

## Carbon Reduction Plan

Supplier name: **Willmott Dixon**

Publication date: **30/09/2021**

### 1. **Commitment to achieving Net Zero**

Willmott Dixon has been carbon neutral (or Net Zero) in its own operations since 2012. This covers all Scope 1 and Scope 2 sources plus selected Scope 3 sources where the company has the greatest level of control and can report with confidence. Further information is included in the [PAS 2060](#) carbon neutrality statement.

In September 2020 Willmott Dixon launched its new sustainability strategy, *Now or Never Our decisive decade*. Now or Never contains commitments, aligned to a 1.5°C scenario and consistent with Willmott Dixon's approved [Science Based Target](#):

- **By 2030 Willmott Dixon is committed to reducing operational carbon emissions to zero without offsetting**

Willmott Dixon is the first contractor to sign up to all three of The Climate Group's initiatives: for renewable energy (RE100), electric vehicles (EV100) and energy provision (EP100). These initiatives are a public commitment to achieving a 100% electric vehicle fleet and procuring 100% renewable electricity by 2030.

They also commit companies to occupying and developing buildings that operate at net zero carbon emissions by 2030. Willmott Dixon recognises that delivering buildings that improve people's lives and leave a legacy for customers, their communities and future generations is key.

- **By 2030 Willmott Dixon commits that all new buildings and major refurbishments will achieve net zero operational carbon**

For scope 3 emissions, in line with Science Based Target requirements, Willmott Dixon is focussed on reducing emissions from the goods and services that it purchases from its supply chain, which makes up a significant part of its carbon footprint. Willmott Dixon is also committed to eliminating all avoidable waste. Relevant commitments contained in Now or Never are:

- **By the end of 2040, Willmott Dixon commits that all buildings and major refurbishments will be delivered with net zero embodied carbon**
- **By 2030 Willmott Dixon is committed to eliminating all avoidable waste from the demolition, excavation and construction phases of projects**

### 2. **Baseline Emissions Footprint**

Baseline emissions are a record of the greenhouse gases produced in the past, prior to the introduction of any strategies to reduce emissions. Baseline emissions are the reference point against which emissions reduction can be measured. In line with Science Based Target requirements, Willmott Dixon's baseline year is 2018. All [relevant categories](#) of Scope 3 are included in the baseline (see Appendix) and in addition, purchased goods and services from the supply chain have been included because these are the most significant source of Scope 3 emissions and the focus of the Science Based Target.

Table 1: Baseline Emissions

Baseline Year: <b>2018</b>
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EMISSIONS	TOTAL (tCO <sub>2</sub> e)
Scope 1 (Site & office gas, site diesel, travel from company cars)	3,088
Scope 2* (Site & office electricity)	678
Scope 3** (Travel from grey fleet and train travel)	2,872
<b>Willmott Dixon Operations Total Baseline Emissions (2030 zero carbon target)</b>	<b>6,638</b>
Scope 3 (Carbon from purchased goods & services***)	825,410
Scope 3 (Carbon from waste****)	462
<b>Total scope 3 emissions</b>	<b>825,872</b>

\*Emissions from electricity use the market-based methodology to convert kWh to carbon

\*\*Willmott Dixon has opted to include some additional scope 3 emissions in the 2030 target to reduce Operational Emissions to zero.

\*\*\*In line with the Science Based Target, the scope 3 footprint includes carbon from purchased goods and services from category A suppliers (which makes up at least two thirds of scope 3 emissions). Emissions from upstream transportation and distribution are included within this figure

\*\*\*\*Including wastewater

### 3. Current Emissions Reporting

Table 2: Current Emissions

Reporting Year: <b>2020</b>	
EMISSIONS	TOTAL (tCO <sub>2</sub> e)
Scope 1 (Site & office gas, site diesel, travel from company cars)	3,021
Scope 2* (Site & office electricity)	376
Scope 3** (Travel from grey fleet, train travel and estimates from working from home equipment & heating***)	2,009
<b>Willmott Dixon Operations Total Emissions (2030 zero carbon target)</b>	<b>5,406</b>
Scope 3 (Carbon from purchased goods & services****)	666,542
Scope 3 (Carbon from waste*****)	413
<b>Total scope 3 emissions</b>	<b>666,955</b>

\*Emissions from electricity use the market-based methodology to convert kWh to carbon

\*\* Willmott Dixon has opted to include some additional scope 3 emissions in the 2030 target to reduce Operational Emissions to zero.

