

Carbon Reduction Plan

CARRICK SPORTS CONSTRUCTION LIMITED

Company Number: SC589984

Reporting Period: 1st January 2025 to 31st
December 2025

Date: 2026-05-08

Net Zero Target: 2050

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Executive Summary

This Carbon Reduction Plan outlines Carrick Sports Construction Limited's commitment to achieving Net Zero greenhouse gas emissions and details our strategy for reducing carbon emissions across our operations.

Carrick Sports Construction LTD specialise in the design, construction, and installation of natural, hybrid, and artificial sports and recreational facilities, including pitches, courts, athletics surfaces, and associated infrastructure for schools, sports clubs, local authorities, and community organisations across the UK. This Carbon Reduction Plan establishes the company's first year baseline and outlines the actions that will be taken to reduce emissions across its operations and supply chain.

Our baseline emissions for 2025 (1st January 2025 to 31st December 2025) totalled 937.13 tCO₂e, comprising:

- Scope 1 (Direct emissions): 565.37 tCO₂e
- Scope 2 (location based): 6.24 tCO₂e
- Scope 2 (market based): 6.24 tCO₂e
- Scope 3 (Other indirect emissions): 365.51 tCO₂e

This report establishes our baseline emissions for 1st January 2025 to 31st December 2025, totaling 937.13 tCO₂e. This baseline will be used for future carbon reduction planning and progress measurement.

We are committed to achieving Net Zero emissions by 2050 through a comprehensive program of carbon reduction measures, including energy efficiency improvements, renewable energy adoption, and sustainable transport initiatives.

This plan demonstrates our compliance with PPN 006 (previously PPN 06/21) requirements and our ongoing commitment to environmental responsibility and climate action.

Commitment to Net Zero

Carrick Sports Construction is committed to achieving Net Zero emissions by 2050 in line with the UK Governments net zero target.

Baseline Emissions Footprint

Baseline emissions are a record of the greenhouse gases that have been produced in the baseline audit period. For Carrick Sports Construction Limited this period was the financial period 1st January 2025 to 31st December 2025.

This baseline covers Scope 1 and Scope 2 emissions from Carrick Sports Construction's operations. It also includes all relevant PPN 006 compliant Scope 3 categories, including upstream transportation and distribution (3.4) , waste (3.5), business travel (3.6) and employee commuting (3.7). Downstream transportation and distribution (3.9) was not considered relevant for this report.

Baseline: 1st January 2025 to 31st December 2025

Emissions Scope	Emissions (tCO ₂ e)
Scope 1	565.37
Scope 2 (location based)	6.24
Scope 2 (market based)	6.24
Scope 3	365.51
Total Emissions	937.13

Scope 3 Emissions Breakdown

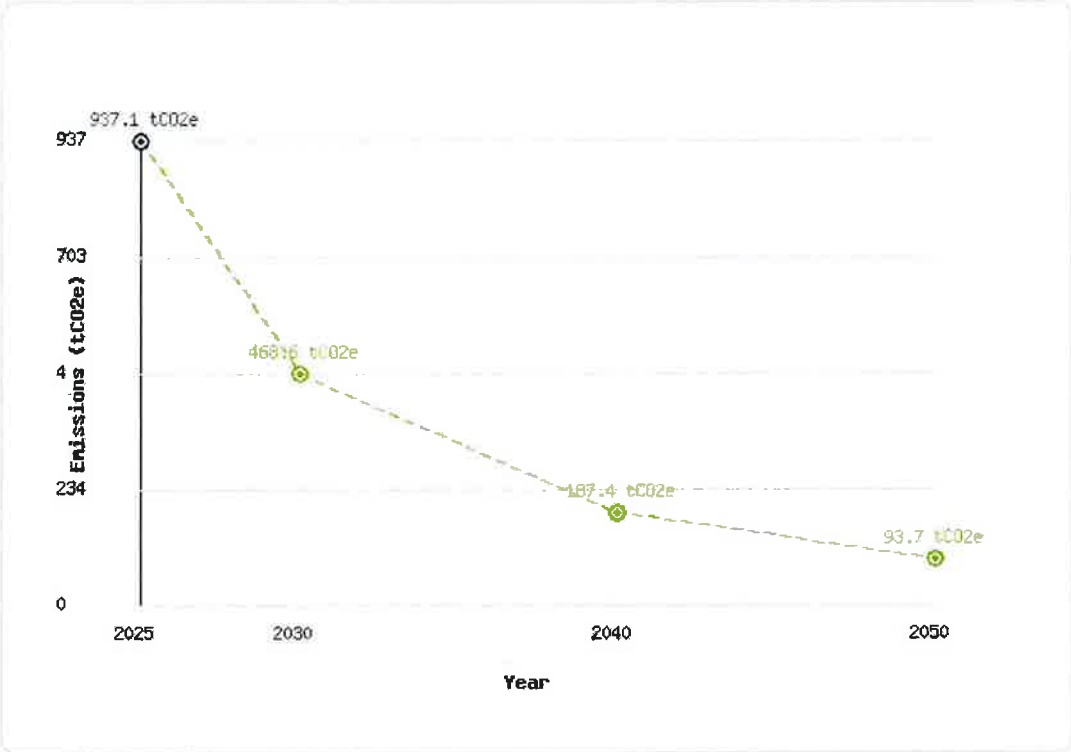
Scope 3 Category	Emissions (tCO ₂ e)
Scope 3.3 Fuel and Energy Related Activities	134.27
Scope 3.4 Upstream Transport & Distribution	114.36
Scope 3.5 Waste	81.54
Scope 3.6 Business Travel	31.97
Scope 3.7 Employee Commuting	3.37
Total Scope 3	365.51

