GRATTE BROTHERS | Group

Gratte Brothers – Journey to Net Zero 2025 Summary

1. Overview and Commitment

Gratte Brothers Group is committed to achieving **net zero emissions before 2050**, aligned with the Paris Agreement and UK Government targets. Since 2021, the Group has measured emissions across **Scopes 1, 2, and 3**, using the Normative carbon accounting platform to ensure accuracy, data integrity, and alignment with the Greenhouse Gas Protocol.

The roadmap includes all Group companies–GBL, GBCE, GBSM, GBBSM, and GBTS, and seven UK offices. Oversight sits with the Group Sustainability Manager and Board of Directors.

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2. Data Integrity and Reporting

Carbon calculations follow the **GHG Protocol Corporate Standard**. Emission factors are sourced from recognised databases (e.g., DEFRA, Exiobase), with methodology publicly documented by Normative.

For 2024/25, the dataset comprises 93.66% spend based data, and 6.34% activity or supplier provided data. Scope 3 emissions have the highest uncertainty due to reliance on spend-based modelling, with improvements planned to increase activity and supplier-specific data.

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3. Emissions Summary (2021–2025)

Table: Total Emissions (tCO_2e)

	Baseline (2021-2022)	Year 1 (2022-2023)	Year 2 (2023-2024)	Year 3 (2024-2025)
Scope 1	674	601	627	649
Scope 2	0	394	4	7
Scope 3	19,528	30,419	36,879	31,390
Total	20,202	31,414	37,510	32,046

Key insights:

- Scope 3 represents >90% of total emissions, primarily from Purchased Goods and Services.
- Absolute total emissions rose in Years 1–2 due to an expanded project base, then fell in Year 3 with reduced spending- due to predominant use of spend based methodology for scope 3 emissions.
- Emissions intensity decreased from 156 tCO_2e/£1m turnover (baseline) to 119 in Year 3, a 24% improvement.

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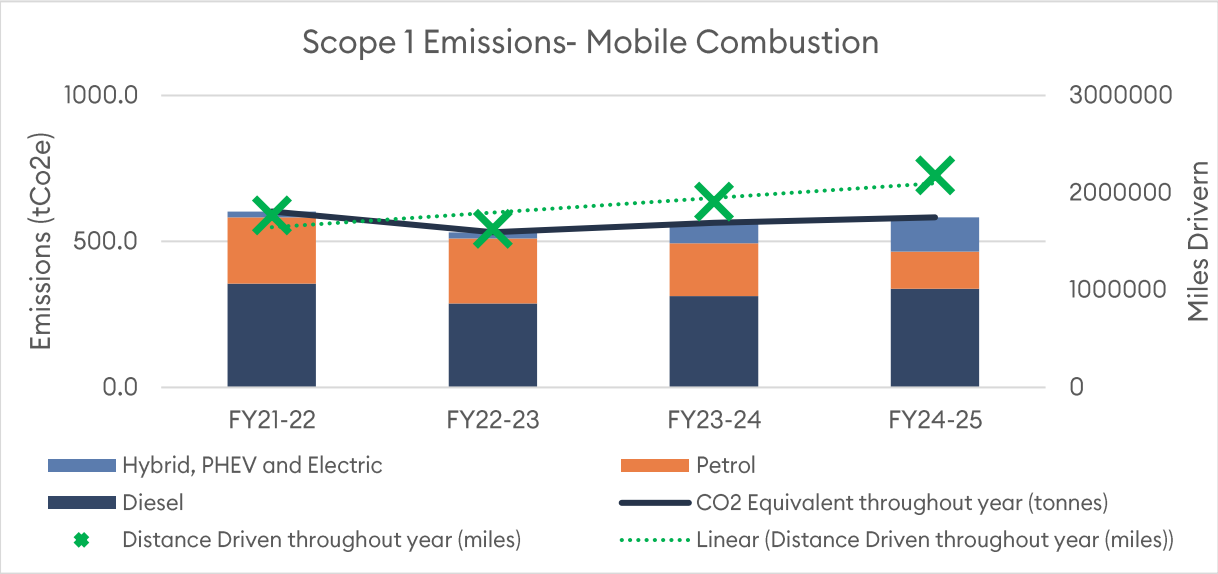
4. Scope Analysis

