McFour Ltd

Carbon Reduction Plan

Current Reporting Year 2025

Baseline Year 2024

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1. Introduction

McFour Ltd is committed to environmental sustainability, achieving Net Zero Carbon within its own activities, and to seeking carbon reductions within its inward and outward supply chains.

This carbon reduction report presents our Carbon Footprint, as of 2024. This is both our Current Reporting Year, and our Baseline Year – the first year we commenced carbon reporting across all across all emissions Scopes.

We have committed to achieving Net Zero Carbon within our own activities by 2045, in advance of the UK Government commitment to 2050.

This report describes the practical actions we will take to achieving that.

We have used an external specialist to conduct our carbon reporting as we feel this gives the process greater credibility and transparency, and access to advice and support for our Net Zero journey.

2. What we're already doing

Sustainability has always been at the core of McFour Ltd. To date, we have:

2.1 Office Premises

- Our office premises has been constructed to a very high standard with respect to energy use and efficiency, and has an EPC rating of A.
- It incorporates solar PV panels
- It incorporates EV charge points

2.2 Vehicles

- A number of our staff use electric cars.

2.3 Materials

- We recycle aggregates where feasible. Each tonne of recycled aggregate we use saves 4.5 kg of carbon emissions

3. Carbon Reporting Methodology

3.1 Scope

We have used an external expert to conduct our carbon measurement and advise on our reduction strategy. The emissions we have measured are:

- Fuel (plant)
- Road fuel
- Electricity
- Business Travel
- Hotel Stays
- Water
- Waste (aggregates)
- Waste (metals)
- Aggregates (quarried)
- Aggregates (recycled)
- Concrete
- Plastic (pipework)

We have **not** measured what we consider would be very minor Scope 3 emissions such as:

- Postage
- Accountancy and legal services.
- Office consumables.

All calculations have been based upon the UK Government Green House Gas reporting conversion dataset, 2024.

3.2 Annual Reporting Protocol

We will measure our carbon emissions annually, starting from this, our Baseline Year 2024.

Subsequent Annual Reports will compare progress against the baseline year, and against interim targets in 2025, 2027 and then every subsequent five years to 2050.

3.3 Carbon Intensity Metric

McFour Ltd Carbon Reduction Report 2025

Our business has ambitious growth plans. As businesses grow and contract, so can their total Carbon emission, thus potentially skewing measurement of progress against carbon reduction.

For this reason, we adopt an intensity metric, and in our case, we use tonnes CO2e per £100,000 of turnover.

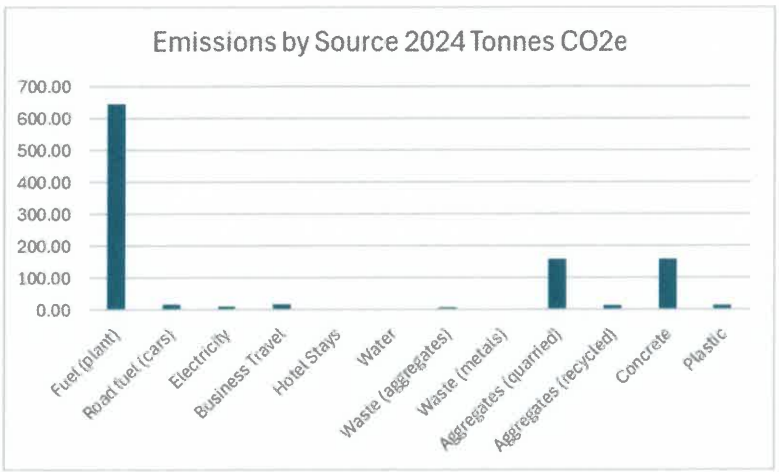
4. Carbon Emissions Baseline year, 2024

4.1 Emissions by Scope 2024

	Tonnes CO2e
Scope 1	662.89
Scope 2	10.76
Scope 3	373.67
Total	**1047.32**

4.2 Emissions by Source2024

Source	**2024 Tonnes CO2e**	**Scope**
Fuel (plant)	644.77	1
Road fuel (cars)	18.12	1
Electricity	10.76	2
Business Travel	16.65	3
Hotel Stays	3.29	3
Water	0.74	3
Waste (aggregates)	5.83	3
Waste (metals)	0.02	3
Aggregates (quarried)	158.79	3
Aggregates (recycled)	14.92	3
Concrete	158.65	3
Plastic	14.77	3
Total	**1047.32**	



