



CARBON REDUCTION PLAN PPN 06/21

REV. 2025-05

EHS DEPT.

WHO ARE WILLS BROS?

For over 50 years Wills Bros has steadily and sustainably grown to be a highly successful international organisation and leading Civil Engineering Contractor with over 400 employees. Throughout our period of growth, we are proud of the fact that we have never lost our sense of family values, team ethos, and community spirit. Knowing each employee personally by name and background bestows a great sense of nurture and caring from a senior management level throughout our internal employee base and extending right throughout our supply chain and out into the wider community.

This embedded sense of caring translates itself to a world class performance which we will discuss in more detail later. The commitment our Board of Directors make as we continue to grow and expand throughout the UK is to ensure that we preserve this unique culture which sets us apart. To support the continuation our cultural values, our UK Directors, Jonathan Wills and Gary Curran make a conscious effort to be very prominent, approachable, accessible and close to the workforce throughout the working year. They lead by 'walking the talk' and setting the standard. With its origins as a family run company, all at Wills Bros take pride in the standards we achieve in our projects, which culminate in repeat contracts with our clients.



Wills Bros Civil Engineering Ltd is committed to achieving Net Zero emissions in its UK operations across all Scopes by 2045 at the latest. This is aligned to the Scottish government target for Net Zero emissions which is where many of the business' projects are based.



BASELINE EMISSIONS FOOTPRINT – YEAR 2021

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.

Additional Details relating to the Baseline Emissions calculations – we have selected 2021 as our baseline reporting year as this was the first reporting period for which we have obtained external, third-party verification of our reported emissions. It was also the first year in which all identified emissions sources were included in our carbon reporting i.e. including Scopes 1, 2 and 3 and all applicable categories within Scope 3.

Emissions Scope	Category	tCO ₂ e
Scope 1	Diesel (bulk deliveries)	12,036
	Diesel (forecourt blend)	845
	Petrol (forecourt blend)	58
	Natural gas	42
	LPG	9
	Kerosene	8
Total Scope 1		12,998
Scope 2	Imported electricity (location based)	96
Total Scope 2		96
Scope 3 (mandatory sources)	Category 4: Upstream transport and distribution	1,635
	Category 5: Waste generated in operations	122
	Category 6: Business travel	123
	Category 7: Employee commuting	150
Scope 3 (additional sources)	Category 1: Purchased goods and services	26,288
	Category 2: Capital goods	617
	Category 3: Fuel and energy-related activities not included in Scopes 1 or 2	3,054
Total Scope 3		31,989
All scopes		45,083

CURRENT EMISSIONS REPORTING – YEAR 2023

Emissions Scope	Category	tCO ₂ e
Scope 1	Diesel (bulk deliveries)	4,304
	Diesel (forecourt blend)	410
	Petrol (forecourt blend)	19
	Natural gas	24
	LPG	4
	Kerosene	0
Total Scope 1		4,762
Scope 2	Imported electricity (location based)	30
Total Scope 2		30
Scope 3 (mandatory sources)	Category 4: Upstream transport and distribution	248
	Category 5: Waste generated in operations	205
	Category 6: Business travel	152
	Category 7: Employee commuting	69
Scope 3 (additional sources)	Category 1: Purchased goods and services	5,662
	Category 2: Capital goods	289
	Category 3: Fuel and energy-related activities not included in Scopes 1 or 2	1,152
Total Scope 3		7,778
All scopes		12,570

EMISSIONS REDUCTION TARGETS

In order to continue our progress to achieving Net Zero across all scopes by 2045, we have adopted the following carbon reduction targets:

