2026 Long Carbon Reduction Plan 2021 - 2025

Version 1

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Long Carbon Reduction Plan

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1 Document Status and History

Document Status

Version Number	Issued By	Signature
1	Kieran Johnston Quality & Environmental Manager	

Document History

Year Including	Issue Date	Details
2021		
1	26 May 2023	First updated version issued to Achilles
2	25 July 2023	Modified calculations required by Achilles
2022	07 August 2023	First updated version issued to Achilles
1	07 August 2023	First updated version issued to Achilles
2	22 August 2023	Carbon offsetting section added
2023		
1	20 August 2024	First Issue
2024		
1	18 June 2025	First Issue
2	13 September 2025	A1,A4, D2 & E3 - PPN 06/21 changed to PPN006 A1 - reference to short plan added A4 details added of what optional emissions in PPN006 are reported. A5 - removal of duplicated statement in A4 E1 - ongoing changes added
2025		
1	29 September 2026	First Issue

A1 Report Format

This carbon reduction plan has been produced in accordance with the requirements of The Cabinet Office Document PPN 006. The data used is obtained from our annual Environmental Performance Reports produced in accordance with the Companies Act 2006 (Strategic Report and Directors' Report Regulations 2013 and the Companies (Director's Report) and Limited Liability Partnerships (Energy and Carbon Report) Regulations 2018.

A short version of DSM's carbon Reduction Plan is also available using the template issued by Crown Commercial Services.

A2 Validity of Data

DSM is aware that "Greenwashing" of reported emissions is undertaken by some companies. Given the importance of transitioning to a carbon neutral economy it is essential that accurate monitoring of carbon emissions is undertaken.

It was decided by the board of DSM therefore to obtain external certification of our carbon footprint as contained in our annual SECR reports. As no UKAS accredited certification body could be found for 2021 to 2023 this was done though Achilles against ISO 14064-1 (2018) "Greenhouse gases — Part 1: Specification with guidance at the organization level for quantification and reporting of greenhouse gas emissions and removals".

The methodology Achilles use in their auditing is accredited to:

- ISO 14064 and ISO/IEC 17065 by JAS-ANZ (Australian / New Zealand equivalent to UKAS).
- Accredited by UK government under the Climate Act 2008 as route to compliance for energy (ESOS) and Streamlined Energy & Carbon Reporting (SECR) regulation.
- Carbon Reduction and Carbon Zero Certification. Logo's and Wordmarks automatically accepted by UKAS under IAF Multilateral Recognition Agreement (MLA) and 104 other countries and territories.
- Accredited by Carbon Disclosure Project as a verification standard for companies reporting into the CPD(additional points) and as a Science Bases Targets provider.
- Approved supporter and service provider to Task Force on Climate-related Financial Disclosures (TFCD).
- Accredited by the International Carbon Reduction Offset Alliance (ICROA) – part of International Emissions Trading Association (IETA) certification meets international best practice.

All the historical emissions data contained in this plan for 2021 - 2023 has been certified though Achilles against ISO 14064-1 (2018).

For 2024 and 2025 the same protocols for measurements have been used but the accreditation was carried out by LRQA who are accredited for ISO 14064-1 (2018) by UKAS.

A3 Baseline Year

DSM has set 2021 as its baseline year as this was the first year where DSM's carbon footprint, from the 2021 SECR report, was externally certified to ISO 14064-1 (2018) by Achilles.

The figures are for the calendar year, as will all subsequent year's reports.

A4 Outline Emissions Calculation Protocol

Individual SECR reports contain full details of the emissions calculation protocol used. The following outlines the methods used:

- Rate of emissions are calculated by using the relevant year's UK Government GHG Conversion Factors for Company Reporting.

- For scope three emissions only the activity groups detailed in PPN 006 have been determined.

- Optional life cycle emissions three emissions are not included from scope three groups 4, 6 and 9. The optional emissions from teleworking employeesin group 7 are not included but the optional emissions from waste transport in group 5 are included.

- Where possible emissions are calculated based on measured amounts of energy (diesel, electricity, gas etc) as evidenced by supplier invoices.

- Contract hauliers' mileage moving DSM's products, waste and imported materials is based on emission rates for average laden rigid wagons > 17 tonnes unladen weight, on a one-way distance.

- Wastes taken to landfill are also calculated on the basis of the applicable transport emissions rather than on the landfill waste factors given in the UK Government GHG Conversion Factors for Company Reporting. For wastes sent to landfill containing organic matter an allowance for decay emissions in the landfill is calculated at 5% of the landfill waste factor for soils given in the UK Government GHG Conversion Factors for Company Reporting.

- The emissions from the seven greenhouse gases named by the Kyoto Protocol have been measured, where applicable, and are included within the reported Carbon Dioxide Equivalent total – CO_2e.

- The seven greenhouse specified are:
  - Carbon Dioxide CO_2 - Hydrofluorocarbons HFCs - Methane CH_4
  - Nitrous Oxide N_2O - Nitrogen Trifluoride NF3 - Perfluorocarbons PCFs
  - Sulphur Hexafluoride SF_6

A5 Quantification and Reporting Methodology

As agreed with the external auditing body some slight variance to the procedures given in the UK Government GHG Conversion Factors for Company Reporting with regard to waste disposal.

For wastes transported by contract hauliers the emissions are calculated on the distance from the source point to the disposal point using the factor for an average laden > 17 tonne rigid wagon.

The nature of our works creates large quantities of waste with accurate transport information being known. The published waste type emission factors allow for the collection, transportation, and emissions in landfill from wastes. Emissions from the collection and our transportation of waste are included in our scope one emissions.

Data collection was based primarily on information from invoices. Secondary data was the use of websites to determine travel distances and staff interviews for commuting information.

