



Applebridge Family Limited

Reporting Period: 1 May 2024 - 30 April 2025

ESGPRO™

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Introduction

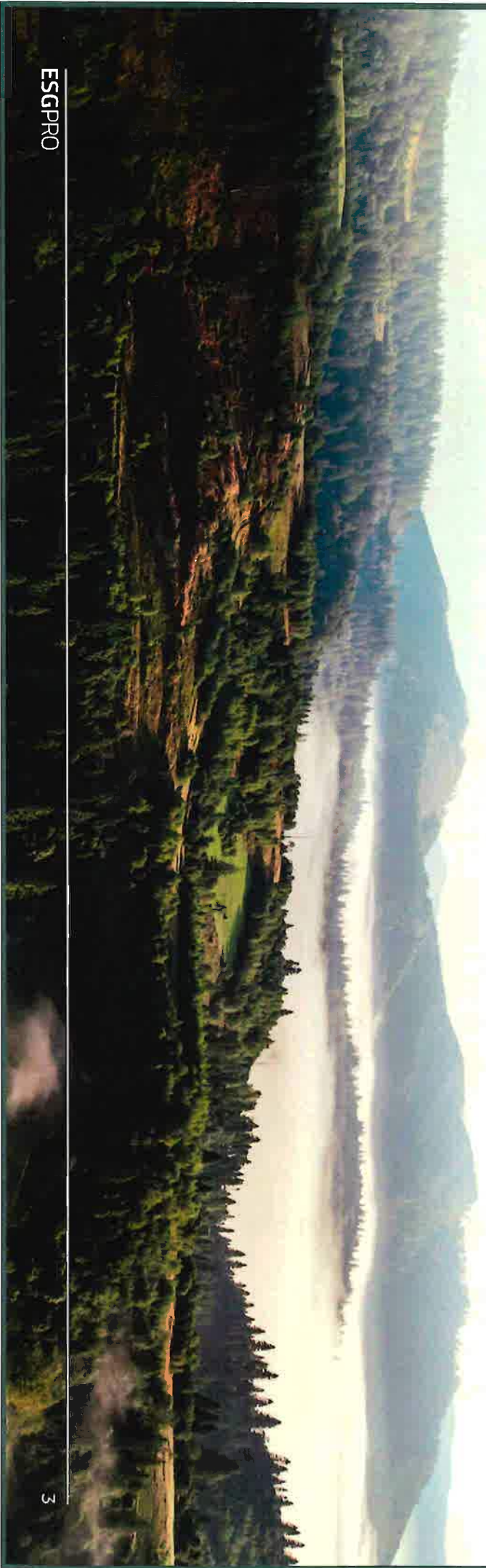
Applebridge Family UK is a construction group that brings together a portfolio of companies working across the North of England. The group has grown steadily to become a trusted partner for infrastructure and development projects of varying scale and complexity. By bringing multiple specialist services under one umbrella, Applebridge provides clients with integrated solutions that are both efficient and resilient, enabling projects to be delivered with a high degree of precision and reliability.

The company is distinguished by its strong regional presence and its ability to support a wide range of sectors, from housing and commercial development to major infrastructure works. This breadth of expertise ensures that Applebridge can adapt to the needs of different clients while maintaining consistent standards of quality and safety. Its capacity to manage diverse challenges has reinforced its reputation as a forward-looking organisation that continues to strengthen its role within the construction industry.

Alongside its technical achievements, Applebridge Family UK places strong emphasis on people and community. The group invests heavily in apprenticeships, training, and career development to help nurture the next generation of construction professionals. It also takes pride in its social value commitments, supporting local charities, schools, and community initiatives to ensure that its impact extends far beyond the construction site. This approach reflects the company's philosophy that successful growth must be matched by meaningful contributions to the communities it serves.

As a family of businesses, Applebridge works collaboratively to uphold values of integrity, sustainability, and innovation. The group's integrated structure allows it to remain agile in a competitive industry, ensuring that each project is delivered not only with technical excellence but also with a lasting positive impact.

This year marks the second cycle of Streamlined Energy and Carbon Reporting undertaken by Applebridge Family UK with the support of ESG Pro Limited. Having established a clear baseline in its first year, the group has refined its data collection and reporting practices to reflect a more detailed understanding of its energy use and carbon emissions. This demonstrates Applebridge's growing commitment to transparent reporting and continuous improvement in sustainability management, reinforcing its long-term ambition to reduce environmental impacts while delivering value for clients and communities alike.



Organisational Structure

For the purposes of this year's Streamlined Energy and Carbon Reporting, the organisational structure has been defined to include a selection of companies that sit within the wider Applebridge Family UK group. The companies covered by this report are Applebridge Group, Retaining UK, Applebridge Building Services, Applebridge Utilities, Applebridge Construction, AD Plant Hire, ZTL Contracting, and Applebridge Geoenvironmental. Each of these entities brings a different area of expertise to the group, and their inclusion ensures that the reporting reflects a representative view of the operations and activities that make up a significant part of the Applebridge Family.

Methodology

Applebridge Family UK has retained full responsibility for the internal controls governing the collection, management, and verification of the data presented in this SECR report. In preparing this disclosure, the group has worked in collaboration with ESG Pro Limited to ensure that all energy and emissions calculations are carried out with accuracy, transparency, and alignment to recognised reporting standards. The methodology applied follows the Greenhouse Gas Protocol Corporate Accounting and Reporting Standard, which provides a globally accepted framework for credible emissions assessment across complex and varied business operations.

