

# Carbon Reduction Plan

Supplier name: Ramboll UK Ltd

Publication date: June 2025

## **Commitment to achieving Net Zero**

**Ramboll UK Ltd** is committed to achieving Net Zero emissions by 2050 or before.

## **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.

Details of Ramboll UK Limited's baseline emissions for 2019 are presented below. Ramboll UK Limited has reported on all of its UK sites. This represents 100% coverage of our UK operations' energy consumption.

**Baseline Year: 2019**

**Additional Details relating to the Baseline Emissions calculations.**

The baseline year is the 1<sup>st</sup> January 2019 to 31<sup>st</sup> December 2019 using market-based reporting for scope 2 electricity.

**Baseline year emissions:**

<b>EMISSIONS</b>	<b>TOTAL (tCO<sub>2</sub>e)</b>
<b>Scope 1</b>	<b>155.8 tCO<sub>2</sub>e</b>
<b>Scope 2</b>	<b>266.0 tCO<sub>2</sub>e</b>
<b>Scope 3 (Included Sources)</b>	<b>3,370.9 tCO<sub>2</sub>e</b> <ul style="list-style-type: none"><li>- 0.2 tCO<sub>2</sub>e - Category 4: Upstream transportation and distribution (estimate)</li><li>- 2.6 tCO<sub>2</sub>e - Category 5: Waste generated in operations (estimate)</li><li>- 2,828.75 tCO<sub>2</sub>e - Category 6: Business travel</li><li>- 539.4 tCO<sub>2</sub>e - Category 7: Employee commuting (estimate)</li><li>- 0 tCO<sub>2</sub>e - Category 9: Downstream transportation and distribution (reported as zero as Ramboll operates in a service industry with no goods to transport)</li></ul>
<b>Total Emissions</b>	<b>3,792.7 tCO<sub>2</sub>e</b>

## Current Emissions Reporting

Reporting Year: 2024	
EMISSIONS	TOTAL (tCO <sub>2</sub> e)
Scope 1	53.4 tCO <sub>2</sub> e
Scope 2	30.4 tCO <sub>2</sub> e
Scope 3 (Included Sources)	<b>2,700.7 tCO<sub>2</sub>e</b> <ul style="list-style-type: none"> <li>- 0.2 tCO<sub>2</sub>e Category 4: Upstream transportation and distribution (estimate)</li> <li>- 2.6 tCO<sub>2</sub>e Category 5: Waste generated in operations (estimate)</li> <li>- 2,088.7 tCO<sub>2</sub>e Category 6: Business travel</li> <li>- 609.2 tCO<sub>2</sub>e Category 7: Employee commuting (estimate)</li> <li>- 0 tCO<sub>2</sub>e - Category 9: Downstream transportation and distribution (reported as zero as Ramboll operates in a service industry with no goods to transport)</li> </ul>
<b>Total Emissions</b>	<b>2,784.5 tCO<sub>2</sub>e</b>

