



Carbon Reduction Plan



Delivering **Sustainable Engineering**

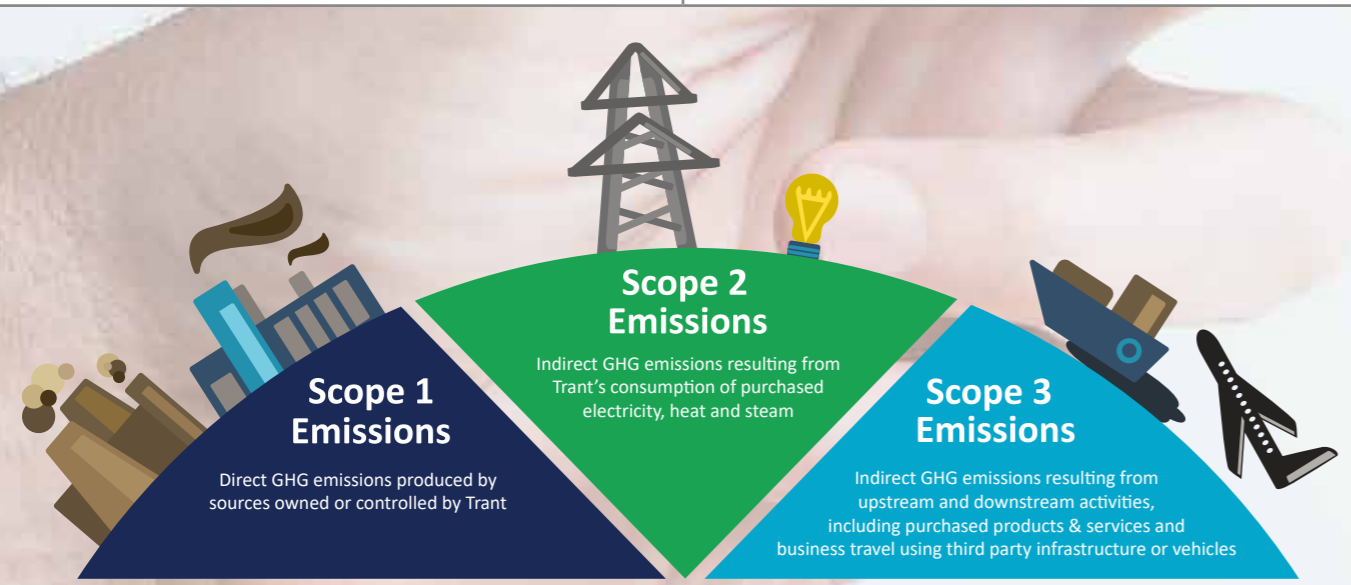
Outlined below is Trant Engineering's Carbon Reduction Plan, developed in line with requirements set out as part of Procurement Policy Note (PPN) 06/21, with supporting Technical Standard documentation.

Our Commitment to achieving Net Zero Emissions

The below targets demonstrate our ambition to become industry leaders in reducing our environmental impact in support of the UK's Net Zero Target.

To underline this ambition, we are focusing not only on our direct emissions sources but are also actively engaging with our wider supply chain to understand, measure and develop meaningful emissions reductions targets in line with our organisational Net Zero Target. Trant has set a target to reduce our operational emissions as close to zero as possible by 2040, and wider organisational (indirect) emissions by 2050; which includes the emissions sources detailed in the table below. We will then use offsetting/sequestration to mitigate our remaining emissions (residual emissions from essential business operations).

