



Carbon Reduction Plan

Pathway to Net Zero

PPN 006

Contents

An Evolving Challenge

Net Zero Company by 2045

Our Carbon Responsibility

Our Carbon Reduction Plan – PPN 006



Declaration

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 emission conversion factors for greenhouse gas company reporting.



Our Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, and the required subset of Scope 3 emissions has 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 Jackson Civil Engineering's board of directors.

A handwritten signature in dark ink, appearing to read 'B. Crofton', with a long horizontal line extending to the right.

Brian Crofton, Managing Director
Jackson Civil Engineering
September 2026

An evolving challenge

Civil engineering contractors contribute significantly to the built environment around us.

As an industry we deliver innovative projects that improve daily lives, such as offshore windfarms and flood defences. We also enable the provision of the basics of life, such as clean water, and safe places to live and work. However, we are also aware that engineering and construction operations can have negative impacts on our local communities and global environment, if managed irresponsibly or without due diligence and care. A crucial area that all businesses must now focus attention on is the reduction of Greenhouse Gas emissions, often referred to as Carbon, from all their operations.

Jackson Civil Engineering has pledged to become a Net Zero company by 2045.



Through our work on multiple collaborative frameworks for the Environment Agency, we have worked with our supply chain to trial and implement innovative decarbonising technologies, such as Hydrogen Fuel Cells (HFCs), Solar Arrays and Air Source Heat Pumps (ASHPs)

Jackson Civil Engineering has pledged to become a Net Zero Company by 2045

Net Zero company by 2045

Each sector clearly faces different carbon reduction challenges, but one thing is clear - *we cannot reduce what we do not actively identify and measure.*

That is why Jackson is committed to practical, demonstrable carbon reduction by:

- Targeting activities that generate the most carbon emissions
- Focusing on achieving meaningful reductions within our own operations and across our supply chain
- Making carbon reduction standard practice in every facet of our business
- Transparently recording our successes, failures and progress against UK standards and goals.

In this living document, we have outlined our carbon commitment in terms of our responsibilities as a conscientious contractor and specific actions we are taking to accelerate change.

We know that this is an evolving challenge that will demand ongoing attention and a willingness to constantly refocus and adapt, but we also believe it is a challenge we must commit to at the earliest opportunity.

GOOD WORKS

Our carbon responsibility

Our people are typically delivering vital engineering infrastructure projects at more than 50 live work sites at any given time. Our projects include highways construction, flood protection, structural improvements, residential developments and transport asset maintenance.

Despite every member of each project team - from our head office buyers to our project managers and site engineers - developing and delivering programmes of work planned around efficiency and minimum impact, every one of these schemes directly or indirectly produces carbon emissions.

In order to make significant changes in our own working practices that reduce carbon and combat climate change, we will measure and track emissions at a business, project and activity level.

Broadly speaking, direct greenhouse gas (GHG) emissions are from sources that we own or control, whereas indirect GHG emissions are related to energy use and activities up/down our supply chain.

Together they are categorized into three scopes:

- **Scope 1** covers direct emissions from sources that we own and/or control
- **Scope 2** covers indirect emissions from the generation of purchased energy
- **Scope 3** includes all other indirect emissions, including those of our suppliers, partners and clients

Jackson has had a focus on emission reduction for many years, having first recorded and reported emissions in 2007. We strongly believe that we are accountable for direct emissions under Scope 1 and Scope 2 and that we have some responsibility for encouraging innovation and behavioural changes up and down our supply chain which will contribute to reductions in Scope 3.

We already work with our clients, supply chain partners and procurement teams to encourage sustainable choices of materials and plant, as well as efficient technologies.

Jackson has a history of innovation in the Scope 3 arena, as it constitutes by far the largest source of our overall emissions, particularly the emissions embodied in cementitious products, steel and earthworks.



We work with our clients as early as possible to discuss options for using low-carbon concrete options wherever design and scope allows.

Our Carbon Reduction Plan – PPN 006

1st Publication Date

31st March 2022 under PPN 06/21

Commitment to achieving Net Zero by 2035

Our commitment includes Scope 1, 2 and 3 emissions sources that we can directly and indirectly influence and are in line with the new targeted areas of PPN 006;

- Purchased goods and services
- Fuel & energy related activities
- Waste generated in operations
- Business travel
- Employee commuting
- Downstream transportation



Our Net Zero strategy supports the *UN Sustainable Development Goal (SDG) 13: Climate Action*, established to combat climate change impact through direct action, by 2030.

We will achieve this commitment by 2035, by focusing on specific areas of the business where we can reduce carbon now.

