



Carbon Reduction Plan

Delivering
Sustainable Engineering
trant.co.uk

2025

This document is an update to Trant Engineering Limited’s (TEL) Carbon Reduction Plan, last published in 2024 and developed in line with requirements set out as part of the UK Government Procurement Policy Note (PPN) 06/21.

Our commitment to achieving Net Zero emissions

One of Trant Engineering Ltd’s Core Values is Sustainability. To progress with our goal to become more sustainable as a business we have set targets to reduce greenhouse gas (GHG) emissions as we have committed to net zero operational emissions by 2040, and wider organisational (indirect) emissions by 2050. This is in line with the UK’s Net Zero goals and in acknowledgment of the impact that our business operations have on the environment.

These targets demonstrate our ambition to be industry leading, collaborating with our clients and supply chain to understand, measure and reduce our emissions.

Due to continual improvements being made to our data collection processes, we are constantly refining the scope of our organisation and associated targets.

Operational Net Zero Target (2040)	Organisational Net Zero Target (2050)
Scope 1 & 2 Emissions: - Gas consumption – offices - Gas consumption – cannisters - Fuel consumption- company fleet - Fuel consumption- operational sites (bulk) - Electricity usage- offices- location-based - Electricity usage- electric vehicles & plug-in electric vehicles (company owned) - Fugitive emissions (when applicable).	Scope 1 & 2 Emissions: - As per Operational Net Zero Target Scope 3 Indirect Emissions: - Business travel - Purchased goods - Purchased services - Staff commuting - Well-to-tank - Electricity transmission and distribution - Waste - Water

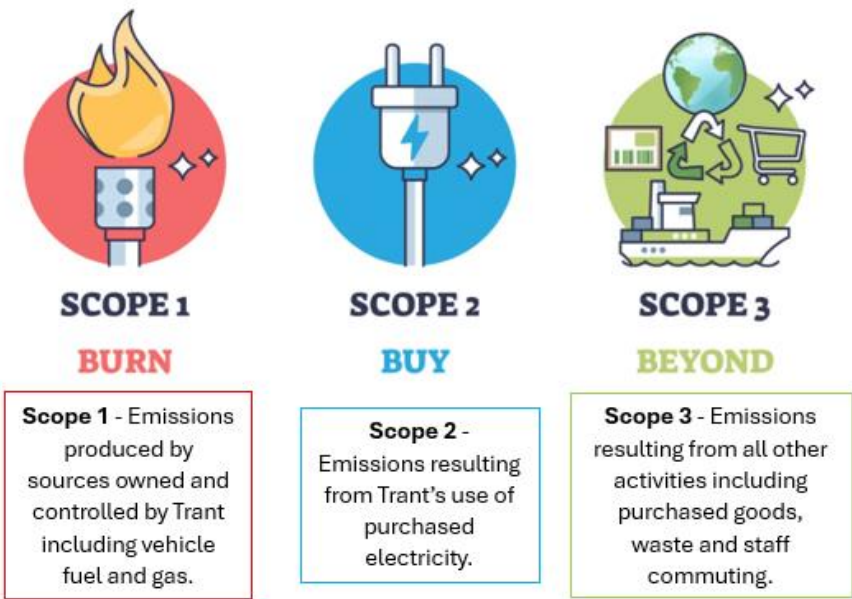


Figure 1: Diagram to show how the scopes are separated

TTable 1: Comparison between absolute greenhouse gas emissions for the most recent financial year and baseline year. Reported in tonnes CO2e (Carbon Dioxide equivalent)