Operational Net Zero Target (2040)	Organisational Net Zero Target (2050)
Scope 1 & 2 Emissions: <ul style="list-style-type: none"> - Gas Oil & Site Fuels - Company Vehicle Travel - Fugitive GHG Emissions - Natural Gas consumption - Electricity consumption 	Scope 1 & 2 Emissions: <ul style="list-style-type: none"> - As per Operational Net Zero Target Scope 3 Indirect Emissions: <ul style="list-style-type: none"> - Procurement - Staff Commuting - Business Travel - Water & Waste



The Scopes Explained

FY 2020-21 (Baseline Year) GHG Emissions (tonnes CO ₂ e)				
Reporting Scope	GHG Emissions Source	GHG Emissions (tonnes CO ₂ e)	GHG Emissions (tonnes CO ₂ e/£M)	Percentage of GHG Emissions (%)
Scope 1	Company Vehicle Travel	1,545.81	11.90	5.5%
	Operational Sites Gas Oil	1,224.02	9.42	4.4%
	Operational Sites Other Fuels	130.32	1.00	0.5%
	Fugitive GHG Emissions (Refrigerants)	43.78	0.34	0.2%
	Natural Gas	41.94	0.32	0.1%
Total Scope 1 GHG Emissions (tCO₂e)		2,985.88	22.99	10.6%
Scope 2	Electricity (Generation)	101.19	0.78	0.4%
Total Scope 2 GHG Emissions (tCO₂e)		101.19	0.78	0.4%
Scope 3	Procurement	22,464.52	172.94	80.1%
	Well-to-Tank GHG emissions	1,056.44	8.13	3.8%
	Staff Commuting	915.33	7.05	3.3%
	Business Travel – Grey Fleet	394.14	3.03	1.4%
	Waste	69.44	0.53	0.2%
	Business Travel – Air Travel	60.62	0.47	0.2%
	Grid Electricity Transmission & Distribution	8.96	0.07	0.03%
	Water (Supply and Treatment)	2.80	0.02	0.01%
	Business Travel – Ferry Travel	0.17	0.00	0.001%
Total Scope 3 GHG Emissions (tCO₂e)		24,972.62	192.24	89.0%
Total GHG Emissions (tonnes CO₂e)		28,059.69	-	-
Emissions per employee (tCO₂e)		32.70	-	-
Emissions per £M turnover (tCO₂e)		216.01	-	-

Baseline GHG Emissions Footprint

Trant's baseline greenhouse gas (GHG) emissions footprint for our 2021 financial year (1st October 2020 – 30th September 2021), is presented in Figure 1. Baseline GHG emissions presented are resulting from Trant business activities and will be used as a benchmark against which future targets and our progress towards Net Zero will be measured.





Trant Engineering Limited FY 2020-21 GHG Emissions
(01 October - 30 September - excluding Procurement)