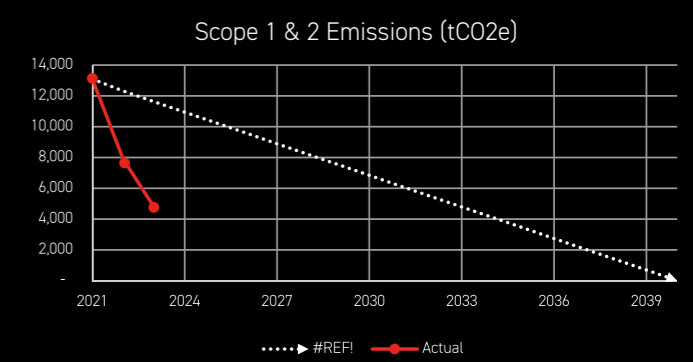
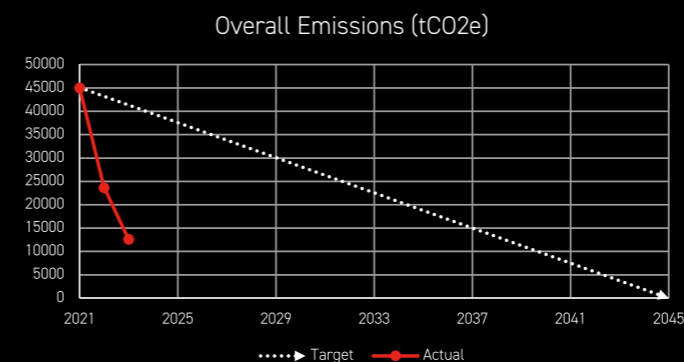
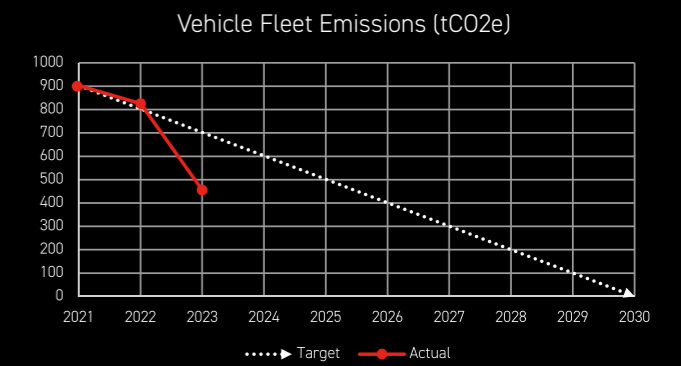
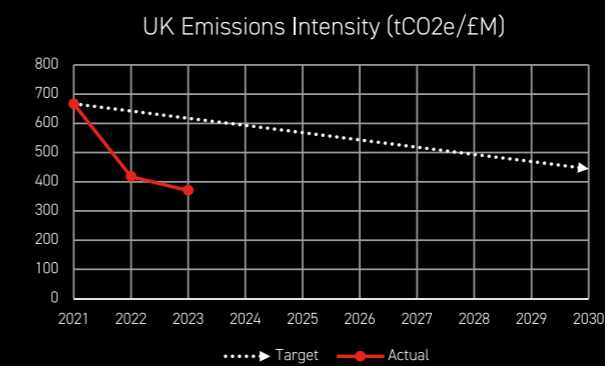
- **30% reduction in emissions intensity by 2030** – we aim to reduce our emissions intensity across Scopes 1, 2 & 3 by 30% compared to our 2021 baseline. Our baseline emissions intensity is 667 tCO₂e/£M, so our 2030 carbon intensity will be reduced to 445 tCO₂e/£M.
- **100% reduction in vehicle fleet emissions by 2030** – we aim to have a zero tailpipe emissions vehicle fleet by 2030. This equates to an absolute reduction of 903 tCO₂e in Scope 1 emissions using our 2021 baseline.
- **100% reduction in Scope 1 emissions by 2040** – we aim to eliminate Scope 1 emissions by no later than 2040. This date is largely driven by the availability of commercially viable alternatives to diesel/HVO combustion engines for large plant and machinery, which is currently expected to be hydrogen for larger plant. We will accelerate this target if technological developments allow. Elimination of all Scope 1 emissions will remove 12,998 tCO₂e from our business (based on our 2021 baseline).

PERFORMANCE

Progress against these targets can be seen in the graphs below.

Whilst progress against some of the targets set out above appears significant, the cyclical nature of our business means that it is not unusual to see large variances in some of these figures from year to year.

To provide a more accurate picture of the long-term trends in our emissions, we intend to use rolling averages to track performance in future years. This will allow us to determine if the large reductions witnessed in 2023 are part of a more stable trend in emissions reduction.





WHAT WE DO NOW

- Electronic fuel management systems are now used on all large sites to closely monitor the use of fuel for plant and vehicles.
- We have trialled zero emissions battery electric excavators on multiple sites.
- We have trialled HVO on sites to help reduce local air pollution and life cycle carbon emissions.
- We have purchased hybrid excavators with increased fuel efficiencies of up to 30% compared to traditional excavators.
- We collect and analyse telematics data for our owned plant fleet to identify inefficiencies and improve performance.
- We have trialled electric portable battery packs as an alternative to small generators.
- We have expanded the use of solar for small plant such as tower lights and security cameras.

IN THE FUTURE

- We will sign the Supply Chain Sustainability School Plant Charter and commit to minimum emissions standards for different machine types
- We will continue to trial alternative fuelled plant such as battery electric and hydrogen as suitable models come to market.
- We will develop KPIs for monitoring fleet performance/focus on reducing idling times.
- We will roll out a programme of machine operator efficiency training to all our operators with an aim to train all operators.
- We will continue the replacement of traditional diesel excavators with more efficient hybrid excavators as we invest in our plant fleet.
- We will develop a detailed Decarbonisation Plan for Plant.
- We will seek to shift from diesel-powered small plant and tools to battery alternatives, where grid connections or other clean power sources are available.



