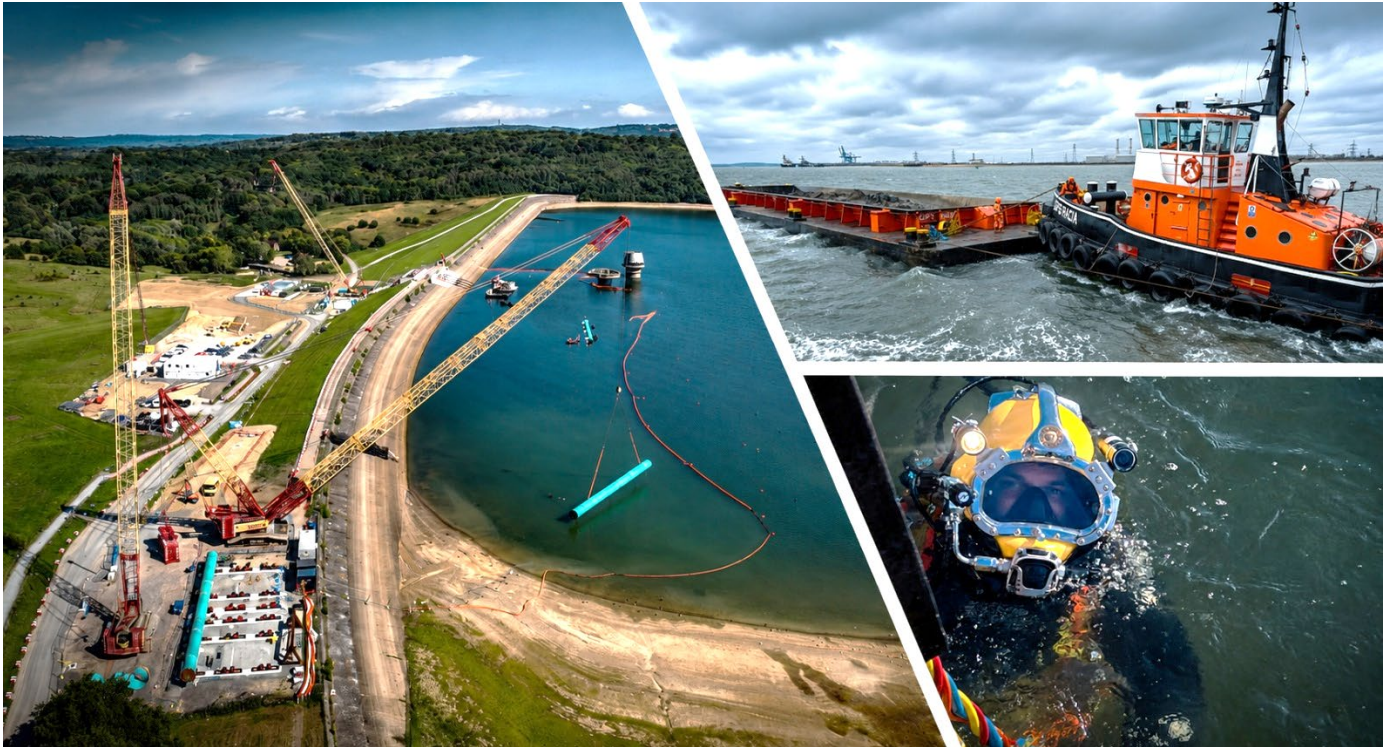




NAVIGATING RISK | SO EVERYONE GOES HOME SAFE



Carbon Reduction Plan 2026

Report

GPSM-SUST-RPT-01



Certificate Number 27531



Constructionline
Gold Member

SPECIALIST DELIVERY PARTNER FOR MARINE AND CIVIL PROJECTS

CONSTRUCTION | DESIGN | SURVEYING | MARINE LOGISTICS | PROJECT MANAGEMENT | COMMERCIAL DIVING

Carbon Reduction Plan - 2026

Revision History

Issue	Issue Date	Amendments	Author	Approver
1.0	01/04/2026	New Document	Craig Robertson	Paul Day Alan Cook
1.1	19/05/2026	Updated to include scope 1, 2 and 3 data	Craig Robertson	Alan Cook
1.2	05/09/2026	Updated ISO Logos on front page to new provider. No other changes	Craig Robertson	Craig Robertson

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Carbon Reduction Plan - 2026

1. Introduction

GPS Marine and Civil Services Ltd operates in environments where fuel use, plant, and marine logistics are fundamental to delivery. We recognise that our activities have a direct impact on greenhouse gas emissions, particularly through the use of vessels, heavy plant, and transport associated with marine civil engineering works.

We are committed to understanding, managing, and reducing these impacts in a structured and practical way. This includes establishing a clear emissions baseline, improving the efficiency of our operations, and integrating carbon considerations into planning, procurement, and delivery.

This Carbon Reduction Plan sets out how GPS MACS will measure its emissions and take proportionate, effective action to reduce them over time, in line with recognised standards including the Greenhouse Gas Protocol and UK Government expectations under HM Government policy.