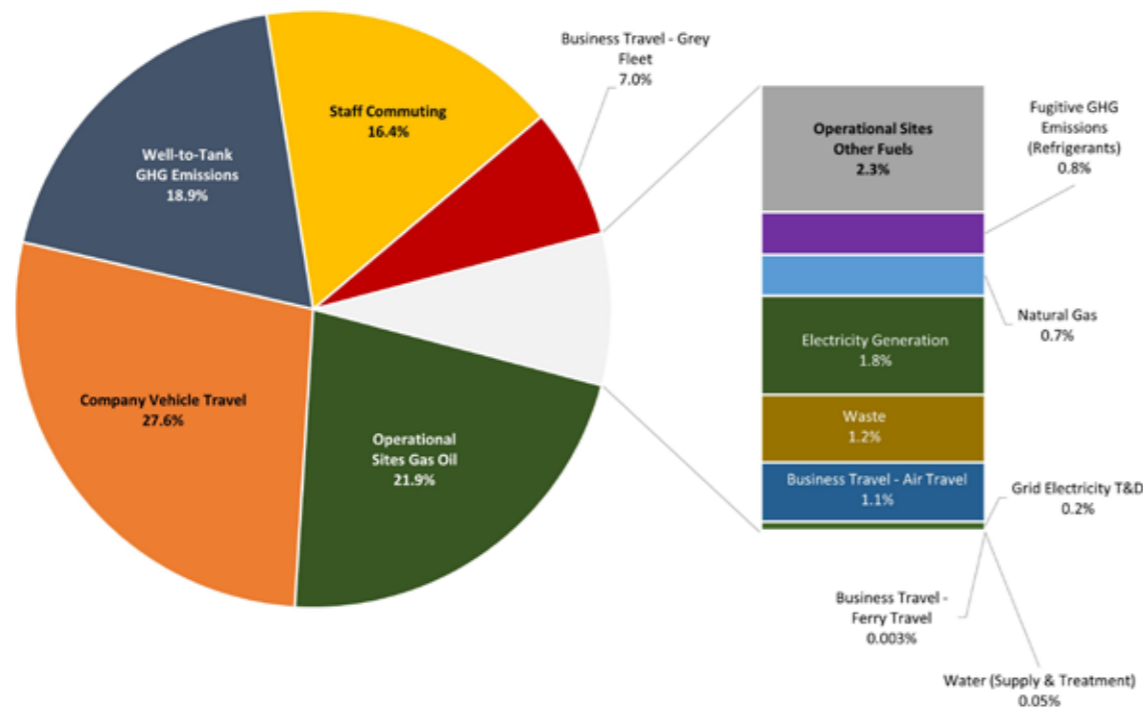


Figure 1 – Trant Engineering’s GHG Emissions Footprint (% split by emissions source) (Excluding Procurement)

GHG emissions have been calculated following best practice methodology set out by the GHG Protocol and UK Government Reporting Guidelines. Scope 1 and Scope 2 GHG emissions have also been calculated in accordance with existing Streamlined Energy and Carbon Reporting requirements (SECR); which mandates reporting of our GHG emissions on an annual basis. Since completing our 2021 SECR submission we have updated our baseline footprint due to improvements in data quality and availability. This update will be reflected within our SECR report for the 2021-22 reporting year.

Trant Engineering’s emissions baseline footprint is calculated using 2021 Conversion Factors for Reporting, developed by the UK Department for Environment, Food and Rural Affairs (Defra) and the Department for Business, Energy & Industrial Strategy (BEIS). Activity data (i.e., gas, electricity, fuels) is multiplied by the relevant emissions factors, to determine GHG emissions.

All results are presented in tonnes CO₂e (carbon dioxide equivalent) and have been normalised per £M turnover and per employee. This method is a recognised government approach and follows the principles of the GHG Protocol. This plan has been prepared in accordance with Part 1 of BS ISO 14064:2019, the international standard for organisational GHG assessments. Supporting energy consumption, utilities consumption (water), and business travel data used to calculate GHG emissions covers the whole of our 2021 financial year.

Key Commentary

Trant Engineering’s baseline GHG emissions footprint, covering our operations for the 2021 financial year, is **28,059.69 tonnes CO₂e**. These results will act as a benchmark against which future progress against our Net Zero target will be measured.

- Procurement of goods and services accounts for the majority of our 2020-21 GHG emissions footprint with a contribution of 22,464.52 tCO₂e (80.1%). For ease of reference procurement emissions have been excluded from Figure 1.
- Business travel collectively accounts for 2,000.74 tCO₂e (7.1% of our FY 2021 GHG emissions) which includes company vehicle travel, grey fleet, air travel and ferry travel. Most business travel GHG emissions are focused upon company vehicle travel which accounted for 1,545.81 tCO₂e (5.5%) of the total footprint.
- The use of Gas Oil (Red Diesel) at our operational sites is also a significant contributor to our baseline emissions footprint; accounting for 4.4% of the overall emissions total (1,224.02 tCO₂e) for FY 2021.
- Well-to-Tank GHG Emissions refer to GHG emissions associated with the upstream processing/refinement activities of fuels/utilities associated with the following GHG emissions sources: Electricity, Natural Gas, Operational site fuels (Gas Oil, Welding Gas, Propane, Acetylene), the use of Company Vehicles, Staff Commuting, and Business Travel (Grey Fleet, Air Travel, Ferry Travel).

Procurement

We recognise procurement as a significant contributor to our emissions footprint and appreciate the significance of taking action to reduce emissions in this area. Given the size and complexity of our supply chain, reducing emissions from procurement is within our longer-term ambition, to achieve organisational Net Zero by 2050 (or sooner).



