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 supplier10 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 CRP should be specific to the bidding entity, or, provided certain criteria are met, may cover the bidding entity and its parent organisation. In order to ensure the CRP remains relevant, a Carbon Reduction Plan covering the bidding entity and its parent organisation is only permissible where the detailed requirements of the CRP are met in full, as set out in the Technical Standard11 and Guidance12, and all of the following criteria are met:

- The bidding entity is wholly owned by the parent;
- The commitment to achieving net zero by 2050 for UK operations is set out in the CRP for the parent and is supported and adopted by the bidding entity, demonstrated by the inclusion in the CRP of a statement that this will apply to the bidding entity; The environmental measures set out are stated to be able to be applied by the bidding entity when performing the relevant contract; and
- The CRP is published on the bidding entity's website.

Bidding entities must take steps to ensure they have their own CRP as soon as reasonably practicable and should note that the ability to rely on a parent organisation's Carbon Reduction Plan may only be a temporary measure under this selection criterion.
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.

Carbon Reduction Plan Template

Supplier name: STEADLINE LIMITED

Publication date: 24th January 2025

Commitment to achieving Net Zero

STEADLINE LIMITED is committed to achieving Net Zero emissions by **2040**

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: January – December 2024	
Additional Details relating to the Baseline Emission Calculations.	
The **Definitions of Scope 1,2 and 3 emissions** are as follows: ● **Scope 1:** These are **direct emissions** from sources that are owned or controlled by Steadline, such as emissions from fuel combustion in company vehicles and facilities. ● **Scope 2:** These are **indirect emissions** from the generation of purchased electricity, steam, heating, and cooling consumed by Steadline. ● **Scope 3:** These encompass all other indirect emissions that occur in Steadline's value chain, including emissions from the production of purchased goods and services, waste disposal, and employee commuting. These definitions are essential for understanding Steadline's overall carbon footprint and are used for greenhouse gas reporting.	
Baseline year Emissions:	
EMISSIONS	**TOTAL (tCO2e)**
Scope 1	**414**
Scope 2	**5**
Scope 3 **(All scope 3 emissions)**	**3507**
Total Emissions	**3926**

Current Emission Reporting

Reporting Year: January – December 2025 (Reviewed January 2026)	
EMISSIONS	**TOTAL (tCO2e)**
Scope 1	497
Scope 2	6
Scope 3 **(All scope 3 emissions)**	2981
Total Emissions	**3484 (Based on 10 months data Jan - Oct)**

Emission reduction targets

Steadline Limited have started its reduction commitment by producing Baseline figures for 2024 which will be used to measure against our carbon reduction targets in order to continue our progress to achieving Net Zero.

We have an action plan in place to reduce our emissions in line with governments commitment to achieving Net Zero by 2050.

Our objective is to be a 'Net Zero' business by 2040

From our 2024 Baseline we project that carbon emissions will decrease over the next five years to **1963** tCO2e by the end of 2030. This is a reduction of 50%

Scope 1 Emissions Against 2024 Baseline

- Scope 1 (direct emissions) – Company Vehicles and Facilities. Reduction target **207** tCO2e by the end 2030

Scope 2 Emissions Against 2024 Baseline

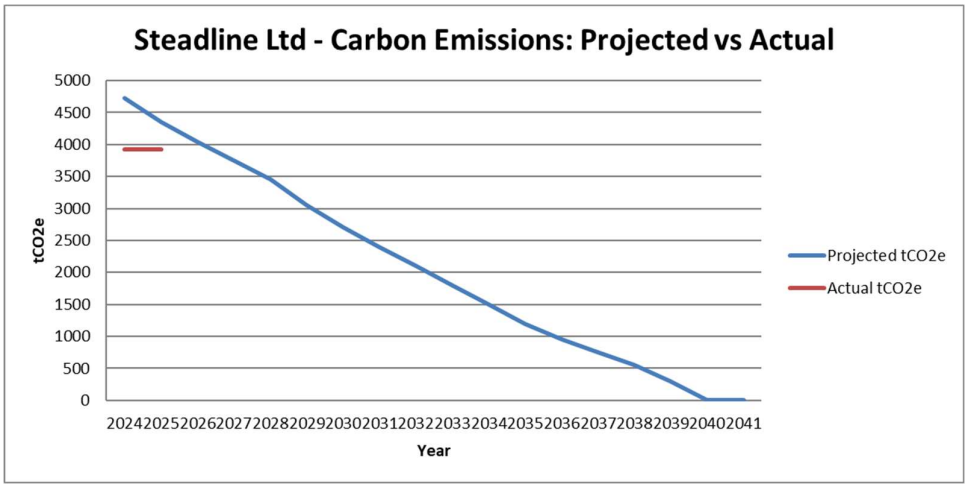
- Scope 2 (indirect emissions) – Office energy. Reduction target **3** tCO2e by the end 2030

