

Carbon Reduction Plan

UPDATE January 2026

Introduction

The pursuit of corporate success often overlooks the many important social and environmental responsibilities that should be respected along the way. The impact that any business has on its surroundings is widespread and no more so than in the construction industry where inconsiderate and poorly planned operations often and quite visibly lead to local resentment and scarring of our surroundings.

DJHravcon originated from agricultural contracting and with the company still being in the same family ownership, care of the land, its many inhabitants and the local environment quite naturally remains high on its priorities.

Globally, no greater environmental impact is there than that of global warming, and the construction industry is naturally emission intense, but that's not to say that improvements are not possible and leadership in this challenge is something that we aspire to be recognised for. The Paris Climate Accord was signed for good reason and its many initiatives are evident amidst the world in which we all now do business. Working together with our clients and our suppliers we are thinking differently, challenging ourselves differently and ultimately acting differently.

Our Managing Director once mused that it would be lovely to be able to have a fleet of Tesla's parked outside. Five years on, five of them sit in the carpark alongside other equally competent electric vehicles, hooked up to our EV chargers and our ever-expanding array of solar panels and ultimately powered by renewable energy which stands as testimony to progressive green thinking.

So, whether it's protecting local bat populations; upcycling trade waste or investing in larger greener projects, DJH Ravcon will strive to show that green business is good business.

We are proud of our balanced commitment to ESG generally with a current scoring of 80.9% putting us in the top 10% of FSQS corporate membership. It illustrates the maturity of our business and the considered direction that we continue to take.



Proud to be supporting



Commitment to achieving Net Zero

DJH Ravcon Ltd is a SME, and whilst we are without the commercial clout of larger corporates, we are agile and have nonetheless committed to initially achieving Carbon Neutral status by 2027 and Net Zero emissions on Scope 1 & 2 whilst significantly reducing Scope 3 emissions, by 2050.

The company has publicly commitment in 2024 via the SME Climate Hub; is using their independent SBTI aligned tools for the calculation and target setting of emissions; and is seeking SBTI validation of emission and target reporting.

Baseline Emissions Footprint

Baseline Year: 2021	
Additional Details relating to the Baseline Emissions calculations.	
Our baseline is derived from the first year that we were able to accurately record and measure emissions in a manner that is aligned with the GHG Protocol/SBTI and to commence in earnest our plan to decarbonise our business with independently verified science-based targets.	
Our ability to measure Scope 3 emissions	
We undertake this plan against a backdrop of substantial envisaged operational/financial growth and given that the nature of our assessment is spend based, we have chosen to illustrate our emissions intensity* to reflect improvements and ensure comparisons year on year are relevant and representative of the impact being achieved.	
Baseline year emissions:	
EMISSIONS	TOTAL (tCO₂e)
Scope 1 (Fuel Use)	91
Scope 2 (Electricity Purchased)	7
Scope 3 (Operational Supply)	1963
Total Emissions	2061
Turnover £'000s	£8,155
Emissions Intensity*	0.25

Basis of planning:

DJH Ravcon Ltd undertook a detailed Environmental Impact Assessment in 2021 across all areas of business identifying 33 key areas of improvement ranging from simplistic behavioural changes; lessening physical impacts upon immediate surroundings; reducing waste and improving efficiencies, through to major infrastructure changes that will require 5-10 years of investment (budgeted in 2021 to exceed £500,000 over 8 years); including step changes that reduce any significant burden on operational continuance but will ultimately lead to significant lessening of our carbon footprint.

This Impact assessment was repeated in 2024 when our operational base shifted locality, but highlighted no further challenges given the otherwise relatively consistent nature of our business.

As a contractor working in an industry that dictates buildings be repaired with the same materials as existed and specifications often dictated by third parties, those Scope 3 emissions that arise through the performance of our operations, are more challenging to improve than might otherwise be expected, however, influences that are under our direct control are being analysed and reviewed both from a spend and activity perspective. Activities under the control of our supply chain are being interrogated and examined in the course of 2026 to see options where we can align commitments and collectively generate reductions.