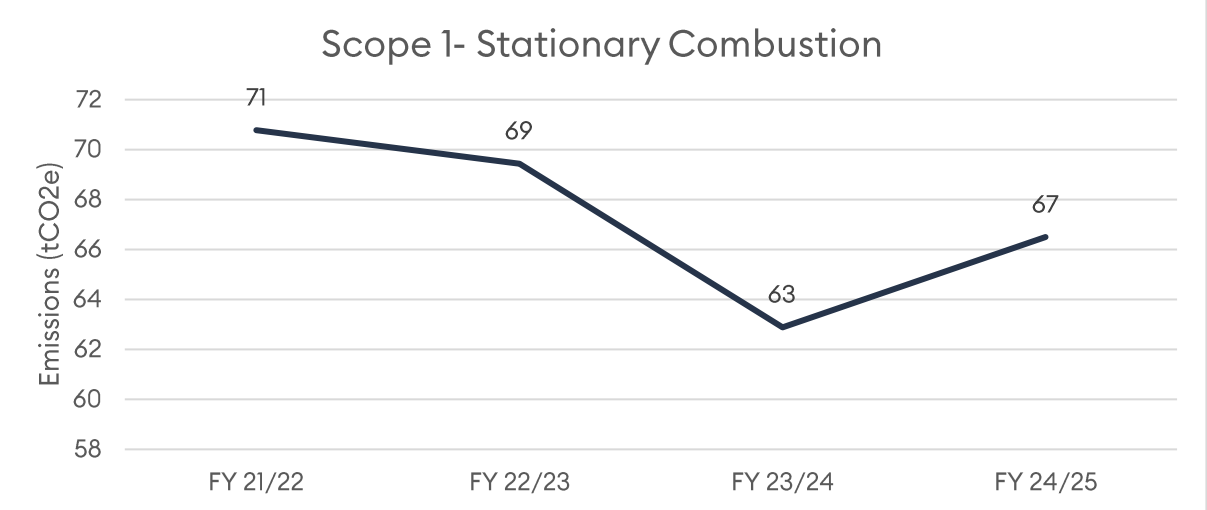
Scope 1 – Mobile & Stationary Combustion

Fleet vehicle fuel use is the main driver of Scope 1 emissions. Key insights (FY24-25 in comparison to baseline year):

- Fleet increased by 23 vehicles, but hybrid/EV share rose from 8% to 52%.
- Diesel and petrol mileage and emissions fell.
- EV mileage increased with zero associated Scope 1 emissions.
- Overall, Scope 1 emissions (for mobile combustion) reduced by 20 tCO_2e.
- Emissions intensity per vehicle dropped from 5.38 tCO_2e → 4.32 tCO_2e.



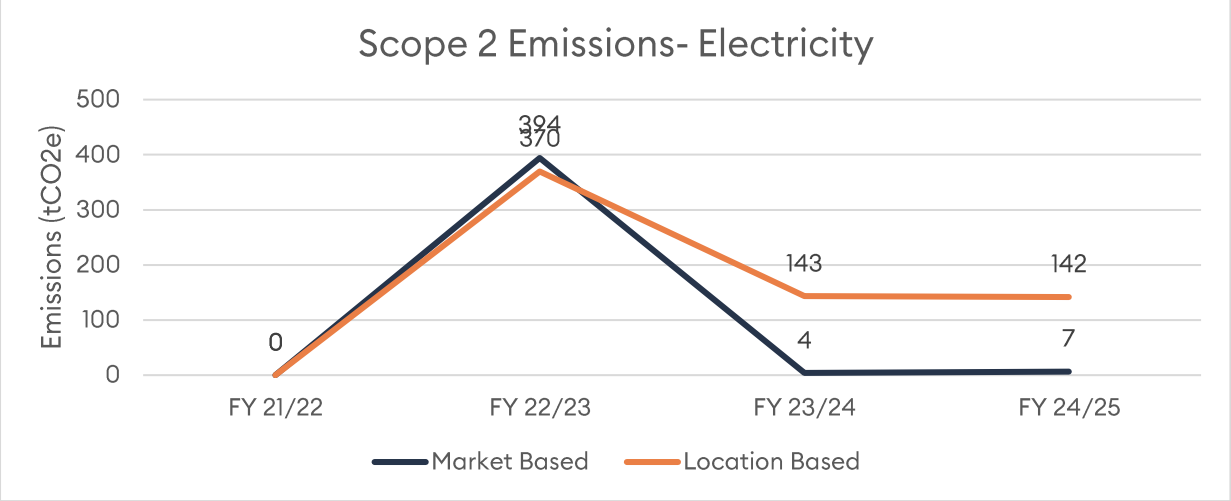
Stationary combustion (natural gas) remained stable across years (within ±10 tCO_2e).