Emissions Reduction Targets & Trajectory

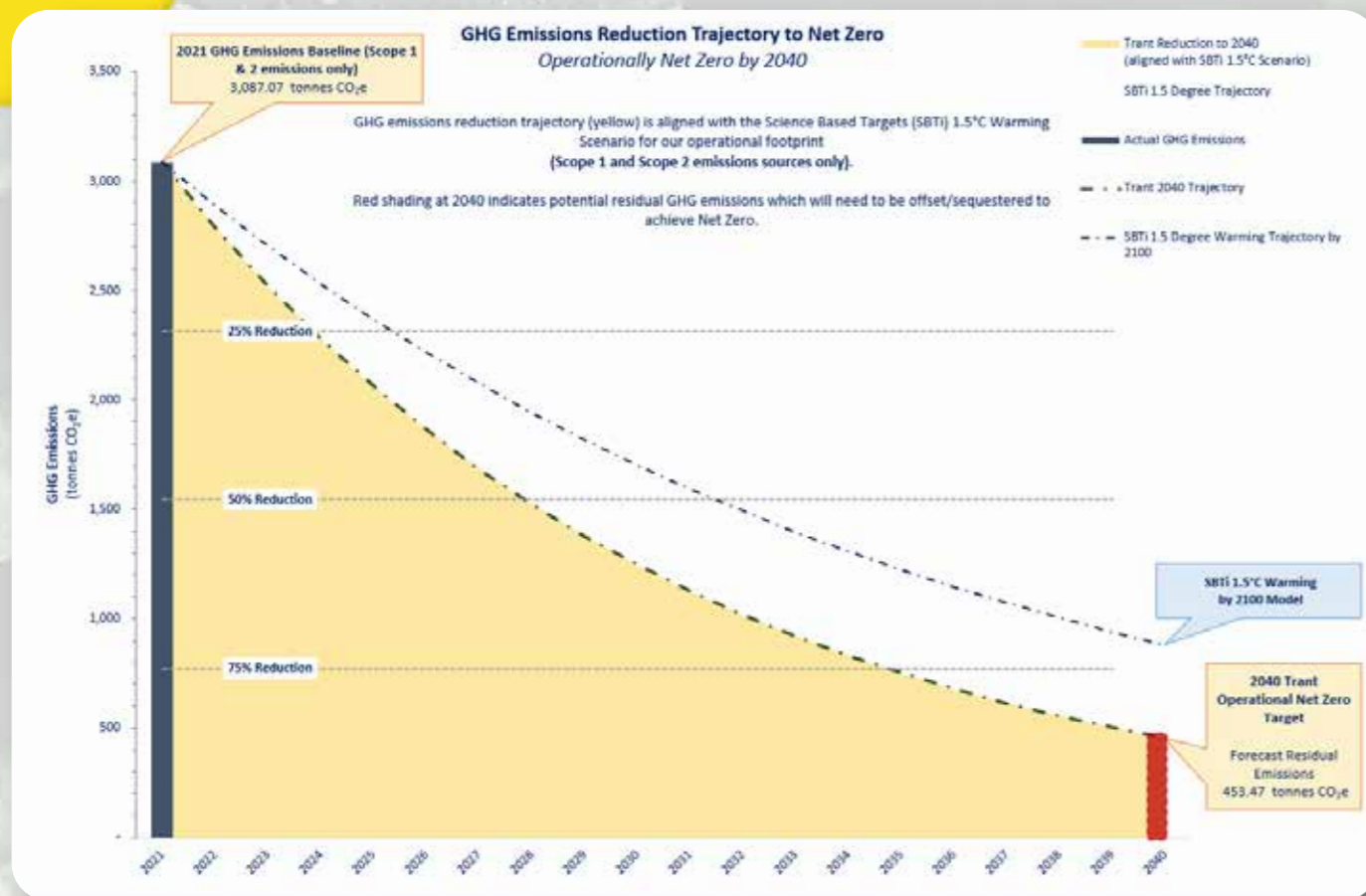


Figure 2 – GHG Emissions Reduction Trajectories

Trant Engineering's trajectory to achieve our **operational net zero target by 2040** is displayed in Figure 2 above. We aim to decrease our operational emissions to 1,863.75 tonnes CO₂e over the next five years (by 2026) in line with our trajectory; a reduction of 39.6% compared to our 2021 baseline. Aligned with our trajectory, Trant aims to achieve a 50% reduction by 2028 and a 75% reduction by 2035 (or sooner) compared to our baseline year.

