



Cabinet Office

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

Supplier name: **Colas Rail UK Limited**

Publication date:09/12/2022

Commitment to achieving Net Zero

Colas Rail UK Limited is committed to achieving Net Zero emissions by **2050** for their UK Operations.

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: 2019	
Additional Details relating to the Baseline Emissions calculations.	
<i>The baseline emissions are from our annual reporting to Colas Group France. Whilst our X-Fi system calculates our scope 1 and 2 emissions we are currently trying to improve the accuracy of the data. Scope 3 emissions are work in progress.</i>	
Baseline year emissions:	
EMISSIONS	TOTAL (tCO₂e)
Scope 1	35759
Scope 2	791
Scope 3 (Included Sources)	Not yet calculated
Total Emissions	36551 (scope 1 and 2 total)



Current Emissions Reporting

Reporting Year: 2021	
EMISSIONS	TOTAL (tCO ₂ e)
Scope 1	26017
Scope 2	776
Scope 3 (Included Sources)	Not yet calculated – <i>Colas Rail UK's Scope 3a data is being calculated using a more robust calculation in 2022 data. This will be available in the next publication of PPN 06/21.</i>
Total Emissions	26792

Emissions reduction targets

Colas Group (globally) are signed up to the Science Based Targets initiative (SBTi) with fully validated targets of a 30% reduction in absolute Scope 1 and Scope 2 Greenhouse Gas Emissions (GHG), and a 30% absolute reduction in Scope 3 GHG emissions by 2030 from the 2019 baseline year. This is based on the "well below 2 °C" climate scenario. As part of Colas Group, Colas Rail UK are automatically signed up to meeting this target.

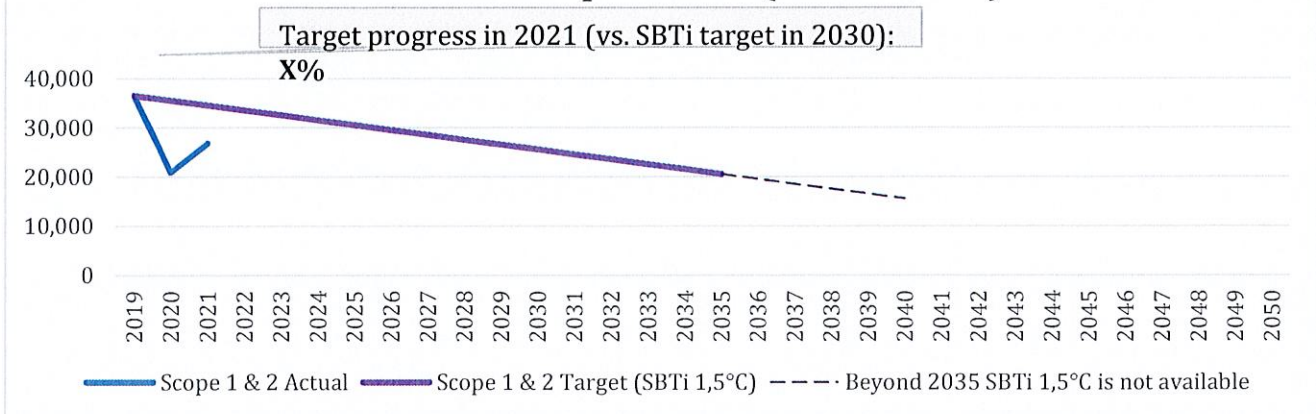
Scope 3 emissions have not yet been accurately calculated for the 2021 data, but Colas Rail UK have been doing a lot more work on this calculation in 2022.

The following categories will be included in our scope 3 emissions in our next PPN 06/21 publication:

- Embodied Carbon from Top Materials Purchased (Including transportation emissions)
- Supplier emissions from operation on plant and machinery on our sites
- Supplier travel emissions
- Employee business travel
- Employee commuting
- Waste generated in operations



PPN6 - Carbon Reduction: Projection vs. Actual Scope 1 & 2 (SBTi 1,5°C):



Please note: The increase in emissions from 2020 was expected due to the impact of COVID restrictions during the 2020 year. This mainly due to an increase in business activity, such as Freight operations and travel in company owned vehicles. It has led to an 26% increase in our Scope 1 emissions; however, Colas Rail UK is still below the projected SBTi target line for Scope 1 and 2.