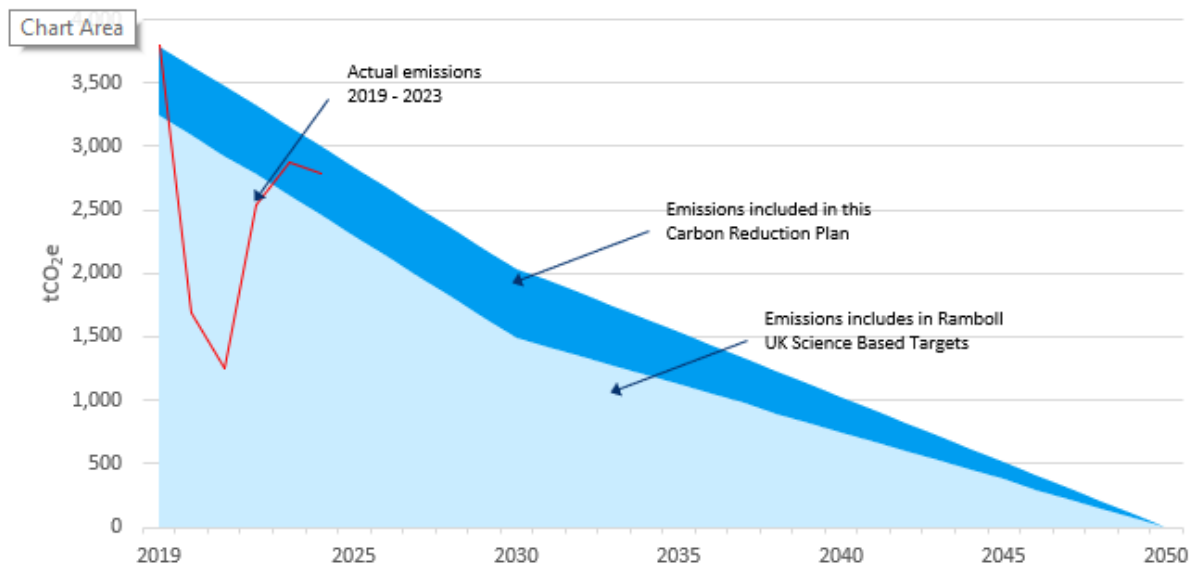
## Emissions reduction targets

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

For Ramboll's UK operations we target a carbon emissions reduction of 1,501.7 tCO<sub>2</sub>e by 2030. In line with Ramboll's group level science-based targets this reflects a reduction in scope 1 and 2 emissions of 46.2% by 2030 and in addition targets a 46.2% reduction in scope 3.6 business travel emissions by 2030.

We target a cumulative emissions reduction of 9,010.4 tCO<sub>2</sub>e across the 11 years 2020 – 2030.

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



## Carbon Reduction Projects

### Completed Carbon Reduction Initiatives

Using the Carbon Reduction Plan (CRP) boundary our carbon emission reductions achieved by 2024 equates to 1008.2 tCO<sub>2</sub>e, a 26.6% reduction vs the 2019 baseline. This includes all scope 1 and 2 emissions as well as all the emissions from the 5 scope 3 categories required under PPN 06/21 guidance.

Using our Science Based Targets (SBT) boundary our carbon emission reductions achieved by 2023 equates to 1,078.0 tCO<sub>2</sub>e, a 33.2% reduction vs the 2019 baseline. This includes all scope 1 and 2 emissions as well as scope 3.6 business travel.

Changes to work patterns in relation to Covid reduced our emissions significantly in 2020 and 2021. Full year emissions from 2022 onwards give a clearer view of how much of the CO<sub>2</sub> emissions savings are from implemented measures and changes to working patterns or temporary impact of Covid.

The completed measures that will be in effect when performing the contract include:

COMPLETED ENVIRONMENTAL MANAGEMENT MEASURES AND PROJECTS	COMPLETION DATE
All scopes: Establish a Science Based Target – submit application to SBTI	August 2021
All scopes: Establish working group to take ownership of Ramboll UK emissions reduction	August 2021
Scope 1: Leased and owned vehicles – Review usage and establish plan to decommission and/or replace with EV/hybrid fleet	February 2021
Scope 2: Electricity - Move all electricity sourced directly by Ramboll to a credible renewable provider	January 2021
Scope 3: Employee commuting – Ramboll has signed up to “Count me In”. This is a programme is supporting employees to adopt lower carbon lifestyles.	March 2021
Scope 1: Leased and owned vehicles – Rolling programme of decommissioning and/or replacing fleet. Note that this programme will evolve over time to reflect changing business requirements and increasing availability of charging infrastructure	Initial programme completed January 2022
Scope 3: Employee commuting – Ramboll has implemented a new hybrid working model, which will significantly decrease commuting emissions (through working from home)	January 2022
Scope 3 – Business travel: Implement new policies and governance procedures to enable fuller measurement of emissions, and to more closely control business travel emissions, particularly from flights	January 2022
Scope 3 – Business Travel: Group-wide carbon budgets for business travel aligned to senior management targets & reviewed by management	June 2024
Scope 1 & 2: Relocation of offices to smaller footprint in buildings with superior environmental credentials	June 2024
Scope 1 & 2: Energy audits of largest leased offices	July 2024
Scope 3 – Employee Commute: global survey of sampled employees	September 2024
Scope 3 – Employee commuting: Survey data applied to reported emissions, also enabling data-driven action plans	December 2024

The ongoing measures that will be in effect when performing the contract include:

EXISTING ENVIRONMENTAL MANAGEMENT MEASURES AND PROJECTS	COMPLETION DATE
Scope 2: Electricity – Ensure that all electricity supplied to Ramboll UK offices is 100% green electricity by end 2025	December 2025
Scope 3 - Business Travel: Update of carbon budgets and management review mechanisms for 2025	December 2025
Office-based action plans resulting from energy audits	December 2026
Ongoing review of leased office footprint and environmental credentials of alternatives	December 2026

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

FUTURE ENVIRONMENTAL MANAGEMENT MEASURES AND PROJECTS	COMPLETION DATE
Waste: Investigating options to get more accurate data for monitoring of waste and water	December 2026
Waste: Develop and implement plans to reduce waste related emissions, guided by the waste hierarchy and circular economy principles	December 2026

Scope 3 – Business Travel: Tighter policies, guidelines and controls over business travel and early development of options to increase tech-enabled collaboration and delivery to clients	December 2025
Scope 1: Ongoing review of pool vehicle usage to adopt EVs when feasible	June 2026

## Assumptions, Estimations and Uncertainties

Transparency is an integral part of Ramboll UK Limited’s approach to GHG reporting. As such all key assumptions, estimations and uncertainties within the GHG assertion are detailed below. Moreover, this list provides an indication of areas to work on as part of our ongoing continuous improvement programme as we seek to reduce uncertainty, increase accuracy and deepen our relationship with our value chain as a route to reducing our collective GHG emissions.

We undertake a continual process of improving our data quality. In the case that we identify any material changes we may recalculate the data in the future.

### Scope 1 – Stationary Combustion, Scope 2 – Procured Electricity:

In certain locations obtaining valid data has not been possible (e.g. where landlords do not provide energy data). For this reason, an estimation methodology and hierarchy has been developed to produce a consistent and transparent estimation of electricity and heat consumption (e.g. using data from similar sites or credible energy benchmarks for similar buildings such as those detailed in CIBSE TM46 Energy Benchmarks)

### Scope 3 – Category 4 – Upstream Logistics:

Upstream logistics data has been estimated based on known expenditure on goods and services, and actual kgCO<sub>2</sub>e per delivery based on data from a national distributor of office supplies. The actual number of deliveries to Ramboll UK and the type of vehicle used has been estimated. As the total emissions calculated are less than 0.2 tCO<sub>2</sub>e p.a. this figure will be used on an annual basis subject to regular review.

### Scope 3 – Category 5 – Waste:

Waste data is not currently collected for Ramboll UK sites therefore quantities, disposal methods and which emissions factors should be used are estimated using data from similar international Ramboll sites.

### Scope 3 – Category 6 – Business Travel:

The majority of business travel emission comes from flights. These emissions have been calculated based on known distances when flights have been booked on Ramboll’s travel portal. This data is then used to calculate an average spend per kilometre travelled and used as a proxy for converting air travel spend where distances are not available.

Where no primary activity data is available for some ground transport (i.e. kilometres in taxi or public transport) a spend based method is applied to convert spend to emissions. This method uses Environmentally Extended Input Output (EEIO) model, which are a recognised

substitute for primary data in the GHG Protocol approved “Quantis” tool used for estimating scope 3 emissions.

**Scope 3 – Category 7 – Employee Commuting:**

An internal commuting survey was conducted and completed in 2024 to assess employee commuting patterns and estimate associated GHG emissions. The survey was distributed to a total of 12,275 employees with 5,492 responses received, representing approximately 31% of Ramboll employees. To estimate overall commuting emissions across all regions, Full-Time Equivalent (FTE) employee figures were used to scale the results to the total workforce in each country. Data on commuting distance, average commuting days and transport type split by country was collected and used to calculate total GHG emissions.

**Scope 3 – Category 9 – Downstream Logistics:**

These have been reported as zero as Ramboll is a service sector business that doesn't produce goods or products that would need transporting.

## Declaration and Sign Off

This Carbon Reduction Plan has 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 standard<sup>1</sup> and uses the appropriate Government emission conversion factors for greenhouse gas company reporting<sup>2</sup>.

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<sup>3</sup>.

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

### Signed on behalf of Ramboll UK Ltd:

**Neil Sansbury**

Managing Director, Ramboll UK



Date: June 2025

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

<sup>2</sup> <https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>

<sup>3</sup> <https://ghgprotocol.org/standards/scope-3-standard>