B1 Headline Emissions 2021 - 2024

Emission Source	$CO2_e$				
	Base Year				This Year
	2021	2022	2023	2024	2025
Scope 1					
Transport	1,082.4	1,219.1	863.7	855.9	674.5
Processes	6,041.1	5,529.2	4,321.8	3,526.5	5,016.4
Fugitive Emissions	12.0	13.2	15.5	10.7	3.7
Total Scope 1	**7,135.5**	**6,761.4**	**5,201.0**	**4,393.1**	**5,694.6**
Scope 2					
Electricity	23.0	23.7	18.0	26.4	20.6
Total Scope 2	**23.0**	**23.7**	**18.0**	**26.4**	**20.6**
Scope 3 Upstream					
U4 Transport & Distribution	12.8	514.1	27.7	5.9	4.7
U5 Wastes Generated in Operations	270.5	398.6	232.5	302.6	267.6
U6 Business Travel	49.7	56.3	61.3	54.6	58.8
U7 Employee Commuting	23.6	17.8	21.7	16.9	17.3
Total Scope 3 Upstream	**356.6**	**986.8**	**343.2**	**380.1**	**348.4**
Scope 3 Downstream					
D9 Transport & Distribution	74.5	20.7	77.6	3.8	0.0
Total Scope 3 Downstream	**74.5**	**20.7**	**77.6**	**3.8**	**0.0**
Total Scope 3	**431.1**	**1,007.4**	**420.8**	**383.9**	**348.4**
Grand Total	**7,589.6**	**7,792.5**	**5,641.4**	**4,804.4**	**6,063.6**

Notes

D9 downstream transportation and distribution is for the supply from DSM sites of produced aggregates, including those taken to another DSM site.

The emissions from transport in Scope 3, U4, U5 and D9 excludes DSM transport emissions as this is included in scope 1 emissions.

All emissions for 2021 – 2023 have been re-calculated using the new standard procedures including fugitive emissions.

Minor changes to individual year's scope two electricity emissions after re-assessing estimated total values in December each year.

B2 Change in Total Emissions - %

Emission Source	Change From 2021 (Baseline Year) (%)				
	Base Year				This Year
	2021	2022	2023	2024	2025
Scope 1					
Transport	n/a	12.6	-20.2	-20.9	-37.7
Processes	n/a	-8.5	-28.5	-41.6	-17.0
Fugitive Emissions	n/a	9.5	41.7	-2.4	-69.2
Total Scope 1	**n/a**	**-5.2**	**-27.1**	**-38.4**	**-20.2**
Scope 2					
Electricity	n/a	3.1	-21.6	14.8	-10.5
Total Scope 2	**n/a**	**3.1**	**-21.6**	**14.8**	**-10.5**
Scope 3 Upstream					
U4 Transport & Distribution	n/a	3,916.7	116.1	-53.7	-63.3
U5 Wastes Generated in Operations	n/a	47.3	-14.0	11.9	-1.1
U6 Business Travel	n/a	13.3	23.4	10.0	18.4
U7 Employee Commuting	n/a	-24.6	-8.1	-28.3	-26.7
Total Scope 3 Upstream	**n/a**	**176.7**	**-3.8**	**6.6**	**-2.3**
Scope 3 Downstream					
D9 Transport & Distribution	n/a	-72.3	4.2	-95.0	-100.0
Total Scope 3 Downstream	**n/a**	**-72.3**	**4.2**	**-95.0**	-100.0
Total Scope 3	**n/a**	**133.7**	**-2.4**	**-11.0**	**-19.2**
Grand Total	**n/a**	**2.7**	**-25.7**	**-36.7**	**-20.1**

Note
The large variation in scope three U4 Transport and Distribution is due to inclusion of accounts report code 1016 for imported earthwork materials. The figures for 2022 are distorted by a single contract - Windsor Street Gasholder.

B3 Emissions Actual Source Breakdown

Emission Source	$CO2_e$ (Tonnes)				
	Base Year				This Year
	2021	2022	2023	2024	2025
Scope 1					
Transport	**1,082.4**	**1,219.1**	**863.7**	**855.9**	**674.5**
Diesel	1,072.7	1,206.0	839.0	821.1	652.9
Petrol	9.8	13.1	24.7	34.8	21.6
Fugitive Emissions	0.0	0.0	0.0	0.0	0.0
Processes	**6,053.1**	**5,542.3**	**4,338.8**	**3,538.3**	**5,020.0**
Gas Oil	6,006.5	1,705.6	~	~	~
Diesel	~	3,695.4	4,277.4	3,477.5	4,986.8
Petrol	0.8	0.8	1.6	0.6	0.4
HVO	0.2	4.6	4.0	0.0	0.229
Propane	17.8	108.4	24.1	29.0	10.9
Natural Gas (Arden Rd)	15.7	14.3	14.7	19.4	18.0
Fugitive Emissions	12.0	13.2	17.0	11.7	3.7
Scope 2	**23.0**	**23.7**	**18.0**	**26.4**	**20.6**
Electricity	23.0	23.7	18.0	26.4	20.6
Scope 3 Upstream	**356.6**	**986.8**	**343.2**	**380.1**	**348.5**
U4 Transport & Distribution	12.8	514.1	27.7	5.9	4.7
U5 Wastes Generated in Operations					
Contractor Haulage	269.0	398.2	232.2	302.6	267.6
All Landfill Emissions	1.5	0.3	0.3	0.0	0.0
U6 Business Travel					
London Hotel Stays	18.7	8.2	3.2	2.5	0.7
Other UK Hotel Stays	29.4	46.9	55.1	45.9	54.5
Mileage Claims	1.6	1.2	3.0	6.2	3.7
U7 Employee commuting (Arden Rd)					
By Car	22.3	17.1	20.5	16.4	16.9
By Bus	1.1	0.7	1.2	0.5	0.4
By Train	0.2	0.0	0.0	0.0	0.0
Scope 3 Downstream					
D9 Transport & Distribution	74.5	20.7	77.6	3.8	0.0
Total Scope 3	**431.1**	**1,007.4**	**420.8**	**383.9**	**348.5**
Grand Total	**7,589.6**	**7,792.5**	**5,641.4**	**4,804.4**	**6,063.6**

