



Net Zero Report 2025

# Contents

A Message from our MD

The Climate Challenge

Our Current Status

Decarbonisation

Carbon Offsetting

Procurement

Next Steps

Our Roadmap to Net Zero

Our Leadership Team

About Falco



# A Message from our MD



I am pleased to present Falco's second Net Zero Report which outlines the company's commitment and plans to achieve net zero carbon emissions by the year 2035. As a key member of the operational supply chain for utilities distributors such as UK Power Networks and Thames Water, we are acutely aware that we have a responsibility to work closely with the network operators to explore and implement ways to reduce and ultimately phase-out the industry's carbon emissions.

While the UK's utilities sector has achieved significant decreases in emissions since 1990, largely due to the transition from coal to renewables and increased efficiency, it still represents a substantial portion, estimated to be as much as a third, of the UK's total greenhouse gas emissions.

Our commitment to decarbonising our activities is longstanding. Our baseline carbon footprint data was generated in 2022 and since then we have achieved an 8% percent reduction in relative CO2 emissions when measured as tonnes of carbon dioxide equivalent per £ million of turnover.

This is an "intensity metric" which we are using to compare our performance over time and benchmark it against industry averages. We acknowledge, however, that we are in the early stage of our journey & there is still much that we have to do.

The logistics required to deliver the repairs and maintenance of underground utilities infrastructure throughout the South East generates the vast majority of our total carbon emissions. Transitioning to EVs would appear to be the obvious solution but the current commercial non-viability of making the leap together with the continuing lack of infrastructure to support the move means we have to look at alternative methods to bridge the gap in the short to medium term.

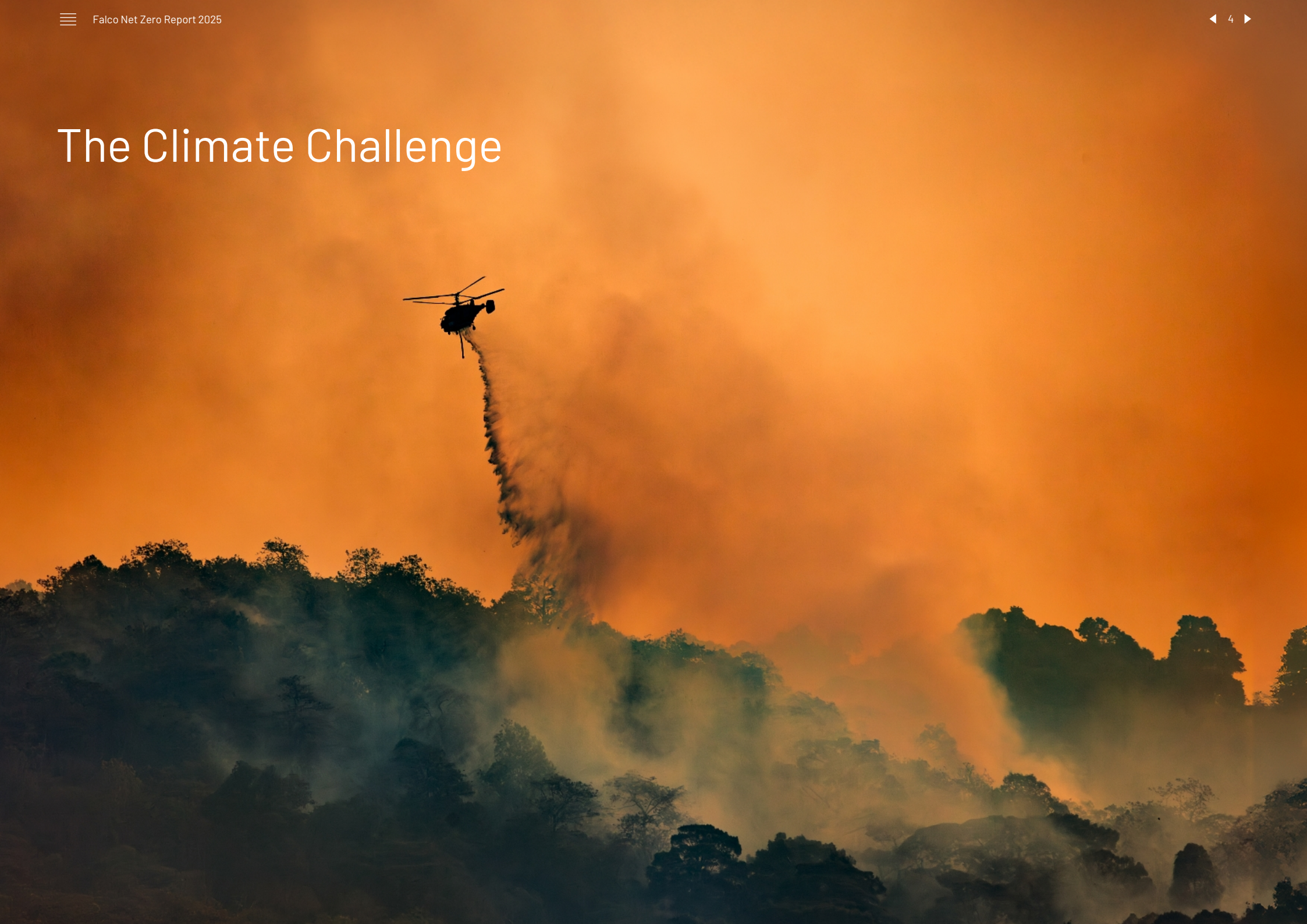
Our embrace of the latest electrified plant may ultimately result in modest reductions to our overall carbon footprint but the endeavour has generated significant interest and acknowledgement from the industry. Our site-trials of e-diggers still have 12-months to run but feedback from our site teams has been positive and suggests these new models can be drop-in replacements for traditionally-powered excavators.

