Carbon Reduction Plan

Supplier name	**Logan Construction (SE) Limited**
Publication date	**29 September 2026**

Commitment to achieving net zero

Logan Construction (SE) Limited is committed to achieving net zero emissions by 2045.

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: 01.07.2022 – 30.06.2023

Additional details relating to the baseline emissions calculations:

The calculation details for each of Scope 1, Scope 2, and Categories 4, 5, 6, and 7 emissions are as follows (in conjunction with UK Government official conversion factors):

Scope 1:

Natural gas usage in offices was used to calculate stationary consumption of fuels. Mobile combustion was calculated using fuel purchases for company vehicles.

Logan Construction does not have any process emissions that contribute to climate change.

Scope 2:

Electricity consumption is calculated from direct office energy usage. Market-based emissions (tCO2e), the electricity consumption figures are multiplied by the fuel mix figure for electricity supply for the relevant year as provided by official bodies.

Scope 3:

Category 4 – Upstream Transportation & Distribution:

Supplier-specific data on both road freight distances and tonnage per delivery is provided by materials supplier(s), which are used to calculate emissions (tCO2e). A number of other suppliers do not provide delivery-specific data, as such emissions from the available data are pro-rated to 100% to account for the missing data.

Category 5 – Waste Generated in Operations:

Supplier-specific data is provided in tonnes and m3 for the waste collected for the reporting year, broken down into waste categories and method of disposal.

Category 6 – Business Travel:

Grey fleet mileage data is calculated from origin and destination location.

There was no business-related air travel in the reporting year and as such is not relevant.

Rail travel in the reporting year is minimal and as such is categorised as de-minimis and excluded.

Category 7 – Employee Commuting:

Information was collected to determine method and distance of commute for employees. Since the baseline year, the data quality has improved and as such, the accuracy of the resulting emissions has increased.

Category 9 – Downstream Transportation & Distribution:

This category is not relevant as any transportation of sold goods would be undertaken in vehicles owned or controlled by Logan Construction, and as such is not calculated.

Baseline year emissions:	
Emissions	Total (tCO2e)
Scope 1	62.7
Scope 2	15.4 (Location based) 27.2 (Market based)
Scope 3 (included sources)	130.0 (Category 4 – Upstream Transportation & Distribution: 5.3 tCO2e) (Category 5 – Waste Generated in Operations: 2.3 tCO2e) (Category 6 – Business Travel: 36.3 tCO2e) (Category 7 – Employee Commuting: 86.1 tCO2e)
Total emissions	207.5 (Location based) 218.9 (Market based)

Current emissions reporting

Reporting year: 01.07.2025 – 30.06.2026	
Emissions	TOTAL (tCO2e)
Scope 1	56.7
Scope 2	7.0 (Location based) 0.0 (Market based)
Scope 3 (included sources)	100.1 (Category 4 – Upstream Transportation & Distribution: 1.8 tCO2e) (Category 5 – Waste Generated in Operations: 1.4 tCO2e) (Category 6 – Business Travel: 26.3 tCO2e) (Category 7 – Employee Commuting: 70.5 tCO2e)
Total emissions	163.8 (Location based) 156.8 (Market based)

Emissions reduction targets

In order to continue our progress to achieving net zero, we have adopted the following carbon reduction targets.

- 1% reduction in Scope 1 emissions from natural gas usage through efficiency gains obtained by changing boilers by 2026.
- 20% reduction in Scope 1 emissions through electrification of the van fleet by 2027.
- 100% reduction in Scope 2 market-based emissions by switching to renewable electricity tariffs (this was completed in December 2024)

Based on the actions identified below, we project that total emissions will decrease approximately 10% by 2030.

Carbon reduction projects

Completed carbon reduction initiatives

The following environmental management measures and projects have been completed or implemented since the 2022-23 baseline. The measures will be in effect when performing the contract.