All emissions and energy usage disclosed in this report have been calculated using the latest UK Government Greenhouse Gas Conversion Factors for Company Reporting, issued by the Department for Energy Security and Net Zero in partnership with DEFRA. By applying these official factors, Applebridge Family UK ensures that its reporting is consistent with national requirements and fully aligned with the Streamlined Energy and Carbon Reporting framework. This approach provides reliable and comparable results, meeting the expectations of stakeholders, regulators, and clients.

For the reporting period covering 1 May 2024 to 30 April 2025, Applebridge Family UK has completed its second cycle of streamlined energy and carbon reporting. Building on the foundations established in the first year, this disclosure demonstrates the group's growing commitment to sustainability and responsible business practice. It also reflects the progress made in refining data collection processes and enhancing transparency, thereby strengthening Applebridge's ability to measure future improvements in both energy efficiency and carbon management.

Scope 1 – Direct Emissions from Fuel Consumption

The calculation of Scope 1 emissions for Applebridge Family UK has been based on the direct use of fuels purchased and consumed during the reporting period. Purchase order records provided a detailed account of the volumes of White Diesel and Hydrotreated Vegetable Oil (HVO) acquired, together with supplier information, delivery references and site allocations. These records were consolidated to capture the total fuel consumed across the companies included in this year's report.

Once the volumes were confirmed, conversion factors from the UK Government's Greenhouse Gas Reporting dataset were applied. This enabled the fuel data to be translated into carbon dioxide equivalent emissions by accounting for the greenhouse gases released during combustion. Diesel was found to account for the overwhelming majority of direct emissions, while HVO contributed only a small fraction, reflecting its much lower carbon intensity. This highlights both the reliance on diesel within operational activities and the potential of renewable fuels in reducing future emissions.

Scope 2 – Indirect Emissions from Purchased Electricity

Scope 2 emissions were determined using electricity consumption data obtained from utility invoices across the group. The invoices provided monthly kilowatt hour figures, which were aggregated to establish the total annual consumption for the reporting year. This figure was then multiplied by the official UK Government conversion factor for grid electricity, which reflects the average carbon intensity of the national energy mix during the same period.

Further financial details shown on invoices, including standing charges, distribution costs and the Climate Change Levy, were reviewed to confirm completeness of the data but were not included in the calculation of emissions. By basing the analysis on consumption rather than expenditure, the methodology ensures that results remain accurate, consistent and directly comparable with recognised reporting standards. This approach provides a transparent assessment of the group's indirect emissions from electricity use, aligning fully with the requirements of the Streamlined Energy and Carbon Reporting framework.

Emissions have been calculated using the latest UK Government Greenhouse Gas Conversion Factors for Company Reporting.

- Name, Position.

Scope 3, Category 1 – Purchased Goods and Services

The assessment of purchased goods and services was based on a dataset of more than fifteen thousand individual transactions. Each transaction was carefully mapped to a standardised category so that similar items were grouped consistently. This process was important in avoiding inconsistencies and providing a reliable picture of how procurement activities contribute to overall greenhouse gas emissions.

A spend-based methodology was adopted in line with recognised best practice for this reporting category. The financial value of each transaction was multiplied by an appropriate conversion factor that represents the average greenhouse gas intensity of producing and delivering that type of good or service. The results were then aggregated both by supplier and by category, which allowed for a clear analysis of the areas of procurement that are most emission intensive.

For the current disclosure, six principal categories were established: These were Aggregates, Concrete, Hard Landscaping, Miscellaneous, Reinforcement and Tarmac. Each category was assigned an appropriate conversion factor to enable meaningful comparison across reporting years. The methodology applied this year is a significant improvement on that used in the previous cycle, incorporating more detailed data, refined categorisation and updated conversion factors. The higher emissions recorded should therefore be viewed as the result of improved accuracy and enhanced measurement techniques, rather than as evidence of increased environmental impact from operational practices.

Scope 3, Category 4 – Upstream Transportation and Distribution

Scope 3, Category 4 relates to upstream transport and distribution, which covers the greenhouse gas emissions generated by the transportation of goods and materials purchased by the group before arriving at operational sites. This category is particularly important in the construction sector, where a significant proportion of embodied emissions arise not only from the production of materials but also from their movement across supply chains.

For the current reporting period, Applebridge Family UK undertook a detailed and comprehensive analysis of transport and delivery data to capture these impacts. Information was collected from a large dataset of supplier delivery records and logistics invoices, with supplementary estimates used where data was incomplete. The dataset was substantial in scope, containing extensive records that had to be carefully processed, cleaned and categorised in order to provide a reliable foundation for calculation.

This represents a significant achievement in data management and reporting, given that upstream transport and distribution is one of the most complex Scope 3 categories to quantify with precision.

The methodology combined information on the modes of transport, the distances travelled and, where available, the weight or volume of materials delivered. Where exact data could not be obtained, carefully considered assumptions were applied using industry averages for distances and payloads, ensuring that no material activity was excluded. By using a combination of direct supplier information and conservative estimation techniques, the results offer both completeness and credibility.

Official UK Government conversion factors for freight transport were applied to translate the transport activity into greenhouse gas emissions. The majority of deliveries were identified as taking place by heavy goods vehicles, reflecting the nature of bulk construction materials such as aggregates, concrete and reinforcement steel. The factors used account for the energy intensity of road freight and provide results expressed as carbon dioxide equivalent emissions, ensuring alignment with recognised reporting standards.

The results were aggregated across the group to produce a single consolidated figure for upstream transport and distribution. This enabled consistency across all subsidiaries and ensured that the final disclosure captured the full breadth of emissions attributable to inbound logistics. Beyond compliance, this analysis provides valuable insights into the most carbon intensive aspects of material deliveries, offering a clear evidence base for identifying future opportunities to reduce impacts through strategic procurement and logistics planning.