Given the pace of technological innovation we should anticipate unforeseen developments over the next few years that will no-doubt take our decarbonisation journey into a new and unexpected trajectory. The second iteration of Falco's Net Zero Routemap contained inside should therefore be considered as a current snapshot of our approach and more of a statement of intent than a detailed programme of action.

**Brendan Griffin, September 2025**



# The Climate Challenge





# The Climate Challenge

Climate Change is perhaps defining issue of our time and we are at a pivotal moment. The accelerating consequences of climate change are becoming more evident and publicised both here in the UK and throughout the world. From shifting weather patterns that threaten food production to rising sea levels that increase the risk of catastrophic flooding, the impacts of climate change are global in scope and unprecedented in scale.

It is clear that adaptation is needed now to ensure that the UK is prepared for today's extreme weather as well as the rapidly increasing severity of future risks. The costs of these impacts are already being felt and the risks will continue to grow even if international targets to limit global warming are met.

The term climate change refers to long-term changes in temperatures and weather patterns which can be caused by natural phenomena i.e. fluctuations in the sun's activity, the earth's orbital changes and volcanic activity. However the consensus of the climate science community is that since the 1800s and the advent of the Industrial Revolution, human

We realise the urgency of taking action. The latest climate science from the Intergovernmental Panel on Climate Change - described by the UN as 'code red for humanity' - shows it is still possible to limit global temperature rise to 1.5°C, but we are dangerously close to that threshold. Our customers, stakeholders and our regulator have been clear - the environment is a priority for them and we listen to that.

**Mark Adolphus, Director of Connections & Sustainability, UK Power Networks**

activities have been the main driver of climate change, primarily due to the burning of fossil fuels such as coal, oil and gas which generates greenhouse gas emissions which act like a blanket trapping the sun's heat and raising temperatures.

Action is therefore needed now whilst we still have the opportunity to address these risks in a way that is both cost-effective and timely. Perhaps the most obvious solution is to reduce and phase-out the use of fossil fuels by transitioning to clean and renewable alternative energy sources such as solar, wind, wave, tidal and geothermal power.

