	Sirius Engineering Group Ltd	Publication Date: 07/04/2026
	Carbon Footprint Statement and Net Zero Carbon Reduction Plan, in-line with PPN 006	

About Us

Sirius Engineering Group Ltd offers a comprehensive range of civil and environmental engineering and planning services. With specialisation in key sectors including land remediation, geotechnical engineering, planning and drilling, the organisation delivers innovative and practical solutions to complex challenges. Leveraging extensive industry expertise across multidisciplinary teams, Sirius Engineering Group Ltd ensures projects are delivered with precision, prioritising both time and cost efficiency.

Commitment to Achieving Net Zero

Sirius Engineering Group Ltd is committed to achieving Net Zero emissions by 2050. Furthermore, through our Carbon Reduction Plan we are targeted to achieve Net Zero emissions by 2044.

Scope 1 emissions (direct emissions from our operations) represent 61% of our total in-scope emissions. Within this, onsite fuels were responsible for the greatest proportion of emissions. Therefore, achieving the 2050 target will mostly require us to transition to more sustainable alternatives. Further improvements across the three emission scopes will come about as a matter of course (via UK Gov targets and requirements, evolution of industries, new regulations etc.) and will require active engagement by us with our suppliers and staff as well as development of supply chain and operational policy.

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: 1st January 2023 to 31st December 2023	
Additional Details relating to the Baseline Emissions calculations.	
We have made a comprehensive audit of the included scope emissions from this baseline year in order to get a full impression of business as usual emissions. Our projections are based on growth of the business which are reflected in our Business As Usual CO_2e emissions. We have made these calculations based on **Operational Control** of our emissions. There is no previous reporting and therefore our baseline emissions and reporting year emissions are equivalent.	
Baseline year emissions:	
EMISSIONS	**TOTAL (tCO_2e)**
Scope 1	**5,017.25**
Scope 2	**34.78**
Scope 3 (Included Sources)	**2,231.91** This includes the emissions from the following required sources of Scope 3: • Upstream Transportation and Distribution • Waste Generated in Operations • Business Travel • Employee Commuting • Downstream Transportation and Distribution.
Total Emissions	**7,283.94 (tCO_2e)**

Current Emissions Reporting

Reporting Year: 1st January 2024 to 31st December 2024	
EMISSIONS	**TOTAL (tCO_2e)**
Scope 1	**4,404.60**
Scope 2	**36.36**
Scope 3 (Included Sources)	**2,794.15** This includes the emissions from the following required sources of Scope 3: • Upstream Transportation and Distribution • Waste Generated in Operations • Business Travel • Employee Commuting • Downstream Transportation and Distribution
Total Emissions	**7,235.10 (tCO_2e)**

Emissions Reduction Targets

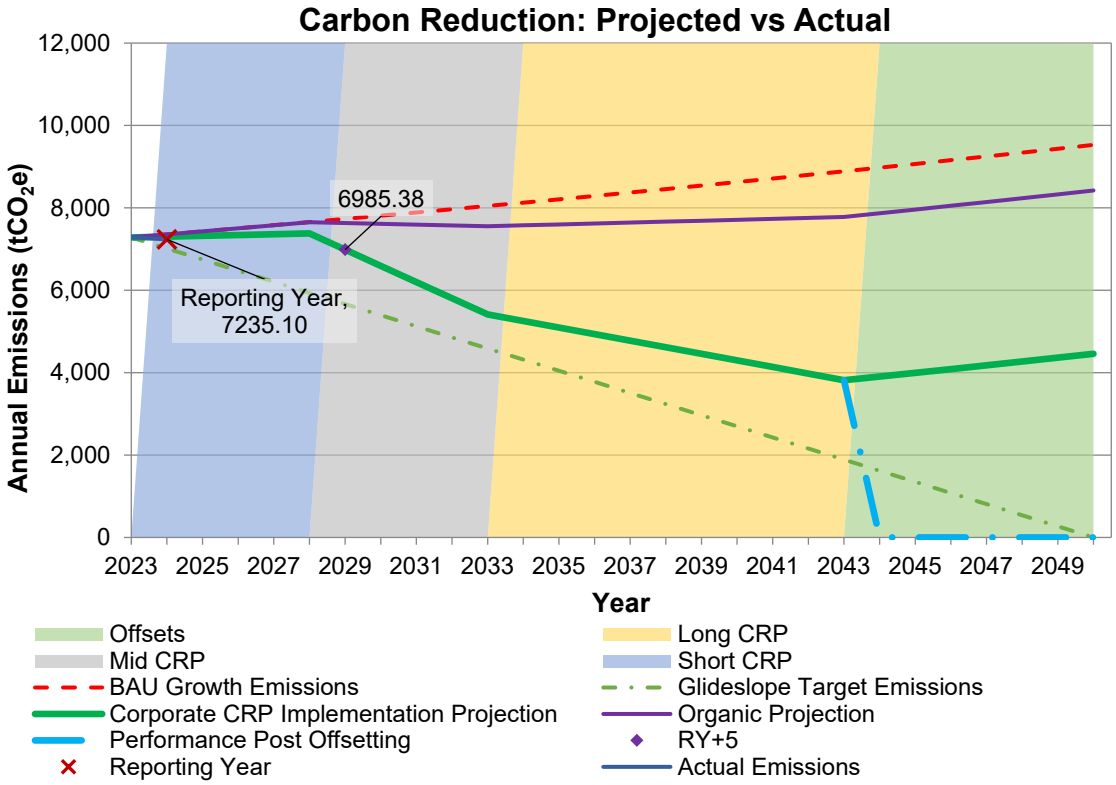
In order to continue our progress to achieving Net Zero, we have adopted the following carbon reduction targets.