B4 Distribution of Emissions By Source - %

Emission Source	Emissions				
	Base Year				This Year
	2021	2022	2023	2024	2025
Scope 1	**94.0**	**86.8**	**92.2**	**91.5**	**93.9**
Transport	14.3	15.6	15.3	17.8	11.1
Processes	79.6	71.0	76.6	73.4	82.8
Fugitive Emissions	0.2	0.2	0.3	0.2	0.4
Scope 2	**0.3**	**0.3**	**0.3**	**0.5**	**0.3**
Total Electricity	0.3	0.3	0.3	0.5	0.3
Arden House	0.2	0.2	0.2	0.1	0.2
Yard & Fitting Shop	0.1	0.1	0.1	0.4	0.1
Scope 3 Upstream	**4.7**	**12.7**	**6.1**	**7.9**	**5.7**
U4 Transport & Distribution	0.2	6.6	0.5	0.1	0.1
U5 Wastes Generated in Operations	3.6	5.1	4.1	6.3	4.4
U6 Business Travel	0.7	0.7	1.1	1.1	1.0
U7 Employee Commuting	0.3	0.2	0.4	0.4	0.3
Scope 3 Downstream	**1.0**	**0.3**	**1.4**	**0.1**	**0.0**
D9 Transport & Distribution	1.0	0.3	1.4	0.1	0.0
Total Scope 3	**5.7**	**12.9**	**7.5**	**8.0**	**5.7**
Grand Total	**100**	**100**	**100**	**100**	**100**

C1 Accuracy of Figures

Contained within the SECR reports from which the data is obtained are estimates of the accuracy of each individual source of emissions. The overall accuracy estimate for each year is given in the following table:

In Scope Emissions	Base Year 2021	2022	2023	2024	This Year 2025
Maximum Overall Error %	0.38	0.51	0.46	0.55	0.39

The maximum overall error assumes all individual errors are either positive or negative.

C2 Gas Types

A full breakdown is given in the SECR reports of the principal greenhouse gases in all in scope emissions. The individual gases quantified are:

Carbon Dioxide CO_2

Methane CH^4

Nitrous Oxide N_2O

Hydrofluorocarbon HFC (fugitive emissions)

This plan reports all emissions in Carbon Dioxide Equivalent CO_2e.

C3 Out of Scope Emissions

Out of Scope Emissions CO_2 Tns	Base Year 2021	2022	2023	2024	This Year 2025
Transport					
Diesel	64.5	52.0	46.8	52.3	35.6
Petrol	0.3	0.5	1.4	2.2	1.4
Processes					
Gas Oil	0.0	0.0	~	~	~
Diesel	~	159.2	238.4	221.4	271.6
Petrol	0.03	0.03	0.09	0.04	0.03
HVO	13.6	322.7	276.1	0.2	15.7
Propane	0.0	0.0	0.0	0.0	0.0
Gas (Arden Road)	0.0	0.0	0.0	0.0	0.0

The above table gives the quantities of out of scope emissions produced from the various energy sources purchased that are not included in in this plan.