This will primarily involve switching to sustainable methods of transport such as electric vehicles (EVs) which could take decades to implement. In the meantime efforts must be made to reduce the demand for energy worldwide by insulating buildings and transitioning to renewal heating, reducing the consumption, with specific focus on fashion, food and plastics as well as improving agricultural and industrial practices.

There is also much that we can do to stimulate the natural world's existing defensive mechanisms that reduce the emission of greenhouse gases into the atmosphere. Forests are crucial in the fight against climate change and protecting them is an important climate solution while tree planting and 'rewilding' schemes should also be part of the mix. Oceans also absorb large amounts of carbon dioxide from the atmosphere and preserving them and the life inside them should be another key pillar of our climate protection toolbox.

Adequate monitoring and evaluation, underpinned by regular data collection and reporting, is essential to track climate changes, assess the effect adaptation measures are having so we can identify, and refine our strategies to mitigate them.

Climate change is one of the biggest challenges our business is facing. Our goal is to maintain customer water and wastewater service and that our plans proportionately accommodate current and future risks such as climate change

**Chris Weston, CEO, Thames Water**





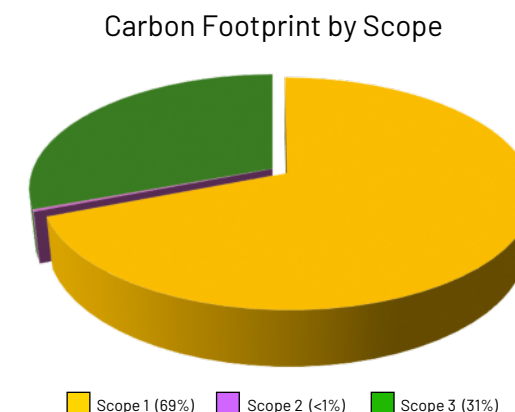
# Our Current Status





# Our Current Status

|                                  |         |        | Scope 1  | Scope 2 | Scope 3 | Total    |
|----------------------------------|---------|--------|----------|---------|---------|----------|
|                                  |         |        | tCO2e    | tCO2e   | tCO2e   | tCO2e    |
| Electricity                      | 62797   | kWh    | 0        | 7.8     | 0       | 7.8      |
| Diesel (10PPM)                   | 747,206 | Litres | 1877.6   | 0       | 830.4   | 2707.9   |
| Ultimate diesel (10PPM)          | 946     | Litres | 2.4      | 0       | 0       | 2.4      |
| Unleaded petrol (10PPM)          | 5,181   | Litres | 10.8     | 0       | 8.9     | 19.6     |
| Ultimate unleaded petrol (10PPM) | 93.4    | Litres | 0.2      | 0       | 0       | 0.2      |
| Lubricants                       | 48      | Litres | 0.1      | 0       | 0       | 0.1      |
| AdBlue                           | 13,880  | Litres | 3.5      | 0       | 0       | 3.5      |
|                                  |         |        | 1,894.50 | 7.8     | 839.2   | 2,741.60 |



The figures and graphs shown here display our carbon emissions for the calendar year of 2024.

The Falco business grew 18% year-on-year in 2024 largely due to the continued expansion of our UKPN work which includes all three of its operational areas as well a growth in project-type work following our award in April 2024 of a place on Lot 2 of Thames Water's Runway 1 framework to provide civils and maintenance of non-infrastructure assets.

When factoring-in this increase it revealed a reduction in relative carbon emissions of 8% as well as a decrease in our carbon intensity metric (key performance indicator KPI) from 0.94 to 0.56 tCO2e per 1000 miles.

About 98% of our carbon footprint is a result of logistics i.e. transport of human resources, machinery and plant to/from the site.

Scope 2 emissions remain negligible as our direct electricity consumption is derived only from our single Head Office in London.