Scope 2 – Electricity

Scope 2 emissions have been calculated using both market- and location-based methods.

- Baseline year emissions were **0 tCO_2e** due to renewable electricity tariffs, on which all premises remain.
- Current Scope 2 emissions relate **solely to employee EV home charging.**

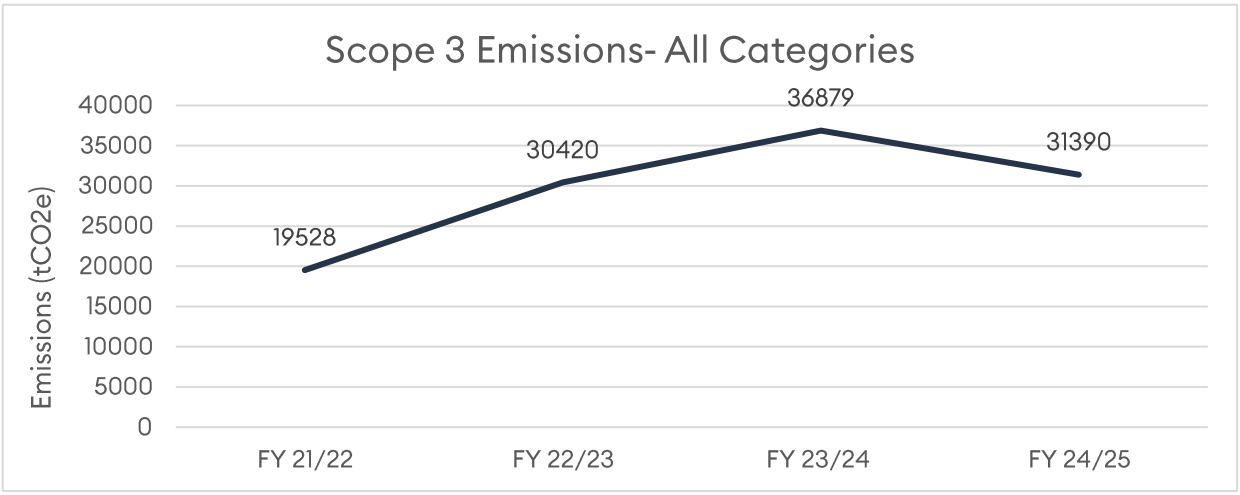


Scope 3 – Value Chain Emissions

Scope 3 remains the dominant source of emissions.

Drivers and trends:

- Spend-based methodology links emissions directly to purchasing volume.
- Increased project delivery in FY22/23 and 23/24 produced higher emissions, while reduced spend in FY 24/25 produced a fall.
- Purchased Goods & Services account for **over 90%** of Scope 3 emissions.



5. Emissions Reduction Targets

Near-Term (by 2030/31)

- **50% absolute reduction** in Scopes 1 & 2 (baseline: 2021/22).
- For Scope 3, Increase activity-based and supplier-specific data.

Long-Term (by 2050)

- **90% absolute reduction across all scopes**, with up to **10% residual offsetting.**
- Targets are aligned with SBTi but **not yet externally validated.**

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6. Completed Carbon Reduction Initiatives (2021–2025)

Key outcomes:

- **Fleet decarbonisation:** 52% hybrid/PHEV/EV by 2025 across all company and engineer vehicles.
- **Updated vehicle policy** improving CO_2 thresholds; introduction of EV salary sacrifice scheme.
- **Employee commuting survey** rolled out to refine Scope 3 data.
- **Supplier engagement programme** initiated, including seminars (with GBBSM focus for 2025) and a structured survey to top suppliers.
- **Improved data collection** across multiple Scope 3 categories–business travel, purchased goods, subcontractor emissions.
- **Renewable electricity tariffs** implemented across all offices and site premises.

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7. Planned Carbon Reduction Projects (2023–2040+)

A multi-year programme of initiatives includes:

- **Fleet electrification and reduction**, particularly for service engineers (2023–2030).
- **Annual commuting surveys** and initiatives such as cycling schemes (Ongoing).
- **Waste reduction programme** including a new waste dashboard (from 2026).
- **Enhanced supplier engagement**, focusing on product-level emission data and education (2023–2030).
- **Sustainability Summit Events** expanded across all business units (from 2025).
- **Sustainable procurement review** (2024–2026).
- **Long-term:** explore **verified carbon capture and sequestration investments.**