2. About GPS Marine and Civil Services Ltd (GPS MACS)

GPS Marine and Civil Services Ltd (GPS MACS) is a strategic partnership between GPS Marine Contractors Ltd and Marine and Civil Services Ltd, combining extensive experience in the operation, design, and construction of marine infrastructure.

The business brings together the strengths, resources, and expertise of both organisations to provide a complete delivery capability across marine and civil engineering projects. GPS MACS supports Clients from early engagement and consultation through to design, construction, and commissioning, offering services including project management, engineering, construction, marine logistics, and commercial diving.

Headquartered at GPS Marine House in Rochester, Kent, on the River Medway, the company is well positioned to deliver projects across the South of England and wider Europe. The Rochester facility includes a jetty for vessel mooring, mobilisation and maintenance, a wharf for loading plant and equipment onto barges, and a fabrication workshop enabling efficient integration of construction and marine operations.

GPS MACS operates across a wide range of environments, including inland waterways, coastal, offshore, and subsea locations. Marine logistics are supported through access to an established vessel fleet and specialist capabilities, including towage, barge operations, and associated marine support services.

The company's in-house team of experienced managers and skilled operatives provides the competence required to manage and deliver complex projects safely and effectively. This capability, combined with practical experience in challenging marine environments, enables GPS MACS to deliver high-quality outcomes across all stages of project delivery.

3. Company Details

Company Name:	GPS Marine and Civil Services Ltd (GPS MACS)	
Company Address:	GPS Marine House Upnor Road, Lower Upnor, Rochester, England, ME2 4UY	
Company Registration:	14371305	
Website:	www.gpsmacs.co.uk	
Contact:	info@gpsmacs.co.uk	+44 (0)1634 892010

Carbon Reduction Plan - 2026

4. Commitment to Achieving Net Zero

GPS Marine and Civil Services Ltd is committed to achieving Net Zero greenhouse gas emissions by 2050, in line with UK Government expectations set out under HM Government Procurement Policy Note (PPN) 06/21.

We recognise that our operations—including marine civil engineering activities, plant use, marine logistics, and transport—are inherently energy-intensive and contribute to greenhouse gas emissions. As such, we are committed to managing and reducing these impacts in a structured, proportionate, and practical way.

Carbon reduction is integrated into our wider Health, Safety, Environment and Quality (HSEQ) management system and forms part of how we plan, manage, and deliver our work. This includes improving operational efficiency, reducing unnecessary fuel consumption, and embedding carbon considerations into decision-making across projects, procurement, and logistics.

As part of the continued development of its carbon management processes, GPS MACS has established an initial emissions baseline in accordance with the Greenhouse Gas Protocol. This will provide a clear understanding of where emissions arise across our operations and enable the setting of measurable, evidence-based reduction targets.

In the interim, we are taking immediate and proportionate steps to reduce emissions where practicable, while building the systems and data required to support long-term carbon management.

This Carbon Reduction Plan sets out our commitment, the framework we are establishing to measure and manage emissions, and the actions we are undertaking and planning to reduce our carbon footprint over time.

GPS MACS recognises that certain aspects of marine and civil engineering works are inherently carbon intensive, particularly the use of materials such as concrete and steel, and the reliance on plant and marine vessels. These are often fundamental to the safe and effective delivery of works and cannot always be eliminated.

However, this does not limit our commitment to reduction. GPS MACS will seek to minimise emissions so far as is reasonably practicable through improved planning, efficient use of plant and equipment, and the consideration of lower-carbon materials, methods, and alternatives where suitable. As technology and material solutions develop, we will continue to review and adopt more sustainable approaches where they can be implemented safely and effectively.

Carbon Reduction Plan - 2026

5. Reporting Boundary

This Carbon Reduction Plan applies to all activities undertaken by GPS MACS within the United Kingdom.

The organisational boundary has been defined using the operational control approach, and includes:

- Marine and civil engineering operations
- Barge and vessel activities under GPS MACS control
- Company-owned and operated plant and equipment
- Company vehicles and fuel use
- Office and yard facilities

The reporting of greenhouse gas emissions follows the principles of the Greenhouse Gas Protocol.

5.1. Exclusions and Limitations

This Carbon Reduction Plan has been developed based on the operational control approach. Emissions sources that are not currently included are those where GPS MACS does not have direct operational control or where reliable data is not yet available.

This includes:

- Shared site welfare facilities and office spaces provided by Principal Contractors, where GPS MACS operates within client-controlled environments and does not have responsibility for energy consumption or utilities
- Certain elements of the supply chain where emissions data is not currently accessible
- Third-party vessels or plant not under GPS MACS operational control

These emissions are not considered permanent exclusions. As data availability and reporting processes improve, GPS MACS will seek to better understand and, where appropriate, incorporate relevant indirect emissions within Scope 3 reporting.

5.2. Embodied Carbon Estimation Approach

Where data is available, GPS MACS will undertake initial estimation of embodied carbon associated with key construction materials, including concrete, steel, and aggregates.