Our Scope 3 emission figures aim to capture all our indirect emissions, not included in Scope 2, that occur in our value chain. Our scope 3 calculations currently include the following:

- Purchased Goods and Services: Emissions from the production of the materials and services we buy
- Employee Commuting: Emissions from employees travelling to and from work, where not already measured in our Scope 1 calculations
- Waste Generated in Operations: Emissions from the disposal and treatment of waste

In our next report we aim to expand our scope 3 reporting to also include:

- Upstream Transportation and Distribution: Emissions from transporting goods from suppliers to our sites.
- Business Travel: Emissions from flights, train journeys, and car travel for employees on company business.



# Decarbonisation





# Decarbonisation

## Logistics

Data from our latest carbon footprint calculation for the year 2024 reveals that fuel consumption by transport accounts for the vast majority of the company's total carbon emissions - 98%. Our logistics consists of 166 transit vans which typically tow a 1.6 tonne mini-excavator on plant trailers while delivering utilities maintenance contracts. Our operational area is significant, encompassing Greater London, the South East, East Anglia and parts of central Southern England - approximately thirteen thousand square miles.

Last year Falco's logistics operation consumed 728 thousand litres of diesel equivalent to 1929 tonnes CO<sub>2</sub>e. Reducing and/or eliminating this is clearly the dominant challenge of our net zero journey.

The obvious solution would be to transition to EVs powered by electricity from renewable sources. While the number of charging points available in our geographical catchment area has increased dramatically in the last 12 months there are still some major hurdles that are preventing us from making the move. The additional cost of leasing or purchasing a fleet of market-leading EV models such as the Mercedes eSprinter Panel Van is still a prohibitive 20% more expensive than commensurate diesel-powered models.

Moreover, the technical performance of e-vans that are capable of towing 3500kg mini-excavators and trailers is also a significant deterrent. Commensurate electric models weigh over a tonne more than their ICE equivalent and have a gross train weight of one tonne less. This means that 2 tonnes of capacity is lost from the current train capacity which makes this option currently unfeasible for us.

In the meantime, therefore, we have focused on other techniques to reduce our fuel consumption. Our transport management system, JobWatch powered by BigChange®, which was introduced in 2016 has facilitated our commitment to optimise our logistics to reduce unnecessary journeys and journey lengths. GPS tracking enables our Service Team to allocate calls based on proximity to the destination.

Since 2022 we implemented a programme to redeploy teams based on their residential locations i.e. clustering the allocation of field staff by proximity to their local department which has significantly reduced journey distances.

In 2024 we also launched a campaign to enhance the driving behaviours of our staff to reduce fuel consumption as well as boost our health and safety. Analysis of the telematics data from

JobWatch has allowed our transport team to monitor driver behaviour. Weekly reports generated by JobWatch analyse various factors including speeding, harsh acceleration, harsh braking and cornering which are combined with vehicle consumption and emission data to identify distance driven, time driving and time idling for each vehicle.

Each month the top scoring and 'most improved' drivers are rewarded with a certificate (a picture of which is posted each month on our website) and a £25 One4all gift card voucher while those receiving poor scores are given instruction/training relevant to the area of their underperformance.

We are fully aware that the implementation of these measures individually can only have an incremental impact on our total emissions from logistics. However, combined they have enabled us to reduce consumption per mile by 3%.





## E-Plant



Following a 6-month internal trial a new state-of-the-art range of electric mini-excavators we approached one of our core clients, UK Power Networks, in July 2024 with an offer to jointly trial the diggers in site conditions.

We currently provide responsive groundworks to facilitate repair and maintenance of underground assets in all three of UKPN's operating regions - London, South and East Anglia.

The e-digger in question is the TB20e model manufactured by Japanese firm Takeuchi. Although its electric model is not the first fully electric mini-excavator to hit the market our initial trials suggested it is the first to offer commensurate user functionality and performance combined with adequate battery life and charging duration.

Falco purchased two TB20e models for the site trial which will run for two years, from September 2024, to enable us to gather data and feedback on the effect of normal working conditions on the diggers' long-term performance and levels of depreciation.

