



Carbon Reduction Plan

Supplier name: **Swietelsky Construction Company Ltd**

Publication date: **27/10/2025**

Incorporating Swietelsky Construction Company Limited carbon reduction plan in accordance with the requirements of PPN 06.

Commitment to achieving Net Zero

Swietelsky Construction Company Ltd is committed to achieving Net Zero emissions by 2050 for their UK operations. Swietelsky Construction Company Ltd are a subsidiary of the parent company Swietelsky AG which is based in Linz, Austria. Swietelsky Construction Company Ltd currently operate with Babcock Rail in a Joint Venture in the UK as SB Rail. This carbon reduction plan will only demonstrate Swietelsky Construction Company Ltd values. Babcock Rail have their own Carbon Reduction Plan through Babcock Group website.

How the Scopes are Calculated?

Swietelsky Construction Company Ltd emissions data is reported in line with the Greenhouse Gas Protocol Corporate Accounting and Reporting Standard, and Corporate Value Chain (Scope 3) Standard under the 'Operational Control' approach. Scope 1 and Scope 2 emissions are calculated through Swietelsky AG "SPHERA Cloud" platform and the Scope 3 PPN06 categories are calculated using the appropriate conversion factors published by BEIS (Department for Business, Energy & Industrial Strategy). Swietelsky AG currently calculates Swietelsky Group's emissions on the software "SPHERA Cloud". Due to the UK Government requiring PPN06 for contracts above £5million, Swietelsky Construction Company Ltd are the first member of the Swietelsky Group to calculate Scope 3 emissions.

Swietelsky Construction Company Ltd Individual Scope Structure

- Scope 1 Emissions Sources – Natural Gas, Fuel for On-Track Machines, our commercial fleet and business mileage in long-term leased company internal combustion engines (ICE) vehicles. Fugitive emissions.
- Scope 2 Emissions Sources – The electricity that is used in Swietelsky's depots and offices across the UK. Swietelsky's electric road vehicle fleet will appear in this Scope as the road vehicle fleet transitions.
- Scope 3 Emissions Sources – Upstream transportation & distribution, Waste generated in operations, Business Travel (Train travel, flights, car hire and alternative transport), Employee Commuting, and Downstream transportation & distribution.

Swietelsky Construction Company Ltd.'s carbon emissions reported this document will include the seven GHG's named by the Kyoto Protocol:

- Carbon Dioxide (CO₂)
- Hydrofluorocarbons (HFCs)
- Methane (CH₄)
- Nitrous Oxide (N₂O)
- Nitrogen Trifluoride (NF₃)
- Perfluorocarbons (PCFs)
- Sulphur Hexafluoride (SF₆)

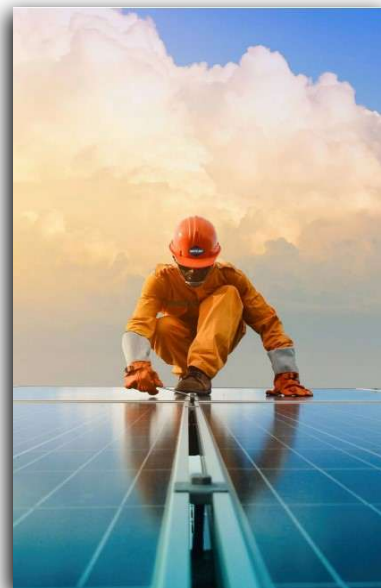
Carbon Intensity Table

To demonstrate year on year improvements of Swietelsky’s carbon emissions for UK operations, a carbon intensity ratio will be used. The carbon intensity ratio has been calculated by dividing the emissions against the revenue of that same year.

The emission values in the table below, show Scope 1, Scope 2 and Scope 3 over a 3-year period. By using the carbon intensity method, our business can be analysed in a way that business growth will be taken into account, and provide an evaluation of our progress.

For the reporting year 2024/2025, our carbon emissions appear significantly higher compared to the previous year. This is mainly due to the change from WeSustain to SpheraCloud, which provides a more accurate methodology for calculating emissions. As a result, figures across Scope 1 & 2 have increased; not necessarily due to changes in activity, but due to improved data quality and reporting.

- Scope 1 emissions have risen in line with our growing van fleet, as we continue to expand operational capacity.
- Scope 2 shows a moderate increase, largely driven by additional electricity usage from new employees and increased office activity.