The successful completion of this assessment marks a major advancement in the group's carbon reporting. Few companies in the construction sector are able to quantify this category with such granularity, owing to the complexity of data sources and the need for rigorous methodology. By achieving this, Applebridge Family UK has not only strengthened the transparency of its Streamlined Energy and Carbon Reporting but has also established a strong platform for future improvement. This sets a benchmark for best practice in the industry and underlines the group's commitment to understanding and addressing the full extent of its supply chain emissions.

Scope 3, Category 5 – Waste Generated in Operations

The emissions from waste have been calculated using a spend-based methodology, which applies published conversion factors to expenditure on waste management services in order to produce an estimated carbon footprint. This approach provides a credible and practical means of measurement, particularly in circumstances where detailed waste tonnage data is not available across all operations. It ensures that the environmental impact of waste management is captured and disclosed, even when the reporting is reliant on financial records rather than physical data.

It is acknowledged, however, that spend-based calculations provide only an approximation and can either overstate or understate actual emissions depending on the type of waste generated and the treatment route applied. Waste management is highly variable, with significantly different carbon impacts arising from disposal methods such as recycling, landfill, incineration or composting. A single spend-based factor cannot fully capture these variations, which limits the precision of the current approach.

For future reporting cycles, the methodology will be enhanced by transitioning towards a tonnage-based calculation. This will require categorising waste streams by material type and applying the most relevant DEFRA conversion factors according to the method of disposal. By aligning emissions to the actual quantities and treatment of waste handled, the analysis will achieve a higher degree of accuracy and transparency. This development will also allow the group to monitor more effectively the success of its waste reduction and recycling strategies, providing a stronger basis for managing environmental impacts and driving improvements over time.

Scope 3, Category 6 – Business Travel

Emissions from business travel were calculated on the basis of mileage claims submitted across the group. Reported expenditure served as the starting point, with the values converted into an equivalent volume of fuel by applying the prevailing average unit price. This method provided a practical and robust estimate of the litres of fuel consumed by employees when using their own vehicles for business-related journeys.

Once the equivalent fuel volumes were established, greenhouse gas emissions were calculated using official conversion factors to reflect the recognised carbon intensity of fuel combustion. To ensure consistency with statutory energy reporting requirements, the fuel volumes were also converted into kilowatt hours using standard calorific conversion values. This step aligns the results with the wider reporting framework and supports comparability across different categories of energy and emissions disclosure.

The methodology offers a transparent and verifiable approach to translating employee mileage claims into emissions. It ensures that Scope 3, Category 6 is reported in accordance with UK Government guidance, reflecting the genuine environmental impact of travel undertaken by employees on behalf of the group. Air travel has been reviewed as part of this category and is not relevant to the group's activities; as operations are regional in nature and do not require flights for business purposes. Hotel accommodation, however, has been identified as a future area for monitoring, and data on overnight stays will be collected in subsequent reporting periods with a view to including associated emissions in future disclosures.

Scope 3, Category 7 – Employee Commuting

The calculation of emissions from employee commuting was based on average impacts per employee derived from the survey conducted in the previous reporting period. That survey captured information on commuting patterns, including travel distances, preferred modes of transport and associated energy use. The results were then divided by the number of employees covered, producing an average figure for both greenhouse gas emissions and energy use per person.

For the current reporting year, this average value was multiplied by the updated headcount, ensuring that the results reflect the growth in employee numbers while maintaining consistency with the methodology previously established. This approach provides continuity between reporting cycles and enables meaningful year-on-year comparison of commuting emissions, even in the absence of a new survey dataset.

The methodology recognises that commuting behaviour can change over time in response to workplace patterns, transport availability and broader social or economic factors. To enhance accuracy, Applebridge Family UK has committed to retaking the commuting survey in the next reporting period. This will allow the group to capture updated information on employee travel, identify any shifts in behaviour and ensure that future results more closely reflect real-world commuting practices.

Scope 3, Category 9 – Downstream Transport and Distribution

Scope 3, Category 9 covers the emissions associated with the transport and distribution of goods after they leave a company's direct control, typically when finished products are moved to customers or end users. In reviewing this category, the business model of Applebridge Family UK was carefully considered to determine whether any material activities were relevant.

The group is primarily engaged in construction, civil engineering and infrastructure services rather than the manufacture and distribution of finished goods. Once projects are completed, there are no further logistics chains in which materials are transported by the group to clients or consumers. As such, the category does not apply in a meaningful way to Applebridge's operations, and the associated emissions are considered immaterial for this reporting period.

Once projects are completed, there are no further logistics chains in which materials are transported by the group to clients or consumers.

Greenhouse Gas Inventory 2024-25

| Emission Source | GHG (tCO ₂ e) | Energy Use (kWh) |
|-----------------|--------------------------|------------------|
| Scope 1 | 11,423.31 | 45,472,635.71 |
| Scope 2 | 22.65 | 109,409.30 |
| Scope 3-1 PG&S* | 49,190.47 | N/A |
| Scope 3-4 UTAD | 1,772.07 | N/A |
| Scope 3-5 Waste | 876.68 | N/A |
| Scope 3-6 BT | 78.67 | 309,648.88 |
| Scope 3-7 EC | 224.36 | 970,067.45 |
| Totals | 14,397.74 | 46,861,761.34 |

The emissions tables present the greenhouse gas reporting of the Applebridge Family and its subsidiaries in a structured way that combines company-specific disclosures with group-level totals. Each company has reported its own emissions where data was available, providing transparency over how different parts of the family contribute to the overall footprint. Applebridge Family, as the parent entity, has consolidated this information into an aggregated figure, while also reporting categories that are more practical to assess at group level. This dual approach ensures both detailed subsidiary-level disclosure and a clear picture of the family's combined impact.