This will be based on:

- Recorded quantities from project delivery (e.g. m³ of concrete, tonnes of steel)
- Application of recognised industry emission factors

At this stage, these calculations are intended to provide an indicative understanding of material-related emissions rather than precise values. Emission factors are based on publicly available data and may not reflect project-specific variations such as mix design, recycled content, or supplier-specific performance.

Carbon Reduction Plan - 2026

6. Measuring and Reporting Emissions

GPS Marine and Civil Services Ltd measures and reports greenhouse gas (GHG) emissions in accordance with the principles of the Greenhouse Gas Protocol, which provides a consistent and recognised framework for quantifying and managing emissions across operations and value chains.

Emissions are categorised into three scopes:

- **Scope 1 (Direct Emissions):** Emissions from sources owned or controlled by GPS MACS, including fuel used in plant, vessels, generators, and company vehicles
- **Scope 2 (Indirect Energy Emissions):** Emissions associated with purchased electricity used in offices, yards, and operational facilities
- **Scope 3 (Other Indirect Emissions):** Emissions arising from activities not directly controlled by GPS MACS, including business travel, waste, procurement, and elements of the supply chain, including embodied carbon within construction materials

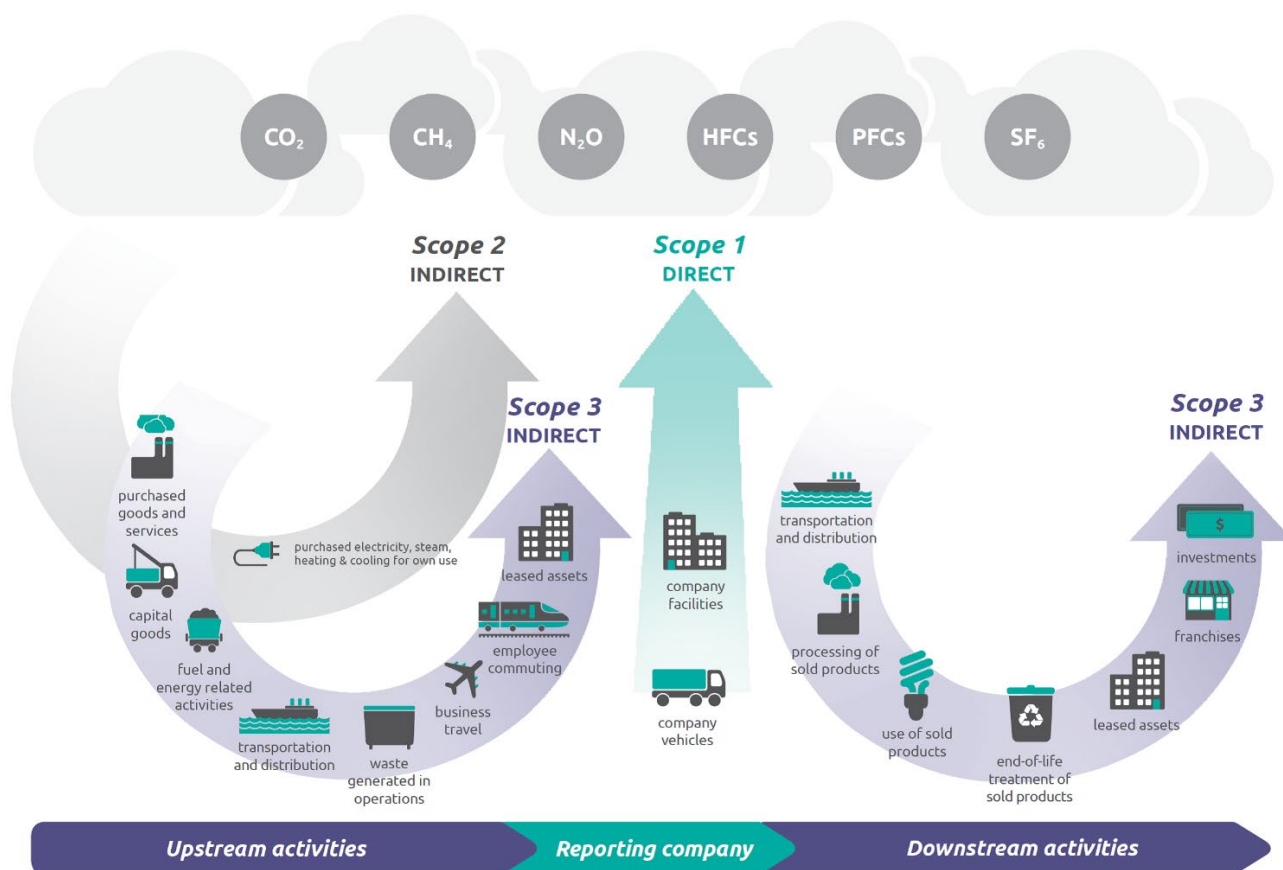


Figure 1: Overview of greenhouse gas emission scopes across the value chain, based on the Greenhouse Gas Protocol.

