



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 2025**.....

Commitment to achieving Net Zero

Tarmac Trading Limited is committed to achieving Net Zero CO₂ 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 CO₂ 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 also operates wholly-owned subsidiary J.B. Riney & Co. Limited. As accurate 1990 baseline data is unavailable for this organisation, 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: 1990

EMISSIONS	TOTAL (tCO ₂ e)
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Scope 1	688,647 tCO ₂ e
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Scope 2	286,549 tCO ₂ e
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Scope 3 (Included Sources)	285,773 tCO ₂ e (2020 baseline) (Includes: upstream transportation & distribution (excluding capital goods transport), waste generated in operations, business travel, employee commuting, downstream transportation & distribution)
Total Emissions	1,260,969 tCO ₂ e

Current Emissions Reporting

Reporting Year: 2024	
EMISSIONS	TOTAL (tCO ₂ e)
Scope 1	247,152 tCO ₂ e
Scope 2	Location-based (using UK average emission factor): 71,085 tCO ₂ e Market-based (taking account of REGO certified electricity use): 4,447 tCO ₂ e
Scope 3 (Included Sources)	306,322 tCO ₂ e (Includes: upstream transportation & distribution (excluding capital goods transport), waste generated in operations, business travel, employee commuting, downstream transportation & distribution)
Total Emissions	557,921 tCO ₂ e (market-based)

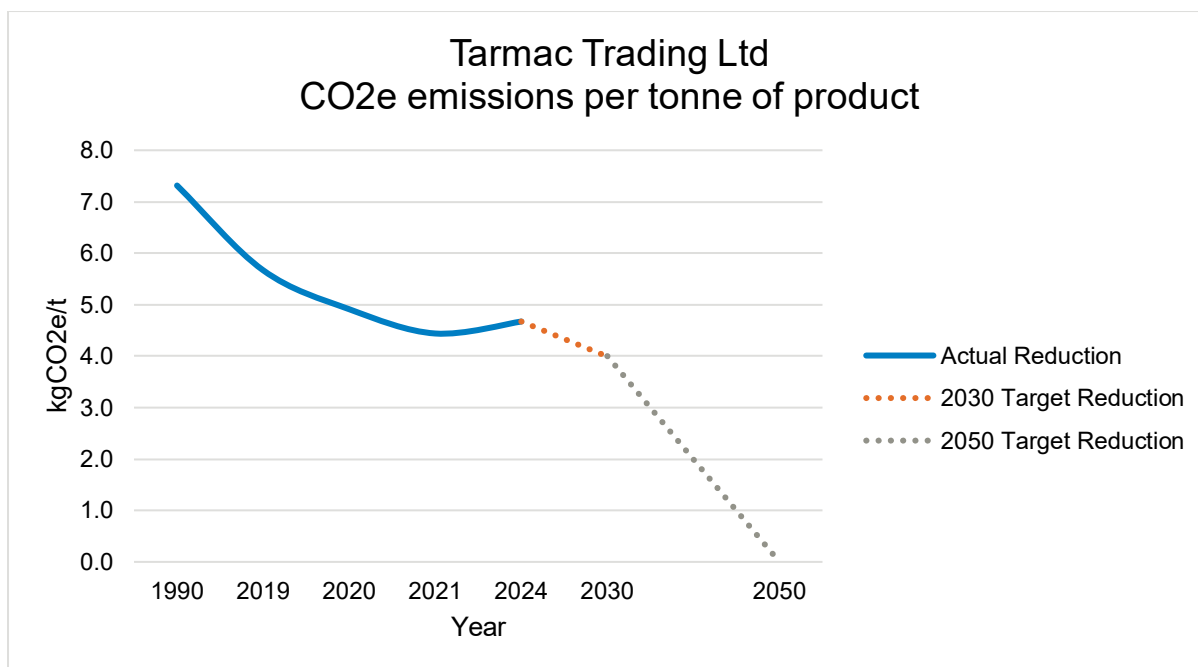
Emissions reduction targets

In order to continue our progress towards achieving Net Zero CO₂, Tarmac has adopted the following CO₂ reduction target for its overall business:

Achieve a 30% absolute reduction in group wide CO₂e emissions by 2030 (from a 2021 base year).

Tarmac project that absolute Scope 1 and 2 carbon emissions will be 275,000 tCO₂e by 2030. The business is working towards including Scope 3 emissions in its 2030 target.

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



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 over 720,000 tCO₂e, a 38% reduction in CO₂e per tonne of product against the 1990 baseline and the measures will be in effect when performing the contract.

- The processes and procedures that form our ISO 50001-certified Energy Management System (EMS) ensure we operate at a high standard, and drive continuous improvement (CI) in our energy usage. Specific energy consumption and CO₂ targets are set for all of our manufacturing sites, enabling us to monitor performance and make these targets more stringent each year to support CI efforts and the investment behind these. Tarmac's ISO 50001 system is independently assessed to help ensure that all operations are compliant with regulatory requirements, including the UK Government's Energy Savings Opportunity Scheme (ESOS) and Streamlined Energy and Carbon Reporting (SECR).
- Tarmac's EMS is also independently assessed and certified to ISO 14001, which is embedded at all operational sites and implemented through site policies, procedures and processes to manage the environmental impacts of activities and ensure a high standard of environmental management and control.
- In 2023, Tarmac launched its Net Zero Roadmap, which sets out the pathway for Tarmac to reach net zero carbon emissions by 2050 and support the UK's net zero targets. The roadmap demonstrates the strategic initiatives through which we intend to reach our target of achieving by a 30% absolute reduction in group wide CO₂e emissions by 2030 against a 2021 base year, and the future enablers we will explore longer-term to reach net zero.
- In 2024, 100% of our directly procured electricity was supplied through clean UK-based wind and solar, fully traceable to source through REGO certificates.