4.1.3 Carbon Intensity

	Tonnes / £100k
Tonnes CO2e per £100k turnover	14.44

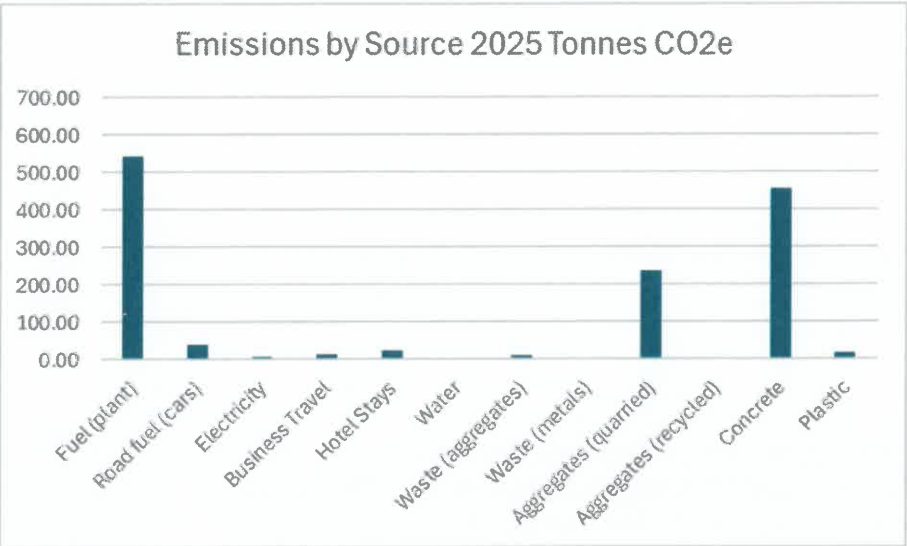
5. Carbon Emissions Current year, 2025

5.1 Emissions by Scope 2025

	Tonnes CO2e
Scope 1	579.82
Scope 2	8.10
Scope 3	760.36
Total	**1348.28**

5.2 Emissions by Source2025

Source	**2025 Tonnes CO2e**	**Scope**
Fuel (plant)	540.79	1
Road fuel (cars)	39.02	1
Electricity	8.10	2
Business Travel	12.43	3
Hotel Stays	24.53	3
Water	0.12	3
Waste (aggregates)	11.67	3
Waste (metals)	0.15	3
Aggregates (quarried)	236.56	3
Aggregates (recycled)	1.94	3
Concrete	455.45	3
Plastic	17.50	3
Total	**1348.28**	



5.3 Carbon Intensity

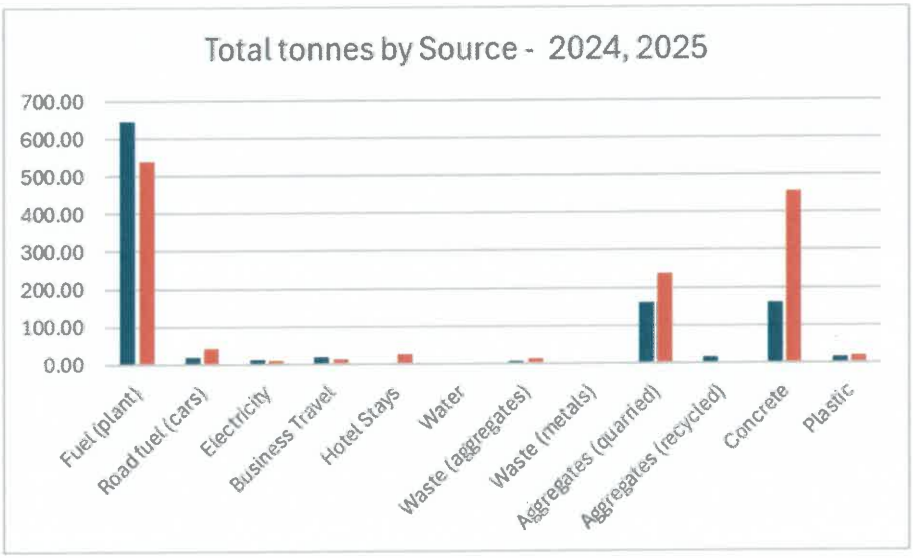
	Tonnes / £100k
Tonnes CO2e per £100k turnover	16.58