Long Carbon Reduction Plan

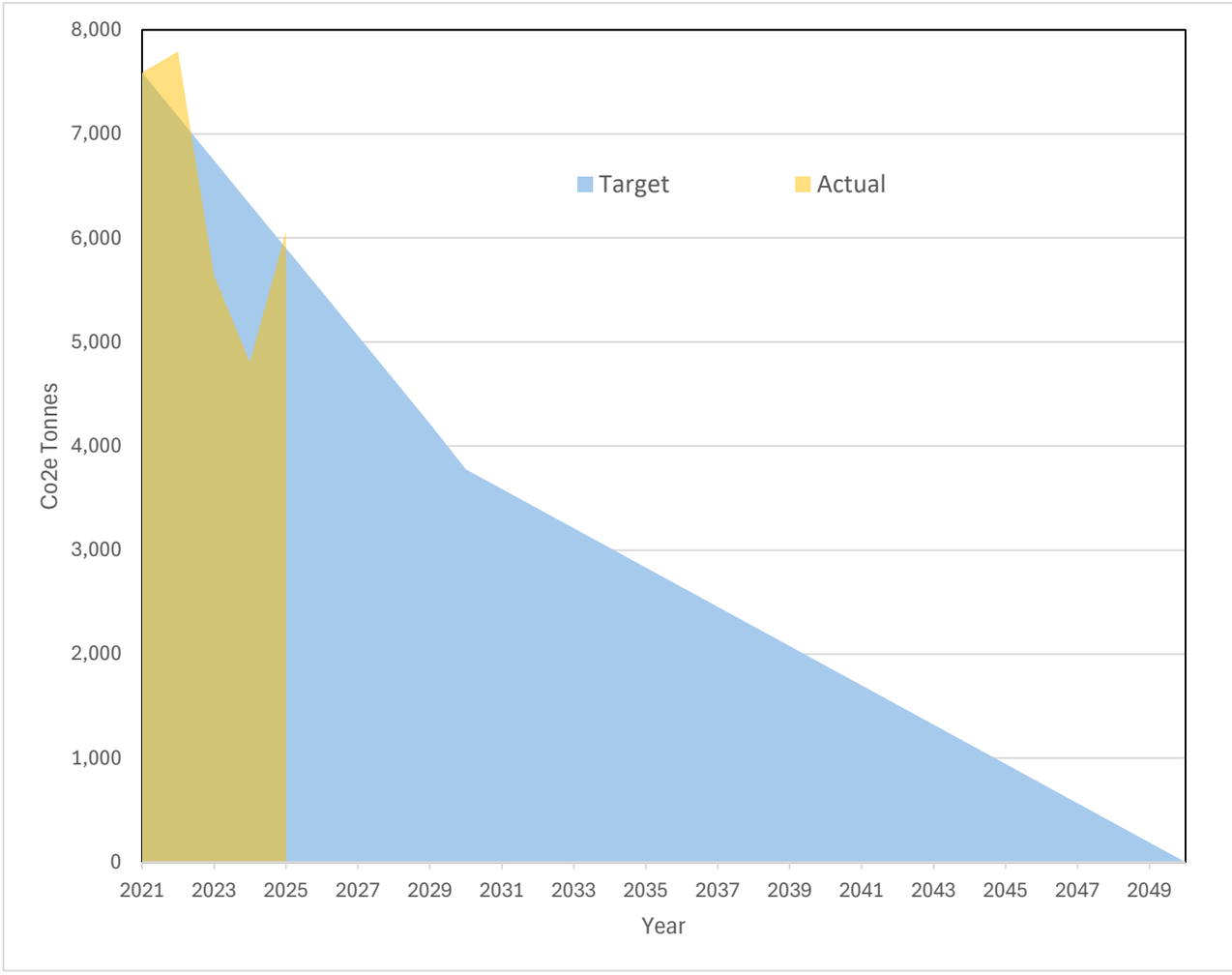
D1 Performance Metrics

This section contains a number of performance metrics designed to measure the impact of the steps taken by DSM to reduce our carbon footprint. DSM has set itself the targets of being:

Achieving Carbon neutrality by 2050 at the latest.

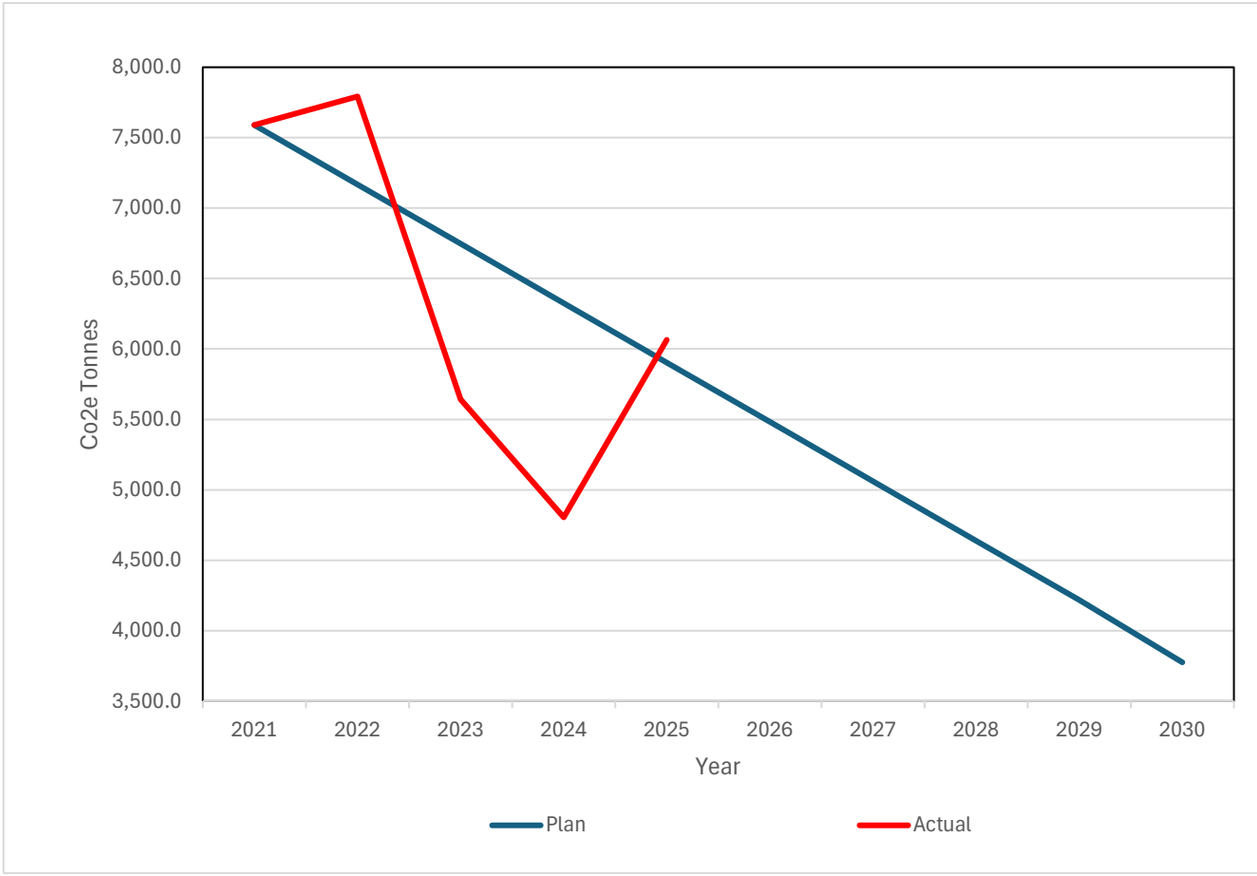
Achieving a 50% reduction in carbon emissions by 2030 from our baseline year of 2021 (SBTi - Science Based Targets Imitative / Race to Zero).

