac's rail strategy has a big part to play in reducing emissions from transport. Investments have been made in new rail handling facilities and rail sidings to enable more materials to be moved by rail instead of road. This brings significant CO<sub>2</sub> savings. Tarmac has one of the largest rail operations in the construction industry and now transports over 9 million tonnes by rail. Recently, it created a new rail connected construction materials hub to serve the Birmingham region at Washwood Heath.
- A Sustainability Awareness Programme has been implemented to promote energy efficiency in offices, which provided key information about energy management and actions for employees to take to reduce energy consumption.
- Tarmac supports customers to help them meet the challenge of creating a more sustainable built environment. By encouraging early supplier engagement Tarmac can help customers and clients develop and select the best low carbon [products](#), services and solutions for their project. This whole-life approach includes the development of products that are more durable, longer lasting and which use recycled and secondary materials to lower the carbon footprint. In-use benefits include using concrete's thermal mass to reduce the energy needed to heat and cool buildings and its ability to be reused, re-purposed or adapted, contributing to a circular economy. Some recent examples include:
  - **TOPLIGHT C**, a lightweight structural concrete produced using specialist high strength, lightweight aggregate and admixtures to provide much lower densities compared to standard conventional concrete. Using TOPLIGHT C means designers can reduce the thickness of the slab, columns and foundations whilst, also reducing the amount of steel mesh required. The product allows customers to use less material, which makes it a cost effective and resource efficient solution.
  - **ULTILOW**, a warm mix asphalt that is proven to perform as well as conventional material while offering up to 12% CO<sub>2</sub> savings as well as safety benefits and faster cooling, enhancing project efficiencies and allowing roads to open sooner.
  - **RUBBER MODIFIED ASPHALT**, an asphalt containing waste rubber tyres. 750 waste tyres could be used in every kilometre of road resurfaced with rubber modified asphalt, depending on the thickness of the road, to help reduce the

120,000 tonnes of rubber waste, including 500,000 tyres that are exported from the UK annually. The surface is laid at a lower temperature which means roads can be re-opened quicker with lower CO<sub>2</sub> emissions.

In the future Tarmac hopes to implement further measures such as:

- Transitioning additional plants to lower carbon fuels, as part of the fuel switching project.
- Transitioning recent acquisitions to renewable electricity sources.
- Launching a new sustainability strategy with targets to 2030 and beyond.
- Trialling Hydrotreated Vegetable Oil (HVO) as a low carbon alternative to gas oil in non-road mobile machinery.
- Developing more detailed net zero carbon roadmaps for each product line, to further define future pathways to net zero.
- Investing in automation and new low carbon plant and technologies.
- Further product innovation to support low carbon solutions for Tarmac's customers.
- Trialling electrification of mobile machinery.
- Research into hydrogen as an alternative fuel.

## 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:

Peter Buckley .....

Date: 30<sup>th</sup> September 2021.....

<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>