		Current reporting year FY 2023-2024	Baseline year FY 2020-2021	Percentage change against baseline
Reporting Scope	GHG Emissions Source	Greenhouse Gas Emissions (tCO ₂ e)		
Scope 1	Fuel consumption - company fleet	919.21	1,545.81	41%
	Fuel consumption - operational sites (bulk)	838.66	1,354.34	38%
	Gas consumption - cannisters	0.64	Not calculated	N/A
	Gas consumption - offices	29.62	41.94	29%
Total Scope 1		1,788.13	2,942.09	39%
Scope 2	Electricity usage offices - location-based	68.91	101.19	32%
	Electricity usage electric vehicles & plug-in electric vehicles (company owned)	4.48	Not calculated	N/A
Total Scope 2		73.39	101.19	27%
Scope 3	Business Travel - Air	36.58	60.62	40%
	Business Travel - Ferry	1.39	0.17	-719%
	Business Travel - Grey fleet	193.38	394.14	51%
	Electricity Transmission & Distribution	7.12	8.96	21%
	Purchased Goods	7,286.06	22,464.52	18%
	Purchased Services	11,066.49		
	Staff Commuting	443.11	915.33	52%
	Waste	28.55	69.44	59%
	Water (supply & treatment)	1.78	2.80	37%
	Well-to-Tank	550.20	1,056.44	48%
Total Scope 3		19,614.6548	24,972.29	21%
Total GHG Emissions (all scopes)		21,476.1748	28,015.70	23%

N.B. Trant Engineering Ltd’s Scope reporting is based on the financial year which in the baseline year ran from October – September but now runs from January – December (2024 reporting year onwards). All reporting data has been reported on a 12-month average for comparison.

Trant Engineering Ltd GHG Emissions
(FY 2023-2024 excluding purchased goods & services)

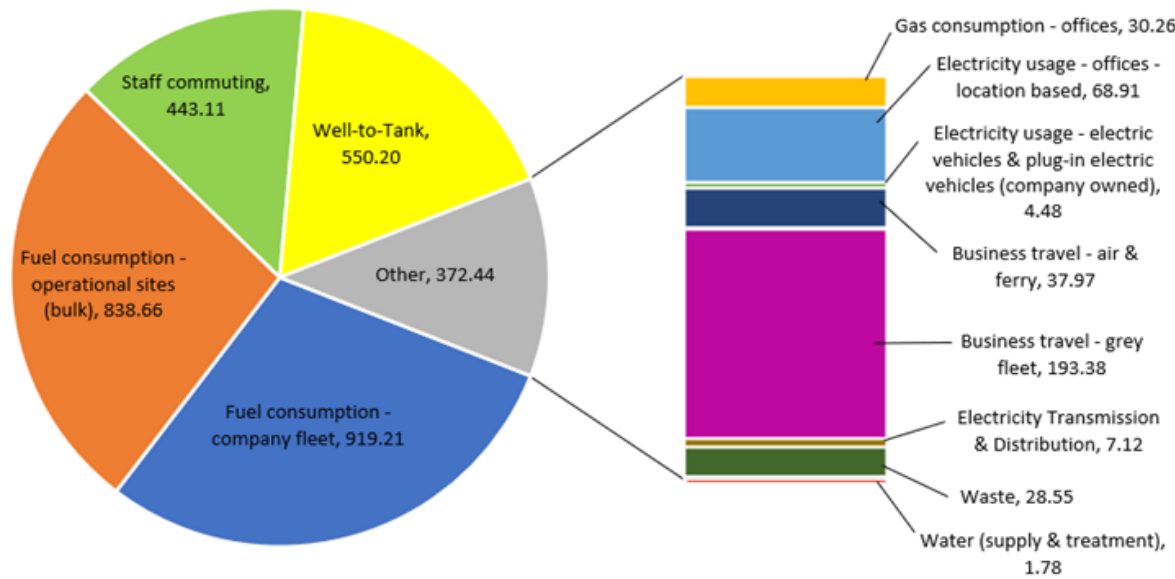


Figure 2: Trant Engineering Ltd total GHG emissions footprint, split by emissions source with tCO₂e values. This chart excludes purchased goods and services as the emissions for those categories are 85.46% of the footprint which, if included, results in the remaining emissions not being visible on the chart.