During 2024/2025, our carbon intensity ratio has increased compared to previous years. This is mainly down to the introduction of SpheraCloud, which uses quantity based calculations rather than average based emissions calculations; this resulted in more comprehensive reporting across all emission scopes. While this increase reflects improved data accuracy rather than a rise in actual emissions per unit of business activity, Swietelsky recognise the importance of this measure and remain committed to reducing our carbon intensity over time.

Swietelsky Construction Company Ltd continues to prioritise sustainable growth, and we are actively identifying opportunities to improve energy efficiency, reduce travel emissions, and invest in low-carbon technologies to return to a downward trend in our carbon intensity ratio in future reporting years.

Swietelsky Construction Company Ltd Carbon Intensity Table

		FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Swietelsky Construction Total					
Scope 1	tCO ₂ e	1756.026	1712.116	1882.99134	2460.045
Scope 2	tCO ₂ e	1.84	3.879	5.69895	42.28
Scope 3	tCO ₂ e	584.138	697.294	795.627	784.364
Total Emissions	tCO ₂ e	2342.004	2413.286	2684.31729	3286.689
Revenue for the financial years	£1m	20.194	21.459	23.945	25.591
Carbon Intensity Ratio	tCO ₂ e/£1m	115.98	112.46	112.10	128.43

Note : Swietelsky Construction Company Ltd Carbon Intensity starts in FY21/22, as this was the selected baseline year on the Carbon Reduction Plan due to Scope 3 data becoming available for FY21/22.

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.

Baseline Year: FY2021/22 (1st April 2021 – 31st March 2022)	
Additional Details relating to the Baseline Emissions calculations.	
Scope 1 and Scope 2 have been covered in detail within the tool “WeSustain”. Scope 3 values have been calculated using Greenhouse gas reporting: conversion factors 2021. The partial calculation of Scope 3 is due to the Employee Commuting survey not commencing until FY2022/23. Downstream transportation & distribution is zero, as we do not sell goods.	
Baseline year emissions:	
EMISSIONS	TOTAL (tCO ₂ e)
Scope 1	1756.026
Scope 2	1.84
Scope 3 (Included Sources)	<i>Partially Calculated Total – 584.138</i> 3. <i>Fuel and Energy Related Activities – 489.840</i> 4. <i>Upstream transportation & distribution – 0.717</i> 5. <i>Waste generated in operations – 2.147</i> 6. <i>Business Travel – 91.433</i> 7. <i>Employee Commuting – see description above</i> 9. <i>Downstream transportation & distribution – 0</i>
Total Emissions	2342.004

Current Emissions Reporting

Reporting Year: FY2024/25 (1st April 2024 – 31st March 2025)

Scope 1 and Scope 2 have been covered in detail within the tool “WeSustain”. Scope 3 values have been calculated using Greenhouse gas reporting: conversion factors 2024”. Downstream transportation & distribution is zero, as we do not sell goods.

EMISSIONS	TOTAL (tCO ₂ e)
Scope 1	2460.045
Scope 2	42.28
Scope 3 (Included Sources)	<p><i>Calculated Total – 795.627</i></p> <p><i>3. Energy and Fuel related activities – 506.637</i></p> <p><i>4. Upstream transportation & distribution – 53.102</i></p> <p><i>5. Waste generated in operations – 0.550</i></p> <p><i>6. Business Travel – 183.863</i></p> <p><i>7. Employee Commuting – 40.212</i></p> <p><i>9. Downstream transportation & distribution - 0</i></p>
Total Emissions	3286.689

Summary of additions between 2021-22 and 2022-23:

Scope 1: No changes.

Scope 2: UK electricity for EV company cars.

Scope 3: UK electricity T&D for EVs. Business Travel inclusion of electric, petrol, and hybrid vehicle data (post covid). Employee Commuting and Homeworking.

Summary of additions between 2022-23 and 2023-24:

Scope 1: No changes.

Scope 2: The inclusion of external charging for the trial electric van.

Scope 3: Hotel stays have now been included in Business Travel.

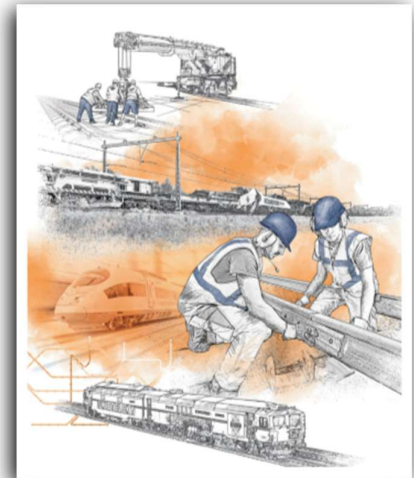
Summary of additions between 2023-24 & 2024-2025:

Scope 1 & 2: Values are more accurate now, as Swietelsky AG has moved from WeSustain to Sphera.