The approach taken by GPS MACS is based on the following key principles:

- **Relevance** – Emissions sources are selected to reflect the nature of our marine and civil engineering operations
- **Completeness** – All material emissions sources within our operational control are included, with any exclusions clearly identified
- **Consistency** – A consistent approach is applied to data collection and calculation to enable comparison over time
- **Transparency** – Assumptions, data limitations, and estimation methods are clearly documented
- **Accuracy** – Data is collected and calculated in a way that minimises uncertainty and improves reliability over time

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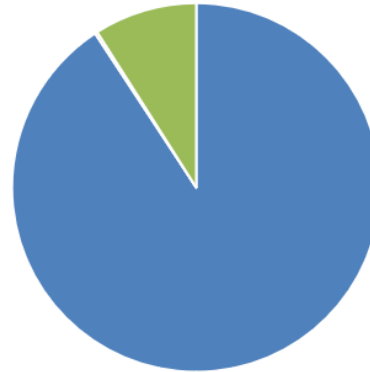
7. Baseline Emissions Footprint

Baseline Year: 2025

7.1. Emissions per scope

2025 Scope Summary	kgCO ₂ e	tCO ₂ e
Scope 1	540444.62	540.44
Scope 2	1277.15	1.27
Scope 3	53848.88	53.84
Total	595570.65	595.57

Total Emissions by Scope



Category	tCO ₂ e	%
Scope 1	540.44	90.7%
Scope 2	1.27	0.2%
Scope 3	53.84	9.0%

The baseline demonstrates that direct operational emissions (Scope 1) represent the most material source of greenhouse gas emissions for GPS MACS, accounting for approximately 91% of total reported emissions, with mobile combustion being the dominant contributor

7.2. Energy consumption

Annual Energy consumption	Current Reporting year 01/01/2025 – 31/12/2025
Scope 1	
Stationary Combustion	1338 (kWh)
Mobile Combustion	192906.20 (litres)
Scope 2	
Purchased Electricity	7215.55 (kWh)
Scope 3	
Business travel	4572.00 (miles)
Third Party Freight	14256.00 (miles)
Marine Transport	9650.00 (nautical miles)
Waste Generated	101.15 (tons)
Embodied Carbon	-

7.3. Carbon Emissions

Annual Energy consumption (tCO ₂ e)	Current Reporting year 01/01/2025 – 31/12/2025
Scope 1	
Stationary Combustion	0.27
Mobile Combustion	513.43
Process Emissions	-
Scope 2	
Purchased Electricity	1.28
Scope 3	
Business travel	12.17
Third Party Freight	14.83
Marine Transport	26.74
Waste Generated	0.10
Embodied Carbon	-

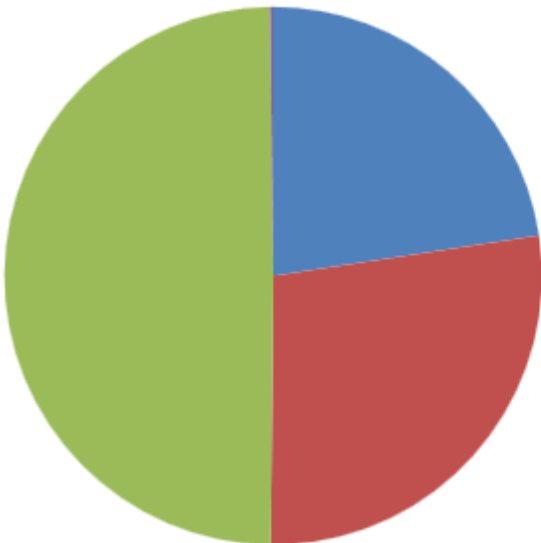
Carbon Reduction Plan - 2026

GHG Emissions Inventory by Source



Emission Source	tCO2e	%
Stationary combustion	0.27	0.05%
Mobile combustion	513.43	90.26%
Purchased electricity	1.28	0.23%
Business travel	12.17	2.14%
Third party freight	14.83	2.61%
Marine transport	26.74	4.70%
Waste generated	0.1	0.02%

Scope 3 Emissions Breakdown



Category	tCO2e	%
Business travel	12.17	22.6%
Third party freight	14.83	27.5%
Marine transport	26.74	49.7%
Waste generated	0.1	0.2%

At this stage, GPS MACS has established its initial emissions baseline using the most material and accessible data sources, including fuel use, electricity consumption, business travel, transport activities, and waste generation.

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7.4. Calculation Assumptions and Estimation Methodology

Where complete operational records were not available, GPS MACS has applied reasonable and transparent assumptions to support the development of the baseline emissions inventory. These assumptions have been selected to provide proportionate estimates and will be reviewed and refined as data quality and reporting maturity improve.

The following assumptions were applied during preparation of the baseline:

7.4.1. Marine Logistics and Tug Movements

Marine transport emissions were estimated using the most reliable operational information available at the time of assessment.

GPS MACS recognises that marine logistics activities are not typically managed or recorded using standard freight metrics and that fuel consumption for tug operations is generally monitored operationally through engine runtime and vessel activity rather than fuel use per nautical mile travelled.