D2 Pathway to Carbon Neutrality - PPN 006 Chart



Long Carbon Reduction Plan

D3 Pathway to 50% Emissions



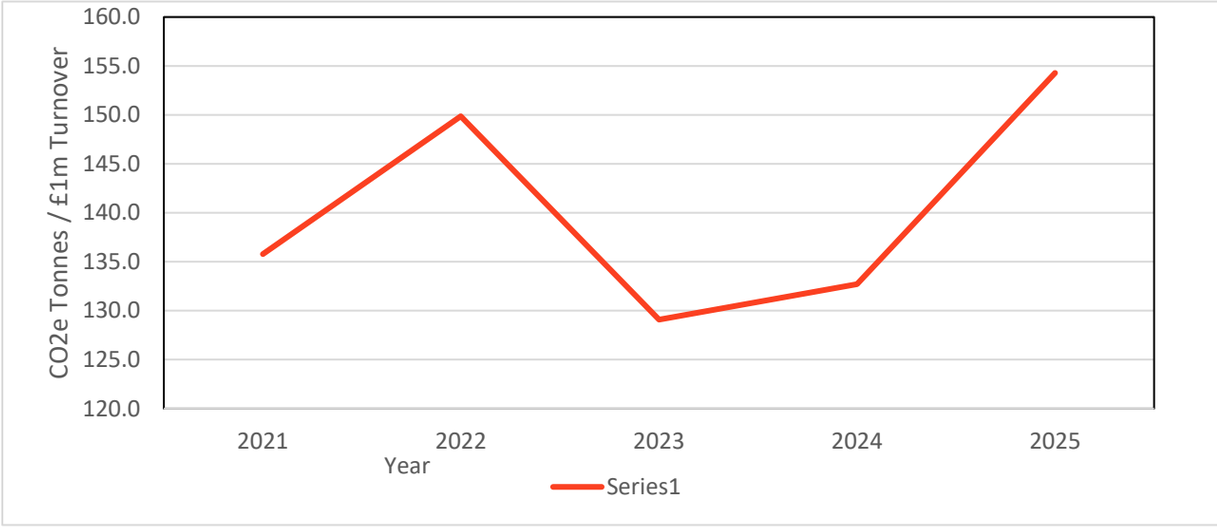
DSM is well on target to both achieve carbon neutrality by 2050 and halve its carbon footprint by 2030, compared to that in 2021. The following table details DSM's carbon reduction performance compared to the pathway to a 50% reduction by 2030:

Year	Pathway Target Tn CO_2e	Actual Emissions Tn CO_2e	Difference		Rate of Emissions Compared to Base Year
			Tn CO_2e	%	%
2021	7,589.6	7,589.6	n/a	n/a	100
2022	7,168.0	7,792.5	624.6	8.7	102.7
2023	6,746.3	5,641.4	-1,104.9	-16.4	74.3
2024	6,324.7	4,804.4	-1,520.2	-24.0	63.3
2025	5,903.0	6,063.6	160.6	2.7	79.9

D4 Rate of Emissions Compared to Turnover

Calculating the rate of emissions compared to turnover allows the impact of turnover change on emissions to be determined.

Emissions Intensity



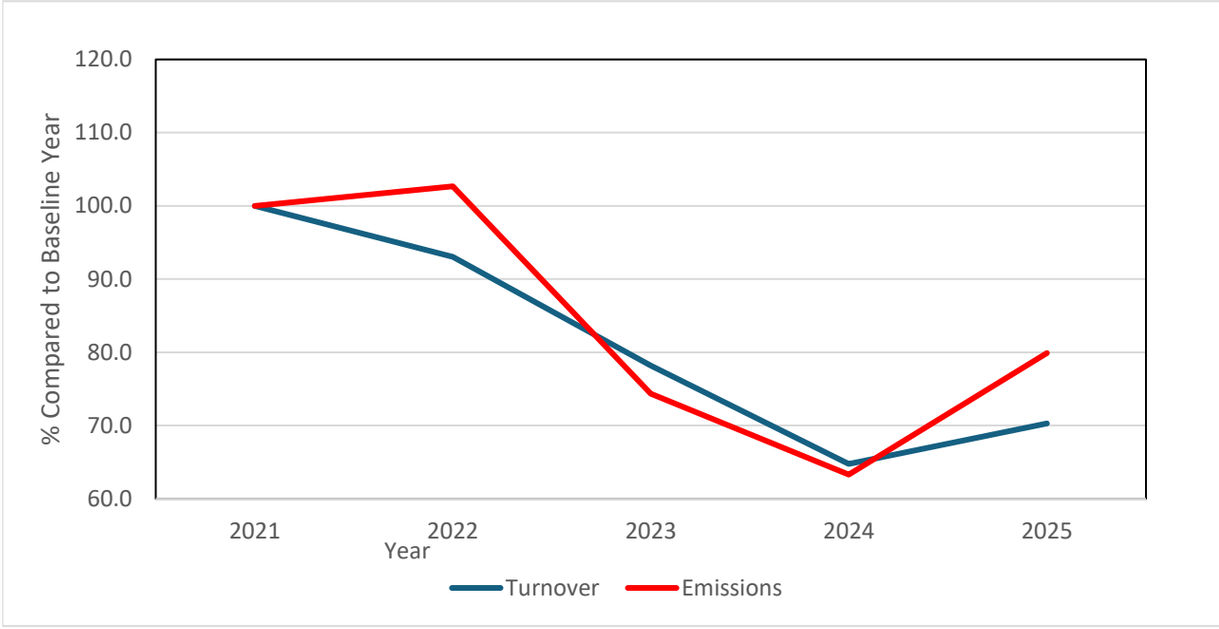
Year	CO_2e Tonnes	Turnover £m	Intensity T CO_2e / £1m
2021	7,589.6	55.9	135.8
2022	7,792.5	52.0	149.9
2023	5,641.4	43.7	129.1
2024	4,804.4	36.2	132.7
2025	6,063.6	39.3	154.3

Apart from 2022 the rate (intensity) of CO2e emissions has generally decreased very slightly apart from an increase in 2022 for an unknown reason.