Scope 3: Hotel Stays have increased, as blue collar staff are now included. Previously was only company credit cardholders.

Carbon Reduction Initiatives

The following environmental management measures and projects have been implemented since the FY21-22 baseline. The carbon emission reduction achieved by the newly implemented electric tamping banks and the first electric van equate to 4.996 tCO₂e reduction against the FY21-22 baseline for Scope 1 and Scope 2. Across all scopes, our current typical diesel van contributes 4.28 times more carbon to an electric van. As our road fleet transitions, Swietelsky will start to see its environmental impact reduce in Scope 1 and Scope 3. Swietelsky Construction Company are certified to ISO14001:2015 and we continue to look for new innovative ways to reduce our impact on the environment. In this section, ongoing and future initiatives have been detailed.



Implemented Carbon Reduction Initiatives

Use of Sustainable Products

- Replacing petroleum-based oil and fuel.
- Electric company cars as a form of employee commuting and business travel.
- Glasgow Office, Guide Bridge Office/Depot, & Reading office have EV charger capacity.

Reducing Waste & Recycle

- External oil filtration system preventing oil loss.
- Recycled rubber used on "Brush Box" for protection skirts.
- Hard hats are recycled through the National Hard Hat Recycling Scheme.
- Accredited Waste Management Supply Partners.

Energy Improvements

- The van fleet continues to replace older vehicles with newer models, therefore the engines are more efficient and produce less CO₂.
- Guide Bridge office installed a smart meter to analyse energy usage in each room, and the heating system has now been modified to time based to reduce energy use.
- The smart meter has provided key information regarding Guide Bridge EV charging capacity, which currently stands at 3 charging points with the option to upgrade to 6 charging points.

Innovative Solutions

- Plasser & Theurer 08-4x4 tamper has been retrofitted with electric tamping banks, with the results reducing noise pollution, the chance of a hydraulic spill, and fuel consumption.

Ongoing Initiatives

- The hydraulic filters on two 09-4x4/4S are undergoing trials to determine if the filter lifespan can be extended from 3 months to a possible 12 months. This will reduce waste for filters.
- Company cars to transitioning to zero emissions/low emission vehicles.
- Development of ETCS simulators for OTMs to support driver training. Reducing the carbon footprint of training drivers.
- Transitioning the road fleet to hybrid/electric vehicles.

Future Carbon Reduction Initiatives

- Sustainable depots & switch energy tariffs to renewable energy.
- Improved specifications on future OTMs, possibly E3 technology.
- ETCS will be installed on a number of OTMs in our fleet. ETCS can reduce carbon footprint through more efficient acceleration and braking of our OTMs. ETCS allows drivers to plan ahead further and drive more economically.

Carbon Reduction Targets

Swietelsky Construction Company have set out ambitious key targets that will continue to develop and grow, just like our sustainability profile. To achieve Net Zero, our targets have been summarised in the “Carbon Reduction Roadmap” section.