We are currently in the process of developing our Net Zero Emissions Strategy, aligned with our ambition to become **operationally Net Zero by 2040 or earlier** (Scope 1 & 2 GHG emissions), with ambition to achieve **organisational Net Zero by 2050** (all emissions sources).

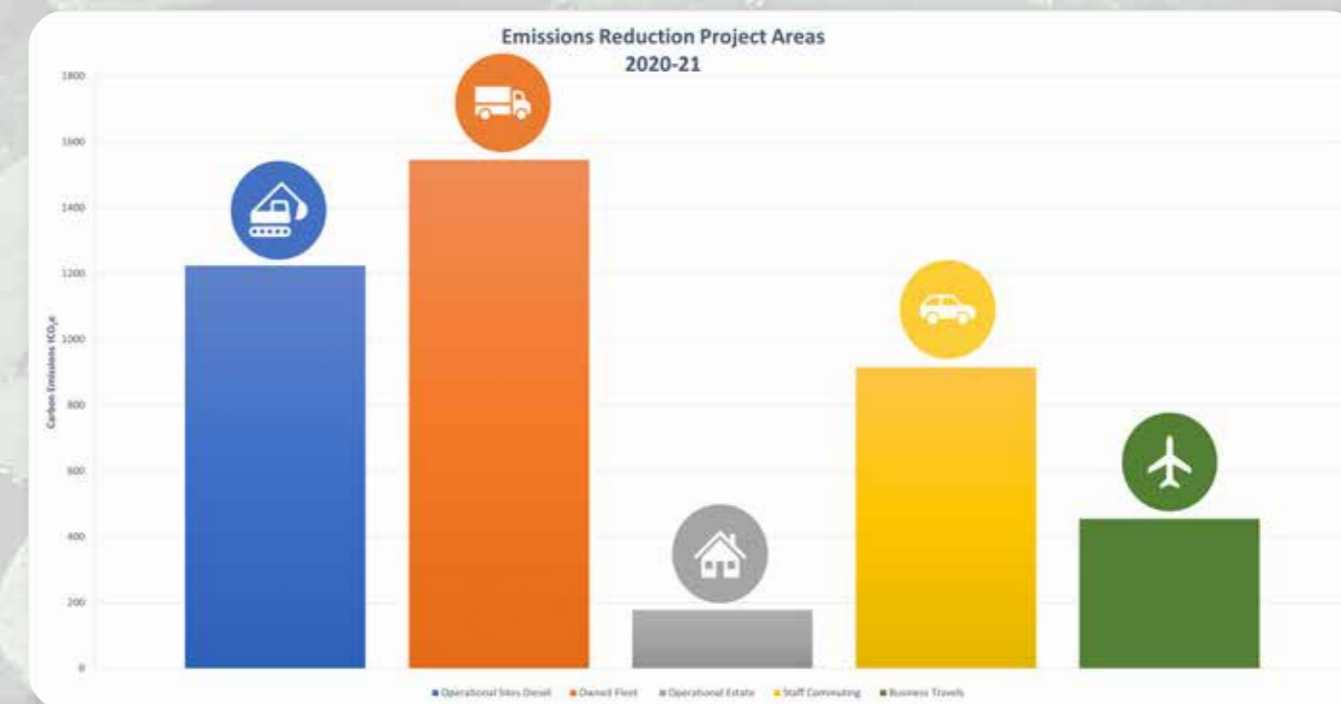
We recognise in order to achieve Net Zero we will have to mitigate our residual GHG emissions (i.e. those from essential operation of the company) through offsetting and/or sequestration mechanisms.