\*\*\*Estimates from working from home emissions were only introduced in 2020 when people started to work from home

\*\*\*\*In line with the Science Based Target, the scope 3 footprint includes carbon from purchased goods and services from category A suppliers (which makes up at least two-thirds of scope 3 emissions). Emissions from upstream transportation and distribution are included within this figure

\*\*\*\*\*Including wastewater

For further information on Willmott Dixon's emissions, including Streamlined Energy and Carbon Reporting (SECR) compliance, please see the annual Sustainable Development Review on the [website](#).

### 4. Willmott Dixon Operations: Emissions reduction targets

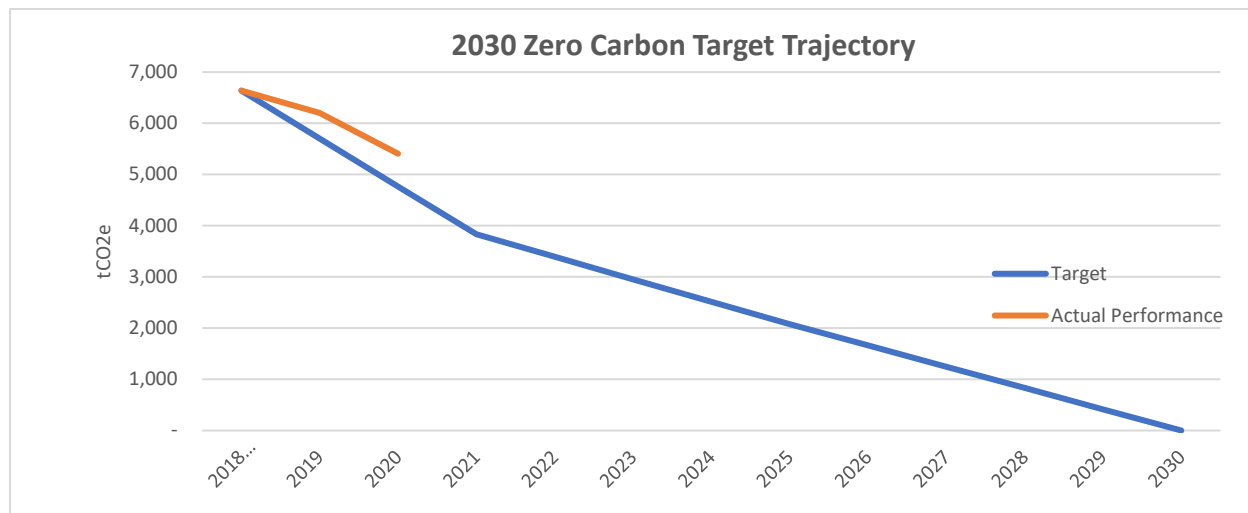
Willmott Dixon set a target to reduce the carbon intensity of its own operations by 50% per £m turnover by the end of 2020 compared to a 2010 baseline. This target was exceeded, a 66% reduction was achieved by the end of 2020. Willmott Dixon then set a zero carbon target (without offsetting) approved by the Science Based Targets Initiative (SBTi):

- **Willmott Dixon commits to reducing absolute scope 1 and 2 GHG emissions 100% by 2030 from a 2018 base year.**

Willmott Dixon predicts that its operational carbon emissions will decrease to 2,077 tCO<sub>2</sub>e by the end of 2025. This is a reduction of 69% from a 2018 baseline. This calculation models the predicted outcomes from the carbon reduction projects that are outlined in section 5 below.