Each annual turnover and total emissions figure compared to the baseline year's figures are given in the following table and graph:

Year	Turnover Change %	Emissions Change %
2021	100.0	100.0
2022	93.0	102.7
2023	78.2	74.3
2024	64.8	63.3
2025	70.3	79.9

Apart from 2022 the percentage reduction change in turnover and emissions have been very similar. The small database makes it difficult to come to a definitive conclusion. Any reduction in the rate of emission production from improvements in plant or operating procedures appears to be marginal at best.



D5 Rate of Emissions Compared to Material Handled

To remove variables with fuel types normalised emission values have been calculated to measure plant efficiency over time. All emissions have been calculated using the 2021 factors for propane, and diesel for all liquid fuels. This removes, for example, the large variation in in scope emissions between gas oil, diesel and HVO. The following table shows the differences between actual emissions and the normalised emissions used in this metric.

CO_2e Emissions	Base Year 2021	2022	2023	2024	This Year 2025
Actual CO_2e Produced (tonnes)					
Gas Oil	6,006.5	1,705.6	~	~	~
Diesel	~	3,695.4	4,277.4	3,477.5	4,986.8
Petrol	0.8	0.8	1.6	0.6	0.4
HVO	0.2	4.6	4.0	0.0	0.2
Propane	17.8	108.4	24.1	29.0	10.9
Total	6,025.4	5,514.8	4,307.1	3,507.1	4,998.4
Normalised CO_2e Produced (tonnes)					
Gas Oil	5,470.3	1,553.4	~	~	~
Diesel	~	3,629.7	4,277.9	3,476.9	4,873.4
Petrol	0.9	0.9	1.9	0.7	0.5
HVO	14.1	328.3	285.4	0.2	16.2
Propane	17.8	108.4	24.1	29.0	10.9
Total	5,503.2	5,620.6	4,589.3	3,506.8	4,901.0

The most significant differences between actual emissions and normalised emissions are:

2021 and 2022 reduction in normalised emissions due to use of gas oil.

2021 and 2022 increase in normalised emissions due to use of HVO.

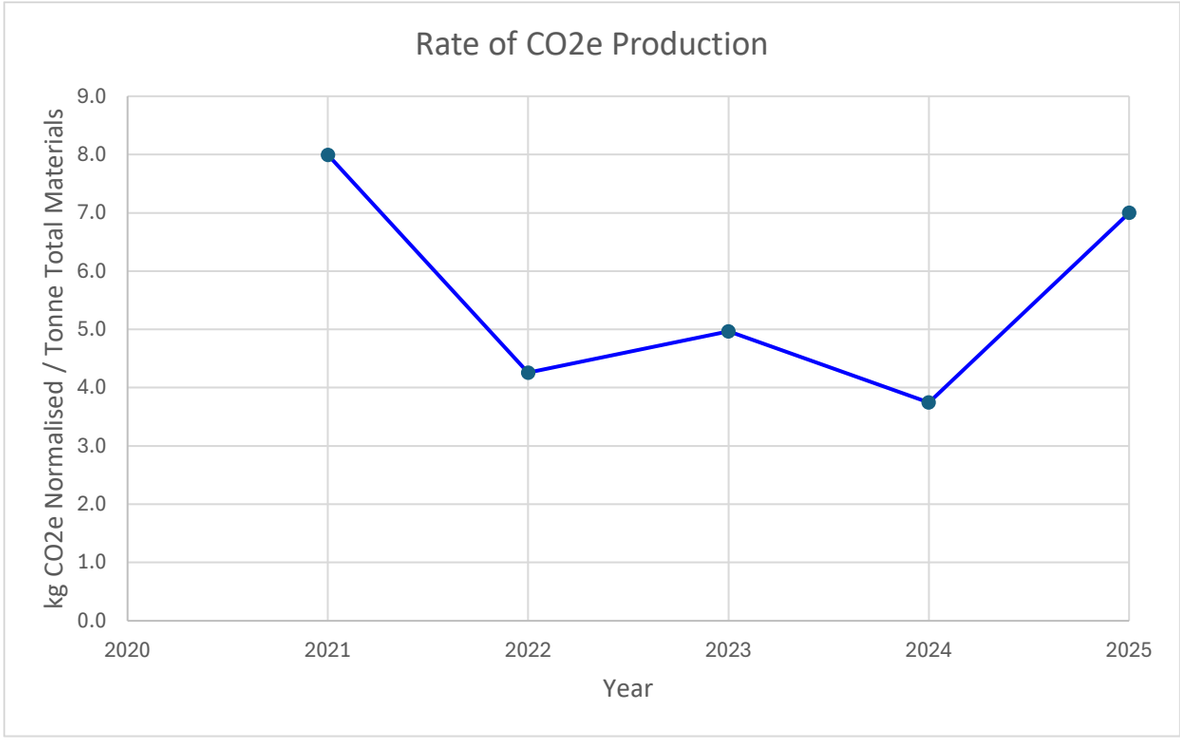
The estimate of the quantities of materials handled is obtained from a number of sources. Some of the quantities are measured, for example wastes taken to landfills, whereas others are estimated, for example un-weighed loads of 6F5 moved from site and soils moved within a site. The following table gives the used quantities in this section:

Materials Tonnes	Base Year 2021	2022	2023	2024	This Year 2025
Total Demolition Materials	**462,012**	**577,809**	**408,665**	**374,782**	**423,613**
Comprises					
DSM Material Crushed on Site	342,720	347,130	320,670	308,070	364,770
Above totals includes					
(Exported Aggregates)	(74,916)	(25,836)	(25,704)	(4,842)	(1926)
Contractor crushed - DSM Fuel	0	0	4,125	0	0
U4 Plus All Imported Materials	26,746	115,521	26,474	2,918	7,763
U5 Demolition Waste Off Site	92,546	115,158	57,396	63,794	51,080
Total Non Demolition Materials	**226,315**	**743,002**	**515,263**	**561,751**	**278,149**
Comprises					
(Green Waste, Oil, Soil) Off Site	62,395	20,842	9,823	14,365	899
Soils Moved Within Sites (tonnes)	163,920	722,160	505,440	547,386	277,250
Total Handled Materials	**688,327**	**1,320,811**	**923,928**	**936,533**	**701,672**

Using the data for emissions and materials handled allows the rate of emission production to be calculated.

Fuel Efficiency on Site - Actual kg CO2e Produced / Tonne Material	Base Year 2021	2022	2023	2024	This Year 2025
Demolition Materials	13.0	9.5	10.5	9.4	11.8
Non Demolition Materials	26.6	7.4	8.4	6.2	18.0
Total Materials	8.8	4.2	4.7	3.7	7.1

Fuel Efficiency on Site - Normalised kg CO2e Produced / Tonne Material	Base Year 2021	2022	2023	2024	This Year 2025
Demolition Materials	11.9	9.7	11.2	9.4	11.6
Non Demolition Materials	24.3	7.6	8.9	6.2	17.6
Total Materials	8.0	4.3	5.0	3.7	7.0



As shown in the above tables and graph the rate of normalized emissions from site used fuels per tonne of handled materials was generally been decreasing over the period until a spike in 2025. This would indicate an increase in plant efficiency but it must be recognised that there is a degree of uncertainty in the estimates of some of the material quantities.

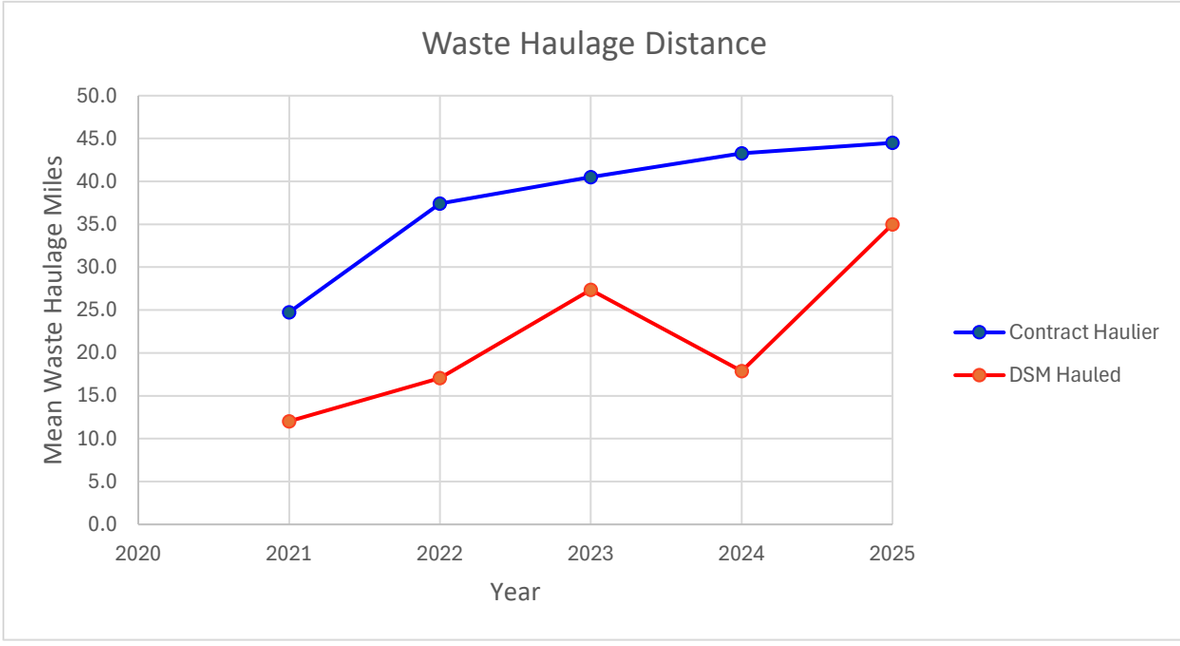
D6 Waste Mileage - Contract Hauliers

After scope one process fuel emissions (82.8% of total emissions) and scope one transport emissions (11.1% of total emissions) the next highest individual process emission producer is scope 3 U5 waste operations (4.4% of total emissions).

These figure are based on the 2025 emissions but all years follow the same pattern. The next highest process producer emission is scope 3 U6 business travel at 1.1% of total emissions.

There has been an upward trend over the period for contract haulier load mileages to increase as illustrated in the following table:

U5 Waste Transport Details		Base Year 2021	2022	2023	2024	This Year 2025
Demolition Wastes						
Contract Haulier	Loads	5,731	6,334	3,585	4,189	3,752
	Miles	141,782	237,071	145,194	181,238	167,084
	Tonnes	88,931	108,217	55,913	58,213	50,397
Mean Miles per Load		25	37	41	43	45
Tonne - Miles (million)		12,609	25,655	8,118	10,550	8,421
Demolition Wastes						
DSM Hauled	Loads	420	1,027	214	487	103
	Miles	5,053	17,522	5,854	8,698	3,630
	Tonnes	3,615	6,941	1,483	5,581	683
Mean Miles per Load		12	17	27	18	35
Tonne - Miles (million)		18	122	9	49	2



Clearly DSM has no control over the distance from contract sites to suitable waste disposal sites. However the reduction in the number of individual waste companies used has increased the mean waste trip mileage.