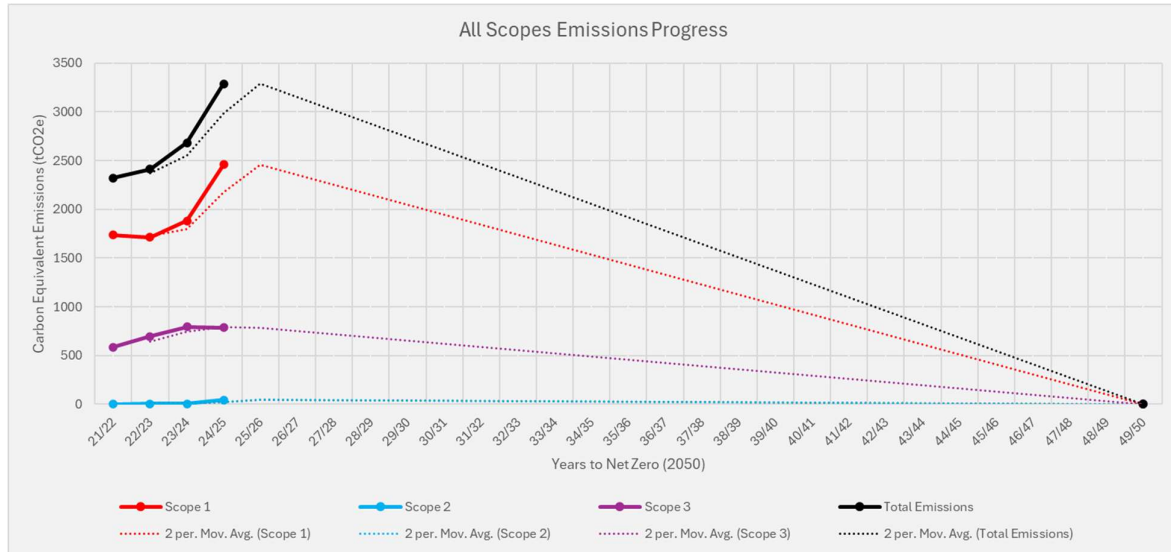


Figure 1: All Scopes moving average line towards Net Zero 2050

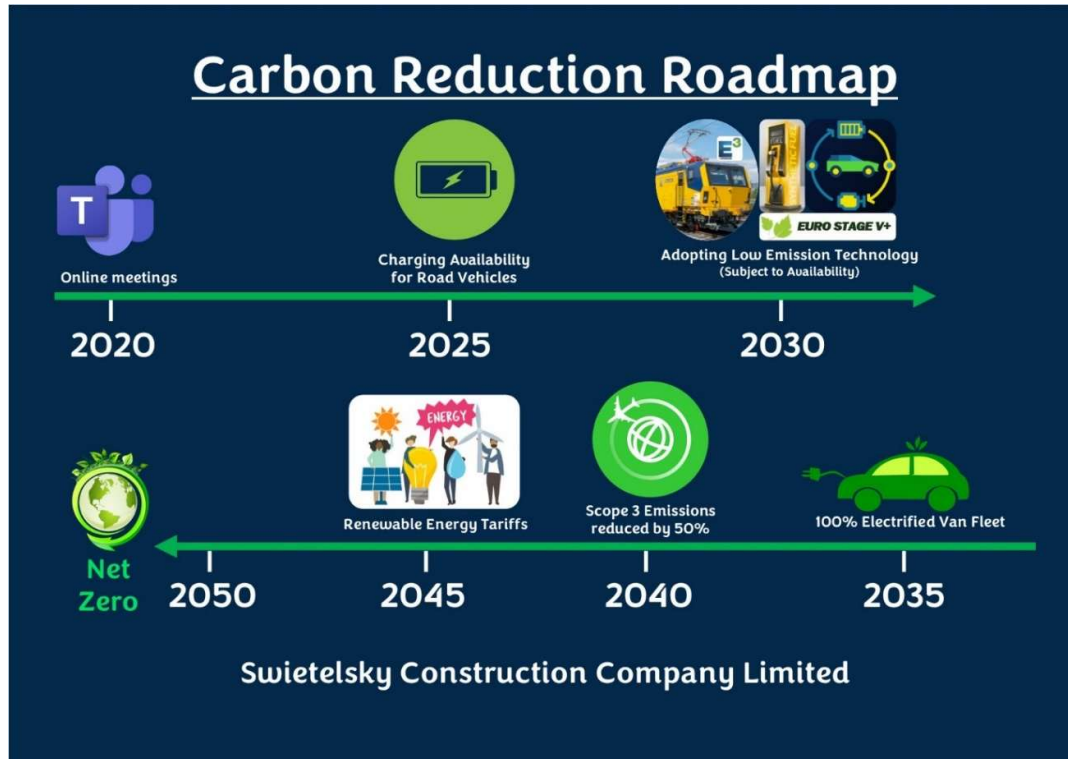
In the graph above, a moving average line has been used to analysis our emission progress over time, and provides a simple way to show how all three scopes can change over time. Scope 1 emissions will gradually reduce, whilst Scope 2 emissions will increase as the vehicle fleet transition from diesel/petrol to hybrid/electric vehicles, however the total emissions should remain lower throughout this transition.



From the baseline year data, Swietelsky will look to reduce emissions significantly in Scope 1 with the road fleet transition from diesel/petrol to hybrid/electric. We project that carbon emissions will decrease over the next six years 540.462 tCO₂e by 2030. This is a minimum reduction of 23%.