These areas include:

- Fleet – commuting and commercial
- Plant (Construction equipment)
- Site welfare set up
 - Fuel source, and cabins

Jackson Civil Engineering has pledged to become a Net Zero Company by 2045

- Material selection
- Innovation
- Reducing Waste
- Offsetting where there is no current low carbon alternative.



Working with precast concrete specialist Poundfield, ultra-low carbon CemFree supplier DB Group, carbon-negative aggregate producer OCO Technology and Basalt rebar innovator Basalt Technologies, Jackson has incorporated ultra-low carbon Canewdon Blocks in its riverside and coastal restoration works, with measurable CO₂ savings of up to 88%

Baseline Emissions Footprint 2019

History

Jackson Civil Engineering Group Limited baseline data includes Jackson Framework Ltd and Jackson Civils Ltd.

Jackson Civil Engineering started recording our Greenhouse Gas emission baseline in 2009. This baseline acts as a reference point by which we evaluate our progress towards reducing our emissions and therefore achieving Net Zero, reacting to the Climate Change Act 2008.

Jackson Civil Engineering Greenhouse Gas inventory for monitoring and evaluating our Scope 1, 2 and 3 emissions consist of those presented in *Table 1*, overleaf.

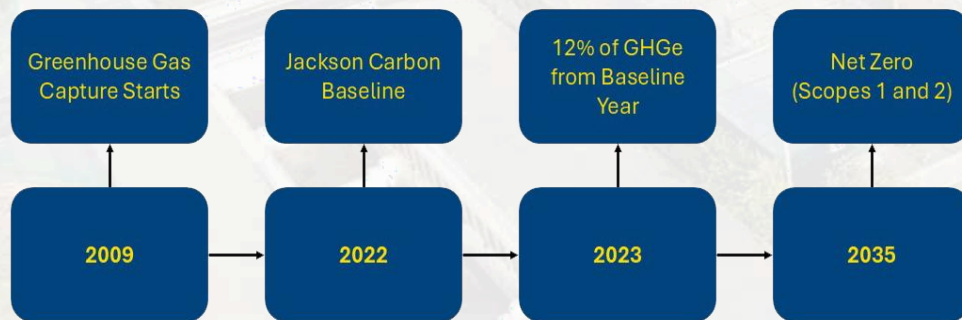
GOOD WORKS

Table 1.

Jackson Civil Engineering, 2022 baseline emission sources.

Scope source:

	Emission source
Scope 1: Direct emissions controlled or owned by Jackson	Fleet and Plant fuel, HVO, Gas oil/LPG.
Scope 2: Indirect emissions from electricity	Purchased electricity – regional offices and sites.
Scope 3: Indirect emissions from other sources, not included in our scope 1 or 2 values	Electricity Transmission and Distribution

**Going forward**

Jackson Civil Engineering to meet the criteria for PPN 006 now collects specific subsets of Scope 3 data emissions alongside Scope 1 and 2 emissions. These categories which are outside of our 2022 baseline emissions categories now include data on Business Mileage, Employee Commuting, Upstream transportation and distribution, and Waste



generated in operations.

Our low-carbon ethos is continued in the vehicles used by Jackson employees to get to site, with our fleet currently being over 95% of hybrid or electric vehicles

As more categories of data are now collected for complete picture of Jackson's overall emissions, we expect our overall emissions profile to increase somewhat and perhaps cause a bump in our reduction target trajectory. However, Jackson's also sees this as an opportunity for a more holistic carbon reduction strategy for the business across all its operations.

Table 2. Baseline Emissions Footprint 2022:

Scope	Emissions	Total (tCO ₂ e)
Scope 1	Car and Van Fleet (ICE)	339
	Site fuels - Plant and equipment	1,691
	Regional Offices Gas	19
	Air conditioners - fugitives	7
Scope 1 Total		2,056
Scope 2	Head office Electricity	37
	Regional offices Electricity	12
	Site electricity	465
Scope 2 Total		514
Scope 3	Business mileage	513
	Electricity transmission & distribution	47
Scope 3 Total		560
Total Emissions (Scope 1 - 3)		3,130

Table 3. Current Emissions Reporting 2025:

Scope	Emissions	Total tCO ₂ e)
Scope 1	Car and Van Fleet (ICE)	279
	Site fuels - Plant and equipment	1,663
	Regional Offices Gas	21
	Air conditioners - fugitives	0
Scope 1 Total		1,963
Scope 2	Head office Electricity	35
	Regional offices Electricity	10
	Site electricity	53
Scope 2 Total		98
Scope 3	Upstream transportation*	0
	Waste generated in operations*	237
	Business travel	356
	Employee commuting	820
	Electricity transmission and distribution	14
Scope 3 Total		1,427
Total Emissions (Scope 1, 2 & 3)		3,488