We project that our Business As Usual (BAU) carbon emissions will increase over the next five years to 7,732.05 tCO2e by RY 2029. This is a 6.87% increase in our BAU emissions, compared to the reporting period, due to the growth of our business.

However, our current strategy is to make emissions reductions via a three-stage CRP and concluding with zero emissions by 2044 at the latest. It is our current intention to practicably minimise all emissions by 2043. From that point we aim to offset all residual emissions such that our carbon footprint defined by this PPN 006-aligned disclosure is zero from 2044 to 2050 and beyond.

Therefore, with taking our reduction actions into consideration, we project that carbon equivalent emissions will decrease over the next 5 years to 6,985.38 tCO2e. This is a reduction of 9.66% against BAU.

Progress against these targets can be seen in the graph below:



Carbon Reduction Projects

The following environmental management measures and projects have been implemented or continued since the baseline year:

- 40% of company vehicles were either hybrid or battery electric.
- We have two electric drive dozers which use up to 23% less fuel (litres per hour) than a standard dozer.
- We are part of the Cyclescheme.
- LED lighting is installed in the Leeds and Durham office.
- All offices have recycling bins.
- We use MS Teams to reduce business travel between offices.
- The Leeds office is part of a business community based in Thorpe Park. The Thorpe Park management hold cycle to work weeks with free bike checks, hold sustainability forums, sustainable travel events, recycle weeks etc.
- We have trialled battery storage units to power our onsite welfare facilities.

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

- **Conduct an energy audit to identify energy saving opportunities, short-term**

To identify areas of energy inefficiency within our business operations, we should conduct an internal or external audit. This will help identify how we can reduce our consumption, and thus emissions. Once completed, we will review the suggested actions and implement feasible opportunities.

- **Introduce staff awareness training for energy efficiency, short-term**

We will enhance staff awareness of energy efficiency by providing training on simple yet effective measures to reduce energy consumption in the office. This could include switching off lighting and appliances when not in use. Training could be supported by initiatives such as interactive workshops, reminder posters, and ongoing engagement activities.

- **Encourage the use of public transport and walking/carpooling/cycling for business travel purposes as opposed to using personal vehicles, where appropriate, short-term**

Where business travel is required, we will encourage staff to prioritise sustainable transport options where possible. This includes using public transport, walking or cycling for shorter journeys, and car sharing when multiple team members are travelling to the same location. These measures will help reduce emissions associated with business travel while promoting a more sustainable workplace culture.

- **Reduction in hotel stays due to utilising online video conferencing where possible, short-term**

We will reduce the need for overnight stays by prioritising online video conferencing over in-person meetings where feasible. This approach will help lower travel-related emissions, decrease accommodation costs, and improve operational efficiency while maintaining effective communication.

- **Develop a green commuting policy including car share programmes, working from home, awareness training etc., short-term**

We aim to introduce a green commuting policy that encourages staff to adopt more sustainable travel methods. This will include initiatives such as car share programmes, flexible working arrangements, and awareness training on the environmental benefits of low-carbon commuting options. By supporting these measures, we aim to reduce transport-related emissions and promote a more sustainable workplace.

- **Carry out delivery consolidation actions on transportation of all items arriving, being transferred or leaving sites, short-ter.**

We aim to reduce transport emissions by consolidating the movement of goods across all sites. This includes grouping deliveries, transfers, and shipments to minimise trips and maximise vehicle capacity.

- **Streamlining logistics routes between building sites, short-term**

We aim to improve transportation efficiency by streamlining logistics routes between building sites. This will involve optimising travel schedules, reducing unnecessary trips, and ensuring the most efficient routes are used.

- **Continued conversion of company fleet to electric vehicles (EVs), short, medium and long term**

We aim to further the transition of our company fleet to EVs, building on the progress already made in fleet electrification. This ongoing effort will help reduce emissions, lower fuel costs, and support our broader sustainability goals.

- **Reduce onsite fuel usage and replace with more sustainable alternatives, mid and long term**

We aim to reduce onsite fuel consumption by transitioning to lower-carbon alternatives, such as electric solutions and biofuels. This will involve assessing current energy use, identifying viable replacements, and implementing sustainable technologies to minimise emissions while maintaining operational efficiency.

- **Select hauliers with green credentials, mid-term**

We aim to integrate sustainability into our logistics strategy by selecting hauliers with proven green credentials. This includes prioritising providers that utilise lower-carbon transport modes, alternative fuels, and efficient fleet management practices.

We also anticipate some changes in UK industry and infrastructure which will help us to reduce our carbon footprint further:

- Sustainability improvements in public transport (affecting business travel and commuting emissions).
- Increasing availability and market share of electric vehicles (affecting business travel and commuting emissions).
- Sustainability improvements in third-party delivery vehicles (e.g. switching to electric vehicles), both upstream and downstream.
- Sustainability improvements in municipal waste management.
- Increased biofuel proportions in average biofuel blends of diesel and petrol used in vehicles and onsite.
- Reduction in the carbon content of National Grid electricity

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[1] and uses the appropriate Government emission conversion factors for greenhouse gas company reporting[2].

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[3].

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

Signed by a Director April 2026		
		
Matthew Powell		

[1] https://ghgprotocol.org/corporate-standard
[2] https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting
[3] https://ghgprotocol.org/standards/scope-3-standard