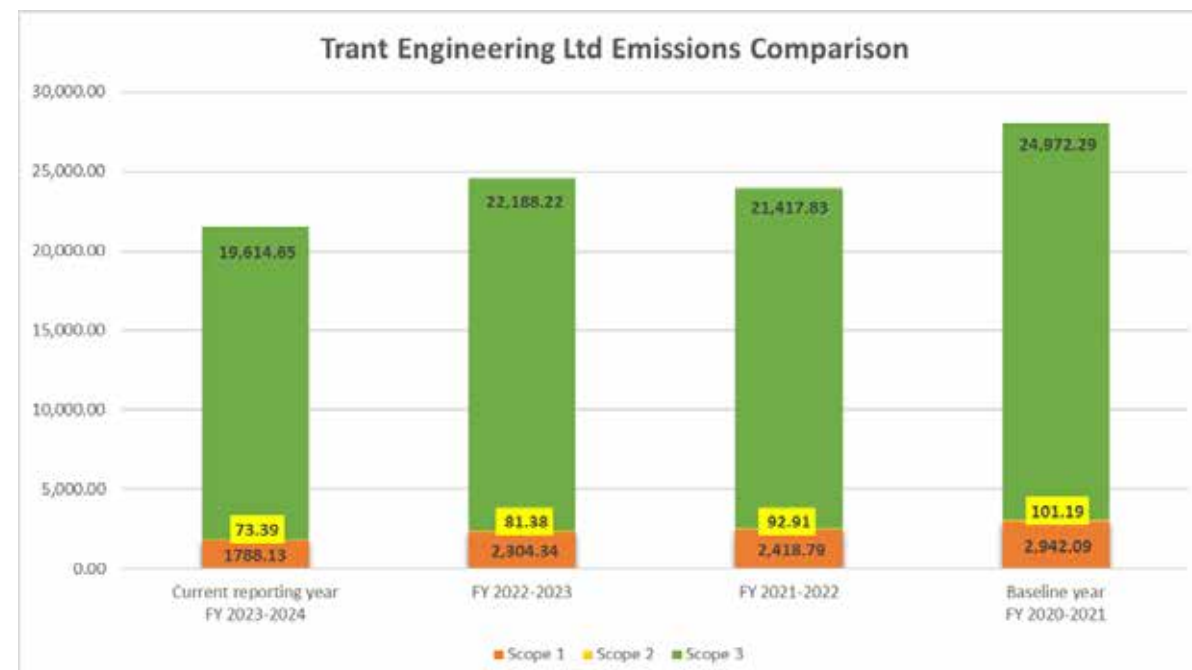


Figure 3: Emissions comparison for each reporting year since the baseline year.

Emissions have been calculated following the best practice methodology set out by the Greenhouse Gas Protocol and UK Government Reporting Guidelines. We are continually making improvements to our data collection methodologies and as a business we have improved our understanding of company emissions.

Emissions were calculated using 2024 conversion factors for reporting, developed by the UK Department for Environment, Food and Rural Affairs (DEFRA) and the Department for Energy Security and Net Zero. Purchased goods and services emissions were calculated using the 2021 conversion factors by SIC code, also published by DEFRA.

Key Commentary

Overall, we have reduced absolute emissions by 21.6%, a marked improvement on the previous 2022-2023 reporting year.

As can be seen in Table 1 above, we have continually reduced our operational emissions since the baseline year (FY 2020-2021) across all our monitored scopes, except ferry travel. This rise can be attributed to the increase in work on the Isle of Wight during this financial year.

- Purchased goods and services remains our highest emissions category, contributing 85.46% of the total footprint. The methodology used is spend-based and we recognise that this method is not as accurate as a supplier-specific method however we have found in general, that many of our suppliers are not currently in a position to provide further detail. Our ambition in the future is to incorporate supplier-specific data; to improve the accuracy, and we have started the conversation with key supply chain members to action this. Given the size and complexity of our supply chain however, reducing emissions through procurement is a part of our longer-term ambitions.

- Our second highest emission source is travel, which collectively accounts for 1,150.56 tCO₂e. This includes fuel used for company fleet, grey fleet (personal vehicles used for business purposes), air, and ferry travel. The fuel used by company-owned fleet is the largest proportion of this, at 919.21 tCO₂e. Significant reductions have been seen in company fleet fuel consumption which can be mostly attributed to TEL's change from diesel to electric and hybrid vehicles, as well as promoting working from home where possible.