- To ensure our carbon reduction and other sustainability ambitions always drive employee behaviour, Tarmac has developed online and in-person sustainability training modules, covering global sustainability issues and our sustainability strategy. In 2024, our dedicated sustainability team delivered training to 1,054 employees.
- Tarmac continues to invest in Environmental Product Declaration (EPD) and carbon footprinting, delivering over 5,000 bespoke carbon footprints and over 12,000 regular carbon footprints in 2024. This improves our customers' understanding of the embodied carbon and environmental impact of our products, enabling them to make informed decisions around material use, development and trialling of bespoke low-carbon solutions, and the selection of the lowest carbon option.
- As part of our EV100 commitment, Tarmac are working to transition our company car and van fleet to electric vehicles by 2030. By the end of 2024, more than 58 per cent of our company car fleet was made up of electric vehicles.
- Working with National Highways and other supply chain partners, Tarmac led a cutting-edge trial on the A64 to deliver one of the UK's lowest ever carbon resurfacing schemes. The trial successfully reduced carbon emissions on the project by 75 per cent compared to a traditional maintenance project of a similar scale, which represented a 260 tCO₂ saving. This was achieved by using net zero plant and prototype vehicles, including electric and hybrid rollers and an electric bond coat sprayer, and using a combination of biofuel and clean electricity at the production plant.
- As a key supplier of asphalt, aggregates and concrete to the A465 Heads of the Valley scheme, Tarmac transported over 180,000 tonnes of aggregate used on the project by articulated and walking floor vehicles. With an increased carrying capacity compared to rigid trucks, using these vehicles resulted in 2,700 fewer vehicle movements on the project, offering a carbon saving of 370 tCO₂e.
- A project on the A12 used a Cementitious Bound Granular Mixture (CBGM) aggregate product which provided a closed loop recycling process, reduced virgin aggregate reliance, and saved 148.74 tCO₂e. Over 54,000 tonnes of concrete were removed and 100 per cent of planings were recycled at our local recycling facility in Colchester, with a total of 27,500 tonnes of CBGM product being reused back on to the A12. Zero materials were sent to landfill disposal, achieving a carbon saving of around 35 tCO₂e. For further carbon reduction on the project, we used our fully electric bond coat sprayer, eliminating diesel emissions and improving air quality for local residents and stakeholders.
- In 2024, Tarmac opened a state-of-the-art, sustainable asphalt plant in Trowse, Norwich, which supplies the latest in low carbon surfacing materials. The plant was designed with industry-leading sustainable elements to improve operational efficiency and reduce carbon emissions by an estimated 14 per cent each year. Additionally, on-site wind turbines provide carbon-neutral electricity for the facility.
- Installing a 'Supergrab' gantry materials handler at Battersea Concrete Plant increased the stocking area by more than double at the site, enabling more aggregate to be delivered by train. As of 2024, this has removed approximately 19,000 trucks off the roads, saving more than 150 tCO₂.
- In 2024, we reused over 1 million tonnes of Recycled Asphalt Planings (RAP) in our asphalt production process. This replaces virgin aggregates and reduces the emissions associated with material extraction, as well as reducing the quantity of new bitumen required in the manufacturing process.

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

- In 2025, we will continue to work towards a net zero society. Following the launch of Tarmac's 'Roadmap to net zero', we hope to build on the progress we made in 2023 through collaboration and taking part in new trials and innovative projects to help us further reach our goals. Tarmac will continue to explore new product and logistics solutions we can offer our customers to contribute to the reduction of carbon emissions on all projects.
- As of 2024, Tarmac holds PAS 2080 Carbon Management in Infrastructure certification as a Constructor and Product/Material Supplier, which continues to drive our commitment to recording, managing and reducing both our own carbon emissions and those of the whole value chains in which we work.
- Following the success of past low carbon roads trials with National Highways and local authorities Hartlepool Borough Council and Stockton-on-Tees Borough Council, Tarmac will explore further opportunities to take the same approach on other resurfacing projects we undertake, challenging ourselves to deliver roads that are as close to net zero as possible.
- In 2024, Tarmac were announced as one of the latest members of the eFREIGHT 2020 consortium, part of the UK Government's Zero Emission HGV and Infrastructure Demonstrator Programme (ZEHD). As part of the project, Tarmac will add five eHGVs equipped with a range of trailers to supply its cement, aggregate, asphalt and plant movements, aligning with our strategy to develop integrated low-carbon logistics solutions.

The eHGVs will join Tarmac's pioneering eDiscovery Programme, developed in partnership with Renault Trucks and McPhee Mixers, part of TVS Interfleet. The programme allows supply chain partners to lease an electric truck for a six-month period, enabling them to evaluate the vehicle's performance in their operation before committing to a long-term investment, further solidifying Tarmac's position as an industry leader in sustainable logistics practices.

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:



Bevan Browne

Managing Director, UK Materials

Date: 30th September 2025.....

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>