The trajectories outlined in Figure 2 present two reduction pathways aligned with the Science Based Targets Initiative (SBTi) Absolute Contraction Approach, which will act as a benchmark to compare our future GHG emissions against. This approach displays the necessary carbon reduction required to achieve Net Zero Carbon. A reduction in emissions by 9.6% per annum will be required to meet our 2040 target.

Emissions Reduction Projects

Trant Engineering is committed to reaching operational Net Zero emissions by 2040 (or sooner). We have already taken the first step by conducting a decarbonisation audit of our Rushington Campus to identify opportunities for reducing emissions.

Trant Engineering believes in not only minimising harm to the environment but providing environmental enhancement and sustainable solutions in collaboration with customers. This will be reflected in our emissions reduction projects.



Operational Sites

The use of Gas Oil (red diesel) is important to our site-based operations and accounted for 1,224.02 tonnes CO₂e (4.4% of our total footprint). However, due to legislative changes, Gas Oil is no longer viable as an onsite fuel, with a switch to diesel fuel implemented. We will commit to investigating longer-term alternative low emissions solutions for our plant and machinery.

We also aim to utilise the most efficient generators and plant available, to minimise emissions from fuel consumption. We will raise awareness among employees of the importance of efficient fuel use on site to help reduce overall consumption and unnecessary use.

We will commit to the same investigations to reduce or replace the use of other fuels such as Kerosene and Natural Gas with low-carbon alternatives.





Owned Fleet

The Company-owned fleet refers to the cars and vans directly owned and controlled by Trant. Our owned fleet contributed 1,545.81 tonnes CO₂e (5.5% of total footprint) in our baseline year.

When current leasing arrangements allow, we will look to replace current diesel/petrol fuelled vehicles with hybrid and electric alternatives. Where this is not possible, or if suitable alternatives are not currently available, we will encourage the lease of ultra-low emission vehicles. Transitioning to a majority electric and/or hybrid vehicle fleet, will significantly reduce emissions associated with company travel.



Operational Estate

In the baseline year, Trant Engineering offices emitted a total of 177.00 tonnes CO₂e. We are exploring the possibility of roof top solar photovoltaics and changing our heating source to a new low emissions alternative, eliminating the use of natural gas. Regular assessments of the office plumbing will be conducted to identify issues such as leaks, and therefore reduce water waste and increase water efficiency.

Where electricity cannot be produced on-site, we intend to purchase a significant proportion of our energy from certified renewable energy tariffs until such time as the National Grid is fully decarbonised; subsequently reducing our annual Scope 2 emissions. Other initiatives under consideration include the feasibility of installing combined heat and power generators or biogas boilers across our sites.



Staff Commuting

Staff Commuting emissions accounted for 915.33 tonnes CO₂e (3.3% of total emissions). Staff commuting was modelled assuming every employee worked 5 days a week, 45.6 weeks a year and used an average-sized diesel car. We will look to improve the accuracy of this assessment for future reporting years through the collection of travel data to better identify opportunities and specific initiatives to reduce emissions.



Business Travel

Business travel includes grey fleet, air and ferry travel. A breakdown of GHG emissions is as follows:

- Grey fleet travel (394.14 tonnes CO₂e)
- Air travel (60.62 tonnes CO₂e)
- Ferry travel (0.17 tonnes CO₂e)

Where possible we will seek to minimise the requirement for air travel to limit its contribution to our wider indirect footprint. We also recognise that some journeys are unavoidable and as such are committed to reviewing the necessity of all business travel whilst not impacting normal business operations.

Trant will look to improve the accuracy and quality of our business travel data to support ongoing monitoring of our emissions. We have identified several opportunities to improve the completeness of our air travel data as well as include additional travel modes (e.g. taxis, rail) within the scope of our emissions footprint.

Declaration & Sign Off

This Carbon Reduction Plan has been completed 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 from 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:

Position: _____

Date: _____





Trant Engineering Ltd

Rushington House

Rushington

Southampton

SO40 9LT

+44 (0) 2380 665544

engineering@trant.co.uk

trant.co.uk

Delivering Sustainable Engineering