Current Emissions Reporting

Latest / Previous Reporting Year:	2025	2024
EMISSIONS	TOTAL (tCO₂e)	TOTAL (tCO₂e)
Scope 1	71.5	97
Scope 2	2.7	3
Scope 3	1742	2372
Total Emissions	1816	2472
Turnover £000's	£15,092	£14,027
Emissions Intensity	0.12	0.176

Observations

The improvements on emissions intensity from 0.25 tCO₂e in 2021, to 0.12 tCO₂e (per £1000 of revenue) in 2025 illustrate that despite being a growth business, our efforts to reduce impact are working. As our fleet migrates away from fossil fuels, our electricity consumption increases but by renewable means. Our business increased by 7.6% but our emissions reduced by 27% and by way of example, our miles driven decreased by 21% to an all time low of 268,000 in 2025.

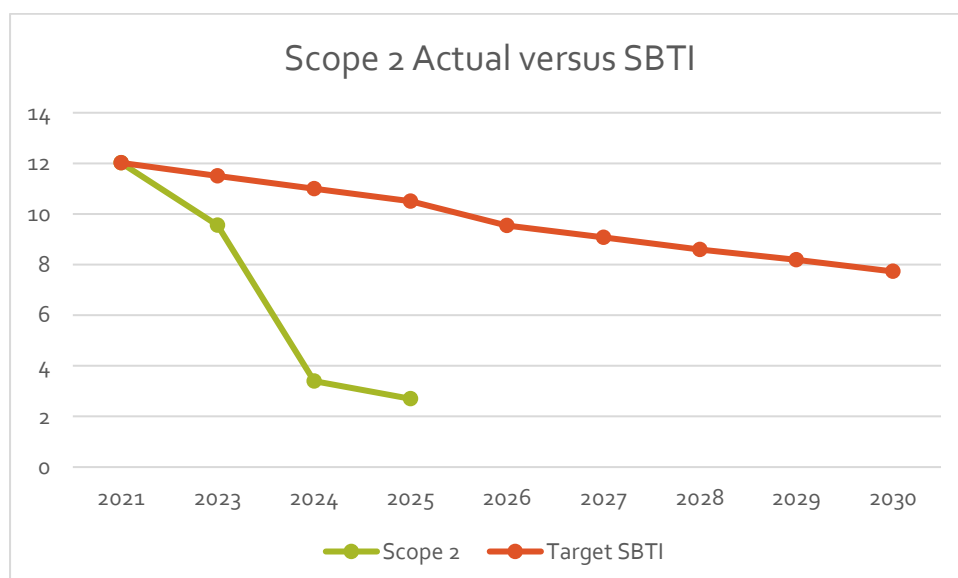
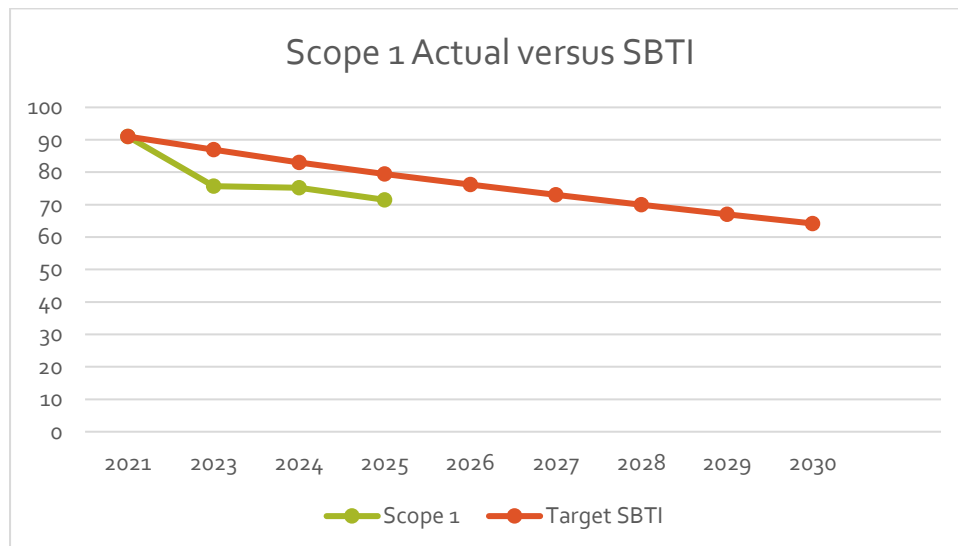
Near Term Emissions Reduction Targets

Whilst we initially set ambitions that by 2030, our Scope 1 emissions would decrease to **31.20 tCO₂e**, and Scope 2 emissions would decrease **5.20 tCO₂e**, the SBTi aligned 4.2% reduction per year is less demanding requiring outcomes of 64.2 and 74.3 tCO₂e respectively. To date we have already exceeded our Scope 2 objective whereas Scope 1 reductions are more challenging given the growth of the business and demand therefore upon our fleet.