The initial feedback from our site teams has surpassed expectations. The e-diggers' power and endurance have impressed our operators. The battery can last a full 5-days without re-charging and they are back to capacity within hours - reducing the need and cost of refuelling.

The benefits of replacing our diesel-powered mini-excavators with e-diggers are also impressive. If charged using renewably-sourced electricity the TB20e models emit zero emissions of CO<sub>2</sub>e, nitrous oxides (NO<sub>x</sub>) and other particulates (PM<sub>5</sub>) while reducing noise by up to 75%.

This will not only enable us to reduce our carbon footprint, but also eliminate emission of pollutants to enhance the air quality for our site operatives and the local community while reducing nuisance noise to residents and passers-by. Hence the trial's strapline "Cleaner, Greener, Quieter".

In April 2025 a delegation from the manufacturers, Takeuchi, visited the UK to see their all-electric mini-diggers in-action. The team including product developers and designers attended two sites in Central London to observe the new TB20e mini-excavator working on live jobs for UK Power Networks (UKPN) and gathered intelligence about its usability in the field.





The initiative has since gained significant traction across the industry, earning recognition from trade bodies, regulators, and the media. Most notably, the collaboration between Falco Construction and UK Power Networks was honoured with the Environmental Innovation Award at the City of London's Considerate Contractor Streetworks Scheme Awards.

After the first year of successful trials, we made the strategic decision in August 2025 to accelerate our rollout programme by investing in fifteen additional TB20e units, which will join our fleet by early 2026. We estimate that replacing our entire fleet of diesel powered mini-excavators with electric will reduce our carbon emissions by over 200 tonnes per annum.

The Mayor is committed to reducing toxic air pollution and reaching his ambitious goal of net-zero carbon by 2030. It's great to see companies like UK Power Networks and Falco Construction leading the way and rolling out electric diggers. Technology like this will help to ensure Londoners, particularly those who live in the most deprived parts of London, can breathe cleaner air while also supporting our work to build a safer, greener London for everyone.

**Mete Coban, London Deputy Mayor for Environment & Energy**





# Carbon Offsetting





# Carbon Offsetting

Decarbonisation of our activities will and should be the principal focus of efforts to achieve Net Zero emissions. However, even if we surpass expectations in reducing our carbon footprint realistically we have to acknowledge that we may well need to offset any residual emissions we have to bridge the gap and achieve our ultimate goal of Net Zero by 2035.

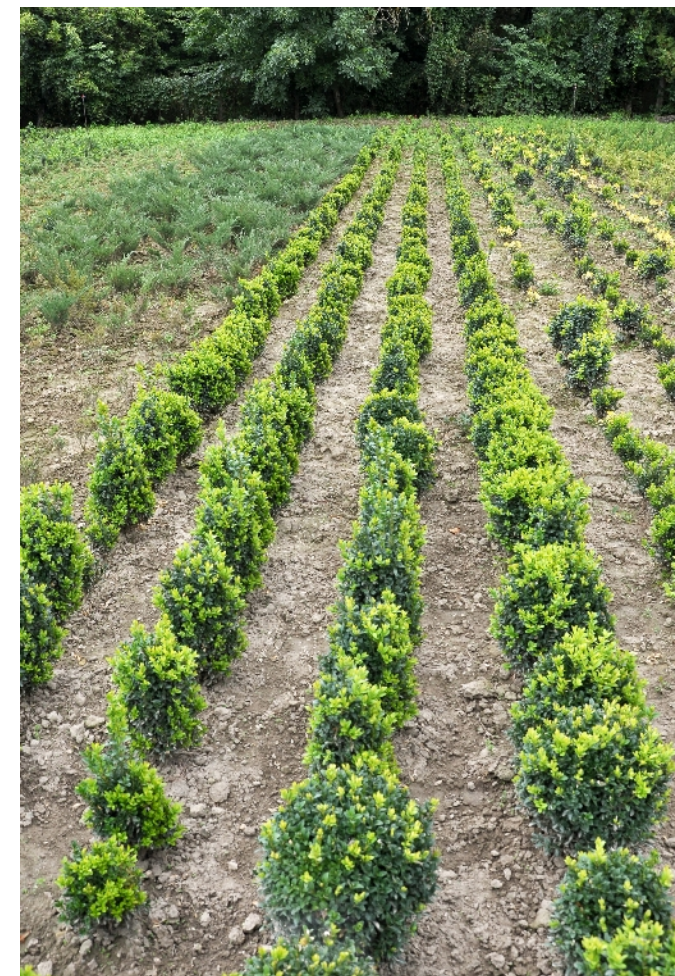
In practical terms this means we will look to eliminate our Scope 1 and Scope 2 emissions as much as feasibly possible and only then turn to carbon offsetting to compensate any remaining residual emissions. Our plans for Scope 3 will become more apparent in future revisions of this Net Zero plan as more data and footprinting of these emissions occur.