Scope 3 Emissions Against 2024 Baseline

- Scope 3 (indirect emissions) – Direct Materials. Reduction target **1341** tCO2e by the end 2030
- Scope 3 (indirect emissions) – Waste. Reduction target **247** tCO2e by the end 2030
- Scope 3 (indirect emissions) – Daily operations. Reduction target **547** tCO2e by the end 2030
- Scope 3 (indirect emissions) – Sub-Contractors. Reduction target **55** tCO2e by the end 2030

Progress against targets can be seen in the graph below

Carbon Reduction: Projected 2025 – 2030 to 'Net Zero' 2040



Note 2025 predicted based on 10 months data

Carbon Reduction Initiatives

The following environmental management measure and projects have been completed or implemented since the 2024 baseline. The carbon emission reduction achieved by these schemes equates to XXX tCO2e a XX %ge reduction against the 2024 baseline and the measures will be in effect when performing the contract. These will be inputted following our 2025 review in January 2026

ISO14001 & 9001 accreditations are already in place and we will work towards maintaining this year on year. We have started working towards attaining PAS 2080 by the end of 2026

Scope 1 Initiatives

Emissions from company vehicles and site usage remain a challenge, mainly due to limited alternatives to combustion engines. EV's are proving ineffective due to the nature of the often-long distances our staff need to travel and the practicalities of charging on the go. There are currently no commercial or viable alternatives for HGV's, but potential options in the future may come from the introduction of Hydrogen and more availability of Fuel alternatives, HVO/Bio Fuels.

HVO/Bio fuels remain at a 25-30% cost premium with limited availability nationally and unless we have a specific mandate from our client to use this as a 'greener' fuel alternative, cost pressures and availability dictate we use more traditional diesel fuel.

Despite this we believe there will be an overall reduction in our carbon output when measured against our 2024 baseline.

We have upgraded all our Commercial/HGV fleet and company vehicles to the latest Euro 6 engines and started to update our management fleet with Hybrid vehicles. Further reduction measures that we have introduced include, vehicle mapping to reduce and manage delivery and collections (new App introduced), meetings via 'Teams' reducing mileage, vehicle sharing, no idling policy and vehicles fitted with 'auto stop-start'

Scope 2 Initiatives

To reduce our emissions at our offices at Detling, we have introduced LED lighting with 'on/off' sensors and replaced existing heating system with Air heat source pumps. All mobile and temporary static office accommodation on our sites are now 'Eco' units.

We believe, when measured against our 2024 baseline, there will be a reduction in our carbon output.

Scope 3 – Supply chain Initiatives

As a predominantly self-delivery business, our biggest construction emission contributor is the 'upfront' global carbon produced by steel, asphalt, aggregates, concrete, bricks and timber.

To reduce these emissions, we have now introduced a suppliers log/registration system to identify suppliers that offer lower carbon solutions. These suppliers then take preference through our estimating/buying team to ensure they are included in our final tendering proposal, which enables us to put forward ROI vs. emissions reduction-based argument to our clients.

One of our initiatives has been to introduce fibre concrete in place of reinforced concrete where possible. An example was a scheme at Aylesford, where we laid 800m3 of fibre concrete that removed the need for steel reinforcing and resulted in a reduction of carbon emissions of 84 tCO2e.

Scope 3 – Waste Emission Initiatives

As part of our estimating process, we now identify materials that have the ability to be recycled, either at site level or as return to suppliers. This reduces the need for waste removal to landfill and is important to support a 'circularity' objective.

We have now installed segregation bays at our depot at Detling; this allows mixed site waste to be separated and identified as recyclable or non-recyclable, rather than going directly to landfill facilities.

At site level we are looking to carry out more processing of waste materials e.g. hardcore and where possible, directly reused as part of the construction process.

An example of this was at Boughton Hill where we removed 600ton of road surface and then reprofile and compact the material removed onsite to form the Piling Rig platform and Pile install. Following completion, we removed and took the material for recycling to a local Asphalt plant, which was then used to produce basecourse materials laid at the site encompassing a fully circular economy and reducing carbon emissions, saving the need to use 600ton of newly quarried type 1 subbase. This resulted in a reduction of carbon emission of 4 tCO2e

Scope 3 – Daily Operation Initiatives

As with scope 1, fuel emissions associated with business mileage and commuting are the most significant emissions. To reduce this, we look to plan ahead weekly to manage resources and vehicle movements. We have also updated our site vans to allow us to travel more operatives singularly and remove the need for multiple vans traveling to and from sites. As part of this initiative, we have also introduced a 'Stay away' ruling for commuting distances of 2 + hours.

Site plant: In general, it is still impracticable to move away from Diesel fuel on large plant, but have updated plant with automatic idling systems, up to date Euro 6 engines. For small tools, we have been able to introduce a range of battery-operated units.

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 standard and uses the appropriate Government emission conversion factors for greenhouse gas 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 (or equivalent management body)

Signed on Behalf of Supplier:

Date: 24th January 2025