Independently measured performance against the SBTi targets can be seen in the graphic illustrations below. Our Targets are awaiting approval by the SBTi to whom we have publicly committed alongside the SME Climate Hub

Reference: <https://sbtiservices.com> <https://smeclimatehub.org>

Our tracking of progress against targets is illustrated in the following graphs. Sub-data is available on request to compliance@djhrravcon.co.uk



Carbon Reduction Initiatives

Miles Over Ground Efficiency (MOG)

How far we travel to each job; how often we travel there; how many vehicles we send there are all factors that exist additionally to the type of vehicle driven. This is particularly relevant to our commercial vehicle van fleet where EV equivalents are not currently an option.

Our MOG Plan looks to strategically reduce the miles covered; time lost in traffic; frequency of servicing need and accident risk; and also impact upon the emissions created by driving.

Fundamental cornerstone of the MOG Plan are:

1. Reduce our operating area and focus on more jobs nearer to base,
2. Reduce the number of smaller jobs in favour of lesser frequent but larger jobs.
3. Track our vehicle positions and driving habits to ensure we allocate work smartly and via Telematics, eliminate wasted or inefficient journeys.

Implementation Date:	1 January 2023
Anticipated Completion:	31 December 2026
Capital Budget:	£15,000
Projected Impact:	45.00 tCO ₂ e /year saved

Vehicle Fleet Transition

Our existing vehicle fleet covers over 400,000 miles annually and has been systematically migrated to EV or PHEV vehicles where practical. In 2026, more than 50% of our fleet is now electric. Where combustion engines are still required on the heaviest of our commercial vehicles, we are renewing with low emission/high efficiency derivatives. This migration is occurring through 2022 to 2027 as lifecycles of existing vehicles naturally expire rather than force early termination of useful life for which there is a negative impact on carbon footprint.

EVs and PHEVs cost a premium of 20% over existing capital commitments making for an average of £6000 per vehicle over the period and recent tax benefit removal further challenges the transitional business case however we continue as planned for now.

Implementation Date:	1 January 2022
Anticipated Completion:	31 December 2027
Capital Budget:	£72,000
Projected Impact:	30.00 tCO ₂ e /year saved

Power Efficiency

At the time of setting the initiative in 2021, the business occupied EPC rated F premises heated by oil and using inefficient electrical systems. The plan saw DJH Ravcon design/construct our own A Rated offices through 2023 with air-source heating and SPV installed alongside Lithium battery storage to maximum our own power generation through 2024/25, and ultimately benefit from entirely renewable power. This is now complete.

Implementation Date:	1 January 2023
Anticipated Completion:	31 December 2025
Cost Anticipated/Expended:	£380,000/£415,000
Projected Impact:	8.00 tCO ₂ e /year saved

Logistic Efficiencies (Material Deliveries)

Old methods of operation without regard for efficiency or environmental impact require re-think, often with commercial benefit also being identified for the company and its suppliers. Historically, goods were delivered by vehicle to the company warehouse and then driven to site. Often, the incoming delivery passed by the very jobs that the goods would be delivered to the next day. Company workers were driving to the warehouse each morning to collect the materials to then drive to site and again, often back in the direction from which they came.

The result was a large upstream transportation inefficiency. DJH Ravcon is modelling new operating methods that will see us working with fewer suppliers and where practical, organising deliveries direct to site.

Implementation Date:	1 July 2024
Extended Completion:	31 December 2026
Capital Budget:	£10,000
Projected Impact:	20.0 tCO ₂ e /year saved

Declaration and Sign Off

The original Carbon Reduction Plan and subsequent updates have been completed in accordance with PPN 06/21 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 standard¹ and uses the appropriate Government emission conversion factors for greenhouse gas company reporting¹.

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

Signed on behalf of DJH Ravcon Ltd:



Date: 14 January 2026

¹<https://ghgprotocol.org/corporate-standard>