Carbon Reduction Roadmap

Swietelsky has opted to encourage online meetings through services such as Microsoft Teams. By using online meetings instead of face to face, our business travel emissions will remain as low as practically possible and going forward Swietelsky will encourage to use cleaner transport for face to face meetings.



Swietelsky targeted to have road fleet charging infrastructure across all offices and depots by 2025, this was achieved in Spring 2024. The future aspiration is now to develop the fleets profile by investing in newer diesel vehicles, electric vehicles and hybrid vehicles. The table “Commercial Fleet” shows the companies progression since the baseline year in regards to fleet size and fuel types. The 2025/26 column has been highlighted as it does not disclose a full year, however it does show that the petrol vans are to be replaced with trial hybrid vans in FY25/26. This is in preparation for the governments mandated ban on the sale of internal combustion vehicles will come into force by 2035.

Fuel Type	Commercial Fleet											
	2020/2021		2021/2022		2022/2023		2023/2024		2024/2025		2025/2026	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Diesel	62	93.9	65	94.20	70	94.59	79	94.05	81	92.05	93	92.08
Petrol	4	6.1	4	5.80	4	5.41	4	4.76	2	2.27	2	1.98
Electric	0	0	0	0	0	0	1	1.19	1	1.14	1	0.99
Hybrid	0	0	0	0	0	0	0	0	4	4.55	5	4.95
Total	66	100	69	100	74	100	84	100	88	100.00	101	100

Fuel Type	Private Company Cars											
	2020/2021		2021/2022		2022/2023		2023/2024		2024/2025		2025/2026	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Diesel	1	33.33	1	33.33	1	33.33	1	14.29	0	0	0	0
Petrol	0	0.00	0	0.00	0	0	0	0	0	0	0	0
Electric	1	33.33	1	33.33	2	66.67	6	85.71	9	81.818	11	91.667
Hybrid	1	33.33	1	33.33	0	0	0	0	2	18.182	1	8.3333
Total	3	100	3	100	3	100	7	100	11	100	12	100

Between 2030 and 2035, hybrid road vehicles will start to be replaced by electrical vehicles. As the UK government has a mandated ban for the sale of internal combustion vehicles/hybrids by 2035.

Our electric infrastructure and electric road vehicle fleet is to be fully in place by 2035. Scope 2 will absorb Scope 1 emissions with the transition of road vehicles, however the overall emission total will be significantly reduced by 2035, and the remaining emissions in Scope 1 will have a slower transition as OTMs have longer design lives (up to 30 years).

As our company continues to enhance its sustainable profile, our older machines will become outdated and will either be modified to an improved euro stage engine or replaced by equivalent low emission OTMs. The future of low emission technology remains uncertain, with many products such as long distance electric power, synthetic fuel and hybrid alternatives are all in their infancy. Currently, E3 technology is only available in a European gauge. If Plasser & Theurer (OEM) design department were to develop a UK E3 specification, this is a timely process which presents significant challenges. Swietelsky will continue to support P&T through future technological advancements as we strive for a greener railway and aim for Net Zero by 2050. An example of this support is our role in installing the first retrofitted electric tamping banks (MK1). Following this, our OEM has developed a MK2 version, which is now available on a range of OTMs.



By 2040, Scope 3 emissions will be the area in which Swietelsky can look to reduce. Scope 3 major reductions would be business travel, company cars to low emission vehicles, deliveries of fuel, employee commuting, and energy extraction. By reducing all these factors, Scope 3 would aim to be in a position of less than 75% when compared to FY21-22 values.

Our roadmap in 2045 will lead us to focus on energy extraction to be carbon neutral with the support of renewable energy tariffs, sustainable fuel collection, offsetting projects may be required or new technologies could be available to support our goal to achieve NetZero by 2050.

Swietelsky will embrace this challenge and look forward to reducing our emissions, and improve our social responsibilities for our employees and our clients.



Declaration and Sign Off

This Carbon Reduction Plan has been completed in accordance with PPN 06 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 and uses the appropriate Government emission conversion factors for greenhouse gas company reporting.

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.

This Carbon Reduction Plan has been reviewed and signed off by the board of directors for Swietelsky Construction Company Ltd.

Signed on behalf of the Supplier:

Managing Director

Signature: 


Date: 27.10.2025

Technical Director

Signature: 

Date: 27.10.2025

Finance and Commercial Director

Signature: 

Date: 27.10.2025

Safety, Standards, & Engineering Director

Signature: 

Date: 27.10.2025



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