Currently we plan to look closely at carbon offsetting and establish a strategy in the next 2-3 years with the aim to start implementing it around 2030 with a gradual ramping-up of offsets to cover our residual emissions by 2035.

Our long term offsetting strategy will follow the structure as set out in the Oxford Carbon Offsetting principles<sup>1</sup> and start with higher proportions of 'avoidance' and 'carbon reduction with short-lived storage' offsets, and over the years as we move towards 2050, increase the proportion to be 'carbon removal with long-term storage' offsets.

Our carbon offsetting process will follow the principles of the ICVCM (Integrity Council for the Voluntary Carbon Market) and PAS2060 and conform with; verifiability, additionality, leakage, impermanence, and double-counting.

We will also look to support programmes that enhance and support other sustainability initiatives such as biodiversity and community resilience. We intend to consult widely when formulating our carbon offsetting strategy to ensure it follows the best-practice at the time.



| CARBON OFFSETTING ACTIVITY                  | ADVANTAGES                                                                                                                                                                               | DISADVANTAGES                                                                                                                                       |
|---------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| Renewable energy projects                   | <ul style="list-style-type: none"> <li>■ Offsetting security = very high</li> <li>■ Beneficial to developing countries</li> <li>■ Low cost to purchase</li> </ul>                        | <ul style="list-style-type: none"> <li>■ Currently limited number to purchase</li> </ul>                                                            |
| International woodland creation             | <ul style="list-style-type: none"> <li>■ Strong biodiversity co-benefits</li> </ul>                                                                                                      | <ul style="list-style-type: none"> <li>■ Currently expensive</li> <li>■ Limited associated benefits</li> <li>■ Offsetting security = low</li> </ul> |
| UK woodland creation / peatland restoration | <ul style="list-style-type: none"> <li>■ Offsetting security = medium</li> <li>■ Strong biodiversity co-benefits</li> <li>■ Local community activity</li> <li>■ Benefit to UK</li> </ul> | <ul style="list-style-type: none"> <li>■ Potentially limited stock</li> </ul>                                                                       |

<sup>1</sup> The Oxford Principles for Net Zero Aligned, Carbon Offsetting, 2020)



# Procurement





# Procurement

Our early efforts to map and reduce our carbon emissions have concentrated on Scope 1 and 2 but we have increasingly come to recognise that our Scope 3 emissions, while largely unknown, are likely to represent a significant opportunity for decarbonisation over the next 10 years.

We therefore acknowledge that cutting operational emissions alone isn't enough—reducing carbon released by our value chain is essential to meeting our climate commitments.

We have taken tentative steps however to start the process of identifying and quantifying our Scope 3 emissions as well as researching the most efficacious ways in which we can reduce carbon through procurement decisions and drive decarbonisation through our supply chain in the process.

We have started the process of engaging with our supply chain to gather direct emissions data as well as support their efforts to measure, monitor and reduce their own carbon footprints by sharing our experience and knowledge of the discipline.