Scope 1 emissions, which cover direct fuel use, were concentrated in Applebridge Construction and ZTL Contracting. Together these two subsidiaries accounted for the entire Scope 1 footprint of 11,423.31 tCO₂e, with Applebridge Construction responsible for 3,662.99 tCO₂e and ZTL Contracting for 7,760.32 tCO₂e. Other entities within the group reported no Scope 1 emissions, reflecting either the absence of relevant fuel use or the nature of their operations. Scope 2 emissions from purchased electricity were reported centrally for the group, amounting to 22.65 tCO₂e, as electricity consumption data was collected collectively rather than disaggregated between subsidiaries.

Scope 3 categories were assessed in greater detail and allocated to subsidiaries where possible. Purchased Goods and Services (Category 1) was by far the largest source, with Applebridge Construction responsible for 43,690.19 tCO₂e, ZTL Contracting for 5,099.59 tCO₂e, and smaller contributions from Building Services and Utilities. The combined Category 1 footprint of 49,190.47 tCO₂e has been monitored but excluded from the consolidated total to prevent double counting with other Scope 3 categories. Categories 4, 5 and 6, covering upstream transport, waste and business travel, were also calculated and assigned to subsidiaries where data allowed, with Construction and ZTL again the main contributors. Employee commuting (Category 7) was reported at group level only, totalling 224.36 tCO₂e, based on survey data that could not be reliably separated between subsidiaries.

The consolidated emissions total for the Applebridge Family in the reporting period of 2024 to 2025 amounted to 14,397.74 tCO₂e. This figure excludes Category 1 Purchased Goods and Services but captures all other operationally relevant categories. By presenting both subsidiary-level figures and a combined group total, the report delivers transparency, avoids overlap, and ensures that the data is aligned with best practice in organisational greenhouse gas reporting.

** Purchased Goods and Services (Scope 3, Category 1) has been reported separately and excluded from the overall Scope 3 total to avoid the risk of double counting with other categories (see methodology)*

GHG Emissions (tCO₂e) per Company 2024-25

| Category | Scope 1 | Scope 2 | Scope 3-1* | Scope 3-4 | Scope 3-5 | Scope 3-6 | Scope 3-7 | Total |
|-------------------------------|-----------|---------|------------|-----------|-----------|-----------|-----------|-----------|
| Applebridge Group | N/A | GL | N/A | N/A | N/A | N/A | GL | 0 |
| Retaining UK | N/A | GL | N/A | N/A | N/A | N/A | GL | 0 |
| Applebridge Building Services | N/A | GL | 202.15 | 14.05 | 19.27 | 8.43 | GL | 41.76 |
| Applebridge Utilities | N/A | GL | 198.55 | 22.69 | 1.75 | 1.26 | GL | 25.70 |
| Applebridge Construction | 3,662.99 | GL | 43,690.19 | 1,688.64 | 460.53 | 42.21 | GL | 5,854.38 |
| AD Plant Hire | N/A | GL | N/A | N/A | N/A | N/A | GL | 0 |
| ZTL Contracting | 7,760.32 | GL | 5,099.59 | 46.69 | 395.12 | 10.12 | GL | 8,212.25 |
| Applebridge Geoenvironmental | N/A | GL | N/A | N/A | N/A | 1.02 | GL | 1.02 |
| Applebridge Family Totals | 11,423.31 | 22.65 | 49,190.47 | 1,772.07 | 876.68 | 78.67 | 224.36 | 14,397.74 |

- GL stands for Group Level and indicates categories that cannot be reliably separated by subsidiary.
- Scope 3 Category 1 totals are monitored but excluded from the overall totals to avoid double counting.
- All values are based on the latest UK Government greenhouse gas conversion factors.

Yearly Comparison

| Emission Source | 2023-2024 | 2024-2025 |
|-----------------|-----------|-----------|
| Scope 1 | 7,257.04 | 11,423.31 |
| Scope 2 | 20.71 | 22.65 |
| Scope 3-1 PG&S* | 18,008.04 | 49,190.47 |
| Scope 3-4 UTAD | 159.97 | 1,772.07 |
| Scope 3-5 Waste | 163.54 | 876.68 |
| Scope 3-6 BT | 158.2 | 78.67 |
| Scope 3-7 EC | 180.8 | 224.36 |
| Totals | 7,940.26 | 14,397.74 |

The table compares the greenhouse gas emissions of the Applebridge Group across the two reporting years 2023-24 and 2024-25. It shows that total reported emissions rose from 7,940.26 tCO₂e in 2023-24 to 14,397.74 tCO₂e in 2024-25. This increase does not necessarily indicate a deterioration in environmental performance, but rather reflects the introduction of improved methodologies, more comprehensive data collection and closer monitoring of activities across the group. For example, Scope 1 emissions increased from 7,257.04 tCO₂e to 11,423.31 tCO₂e, a change that highlights the capture of additional fuel use data which had not been fully accounted for in the earlier period. Scope 2 emissions, by contrast, remained low and broadly stable, with only a marginal increase to 22.65 tCO₂e.

The most significant changes are visible in Scope 3 reporting. Purchased Goods and Services (Category 1) rose sharply from 18,008.04 tCO₂e to 49,190.47 tCO₂e, a figure that illustrates the greater breadth of supply chain emissions captured through refined spend-based calculations. However, to avoid the risk of double counting with other Scope 3 categories such as transport, waste, travel and commuting, these Category 1 values are monitored for oversight purposes but excluded from the overall group totals.