Where direct fuel records were not available, emissions were estimated using recorded or estimated movement distances supported by operational assumptions based on typical tug performance and normal delivery arrangements.

In developing these estimates, GPS MACS considered:

- Typical tug fuel consumption characteristics and operating profiles
- Recorded or estimated movement distances
- Typical operational speeds during marine movements
- The nature of marine logistics activities, including loaded outbound movements and return journeys under reduced load conditions

These inputs were used to derive a representative fuel intensity for marine transport activities and apply proportionate estimates to completed movements.

This approach was selected to provide a reasonable and repeatable baseline while recognising the practical limitations of retrospective operational data. As fuel recording, logistics tracking, and reporting processes improve, marine transport calculations will be refined and progressively replaced with higher-quality activity and fuel consumption data where available.

Average fuel intensity was estimated using: $\text{Average L/NM} = \text{Average Fuel Burn (L/hr)} \div \text{Average Speed (knots)}$

7.4.2. Embodied Carbon

Embodied carbon associated with construction materials was reviewed for inclusion within Scope 3 reporting. However, project records did not consistently provide sufficient information regarding material specifications, quantities, supplier environmental data, or Environmental Product Declarations (EPDs).

As a result, embodied carbon estimates have not been incorporated into the baseline emissions totals at this stage and will be developed further as data availability improves.

Carbon Reduction Plan - 2026

7.5. General Assumptions

UK Government greenhouse gas conversion factors were used where applicable

Distances and activity data were rounded where required to maintain proportionality

Estimates were selected to avoid material overstatement or understatement of emissions

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8. Intensity Ratio

In addition to reporting absolute greenhouse gas emissions, GPS MACS monitors carbon intensity metrics to improve understanding of emissions relative to business activity and operational scale.

Intensity metrics provide an indication of how efficiently emissions are being managed and allow performance to be monitored over time, recognising that total emissions may fluctuate depending on project volume, operational demand, and business growth.

For the 2025 baseline year, emissions intensity has been assessed using turnover and employee numbers as business activity indicators.

The following intensity ratios have been established:

- tCO₂e per £m turnover
- tCO₂e per employee (FTE)

These metrics provide the initial benchmark against which future performance will be measured and support comparison of carbon performance independently from changes in business size or project workload.

GPS MACS recognises that, due to the nature of marine and civil engineering operations, emissions may not reduce in a linear manner each year. As a result, intensity metrics will be used alongside absolute emissions reporting to provide a more meaningful assessment of progress.

As reporting capability matures, GPS MACS may expand intensity reporting to include additional operational indicators where appropriate, including project output measures, marine transport activity, material consumption, and construction delivery metrics.

Carbon Emissions per Business Metric	Current Reporting year
	01/01/2025 – 31/12/2025
Sales (MGBP)	16
Employee (FTE)	15

Carbon Emissions per Business Metric	Current Reporting year
	01/01/2025 – 31/12/2025
tCO ₂ e / £m turnover	37.22
tCO ₂ e / employee (FTE)	39.70

Carbon Reduction Plan - 2026

10. Current Emissions Reporting

Reporting Year: to be completed the following year.

GPS MACS has completed its initial greenhouse gas emissions assessment for the 2025 reporting period and will use this as the baseline year against which future performance and reduction measures will be assessed.

This Carbon Reduction Plan has been developed in advance of full annual reporting and establishes the framework for measuring, managing, and reducing emissions across the business.

The emissions data presented for 2025 represents the first stage in developing a reliable and repeatable reporting process and will continue to be refined as data quality, reporting maturity, and emissions visibility improve.

The next formal emissions assessment will be undertaken during 2027 using operational data from the 2026 reporting period. Results will be used to monitor progress, review reduction actions, and establish measurable targets as the business develops its carbon management capability.

Carbon Reduction Plan - 2026

11. Emissions Reduction Targets

GPS Marine and Civil Services Ltd is committed to achieving Net Zero greenhouse gas emissions by 2050.