6. Year-on-Year Comparison

6.1 Overall Emissions

Tonnes CO2e

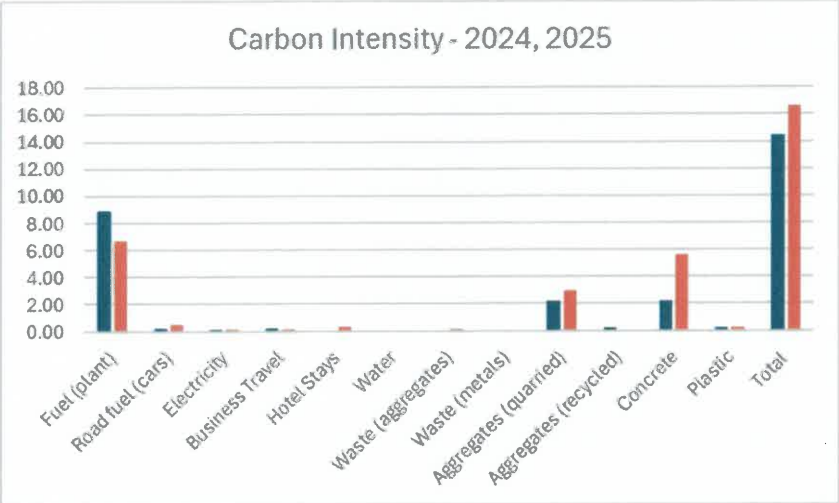
Source	2024	2025	Tonnes difference
Fuel (plant)	644.77	540.79	-103.98
Road fuel (cars)	18.12	39.02	20.91
Electricity	10.76	8.10	-2.66
Business Travel	16.65	12.43	-4.22
Hotel Stays	3.29	24.53	21.23
Water	0.74	0.12	-0.62
Waste (aggregates)	5.83	11.67	5.84
Waste (metals)	0.02	0.15	0.13
Aggregates (quarried)	158.79	236.56	77.77
Aggregates (recycled)	14.92	1.94	-12.98
Concrete	158.65	455.45	296.80
Plastic	14.77	17.50	2.73
Total	**1047.32**	**1348.28**	300.95



6.2 Carbon Intensity, by Source

Tonnes CO2e per £100k turnover

Source	2024	2025	Tonnes difference
Fuel (plant)	8.89	6.65	-2.24
Road fuel (cars)	0.25	0.48	0.23
Electricity	0.15	0.10	-0.05
Business Travel	0.23	0.15	-0.08
Hotel Stays	0.05	0.30	0.26
Water	0.01	0.00	-0.01
Waste (aggregates)	0.08	0.14	0.06
Waste (metals)	0.00	0.00	0.00
Aggregates (quarried)	2.19	2.91	0.72
Aggregates (recycled)	0.21	0.02	-0.18
Concrete	2.19	5.60	3.41
Plastic	0.20	0.22	0.01
Total	**14.44**	**16.58**	**2.14**



6.3 Analysis

Our overall emissions have increased between 2024 and 2025. This increase in overall emissions is largely due to an increase in turnover.

However, the normalising factor, carbon intensity (tonnes carbon per £100k of turnover), has also increased overall. Some emissions have decreased (highlighted in green), whilst others have increased, most notably those arising from concrete.

This is because of the nature of the projects undertaken during the period, with concrete having a particular high carbon emission.

We are pleased that many Scope 1 and 2 emissions have fallen. We will continue to work to reduce these direct emissions, as per our action plan.

7. Our Carbon Reduction Plan

Our journey to Net Zero Carbon is based upon specific actions taken on each source of emission.

7.1 Road Fuel (plant, commercials and cars)

- Biodiesel (HVO)

Biodiesel, made from waste vegetable oil, is a sustainable alternative to mineral diesel, and delivers CO2 reductions of around 95%. There is a small price penalty for this product, but nevertheless, we will consider its suitability for use to replace a proportion of our mineral diesel use, until such a time as all diesel vehicles are replaced with an electric equivalent.

- Diesel Fuel Additive

We have been introduced to a diesel fuel additive which, according to external testing and real-world trials, may reduce fuel consumption by up to 8%, as well reducing NOx and particulate pollution from our diesel fuelled vehicles. We will conduct a long term trial of this additive.

We estimate that this will reduce our diesel fuel consumption by 5-8 %.

- Electric Vehicles

Our long term goal is to completely replace all diesel fuelled vehicles with their electric equivalent by 2035 for cars, and 2040 for trucks and plant.

7.2 Electricity

Our office building has been built to a very high energy standard (EPC A) and incorporates a solar PV system. This means our electricity consumption is already low.

The UK Government has committed to fully decarbonising electricity supply by 2030. This is ambitious. We have taken a precautionary view, and assumed that this completes within the period 2030-25, and that therefore, our emissions from electricity will be zero by 2035.

7.3 Business Travel

Business travel in privately owned cars and vans will reduce as employees transition to electric cars. We project that this phased switch will complete by 2035.