Other categories show more specific improvements in reporting. Upstream Transport and Distribution (Category 4) increased from 159.97 tCO₂e to 1,772.07 tCO₂e as new data sources became available, while Waste (Category 5) rose from 163.54 tCO₂e to 876.68 tCO₂e through more detailed activity tracking. Business Travel (Category 6) fell from 158.20 tCO₂e to 78.67 tCO₂e, reflecting both reduced travel and refinements in the data, while Employee Commuting (Category 7) rose modestly to 224.36 tCO₂e as survey coverage improved.

The higher reported footprint in 2024-25 is primarily the result of more accurate and transparent accounting rather than an indication of less sustainable practices. By extending the scope of monitoring and refining the calculation methodologies, Applebridge now has a clearer and more reliable understanding of its carbon profile, which provides a stronger basis for managing and reducing emissions in future years.

** Purchased Goods and Services (Scope 3, Category 1) has been reported separately and excluded from the overall Scope 3 total to avoid the risk of double counting with other categories (see methodology).*

Intensity Ratios

| Intensity Ratios | GHG tCO ₂ e | Energy kWh |
|------------------|------------------------|------------|
| per FTE | 57.59 | 187,447.05 |
| per £100,000 | 7.24 | 23,559.58 |
| Intensity Ratios | 2023-2024 | 2024-2025 |
| per FTE | 128.46 | 57.59 |
| per £100,000 | 26.45 | 7.24 |

Intensity ratios are performance indicators that relate emissions or energy use to a chosen metric such as the number of employees, the level of turnover or units of production. They are a key element of greenhouse gas reporting because they provide a normalised measure of impact that allows comparisons over time and between organisations of different sizes. By presenting results relative to activity levels rather than as absolute figures alone, intensity ratios give a clearer view of efficiency and carbon performance, supporting informed decisions on reduction strategies and operational improvements.

The comparison of intensity ratios between the last financial year and the current reporting year shows a marked decrease in both greenhouse gas emissions per employee and per unit of turnover. In 2023–24, emissions stood at 128.46 tCO₂e per full-time equivalent and 26.45 tCO₂e per £100,000 turnover, while in 2024–25 these figures dropped significantly to 57.59 tCO₂e per employee and 7.24 tCO₂e per £100,000 turnover. This reflects not only improved operational efficiencies and refined data capture, but also the decision not to include Scope 3 Category 1 Purchased Goods and Services in the group's totals. As a result, the reported intensity ratios are more closely aligned with operational activity and avoid the risk of double counting supply chain emissions.

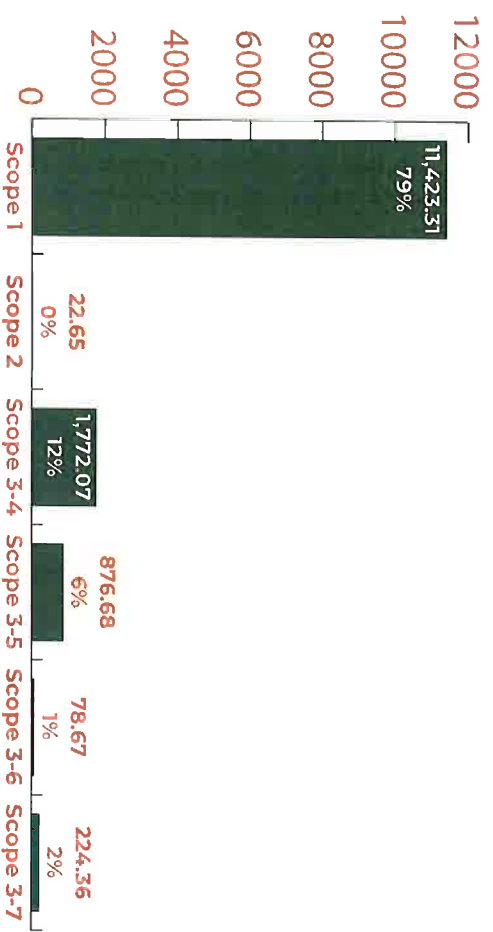
A similar trend can be seen in energy consumption. The previous year's ratios of 141,079.41 kWh per employee and 29,043.96 kWh per £100,000 turnover have risen to 187,447.05 kWh per employee but fallen to 23,559.58 kWh per £100,000 turnover in 2024–25.

The higher per-employee figure is explained by the growth in energy use across the group relative to the increase in staff numbers, whereas the lower per-turnover figure demonstrates improved energy efficiency when measured against economic output. Together, these metrics highlight the importance of interpreting intensity ratios in context, as changes in workforce size, turnover and methodological choices all influence the outcomes.