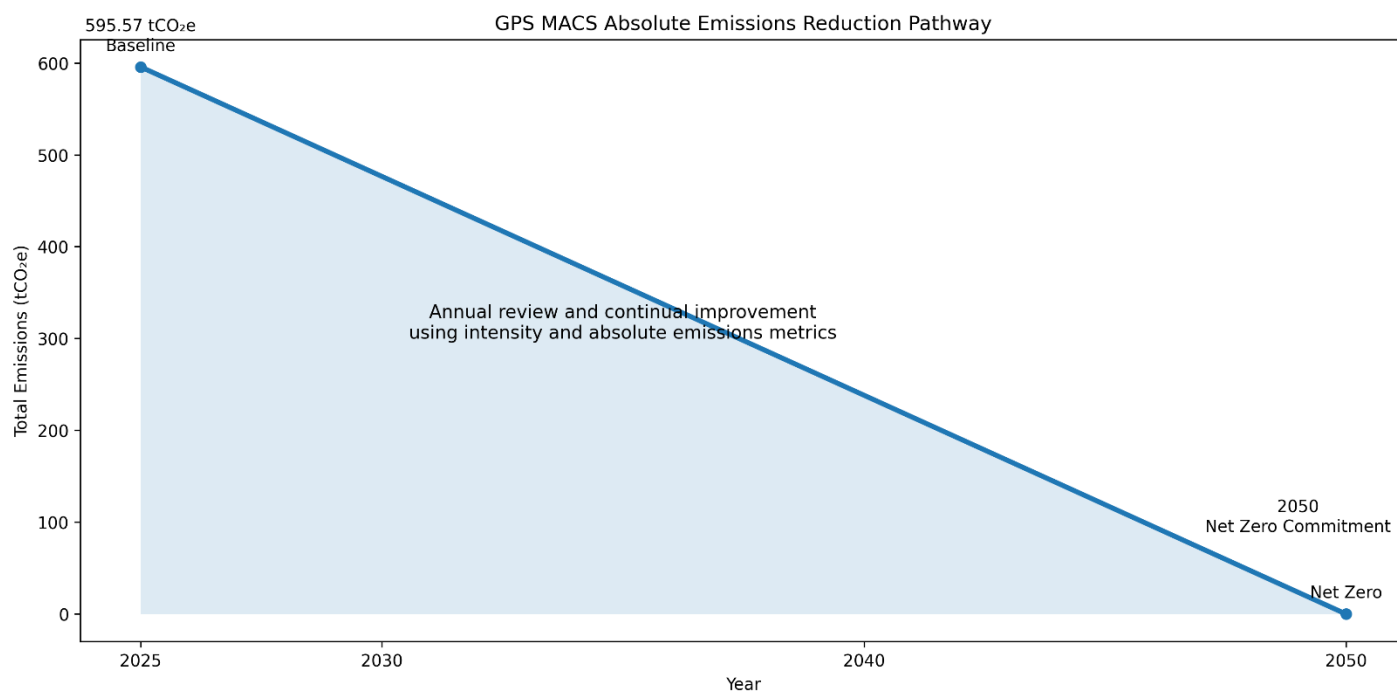
Using 2025 as the baseline year, GPS MACS has established an initial greenhouse gas emissions inventory of 595.57 tCO₂e and has used this data to define its first emissions reduction targets.

GPS MACS recognises that marine and civil engineering activities involve inherently carbon-intensive operations, including marine transport, plant use, logistics, and the use of construction materials such as steel and concrete. Accordingly, reduction targets have been developed to focus on improving carbon efficiency while recognising that overall emissions may fluctuate in line with project delivery volumes, operational demand, and business growth.

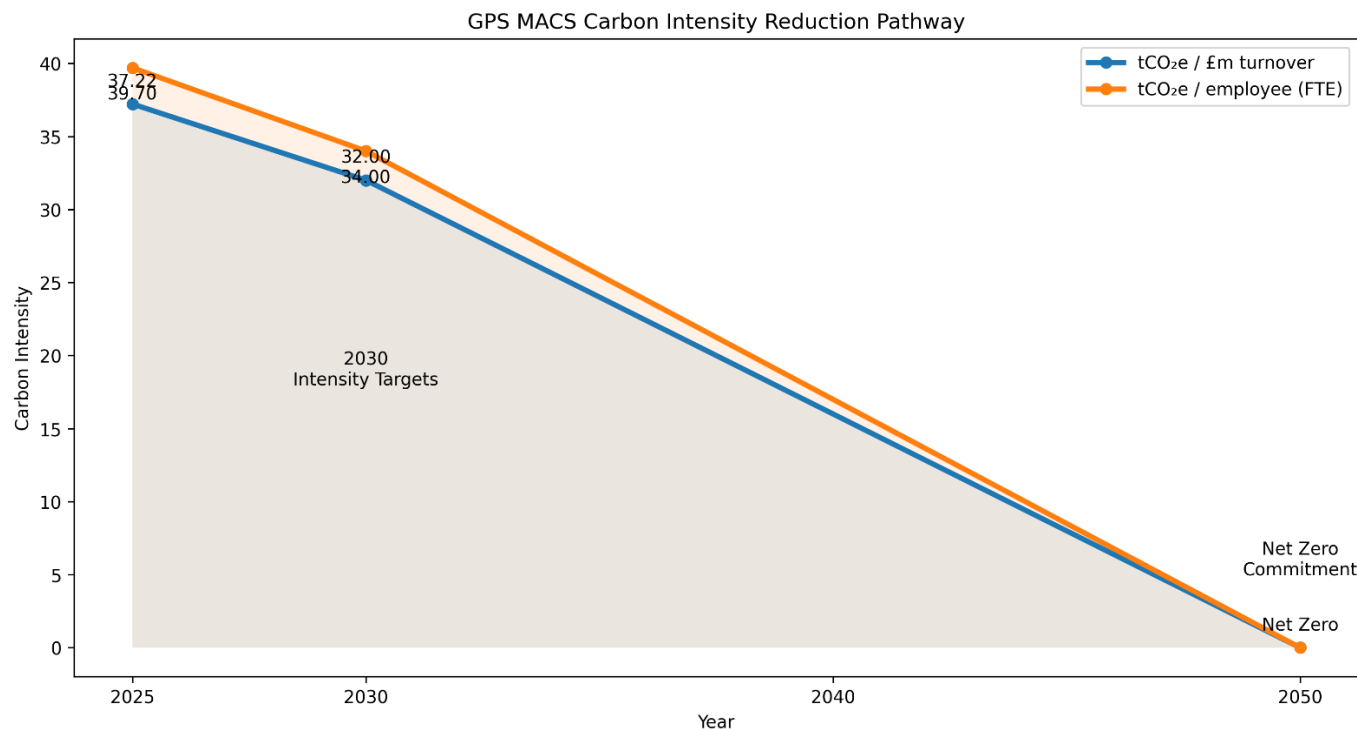
Accordingly, GPS MACS will monitor both absolute emissions and emissions intensity metrics to assess progress towards Net Zero and improve carbon performance independently from changes in business activity.