7.4 Hotel stays and water

Our reduction trajectory for these emissions assumes a gradual industry decarbonisation.

7.5 Waste materials

Aggregates – we will continue to recover and reuse or recycle aggregates materials, increasing our recovery rate over time to 2050.

Metals – our reduction trajectory for waste metals assumes a sector decarbonisation over time.

7.6 Aggregates

Recycled and recovered aggregates have a significantly lower embodied carbon than their quarried equivalents. Often, the sources and types of aggregates are dictated by our clients or by technical standards, but where we have the flexibility, we will favour recycled aggregates where available and cost effective.

7.7 Concrete

Cement production is highly energy intensive and therefore has a very high associated carbon emission. We can reduce the emissions associated with concrete by specifying / selecting low carbon cement where possible combined with recycled aggregate where possible.

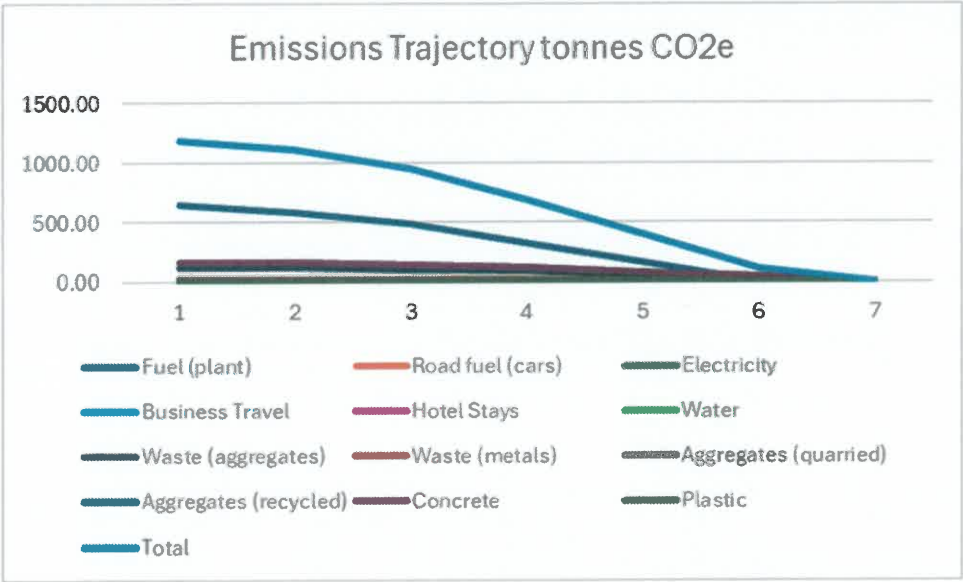
7.8 Plastic

Our use of plastic is in pipework and fittings. We're not aware of equivalent products made from recycled plastic, but this will become a specific area of investigation for us.

7.9 Group Carbon Reduction Trajectory

By following the Action Plan above, we can forecast that our emissions will reduce according the following trajectory:

Source	2024	2027	2030	2035	2040	2045	2050
Fuel (plant)	644.77	580.30	483.58	322.39	161.19	0.00	0.00
Road fuel (cars)	18.12	16.31	9.06	0.00	0.00	0.00	0.00
Electricity	10.76	10.22	2.69	0.00	0.00	0.00	0.00
Business Travel	16.65	14.98	8.32	0.00	0.00	0.00	0.00
Hotel Stays	3.29	3.29	2.96	2.47	1.65	0.82	0.00
Water	0.74	0.74	0.66	0.55	0.37	0.18	0.00
Waste (aggregates)	115.50	115.50	103.95	86.63	46.20	17.33	0.00
Waste (metals)	24.62	24.62	22.16	18.47	12.31	3.69	0.00
Aggregates (quarried)	158.79	158.79	142.91	119.09	79.40	39.70	0.00
Aggregates (recycled)	14.92	14.92	13.43	11.19	7.46	3.73	0.00
Concrete	158.65	158.65	142.79	118.99	79.33	39.66	0.00
Plastic	14.77	14.77	13.29	11.08	7.39	3.69	0.00
Total	**1181.60**	**1113.10**	**945.82**	**690.86**	**395.29**	**108.81**	**0.00**



8. Carbon Action Plan Summary

Short Term

- Focus on road and plant fuel.
- Investigate availability and viability of increased recycled aggregate use

Medium Term

- Focus on low carbon cement / concrete.
- Focus on waste recycling / recovery.
- Investigate recycled plastic pipework availability.

Long Term

- Complete vehicle decarbonisation programme

9 Director's signature



Signed.....

Position..... Managing Director

Date..... 27/04/26