Carbon Reduction Targets

Our Target

50% reduction in total emissions by 2030 compared to 2025 baseline

Emissions Reduction Trajectory



Key Milestones

- 2030** 50% reduction from baseline
- 2040** 80% reduction from baseline

Carbon Reduction Measures

The following environmental management measures and projects have been completed or are planned to be completed in the coming financial period. The carbon emission reduction of these measures has been estimated where possible.

Limit Number of Flights Taken for Business Travel

Planned

We are actively working to reduce the number of flights taken for business travel by prioritising train travel for domestic UK journeys wherever possible. By planning and booking trips further in advance, we aim to make rail the default choice over air travel, significantly cutting our Scope 3 emissions associated with staff commuting and business trips.

Switch to a Renewable Energy Tariff

Planned

We are exploring transitioning our grid electricity supply to a zero-carbon tariff backed by renewable or low-carbon energy sources, including wind, solar, hydro, and nuclear. Making this switch would allow us to reduce our Scope 2 emissions to zero under a market-based reporting approach.

Opt for Lower Carbon Materials

Planned

We are reviewing our procurement processes to prioritise materials with lower embodied carbon wherever technically and commercially feasible. This includes actively seeking out suppliers who offer sustainable product ranges and recycled content alternatives.

Electrify Site Equipment

Planned

We are planning to transition our plant and machinery from diesel-powered to electric alternatives as equipment reaches end-of-life or replacement stage. Electrifying site equipment would directly reduce our fuel consumption and Scope 1 emissions.

Increase Use of Recycled Materials

Planned

We are looking to increase the use of recycled and reclaimed materials across our projects wherever feasible. Incorporating these materials not only helps to reduce the embodied carbon associated with our builds, but also supports circular economy principles by diverting waste from landfill and reducing demand for virgin resources.

Transition to EV Fleet

Planned

We are planning to transition company vehicles to hybrid or electric alternatives as vehicles reach replacement age. At this time, fully electric options are not yet feasible for our fleet as the products currently available on the market do not meet the operational requirements of our business. As the market develops and suitable alternatives become available, we will review and look to implement them into our fleet, which we anticipate will significantly reduce Scope 1 emissions over time.

Fuel Monitoring and Efficient Plant Scheduling

Planned

We are planning to introduce site-level fuel monitoring across our construction and groundworks operations to track diesel consumption by plant and machinery. We also intend to review plant scheduling to minimise idle time and reduce unnecessary fuel use on site, targeting our largest source of Scope 1 emissions.

Supply Chain Carbon Engagement

Planned

We are planning to engage with key suppliers and subcontractors to better understand and reduce the embodied carbon of materials used across our sports pitch construction and groundworks projects, with a view to incorporating carbon criteria into our procurement process in future.

Sourcing Local Materials

Completed

We have embedded local material sourcing into our procurement approach, prioritising suppliers within close proximity to our project sites wherever feasible. By reducing the distances over which materials are transported, we have been able to cut the emissions associated with delivery logistics, while also supporting local businesses.

Direct-to-Site Deliveries

Completed

We have implemented a direct-to-site delivery model, arranging for materials to be delivered straight to our sites rather than being routed via yards. This approach eliminates unnecessary vehicle movements, reducing both fuel consumption and the associated carbon emissions, while also improving efficiency and reducing handling time across our operations.

Methodology & Standards

Calculation Method

GHG Protocol Corporate Accounting and Reporting Standard

Emissions Factors

DEFRA/BEIS 2025

Data Quality Assessment

Scope 1 emissions were calculated using a combination of high-level and mid-level activity data. Fuel consumption data was provided for fleet vehicles and kerosene usage, while a spend-based approach was applied for plant and machinery fuel consumption where detailed activity data was unavailable. Scope 2 emissions were calculated using electricity spend data obtained from bills. For Scope 3 emissions, activity data was available for Scope 3.5 Waste, while Scope 3.6 Business Travel was calculated using spend data provided by the business. Average-based estimation methods were applied for Scope 3.4 Upstream Transportation and Distribution and Scope 3.7 Employee Commuting using the base-level data provided.

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 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 (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.

This Carbon Reduction Plan has been reviewed and signed off by the board of directors (or equivalent management body).



Date: 2026-05-08

Digital Signature: Digitally signed by on 08/05/2026

Document Information

Document Version: 1.0

Last Updated: 2026-05-08

Compliance: PPN 006

Standard: GHG Protocol