- The 'OMA' building at TEL's Head Office was converted from a temporary, diesel-generator-powered building to a permanent building connected to mains power. This transition has saved approximately 12,000L of diesel in the last reporting year.
- Consumption of grid-sourced electricity within the head office has fallen as a result of solar panel installation across the Trant Estate in 2023, allowing the generation of renewable energy. An estimated 51.7 tonnes of carbon was saved over the past financial year due to this renewable energy use.
- A 77% reduction in gas cannister use was reported in the last financial year. This was primarily due to changing requirements on individual sites and a reallocation of staff within the OMA/MTS facility.
- Diesel generator alternatives are being trialled on key projects to assess the suitability, cost, and energy savings potential. This is being considered on sites as an alternative to diesel generators when mains power connection is not possible. To date fuel savings have been recorded as high as 75% compared to traditional diesel generators of similar power and output.

Emissions Reduction Targets & Trajectory

Our trajectory to achieve Scope 1 + 2 operational net zero target of 2040 can be seen in Figure 4 below.

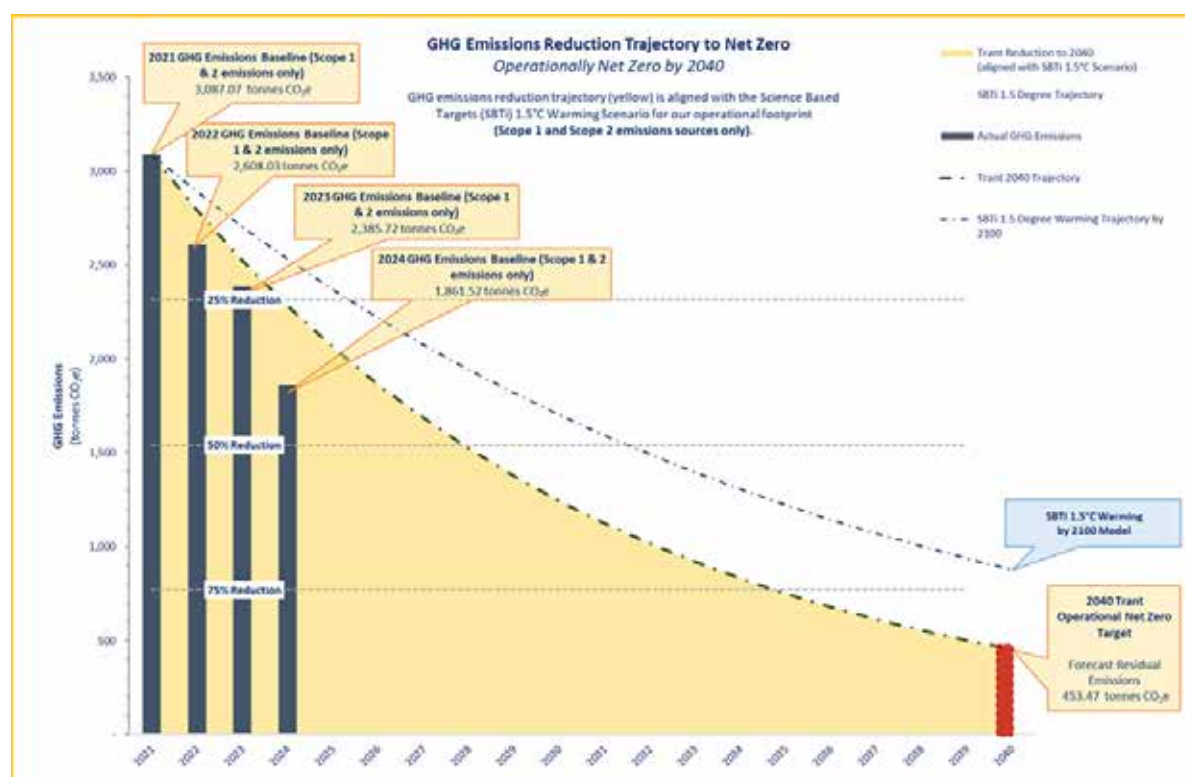


Figure 4: GHG (Scope 1+ 2) Emissions Reduction Trajectories

As demonstrated in Figure 4, we have achieved the targeted reductions since the baseline year to remain on the trajectory. Over the next five years, by 2028, we aim to further decrease our operational emissions to 1,523.09 tCO₂e marking a 50% reduction in emissions.