Current Emissions Reporting

Jackson Civil Engineering has documented our Greenhouse Gas emissions, implementing *Greenhouse Gas Protocol* frameworks pertaining to private sector operations. We use *Department for Business Energy and Industrial Strategy* Conversion Factors to report our Greenhouse Gas emissions. *Table 3* (previous page) presents similar sources of Scope 1-3 emissions that were collected for our baseline; however, now, including employee commuting, waste generated in operations and upstream transportation if existing. Data relevant to the above are collected from our Telematic System, relevant to company car, car allowance and personal vehicles users and from a monthly survey that collects real-time data from our current employees.

All data is from primary sources, except for some of our Regional Offices, where secondary data was relied upon using agreed method for calculating usage based on floor space, where Jackson employees operate within a shared office space.

Scope 1 emissions increased slightly for financial 2025 due to increase in project work and caused an uptick in our emissions even though we've increased the use of HVO across all sites. We will continue to increase the use of HVO to reduce our total and expected Scope 1 emissions. Our scope 2 emissions also saw a slight rise mainly from the increase in electricity usage for EVs even as we intensify transition to renewable sources such as solar across our sites. Coupled with efficient battery systems, increasing decarbonisation of the UK grid powering our sites and the excess power gained from our site solar systems that will be directed to our EV charging systems, we are confident that the business will return to lower Scope 2 emissions. Additionally, all of Jackson fleet is now at 97% of lower carbon alternatives and has contributed to the whole carbon reduction we've seen for the 2025 financial year.

Why we do not record the non-mandatory parts of Scope 3 and what our plan is to cover these going forward:

Category 9: Downstream Transportation and Distribution in the Scope 3 emissions standard has not been accounted for, because Jackson Civil Engineering is not a manufacturer, and therefore doesn't provide products to the market or end users.

During 2025 we got our first glimpse at emission data from *Waste generated in operation* presented in *Table 3*. The data has indicated our waste is going to the appropriate waste facility and provided further opportunities to make decisions to reduce carbon.

Emission reduction targets

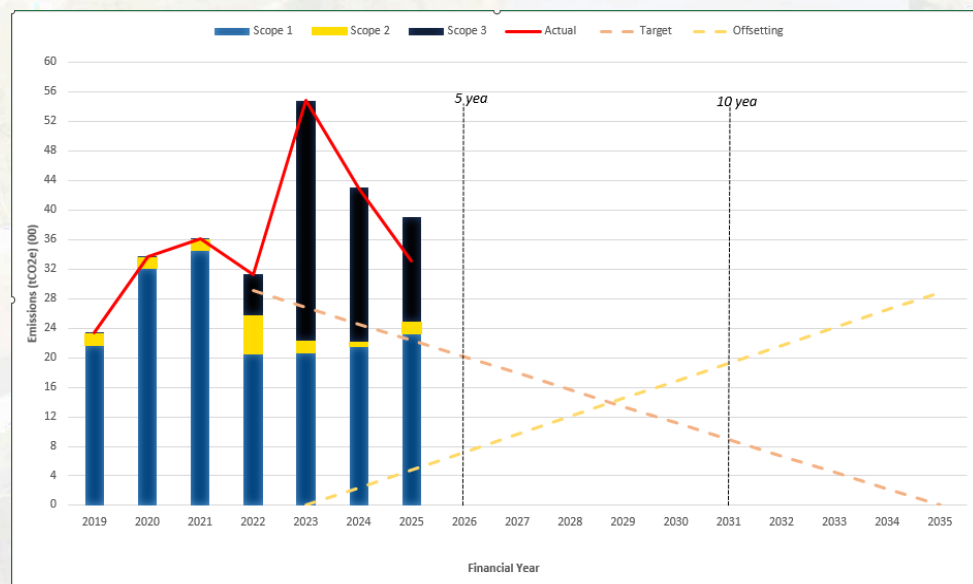
In 2021, Jackson Civil Engineering committed to being Net Zero across Scope 1-3 within our direct control by 2035. We continue to use 2022 for our baseline, as it most represents our operational activities post the pandemic. Therefore, our ambitions will need to increase as our emissions have over this period.

In order to facilitate our Net Zero target, we project that our emissions will decrease over the next five years to 1,559 tCO_{2e} by 2028. This would represent a reduction of 49%.

Jackson remains on our Net Zero path to hit this target.

Progress against these targets can be seen in *Figure 1* and *Figure 2* below.