Progress against the 2030 zero carbon target can be seen in the graph below. This is an ambitious carbon reduction trajectory, focussed on maximising reductions in the early years of Now or Never.

Graph 1: Progress against the 2030 zero carbon target



## 5. Willmott Dixon Operations: Carbon Reduction Projects

Now or Never reinforces the commitment to zero carbon. Further information on both the strategy and achievements can be found on the [website](#).

The following environmental management measures and projects have been completed or implemented as part of the new commitment to become a zero-carbon company without any offsetting by 2030. The carbon emission reductions already achieved by these schemes equate to 1,232 tCO<sub>2</sub>e, a 19% reduction against the 2018 baseline.

### 5.1 Completed Carbon Reduction Initiatives

Carbon reduction has been a focus for Willmott Dixon since the first reduction strategy, Transforming Tomorrow, which was launched in 2013 and ran to the end of 2020. In addition to the measures implemented between 2013-2020, there was a focus during 2021 to implement processes to achieve the ambitious 2030 zero carbon target.

Table 3: Completed Carbon Reduction Initiatives

Initiative	Implemented
<b>Carbon Management</b>	
Certification to ISO 14001:2015 (recertified to 2015 standard in 2016)	2012
Certification to the Carbon Trust Standard Achieved best in sector in 2019 – 2020	2015
<b>Transport</b>	
Green bonuses for choosing more fuel-efficient vehicles	2007

Generous car share reimbursement	2012
Bicycle mileage reimbursement	2013
Public transport commute mileage at the same rate as car commute mileage	2015
Salary sacrifice scheme to support people to get low-carbon lease-cars. This is capped so only efficient cars are allowed and highly incentivises electric vehicles	2021
Refreshed green bonus to increase focus on zero emission vehicles	2021
Partnership with Rolec to support the requirement for electric charging points at all offices and construction sites	2021
Homeworking allowance and funding for home office furniture to support a new agile working policy	2021
Penalties for the most-polluting grey-fleet cars (which can no longer claim business mileage)	2021
<b>Construction Sites</b>	
Focusing on early grid connections to construction sites to limit the amount of onsite diesel used	2011
Improving site cabin setups including eco-cabins, electrical zoning, out-of-hours mains switches and increased use of LED lighting	2011
Promoting the use of hybrid generators where onsite diesel use cannot be avoided	2015
Trials of electrical equipment	2020
Hybrid generators mandatory - the only type of generator allowed on sites	2021
Use of HVO fuel (which emits ten times less carbon than mineral diesel oil)	2021
Implementation of a new standard set up for all site cabins	2021
<b>Energy Procurement</b>	
All directly procured electricity for offices and sites is 100% natural, renewable electricity	2018
Use of greener electricity suppliers who can demonstrate additionality in their supply	2020

## 5.2 Future Carbon Reduction Initiatives

Going forward, further measures will be implemented including:

*Transport* – Further roll out of electric vehicle charging points at construction sites and offices.

*Construction Plant and Machinery* - Ongoing research of electric-plant options and alternatives to using diesel on construction sites.

*Site Cabins* – A target to reduce site cabin energy by 65% by 2030 and research into automated monitoring to support this.

*Energy Procurement* – Use of power purchase agreements (PPAs) to source renewable electricity to promote additionality in renewable energy and support renewable electricity projects.

## 6. Scope 3: Emissions Reduction Targets

Willmott Dixon has set the following emissions reduction target, which has been approved by the Science Based Targets Initiative:

- **Willmott Dixon commits to reduce absolute scope 3 GHG emissions from purchased goods and services 55% by 2030 and 100% by 2040 from a 2018 base year\***

\* This covers at least two-thirds of scope 3 emissions which is in line with SBTi validation criteria, which states that scope 3 targets must cover at least two-thirds of total mandatory scope 3 emissions (as defined in Table 5.4 of the GHGP Scope 3 standard).

It is not yet possible to show a reduction over time graph for scope 3 emissions. Work is ongoing to gather accurate data from the supply chain. The current data relies on proxy carbon values and is therefore reliant on the amount spent within different elements of the supply chain. It is not sensitive enough to be able to demonstrate where reductions have occurred. Gathering this data is the first step.