E1 Emission Reduction Plans and Targets

DSM is committed to reducing its carbon emissions to the lowest practicable levels in the shortest period of time. To do this robust data on the actual level of emissions is vitally important.

Without accurate data it is impossible to either target resources effectively to achieve the highest carbon reduction or measure the effect of any introduced carbon reduction action.

This five year Carbon Reduction Plan is annually and when ever any notable changes occur. The emissions data is obtained from DSM's annual SECR reports.

To ensure the validity of the emissions data DSM's SECR reports are externally certified to ISO 14064-1 (2018). For 2021 to 2023 this was via an accreditation body to the Australian / New Zealand equivalent of UKAS. From 2024 certification is via an accreditation body to UKAS.

Given the nature of our core works large plant and HGVs are required to be used. The energy density required by these items of equipment makes substitution by hybrid or electrical power not feasible. Medium- and long-term DSM’s strategy is to substitute such hydrocarbon powered units with hydrogen powered units. The rapid development of suitable engines and a green hydrogen supply network is being monitored so that an early transition can be started.

Some hybrid plant is being used but regeneration energy is only obtained from slewing actions, which unlike for example general excavation works, only a limited amount is carried out.

Short term DSM is therefore concentrating on areas where carbon emission reductions are possible. These include:

- Continuing a vehicle and plant replacement programme with environmental performance being a principal consideration.
- Avoiding business travel wherever possible by use of electronic conferencing, vehicle sharing etc.
- Monitoring driving standards by in cab technology to minimise fuel usage.
- Operating a strict no idling policy.

It is accepted that due to the lack at present of suitably powered equipment DSM’s rate of carbon reduction in the early years may not be below the calculated straight line reduction values. When suitable plant and hydrogen supply become available the rate of reduction will accelerate.

The timeline of completed and planned actions follow:

Pre 2021.

- Replacement of gas heating system at Arden House with a more efficient system.
- Installation of LED lighting in Arden House all with motion detector switches.
- Replacement of all Arden Road floodlights with LED lights on programmable timers.
- Formal policy taking fuel efficiency in all new plant and vehicle purchases adopted.
- First all electric vehicle bought.
- Commence detailed monitoring of carbon emissions.

2021

- Trial use of HVO commenced for plant on site.
- Trial introduction of "Lightfoot" a driving monitoring scheme that:
  - Monitors live time, and records, drivers performance.
  - Live time gives drivers' verbal notification of good and bad driving.
  - Incentivises drivers to improve their driving style by d inclusion in a reward scheme.

2022

- Target set for 2022 that 30% of fossil fuel used for plant will be replaced by HVO. (Not achieved due to
- Vehicle fleet and plant fleet investment continued with a high emphasis in the selection process of fuel efficiency.
- First hybrid D Rig was purchased.
- Continued use of HVO at increased level for plant on site.

2023

- External certification to ISO 14064-1 (2018) obtained for period 2021 to 2023.
- Baseline year for Carbon Reduction Plan changed from 2019 to 2021 following discussions with certification body due to amount of data to be audited.
- "Lightfoot" introduced across the company vehicle fleet, 5% fuel savings identified.
- HVO continued to be used for some plant, but a number of instances of engine failure attributed to it.

2024

- Major use of HVO suspended. Issues of :
  - Isolated engine breakdowns.
  - Actual tailpipe emissions virtually the same as diesel
  - Difficulty to get deliveries of required small quantity
  - (HVO still used for non safety critical plant here it is a contract requirement).

2025

- Changing certification to UKAS through LRQA
- Recalculation of all SECR quantities as required by new auditing body and identification of missed earthworks material due to account coding.
- Changing the way waste figures are obtained so that an intensity measurement based on total mass of materials handled can be produced. This will include both secondary aggregates produced and left on site and mass of soils moved on site.

Ongoing

- Investigating the use of Fuelre4m an additive claimed to improve fuel efficiency and reduce emissions from diesel used.
- Fitting OilQuick fitments to all medium and large D Rigs to reduces non productive working time.
- Increasing the use of eco welfare units.
- Investigating the vuability of hydrogen powered plant.

E2 Carbon Offsetting

DSM has not to date undertaken any carbon offsetting, either by purchasing credits or by joining a Diesel / HVO Renewable Energy Guarantee of Origin scheme.

Long Carbon Reduction Plan

E3 Declaration and Sign Off

This carbon reduction plan has been completed in accordance with The Cabinet Office Document PPN 006 and associated guidance and reporting standards for carbon reduction plans.

Emissions have been reported and recorded in accordance with:

- The reporting standard for carbon reduction plans and the GHG reporting protocol corporate standard.

- The relevant year's UK Government Greenhouse Gas Conversion Factors.
- All the data in this plan has been produced using:

  Scope one and two emissions have been calculated in accordance with the SECR requirements.

  Scope three emissions (required sub-set) have been calculated in accordance with the standard for carbon reduction plans and corporate value chain (scope 3) standard.

The scope three sub-set emissions required to be included are detailed in the Cabinet Office Document – Technical Standard for Completion of Carbon Reduction Plans.

This Carbon Reduction Plan has been reviewed by the board of directors.

Signed on behalf of DSM Demolition Ltd



Kieran Johnston
Quality & Environmental Manager

Date 30 September 2026