Carbon Reduction Projects

Carbon Reduction Initiatives

The following key carbon reduction projects have been initiated in 2022. Savings from these will be reflected in Colas Rail UK's 2022 emissions declaration to be published in next year's PPN 06/21.

Initiative	Scope reduction	Carbon Saving (TCO2e)
Switching from Diesel to Hydrotreated Vegetable Oil (HVO) across Colas Rail UK Urban Sites	Scope 1	1708
Switching from diesel generators to battery storage units as main source of power for Colas Rail UK Infrastructure sites	Scope 1	1172
Use of Eco Welfare Cabins and Solar Powered lighting to reduce diesel consumption	Scope 1	217
Reducing pre project site visits by using Automated Intelligent Video Review (AIVR) software	Scope 1	34
Use low Carbon Concrete materials across the Colas Rail UK Urban projects	Scope 3	831
Recycling of PPE and more sustainable packaging	Scope 3	43
Use of digital DocuSign system to reduce paper use and mail deliveries	Scope 3	38
Total Saving	All	4043

Please note these captures over 90% of Colas Rail UK's recorded carbon reduction projects for 2022. The total forecast saving, including all initiatives, is 4400 TCO2e.



Carbon Reduction Enablers

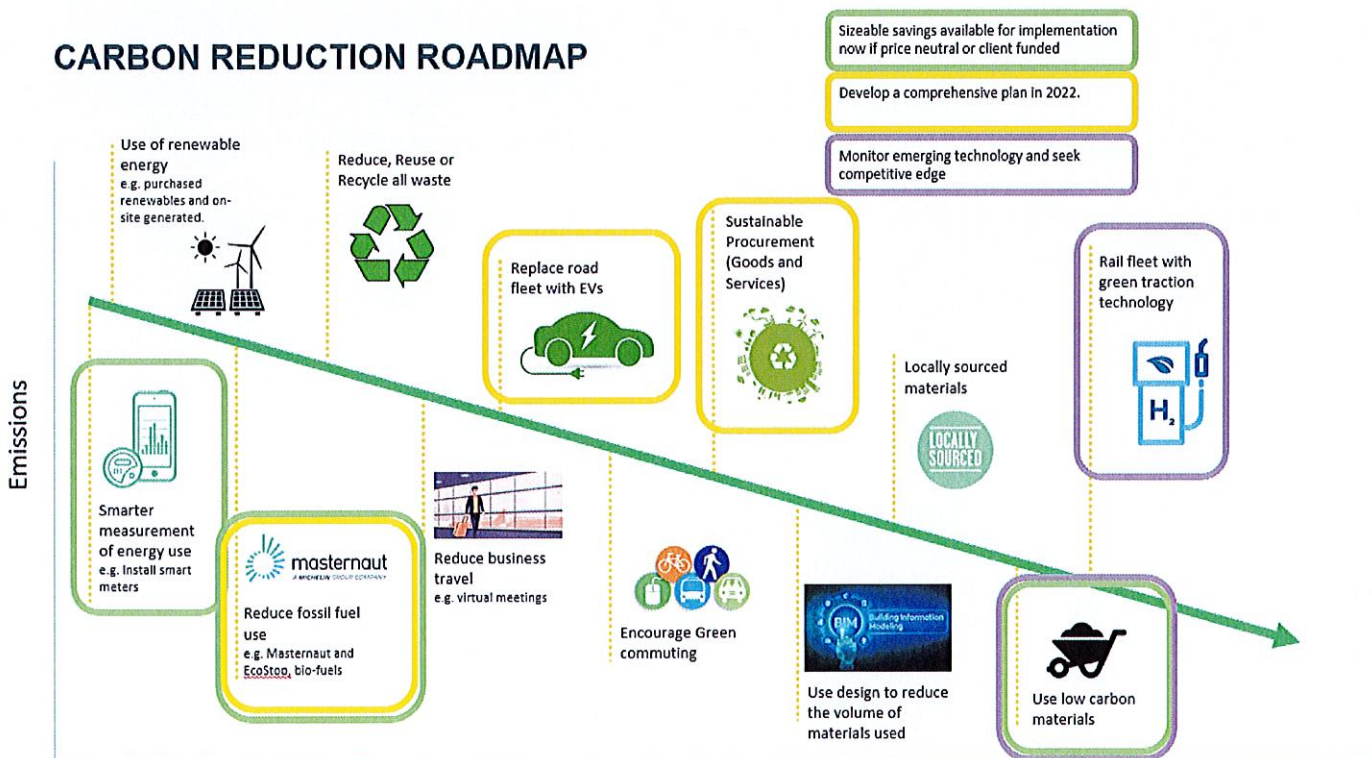
The following key enablers are now in place to help Colas Rail UK to achieve its net zero ambitions:

- Energy and Carbon Manager now in post
- Monthly Carbon meetings run with business unit Carbon Champions
- Business unit specific carbon reduction plans developed at the start of each year which go through top management strategic review process
- Additional fully Electric and Plug in Hybrid Electric Vehicles (PHEV) options now made available through company car scheme – aim for all company cars to be Electric or PHEV by the end of 2023
- Further training options now available to all Colas Rail UK Employees - Colas Carbon Reduction e learning and Climate Fresk Workshop.
- An internal environmental reporting tool has been launched which allows the business to better track and calculate our emissions monthly
- Specific carbon factors for goods and services have been integrated into Colas' internal procurement systems to support in developing more robust Scope 3 emissions calculations

Future Outlook

The diagram below shows our areas to target for carbon emission reductions going forward, rail fleet technology being the longest-term initiative due to technology and/or financial investment constraints.

CARBON REDUCTION ROADMAP





The table below, taken from the Colas Rail UK sustainability strategy, shows our key carbon reduction focus areas up to the end of 2024

By end of 2022	By end of 2023	By end of 2024	Targets 2022 -24
Sustainable alternatives (e.g battery units) to diesel to be used on site and welfare set-up where the technology exists ✓	ISO 50001 and PAS 2080 certification achieved	Proportion of freight/plant to be running on more sustainable fuel to diesel (e.g HVO)	100% of staff to have completed Climate and Energy training
Fuel switch to HVO fuel on all Midland Metro (MMA) Alliance Sites ✓	Level 1 and 2 staff to have awareness training on Climate Change and Energy	All L3 managers and above to have attended Climate Fresk training	Annual 5000t reduction in CO2e emissions
All sites and new facilities/properties to be risk assessed for potential climate impacts ✓	Deliver energy audits across Colas Rail properties	Sites to be fully diesel free including supply chain plant and equipment	100% of company cars to be EV/PHEV
Develop a clear transition plan for low emission vehicles and banning of new diesel/petrol company cars ✓	All company cars to be electric or plug in hybrid	Auxiliary loads in freight and plant to be diesel free, where financially viable. e.g Solid Oxide Fuel Cell (SOFC) technology	20% of road fleet to be low emission
Process developed for Scope 3 emissions data collection ✓	Eco Lync energy management system to be used on all sites	Detailed investment plan in place for transition to zero emission freight/plant	100% of sites to be using alternatives to diesel
HVO fuel trial in Class 56 Locomotive ✓	Hydrogen generator trials on signalling framework	Whole life carbon assessment data being provided to support client assessments	100% of utilities to be on green contracts
Energy efficient heat mats to be used in Lundy workshops ✓	All utilities to be switched over to green contracts/tariffs via a single supplier	Low carbon materials (concrete, steel etc) being used as standard in designs	
Trials of Eco Lync Energy Management System on our infrastructure sites ✓	Fuel Active trial in grinders saving 5% of fuel	Carbon and Circularity metrics to be fully embedded into JADE procurement system	

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:

Date: 8th December 2022

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>