11.1. Reduction Targets

Target	Baseline	Target Year
Maintain commitment to Net Zero	595.57 tCO ₂ e	2050
Reduce emissions intensity to ≤ 32 tCO ₂ e / £m turnover	37.22	2030
Reduce emissions intensity to ≤ 34 tCO ₂ e / employee (FTE)	39.70	2030
Establish embodied carbon reporting covering major materials	Not established	2027
Expand Scope 3 reporting maturity and completeness	Partial	2027



Carbon Reduction Plan - 2026



11.2. Planned Reduction Measures

To support delivery of these targets, GPS MACS will continue to:

- Improve fuel efficiency across vessels, plant, generators, and transport activities
- Reduce unnecessary mobilisation and transport movements through improved logistics planning
- Establish local mobilisation capability through development of a dedicated operational yard
- Increase use of prefabricated construction methods where practicable
- Develop in-house fabrication capability to reduce transport and improve material efficiency
- Increase ownership of frequently used plant to reduce transport and hire requirements
- Continue digitalisation to reduce paper use and physical document movement
- Improve visibility of embodied carbon associated with construction materials and procurement activities

11.3. Monitoring and Review

Performance against these targets will be monitored annually through the Carbon Reduction Plan reporting process.

Targets will be reviewed periodically to reflect:

- Changes in business operations
- Improvements in emissions data quality
- Development of lower-carbon technologies and materials
- Expansion of Scope 3 reporting and embodied carbon assessment

GPS MACS recognises that emissions reductions may not always follow a linear trend due to the nature of marine and construction operations and will therefore assess performance alongside operational growth and emissions intensity metrics.

Carbon Reduction Plan - 2026

12. Carbon Reduction Measures

GPS Marine and Civil Services Ltd is implementing a range of practical measures to reduce greenhouse gas emissions across its operations. These measures are focused on the most material sources of emissions identified within the baseline assessment and reflect the operational realities of marine and civil engineering activities, particularly fuel use, transport, logistics, and construction materials.

12.1. Operational Planning and Delivery

- Planning works to minimise plant and vessel runtime through efficient sequencing and improved project coordination
- Reducing idle time of plant, generators, and vessels through improved supervision and operational control
- Integrating environmental considerations into planning and delivery alongside safety, quality, programme, and commercial requirements
- Utilising prefabricated elements where practicable to reduce time on site, minimise rework, and reduce associated emissions
- Considering logistics, mobilisation strategy, and equipment selection during project planning to reduce transport demand

12.2. Plant, Equipment and Marine Operations

- Monitoring fuel use across plant, vessels, generators, and vehicles to improve understanding of emissions and identify reduction opportunities
- Centralising fuel purchasing and recording arrangements to improve data quality, reporting accuracy, and fuel management controls
- Maintaining plant and equipment to ensure efficient operation and minimise unnecessary fuel consumption
- Reviewing opportunities to adopt lower-emission fuels (such as HVO) where suitable and practicable
- Selecting appropriately sized plant and equipment to avoid unnecessary fuel use
- Increasing ownership of frequently used plant and equipment to reduce reliance on external hire and associated transport requirements
- Reviewing opportunities to purchase equipment with improved emissions performance compared to existing or hired alternatives
- Evaluating the acquisition of cranes and lifting equipment to reduce mobilisation requirements and repeated transport associated with externally supplied plant

12.3. Transport and Logistics

- Planning mobilisation and demobilisation activities to reduce unnecessary transport movements
- Coordinating deliveries and collections to improve transport efficiency
- Prioritising the use of barges and marine transport where practicable, recognising the potential for reduced emissions compared to road transport
- Supporting mobilisation directly from controlled yard locations to reduce transport stages and improve operational efficiency
- Increasing use of river transport for movement of equipment and materials where practical to reduce reliance on road haulage
- Prioritising local suppliers and local equipment hire where suitable to reduce transport-related emissions
- Purchasing strategically used equipment where repeated long-distance transport or mobilisation requirements can be eliminated