We have identified those partners which have calculated their carbon emissions and are working closely with them to extract and/or extrapolate the salient data related to our usage of their services

We have started using the online carbon calculator tool provided by the Supply Chain Sustainability School (SCSS) which includes a module to generate estimates of embodied carbon of product types.

By cross matching with data from our Buying Department this should allow us to generate emissions data for products purchased throughout the year which itself can be added to our Scope 3 emissions data.

As well as measuring the emissions involved we aim to use the intelligence from the SCSS's tool as well as the more established sources such as the Green Guide and the Building Research Establishment's Framework Standard for Responsible Sourcing (BES 6001) to assist us in making the best environmental product buying choices.





# Next Steps





# Next Steps

## Climate Rigour

Ten years after we took our first tentative steps to evaluate and address the organisation's impact on climate change, we firmly believe it is time for Falco to take the next step and commit the company more formally to established frameworks for carbon reduction as well as independent audit of our data and methodology.

In September 2025 we applied to register as a signatory to the 'Pledge to Net Zero' which has been established to commit organisations to take a leadership role in the transition to a Net Zero carbon economy.

Members range from large to small companies, organisations and public sector bodies. Over 230 organisations have enrolled on the scheme, up from 110 in 2024 and 89 in 2023. .



By joining the environmental sector's leading climate partnership, Falco has tasked itself with implementing the following commitments:

1. Set and deliver greenhouse gas reductions in line with Science Based Targets' 1.5°C climate change scenario.
2. Publicly report greenhouse gas emissions and progress against this target each year
3. Publish one piece of research/thought-leadership each year on practical steps to delivering an economy in line with climate science and in support of net zero carbon and/or provide mentoring and support for smaller signatory companies in setting targets, reporting and meeting the requirements of the pledge

The purpose of registering as a signatory to this initiative is to provide us with best-practice guidance but also discipline and rigour in achieving these commitments. We are confident that our existing roadmap will deliver science-based target reductions in our carbon emissions which can be independently evaluated by our Achilles SBTi scheme (see below).

We have been publicly reporting our annual carbon footprint for 5 years and we have the resources and the experience to generate innovative research content while we have already started the process of engaging with and sharing our knowledge of carbon reduction with our supply chain.



DRIVING AMBITIOUS CORPORATE CLIMATE ACTION

In January 2026 we plan to register with assessment firm Achilles to independently audit our carbon data as part of its SBTi assessment scheme. This validation of our methodology for measuring our carbon emissions will provide us with an accurate benchmark for data reporting and identify areas where we need to refine our processes to provide more accurate data which, we intend, will be in line with, and give us certification against the international standard for greenhouse gas (GHG) quantification, monitoring, reporting, and verification, ISO 14064-1.

To help us with this journey, we have enrolled in a new training academy recently launched by The Science Based Targets initiative (SBTi) to upskill practitioners when it comes to setting science-based targets.



## Green Hydrogen

At Falco most of our work is conducted on site where electricity grid access is not available to us. Therefore we remain heavily reliant on diesel generators for onsite power. However, state-of-the-art advances in hydrogen power now provide us with the technology to replace our fossil fuel-powered generators and cut our site CO2 emissions.



A typical plug-and-play hydrogen unit is equipped with fuel cell modules, power electronics, cooling, auxiliaries, and an intelligent control system. It is enclosed in a transportable container and creates minimal noise output during operation which generates electric power with zero emissions through an electrochemical reaction between hydrogen and oxygen.

This contrasts with the standard 1 MVA diesel generator which, running at full load, produces 720 kg of CO2 per hour, as well as NOx and SOx emissions.

## Site Facilities & Equipment

We are in the process of researching the availability and feasibility of replacing traditionally powered welfare facilities with a new generation of renewable-powered amenities. Our standard welfare offering for small project work consists of 20 ft x 8 ft (6m x 2.4m) units for an office, a canteen/drying room, storage and 3+1 toilets combined with a 40 kVA Stage V portable generator.