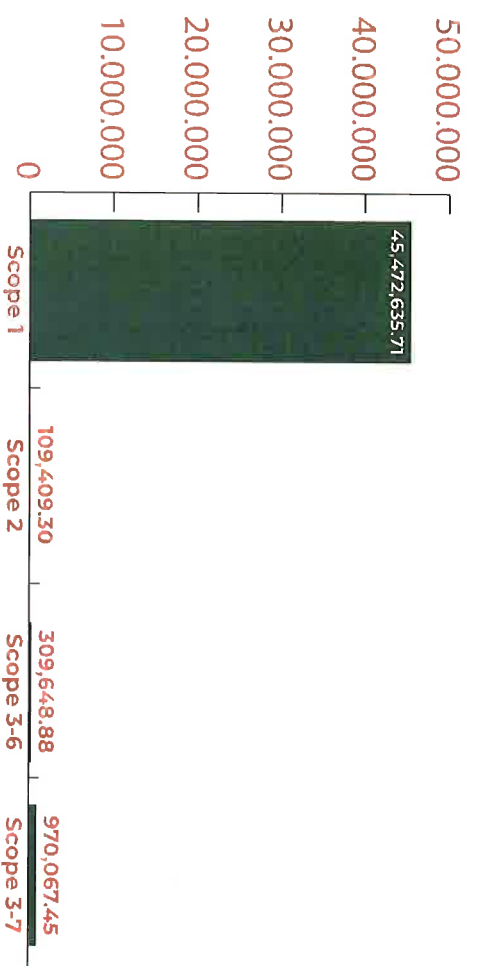
The 2024–25 ratios suggest that while absolute energy use and emissions remain material, the group is now generating greater turnover with proportionately lower emissions intensity. This provides evidence of improved carbon efficiency and a more accurate methodology for monitoring performance, which strengthens the baseline for future reporting and reduction strategies.

Key Observation
Emissions per employee have fallen significantly year on year despite broader reporting coverage.

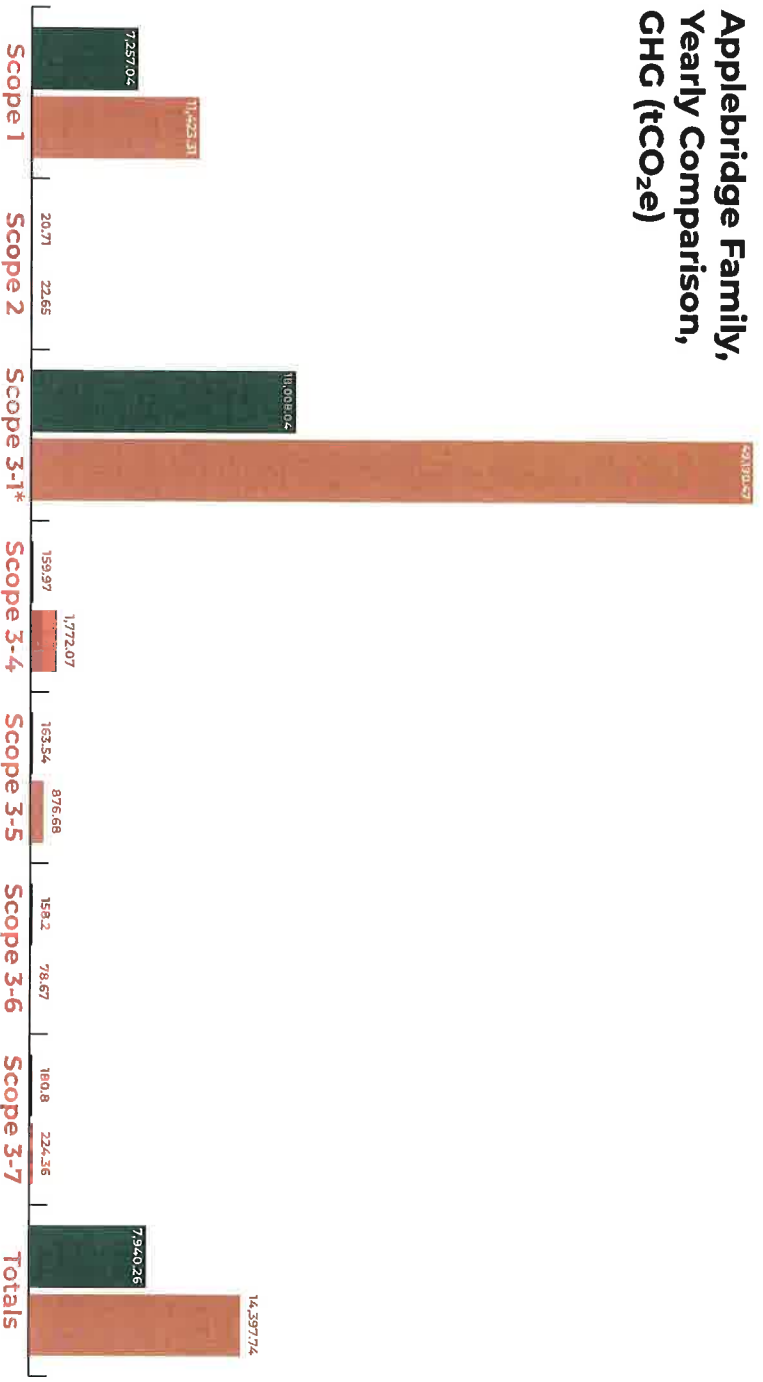
2024-2025, Applebeidge Group, GHG Emissions (tCO₂e)



Applebeidge Family, Energy Use (kWh), 2024-25



Applebeidge Family, Yearly Comparison, GHG (tCO₂e)



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Emissions Management and Energy Efficiency Actions

Implemented Measures

In the previous reporting cycle, Applebridge introduced a series of measures to improve energy efficiency and reduce emissions across its operations. The group began phasing in hybrid and electric vehicles, replaced office lighting with energy-efficient LEDs, and moved to cloud-based storage to cut paper use. Additional initiatives included toner cartridge recycling, a cycle-to-work scheme, installation of water dispensers with recyclable cups, and investment in office improvements such as insulation and double glazing. Staff were encouraged to reduce printing, increase use of recycled paper, and make greater use of car sharing and public transport. Early steps were also taken to integrate sustainable sourcing practices within procurement. Collectively, these actions represent a practical shift towards lower emissions and have provided a solid foundation for more targeted operational improvements in the current reporting period. Calculations and broader reporting boundaries has resulted in a more complete and reliable picture of DFW Group's environmental performance, laying the groundwork for improved reduction planning and future benchmarking.