Energy Efficiency

- One of the two boilers in the Eltham office was removed, and the remaining one was upgraded to improve its efficiency – ultimately reducing Scope 1 office emissions from stationary combustion of natural gas for heating.
- Installation of occupancy sensors, LED lighting, timers and automatic shut-off controls. Older electrical equipment has also been replaced with more energy-efficient alternatives, reducing electricity consumption and associated Scope 2 emissions.

Renewable Electricity

- Both Logan Construction sites changed their electricity provider to a renewable energy tariff from September 2024 onwards which has drastically reduced market-based Scope 2 emissions from grid electricity use.

Digital Working and Remote Collaboration

- The increased use of remote meetings and digital collaboration technologies has reduced the need for business travel between sites and offices. Carbon performance is also monitored through the use of digital tools, including InnDex, supporting the management and reduction of operational emissions.

Electric Vehicle Charging Infrastructure

- Electric vehicle charging facilities have been installed to support the transition of the company fleet towards lower-emission vehicles and facilitate further reductions in Scope 1 emissions from road transport.

Fleet Optimisation

- The vehicle fleet continues to transition towards electric and hybrid vehicles and away from diesel where operationally feasible. Driver awareness initiatives, route planning measures and scheduling improvements have also been introduced to reduce fuel

consumption, vehicle idling and unnecessary travel, reducing Scope 1 emissions from mobile combustion of fuels.

ISO 14001

- ISO 14001 certification has been maintained and environmental awareness training continues to be provided to employees.

Environmental Management

- Carbon reduction objectives are integrated into business planning processes, supported by annual reviews of emissions data and the use of a project-level Carbon Reporting Workbook to monitor and manage energy consumption, fuel usage, waste generation and associated carbon emissions.

Construction Operations

- Battery-powered plant and equipment are utilised where operationally feasible, and anti-idling requirements are applied to site vehicles and plant. Material deliveries are consolidated where practical and local suppliers are selected to reduce transportation-related emissions.

Waste Reduction and Resource Efficiency

- Waste management practices continue to prioritise the segregation and recycling of construction and office waste streams. Paper consumption has been reduced through digital documentation and workflows, while materials and surplus products are reused where practical. Waste generation and recycling performance are regularly monitored to identify further improvement opportunities.

Sustainable Procurement and Supply Chain Engagement

- Environmental considerations have been incorporated into supplier selection processes, with engagement undertaken with key suppliers regarding carbon reduction commitments. Preference is given to suppliers holding recognised environmental certifications, such as ISO 14001, and lower-carbon materials are procured where project requirements allow.

Future carbon reduction initiatives

In the future we hope to implement further measures such as:

Sustainable Procurement

- Assess the benefit of introducing a sustainable procurement policy.

Supply Chain Engagement

- Collaboration with suppliers on carbon footprint reduction initiatives. Review the benefits of carbon management software.

Waste

- Reduce, Reuse and recycle where possible. Engage with our suppliers to retain effective waste solutions and work with them to undertake a feasibility study into further reductions.

Electrification of Fleet

- The potential for further electrification will remain under constant review whilst we understand the electric charging opportunities and the vans available. Viability, cost, and availability of the right type of vehicle will form key points in the project.

Declaration and sign off

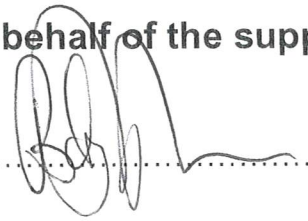
This Carbon Reduction Plan has been completed in accordance with PPN 006 and associated guidance and reporting standard for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard[13] and uses the appropriate government emission conversion factors for greenhouse gas company reporting.[14]

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements (where required), 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.[15]

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: .....

[13] https://ghgprotocol.org/corporate-standard

[14] www.gov.uk/government/collections/government-conversion-factors-for-company-reporting

[15] https://ghgprotocol.org/standards/scope-3-standard