Once we have reduced our emissions as close to zero as possible, we will then use offsetting and/or carbon sequestration to mitigate our residual unavoidable emissions.

The trajectories outlined in Figure 3 present two reduction pathways aligned with the Science Based Targets Initiative (SBTi) 'Absolute Contraction Approach', demonstrating the necessary emissions reduction required to achieve Net Zero. We will continue to strive for a 9.6% year-on-year reduction in emissions to remain on the trajectory for Net Zero.

Carbon Reduction Projects

To support our progress towards net zero, we have an actioned Net Zero Action Plan which has been published separately and can be found on our website. This demonstrates the actions that we aim to have completed by set dates on our journey towards Net Zero.

Operational Estate

In FY 2024, the operation of our head office estate resulted in 136.51 tCO₂e emissions. We aim to decarbonise our head office estate by 2028.

In the 2023 reporting year, we installed solar panels on all Trant Engineering buildings and so our electricity emissions have significantly reduced as a result. The sustainable refurbishment of our head office building has also commenced, with completion planned for 2026. This refurbishment will result in further reductions, including the intention to remove natural gas and kerosene as an energy source for the buildings.

When electricity cannot be produced on-site, we endeavour to purchase a significant proportion of our energy from certified renewable energy tariffs until such time as the national grid is fully decarbonised; subsequently further reducing our annual Scope 2 emissions.

Operational Sites

The use of fuel to power construction plant and machinery on our sites accounted for 838.66 tCO₂e emissions in FY 2024.

We have commenced investigation into alternative low emissions solutions for our plant and machinery, including working with a number of suppliers to understand the alternatives to diesel powered generators for site setup. Early site trials have been successful, and we now are looking to roll this out on a wider scale across our sites. Our targets are for a 50% reduction in site fuel emissions by 2028, which is highlighted on our Net Zero Action Plan.

We will continue to raise awareness across the business on the importance of efficient fuel use on site, to help reduce overall consumption and unnecessary use. The initial stages has included our plant idling initiative which started in October 2024.

Company-owned fleet

Company-owned fleet refers to the cars and vans directly owned and controlled by Trant Engineering. Our owned fleet contributed 919.21 tCO₂e (4.28%) in FY 2024.

Our emissions have reduced in conjunction with our purchase of lower emissions vehicles, and this is set to continue as we focus on updating our company car policy and implementing other initiatives to encourage reduction of fleet fuel use. For example, 75% of our company cars are now electric or hybrid, in preparation for our 2030 target for our company car fleet to be Net Zero.

Business Travel

Business travel currently includes grey fleet, air travel, and ferry use. A breakdown of GHG emissions associated with these transport modes is as follows:

- Grey fleet travel – 193.38 tCO₂e
- Air travel – 36.58 tCO₂e
- Ferry travel – 1.39 tCO₂e

We recognise that some journeys are unavoidable and, as such, are committed to reviewing the necessity of all business travel whilst not detrimentally impacting business operations.

Improved data collection methods are required to ensure that data is collected automatically, as human error, from to manually manipulating the data, has resulted in errors and omissions in previous reporting years.

Staff Commuting

Staff commuting emissions accounted for 443.11 tCO₂e (2.06%) in FY 2024.

This estimate was based on the extrapolation of data collected by a sample of staff who completed a survey to disclose their commuting habits, resulting in improved accuracy of the calculation compared to the methodology used for the baseline calculation. The survey was re-run in April 2025 to capture data to be used for the next reporting year. We have identified opportunities to improve the completeness of our data so that taxi, bus, and train travel can be included and analysed.

Declaration & Sign Off

This Carbon Reduction Plan has been completed by the Environmental and Sustainability Team in accordance with PPN 06/21, 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, using the appropriate Government emission Conversion Factors for GHG Company Reporting.

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.

This Carbon Reduction Plan has been reviewed and signed off by the Board of Directors.

Signed on behalf of Trant Engineering Limited:

Name

Position:

Date:





Trant Engineering Ltd

Rushington House

Rushington

Southampton

SO40 9LT

+44 (0) 2380 665544

engineering@trant.co.uk

trant.co.uk

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trant.co.uk