Komatsu Hybrid Excavator



WHAT WE DO NOW

- We have begun switching cars and vans to battery electric vehicles. BEVs now make up 15% of our overall vehicle fleet.
- Electric vehicle charging has been deployed on multiple sites and at our office locations.
- A salary sacrifice scheme for electric vehicles has been made available to our employees to allow them to access lower cost zero emissions vehicles.
- We have begun the roll out of vehicle trackers to our vehicles to reduce unauthorised use and improve driver efficiency.
- We have installed high quality video conferencing equipment at our main offices to reduce the need for travel for meetings with site teams, clients and our supply chain.

IN THE FUTURE

- We will install trackers in all our fleet vehicles to help us monitor and control these emissions.
- We will continue the roll out of EV chargers to all sites/offices with grid connections.
- We will provide driver efficiency training to high mileage drivers to improve driver behaviour and reduce carbon, cost and collisions.
- We will develop and implement a Decarbonisation Plan for Vehicles, setting maximum emissions limits for different vehicle types and updating this plan annually thereafter.
- We will begin the transition to PHEV/battery electric pick-ups as suitable models come to the market.
- We will develop EV Charging Strategies for every site.



Renault Kangoo E-Tech Electric Van



WHAT WE DO NOW

- We have deployed solar panels on multiple sites to allow locally produced renewable electricity to power vehicles and compounds.
- We have deployed hybrid generators with battery storage on several sites to reduce generator run hours and eliminate idling emissions.
- We have deployed smart energy management systems to turn off equipment when not in use to reduce generator demand.
- We have deployed energy efficient welfare and office units to reduce the energy demand in our compounds.
- We have begun switching our electricity supply contracts to renewable tariffs backed by REGOs to reduce emissions on a market-based basis.

IN THE FUTURE

- We will switch all electricity supply contracts to REGO backed renewable electricity.
- We will expand the use of solar panels in our compounds and offices.
- We will seek to increase the use of grid connections on our sites.
- Green hydrogen powered compounds will be explored where grid connections are unavailable.



Solar Powered Site Compound



WHAT WE DO NOW

- We have developed low carbon solutions to reduce or eliminate carbon intensive materials such as concrete and steel in favour of lower carbon alternatives.
- We have switched from virgin materials to recycled alternatives for materials such as granite cladding.
- We have applied PAS2080 principles on projects to deliver savings of up to 20% compared to initial project baselines.

IN THE FUTURE

- We will work with our supply chain to begin tracking supplier-specific emissions of key materials such as concrete and steel and explore emissions limits for these.
- We will develop an in-house EPD (Environmental Product Declaration) library to enable more informed decisions about material purchases.
- We will expand the use of lower temperature asphalt mixes to reduce emissions from these materials.
- We will expand the use of recycled plastics alternatives to concrete products used in areas such as kerbing and drainage.
- We will increase the use of prefabricated elements to reduce waste and on-site emissions associated with in-situ techniques.



Cable Protection Structure, Glasgow Airport Investment Area, Renfrewshire

WHAT WE DO NOW

- We have developed a Carbon Management integrated process for managing the reduction of carbon on our projects from tender through to project completion.
- We have held Decarbonisation Workshops for major live and tendered projects.
- We have produced Carbon Risk & Opportunity register for key projects.
- We continue the roll out of Carbon Literacy training to our staff, empowering them to make effective carbon reduction choices.

IN THE FUTURE

- We will produce Carbon Management Plans for all new projects which will incorporate baselines, reduction targets and regular reporting of emissions.
- We will update our quality system to integrate carbon reduction into all of our processes and procedures.
- We will explore means of automating Scope 3 emissions reporting to improve accuracy.
- We will incorporate carbon metrics and sustainability KPIs into subcontracts for key packages of works to reduce supply chain emissions.
- We will undertake regular energy audits of all live projects to identify energy efficiency opportunities.



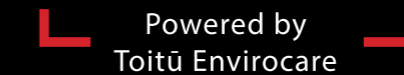
Carbon Literacy Training

WHAT WE DO NOW

- We are Achilles Carbon Reduce certified since 2021 with all identified Scope 1, 2 & 3 emissions reported and externally audited on an annual basis.
- We became a Co2nstruct Zero Business Champion in 2024, recognising our commitment to decarbonising construction and collaborating with others in the industry to drive progress.
- Several of our team were recognised as inaugural ICE Carbon Champions in 2021 for success in carbon reduction.
- We have received CEEQUAL/BREEAM Infrastructure "Excellent" ratings on multiple schemes, recognising excellent performance in sustainability management in construction, including carbon reduction.
- We became a certified Carbon Literate Organisation in 2024.

IN THE FUTURE

- We aim to achieve PAS2080 (Carbon Management in Building & Infrastructure) accreditation for our business by the end of 2025.
- We will explore setting Science Based Targets and seek to have these ratified by the Science Based Targets Initiative.
- We aim to sign up for the Plant Charter, as part of our collaboration with the Supply Chain Sustainability School.



DECLARATION

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 & 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 Supplier



Jonathan Wills
Director

Black Law Wind Farm. Lanarkshire