Figure 1. Jackson Absolute GHGe- 2019-25

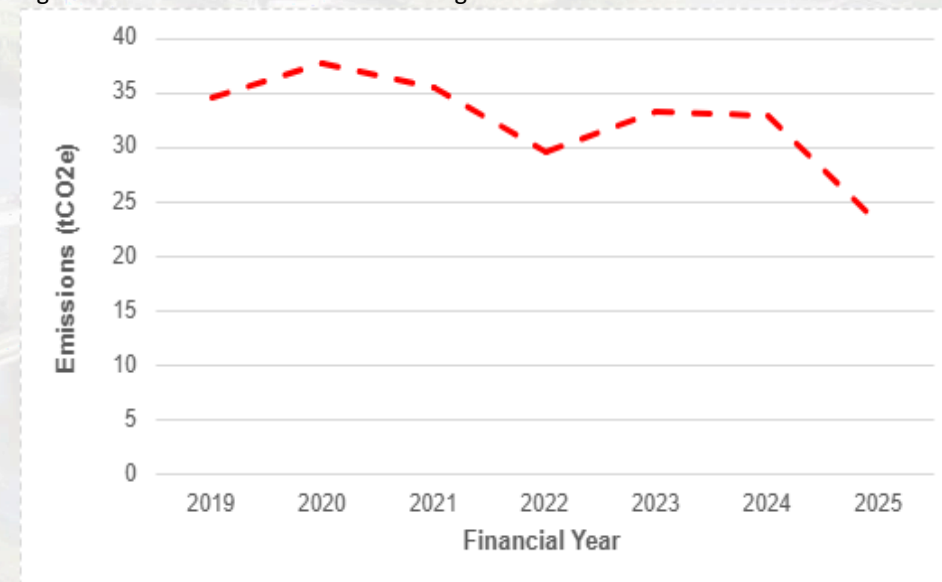


While *Figure 1* shows our Scope 1 and 2 emissions have increased this year in relevance to more project works, the data shows that efforts to reduce our fleet emissions from employee commuting and business travel are paying off and a reduction of ~30% has been achieved between this year and last year.

Progress against these targets

Figure 2 below provides an indication of our carbon emissions normalized against turnover. It shows that Jackson Civil Engineering continues to reduce its carbon emissions and that our results as of date align with our carbon strategy of making every facet of our business carbon neutral. Therefore, indicating our complete emission profile as a business is becoming increasingly less carbon.

Figure 2. Carbon emissions normalized against turnover



Carbon reduction projects

Completed Carbon reduction projects:

The following environmental management measures and projects have been completed or implemented since our 2022 baseline. Carbon reduction initiatives implemented include:

- We have mandated HVO across the largest part of Jackson.
- We have implemented a PAS 2080 Carbon Management System, and *on the 17th October 2025 became PAS 2080 verified.*
- Around 60% of all our sites in 2020 were powered by low-carbon solutions, ranging from renewable grid connections to installed solar arrays and battery systems.

- Jackson is also trialling Hydrogen Fuel Cells (HFCs)
- Our car policy promotes the benefits of battery electric vehicles, as well as plug-in hybrid electric vehicles.
- Over 95% of our fleet now comprises low-carbon vehicles
- Developed a Science based target, relating to Jackson Scope 1, 2 & 3 emissions, aligned to the Science Based Target Intimate by April 2027.
- 100% regional offices/sites are to be using green tariffs and install sub-meters (electricity/gas). So, their actual usage can be understood, as supposed to estimates.

Future Project Commitments

Our low carbon interactions of the coming year are:

- Increase use of HVO by 17 % Year-on-Year, until it is the main fuel source in all Jackson plant and equipment. As HVO is the current, viable low carbon alternative to conventional fuels. Furthermore, in EA schemes its use is supported.
- 20% of vehicles used by Company car allowance users are to have an official CO2 figure = /< 75g/km. As this will ensure Business mileage is conducted using the most efficient conventional engines, therefore reducing emissions from this source.
- 100% of Company Car options, across all grades are to be from ultra-low emission vehicles/Electric Vehicles. This will ensure Business mileage is conducted using the most efficient conventional engines, therefore reducing emissions from this source.
- Develop a strategy offsetting Jackson Scope 1 & 2 emissions. Offsetting is proposed to reduce annually, aligned to absolute reductions of emissions.



While working at Bewdley in Worcestershire, Jackson tested the use of solar photovoltaic (PV) in charging electric plant. These projects are part of a one-year trial made possible through funding from the EA's Net Zero Carbon Innovation Pathway Fund.