Carbon Reduction Plan - 2026

12.4. Operational Infrastructure and Facilities

- Establishing a dedicated operational yard adjacent to the office to support local mobilisation and demobilisation activities and improve operational control
- Using the yard to facilitate mobilisation by barge, enabling equipment and materials to be transported via the river rather than road where practicable
- Developing in-house fabrication capability to reduce reliance on external suppliers, minimise transport requirements, and improve project efficiency
- Improving integration between fabrication, storage, mobilisation, and marine logistics activities

12.5. Energy Use (Offices and Facilities)

- Monitoring and managing electricity use within offices, yards, and operational facilities under GPS MACS control
- Promoting efficient use of energy, including reducing unnecessary energy consumption
- Reviewing renewable electricity supply options where commercially and operationally viable

12.6. Procurement and Materials

- Considering material use during planning to reduce waste and avoid over-ordering
- Engaging with suppliers to better understand environmental performance and available environmental data
- Identifying opportunities to specify lower-carbon materials and alternatives where practicable
- Improving capture of embodied carbon data associated with key construction materials including concrete, steel, aggregates, and fabricated components
- Developing processes to record material quantities and supplier information to improve future embodied carbon assessment and reporting
- Considering whole-life transport impacts when selecting suppliers and materials

12.7. Waste and Resource Management

- Reducing waste generation through improved planning and material control
- Increasing segregation and recovery of waste streams to maximise reuse and recycling opportunities
- Reducing disposal of soils and aggregates through beneficial reuse where appropriate
- Ensuring waste is managed in accordance with legal and environmental requirements

12.8. Digitalisation and Process Efficiency

- Increasing use of digital systems to reduce paper-based processes
- Reducing printing, physical storage, and transportation of documentation through electronic records and reporting systems
- Reducing non-essential travel through remote communication and digital collaboration tools

These measures represent the initial phase of GPS MACS's carbon reduction programme and will continue to evolve as emissions data matures and opportunities for reduction are identified.

Carbon Reduction Plan - 2026

13. Governance and Accountability

GPS Marine and Civil Services Ltd manages carbon reduction as part of its wider Health, Safety, Environment and Quality (HSEQ) management system. This Carbon Reduction Plan forms part of the company's broader Environmental, Social and Governance (ESG) strategy and represents the environmental component of a structured approach to responsible and sustainable business practices.

This ensures that carbon management is integrated into how the business plans, manages, and delivers work, alongside safety, quality, and operational performance, rather than being treated as a standalone activity.

Overall responsibility for the implementation and ongoing development of this Carbon Reduction Plan sits with the HSEQ Manager, who is responsible for:

- Developing and maintaining the carbon management framework
- Establishing and improving emissions data collection and reporting processes
- Monitoring performance and identifying opportunities for improvement
- Supporting the integration of carbon considerations into planning, procurement, and delivery

Senior management retains accountability for ensuring that appropriate resources, direction, and oversight are provided. This includes:

- Supporting the development of realistic and achievable targets
- Reviewing performance and progress against the Carbon Reduction Plan
- Ensuring carbon reduction and wider ESG considerations are reflected in business planning and decision-making

Carbon reduction is implemented operationally through project planning, supervision, and delivery activities. This includes:

- Considering emissions as part of project planning, logistics, and methodology selection
- Integrating relevant controls into risk assessments, method statements (RAMS), and work planning
- Promoting efficient use of plant, equipment, materials, and transport across all activities

Responsibility for managing emissions is shared across the organisation:

- Project and site management teams are responsible for implementing practical measures on site, including fuel efficiency, logistics planning, and material use
- Employees and operatives are expected to follow agreed methods of work and contribute to efficient and responsible delivery

Performance against this plan will be reviewed on a periodic basis, with updates made as data quality improves and the business develops its carbon management capability. The Carbon Reduction Plan will be formally reviewed and updated at least annually.

This Carbon Reduction Plan is implemented through the GPS MACS integrated management system, which is certified to ISO 14001, ISO 9001 and ISO 45001. Environmental management processes established under ISO 14001 provide the framework for identifying, managing, and improving environmental impacts, including greenhouse gas emissions.

Carbon Reduction Plan - 2026

14. Declaration and Sign Off

This Carbon Reduction Plan has been prepared in accordance with the requirements of HM Government Procurement Policy Note (PPN) 06/21 and associated guidance.

GPS MACS will measure and report greenhouse gas emissions in line with the published reporting standard for Carbon Reduction Plans and the Greenhouse Gas Protocol as part of the ongoing development of its carbon management processes.

This plan represents GPS Marine and Civil Services Ltd's commitment to achieving Net Zero greenhouse gas emissions by 2050 and to implementing proportionate and effective measures to reduce emissions across its operations.

The information contained within this document is, to the best of our knowledge, accurate and complete at the time of publication. GPS MACS is committed to continually improving the quality, scope, and accuracy of emissions data as reporting processes develop.

This Carbon Reduction Plan has been reviewed and approved by senior management and will be reviewed and updated at least annually.

On behalf of GPS Marine and Civil Services Ltd, I confirm our commitment to the implementation and continual improvement of this Carbon Reduction Plan.

Signed



Alan Cook

Commercial Director

19/05/2026