## **7. Scope 3: Completed Carbon Reduction Projects**

In 2020 the Sustainable Procurement Policy Statement and Sustainable Procurement Policy were updated outlining the approach to procuring resource efficient products. It includes a request that all strategic goods partners will measure and provide the embodied carbon, plastic and recycled content in the key products Willmott Dixon procures from them.

Following extensive work in 2020, in March 2021, Willmott Dixon became the first contractor, and one of only three companies globally to achieve Level 3 of the Carbon Trust's Supply Chain Standard. The Standard recognises organisations which can demonstrate that they are measuring, managing, and reducing carbon emissions from their supply chains.

In 2021 Willmott Dixon is working to ensure:

- Standardised and pre-designed Collida buildings achieve a 20% reduction in embodied carbon, compared to the London Energy Transformation Initiative (LETI) standards
- All new major refurbishments and new build projects (where Willmott Dixon has early design responsibility) measure lifecycle cost and carbon of the building and take steps to reduce it
- All preferred ground worker supply chain partners have a plan in place to reduce diesel by 2025 and eliminate it by 2030
- Baseline IT cloud storage carbon footprint

Further measures will be implemented including:

- Targeting the top 20% of supply chain (by spend) to define their baseline carbon footprint and commit to achieving net zero carbon in their operations by 2030
- Creating learning programmes via the Supply Chain Sustainability School learning platform for groundworkers and demolition partners
- Development of a company database of embodied carbon data to better the whole life carbon of projects
- Ensuring projects use low carbon concrete where viable and practicable

## **8. 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 the Supplier:

A handwritten signature in blue ink, appearing to read "Rick Wilkins". The signature is written in a cursive, flowing style.

Date: 30/09/2021

## **Appendix - Scope 3 emissions**

<b>Emission Source</b>	<b>Description</b>	<b>Reported</b>
Purchased Goods and Services (which includes upstream transport & distribution)	<p>Extraction, production, and transportation of goods and services purchased or acquired by the reporting company in the reporting year, not otherwise included in Categories 2 – 8</p> <p>This includes transportation and distribution of products purchased by the reporting company in the reporting year between a company's tier 1 suppliers and its own operations (in vehicles and facilities not owned or controlled by the reporting company)</p>	<p><u>Included</u></p> <p><i>In line with the Science Based Target, the scope 3 footprint includes carbon from purchased goods and services from our category A suppliers (which makes up at least two thirds of scope 3 emissions). Emissions from upstream transportation and distribution are included within this figure</i></p>
Waste from Operations	Disposal and treatment of waste generated in the reporting company's operations in the reporting year (in facilities not owned or controlled by the reporting company)	<p><u>Included</u></p> <p><i>Disposal and treatment of construction waste and water generated by Willmott Dixon is included in the scope 3 figure</i></p>
Business travel	Transportation of employees for business related activities during the reporting year (in vehicles not owned or operated by the reporting company)	<p><u>Included</u></p> <p><i>Willmott Dixon has opted to include this in the scope 1&amp;2 target, including car mileage as well as business travel via train</i></p> <p><u>Excluded</u></p> <p><i>Other modes of business travel (but these account for less than 1% of the footprint)</i></p>
Employee commuting	Transportation of employees between their homes and their worksites during the reporting year (in vehicles not owned or operated by the reporting company)	<p><u>Included</u></p> <p><i>Willmott Dixon has opted to include this in the scope 1&amp;2 target, including commute car mileage as well as commuting via train</i></p>
Downstream transportation and distribution	Transportation and distribution of products sold by the reporting company in the reporting year between the reporting company's operations and the end consumer (if not paid for by the reporting company), including retail and storage (in vehicles and facilities not owned or controlled by the reporting company)	<p><u>Excluded</u></p> <p><i>This is not relevant. Willmott Dixon constructs and services buildings which do not require any transportation or distribution.</i></p>