Scope 1 – Direct Emissions from Fuel Consumption

Direct emissions remain concentrated in diesel use for plant, generators and fleet vehicles. Applebridge could focus on reducing consumption by improving site-level management. Greater use of telematics on excavators, dumpers and rollers may provide site managers with weekly insight into idle time, fuel efficiency and utilisation. Reinforcing rules on engine idling, warm up and shut down through induction and toolbox talks could further reduce unnecessary consumption. At sites with fluctuating power demand, hybrid battery systems paired with smaller generators might be introduced to handle peak loads while reducing low load running. For longer term projects, grid connections could be prioritised in place of generator power. Renewal strategies for plant and fleet may gradually introduce Stage V compliant engines, supported by enhanced maintenance, filtration and optimised tyre or track management. Trials of renewable diesel on selected plant groups may also be extended, with measured results used to determine the feasibility of broader adoption.



Works Delivery and Logistics Inside the Group

Closer coordination of site activities has the potential to lower both time and fuel use. Planning across civils and utilities teams could reduce rework and unnecessary double handling, while standardising layouts for plant and welfare facilities on housing sites could minimise movements between plots. Where Applebridge is responsible for both earthworks and surfacing, haul routes and stockpile locations might be carefully designed to reduce internal transport distances. Plant hire logistics may also be improved by aligning dispatch schedules with site cramage or unloading capacity to avoid idling and queuing. By adopting such measures consistently, the group could turn operational discipline into tangible efficiency gains across its companies.

Scope 2 – Indirect Emissions from Purchased Electricity

Temporary site compounds, welfare facilities and charging points offer scope for further efficiency improvements. Applebridge could prioritise connections to metered grid power wherever feasible, reducing reliance on over-sized temporary generators. Specification of higher performance cabins with improved insulation, efficient heating and cooling systems and smart controls could help reduce background loads when sites are inactive. At depots and offices, targeted energy audits on lighting, heating, ventilation and air conditioning systems could highlight cost-effective measures. As building leases are renewed, procurement of renewable electricity with recognised certification could be explored, together with the installation of rooftop solar panels where load profiles and roof conditions make this option commercially viable.

Scope 3, Category 1 – Purchased Goods and Services

Embodied carbon in materials remains the most significant component of the group's footprint. Applebridge could influence this through procurement practices that prioritise lower carbon alternatives. Standard concrete mix libraries may be developed that favour higher proportions of secondary cementitious materials, reserving early strength mixes for essential uses only. Locally sourced aggregates and capping materials could be prioritised where standards permit, and reinforcement with high recycled content or electric arc furnace production may be specified. For asphalt and hard landscaping, the group might request materials incorporating reclaimed content or warm mix technology where compatible with performance requirements. Embedding these expectations in orders and technical drawings would ensure that improvements are systematically applied and measured.

Scope 3, Category 4 – Upstream Transportation and Distribution

With emissions in this category now fully quantified, Applebridge has an opportunity to use the data as a management tool. Framework agreements could be structured to include transport performance clauses, such as reporting in tonne kilometres and the use of modern, efficient vehicles. Delivery scheduling may be reconfigured to achieve fuller loads and reduce return journeys. For high volume flows like asphalt, aggregates and reinforcement, collaboration with suppliers on route planning could further reduce both distance and congestion exposure. Regular review meetings with suppliers could present data on the highest tonne kilometre routes and agree targeted actions for future improvement.

Scope 3, Category 5 – Waste Generated in Operations

Waste management can be improved through a shift to accurate tonnage reporting, enabled by closer cooperation with waste contractors. On site, clearer segregation of waste streams, supported by labelled bags and briefings, would reduce contamination and divert materials from landfill. Method statements could include cut lists to minimise avoidable offcuts, while surfacing plantings should be directed to facilities able to maximise reuse in bound layers. Procurement policies could also extend take-back schemes for pallets, drums and unused products. Over time, waste performance could be measured per million pounds of project value or per cubic metre of material handled, giving site teams visible targets and a clear sense of progress.



Scope 3, Category 6 – Business Travel

Travel emissions can be reduced through a structured hierarchy of options. Virtual meetings could be prioritised where practical, with rail journeys encouraged for longer regional travel. Site visits might be consolidated through pooled or electric vehicles. For grey fleet travel, reimbursement policies could be adjusted to discourage high emission vehicles, with maintenance and tyre checks included as standard. Hotel stays may be tracked systematically through booking forms and directed to preferred providers that meet credible environmental standards. These steps would allow Applebridge to keep travel emissions visible while focusing action on areas of greatest impact.

Scope 3, Category 7 – Employee Commuting

Employee commuting remains an important but difficult category. Applebridge could encourage car sharing by designating shared parking areas and aligning shift times on longer duration projects. Information about public transport routes could be made more prominent in site packs. Secure cycle storage, improved lighting and drying facilities may make active travel more realistic for employees. The group's annual commuting survey could be refreshed to capture these shifts, with recognition given to teams that demonstrate a clear move towards lower carbon modes.

Design, Sequencing and Rework Prevention

Avoiding rework offers a direct route to emissions reduction. Engaging design teams early in project planning could prevent over specification and reduce unnecessary temporary works. Digital modelling and clash detection for utilities, drainage and multi-plot housing layouts could be applied more consistently, avoiding costly and carbon-intensive re-excavation. Every avoided delivery, machine hour and load of waste contributes directly to lower emissions as well as cost savings.

Governance, Data and Targets

Applebridge could strengthen governance by developing a single data dictionary across fuel, power, materials and logistics. Consistent data fields collected across all subsidiaries would allow more reliable tracking and comparison. Monthly dashboards for site managers might present indicators such as fuel use per productive hour, generator litres per kilowatt hour delivered, waste per cubic metre placed and delivery tonne kilometres. At group level, intensity targets could be set to align with business planning, with commercial incentives encouraging continuous improvement.

People, Culture and Supply Chain Engagement

The culture of the business and its relationships with suppliers will determine how far reductions can be sustained. Applebridge could expand training for site managers on carbon aware planning and ensure all operatives receive induction on idling, segregation and safe energy use. Supplier forums may be used to set out expectations on low carbon materials, consolidated deliveries and reliable data provision. An annual progress note shared with clients and suppliers could demonstrate transparency, signalling intent and creating partnerships that support longer term ambitions.

Scope 3 Expansion and New Categories

As reporting matures, Applebridge may also consider expanding the range of Scope 3 categories under review. This could include capital goods, fuel and energy related activities, or downstream elements where relevant. The experience gained through existing categories would support a gradual, evidence-based expansion, ensuring that each addition is both material and manageable. This would provide a more complete picture of the group's footprint while strengthening its position in line with industry expectations.

Absolute and Intensity Ratio Reduction Targets

Absolute Reduction Targets

In the previous reporting cycle Applebridge set ambitious targets to reach net zero across Scopes 1, 2 and selected Scope 3 categories by 2050, with a longer-term goal of reducing supply chain emissions by 2050. During this reporting year the group has reassessed those targets in light of its operational profile, the realities of being a construction company, and the broader inclusion of Scope 3 categories. As a result, the strategy has been adjusted to represent a more realistic pathway while remaining consistent with national net zero commitments.

The group could now look towards achieving net zero by 2050, with a phased approach that focuses on gradual reductions in Scope 1 and Scope 2 emissions. This pathway may include closer monitoring of fuel use, stricter site controls, hybrid generator and battery systems, improved cabin and site compound performance, and progressive fleet renewal towards cleaner engines, renewable fuels and electrification where feasible. At offices and depots, renewable electricity procurement, energy audits and higher efficiency building systems could also contribute to reducing indirect emissions. Over the longer term, on-site renewable generation and broader adoption of low carbon technologies may further support this transition.

For Scope 3 emissions, particularly purchased goods and services, upstream transport, waste, business travel and commuting, the group recognises that reductions will depend heavily on collaboration with suppliers and contractors. Applebridge could continue refining data quality, establishing new baselines as reporting coverage expands, and working with its supply chain to encourage lower carbon materials, more efficient logistics and improved waste practices. As additional Scope 3 categories are introduced, the strategy for absolute reductions may be revised to ensure that progress remains aligned with the long-term ambition of achieving net zero by 2050.

Intensity Ratio Reduction Targets

Alongside absolute reductions, Applebridge may continue to track intensity ratios to measure improvements in efficiency even as the group grows. Ratios such as emissions per full-time equivalent employee and emissions per one hundred thousand pounds of turnover could provide a consistent means of demonstrating progress across subsidiaries and reporting periods. These measures help to show that the group is delivering greater economic output with proportionately lower emissions, while recognising that absolute reductions must remain the ultimate goal.

The broadening of Scope 3 reporting has increased the complexity of Applebridge's carbon profile, and this may require changes to the way intensity ratios are defined and monitored in future years. As new categories are added, intensity metrics could be recalibrated to ensure that they continue to reflect meaningful and comparable indicators of efficiency. By embedding these measures into regular management reviews, Applebridge may ensure that efficiency gains remain visible across its operations while retaining the flexibility to adapt targets in line with evolving boundaries and industry best practice.

Alignment with SBTi Principles

Applebridge's revised strategy reflects the principles of the Science Based Targets initiative by recognising the importance of reducing absolute emissions in line with a net zero trajectory. While interim milestones have not yet been defined in quantified terms, the group acknowledges that typical SBTi-aligned pathways call for reductions in Scope 1 and 2 emissions of around 42 per cent within the next decade. Applebridge could incorporate such milestones into its long-term planning as reporting matures. The inclusion of intensity ratios offers a complementary perspective on efficiency, but absolute reductions remain central to the group's pathway.

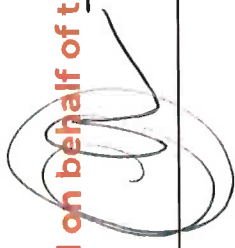
Declaration and Sign Off

This Streamlined Energy and Carbon Reporting (SECR) statement has been prepared in line with the requirements of the Companies (Directors' Report) and Limited Liability Partnerships (Energy and Carbon Report) Regulations 2018. Emissions have been calculated and reported in accordance with the Greenhouse Gas (GHG) Protocol Corporate Standard, applying the latest UK Government conversion factors for greenhouse gas reporting.

Scope 1 and Scope 2 emissions have been disclosed as required under SECR. Relevant Scope 3 categories have been calculated to provide a more complete picture of the company's carbon footprint, drawing on the GHG Protocol Corporate Value Chain (Scope 3) Standard. Energy use in kilowatt hours has been reported alongside absolute greenhouse gas emissions. Intensity ratios have been provided, based on both full-time equivalent staff and company turnover, in accordance with SECR expectations.

This SECR disclosure has been reviewed and approved by the directors, who take responsibility for its accuracy and completeness.

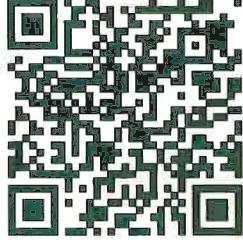
Signed on behalf of the Supplier:



Date: 11/12/2025



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