All our existing plant/equipment suppliers (Speedy Hire, Sunbelt and GAP) provide eco-friendly welfare facilities which run off solar or battery power either completely or as hybrid.

For example, the new ECOSmart zero welfare cabin from AJC is fitted with solar panels on its roof, water-saving systems and hydrogen gas bottles. It claims normal operation will emit zero emissions.

We are also conducting field trials of the Stihl TSA 300 battery powered cut-off saw as an alternative to the current standard-issue TS 410 petrol cut-off machines that our teams use daily to cut road surfaces.

The battery variant has low noise emissions & features a powerful EC motor which operates almost wear-free & has smooth running and low vibration levels to ensure the tool operates at optimum performance throughout the entire battery charge. The saw is fitted with a fast-stop brake that recuperates energy into the battery. After releasing the trigger, the wheel is stationary in less than 4 seconds which loads the energy from the TSA 300 back into the battery, which increases working time.

Another item of plant currently under field trial is the Instagrid One mobile battery system as a silent & emission-free alternative to the portable diesel generators that our teams currently use.

This portable battery system will power the submersible pumps that the teams use & will also allow the current petrol breakers to be substituted with 110v alternatives to further reduce our reliance on fossil fuels.





## Biofuels



To bridge the gap whilst we wait for fossil fuel-free initiatives to become a practical reality we are looking at bioenergy replacements for fossil-diesel. Our current fuel supplier is bp – our teams are issued with fuelcards to fill-up their vans. Naturally we approached bp to discuss their HVO offering which is based around the bp branded product Bioenergy HVO.

This biofuel meets the paraffinic diesel fuel specification, BS EN 15940 and is produced from renewable, waste-derived feedstocks which are hydrotreated and then further processed to produce the finished fuel. Bioenergy HVO delivers a well-to-wheel<sup>2</sup> CO<sub>2</sub>e emissions saving of at least 85% compared to fossil diesel.

Being a waste-derived fuel as opposed to one that is generated from crop-based vegetable oils it provides a number of benefits.

Waste-derived materials are generally much more sustainable as they avoid agricultural land use and can provide a circular economy solution for waste streams. In contrast, palm oil production, though land-efficient, generates significant waste, and both the crop and some residues can be associated with deforestation and climate impacts. As a drop-in replacement for fossil diesel, bp claims Bioenergy HVO has excellent cold-weather performance, a long storage life, and reduces engine residue and noise.

bp have signed up to the renewable fuels accreditation scheme (RFAS) which aims to verify claims made by companies supplying renewable fuels to heavy duty vehicle and equipment operators regarding their product's GHG emission savings and provenance of raw material feedstocks. Documentation and data provided by bp following extensive testing provides assurance that bioenergy HVO can be used as a drop-in replacement for all engines that are at least Euro V emissions standard. Our fleet of Ford Transit vans are currently powered by 2.0-litre EcoBlue diesel engines which meet Euro 6 standards.

Currently Bioenergy HVO is only available at four bp forecourts. There are plans to rapidly expand this. Once it reaches a critical mass in our catchment area we will be able to transition to bioenergy HVO seamlessly – we anticipate possibly by Q4 2026.

We also use fossil-diesel for powering equipment on sites for lengthier project-work such as site generators, dumpers, excavators, rollers & the like. We approached our equipment suppliers, GAP, Sunbelt and Speedy Hire in late 2024 to discuss the feasibility of replacing diesel with HVO.

Coincidentally GAP had just completed a 2-year trial using different HVO products in all of their diesel-powered equipment and concluded that the biofuels can be used as a direct drop-in fuel replacement without invalidating manufacturer warranties while offering some other advantages i.e. reduces the number of filters changes, enhanced cold-weather resilience etc.

With the assurance that the use of HVO would not invalidate plant warranties, in September 2025, we commenced our own trials of HVO supplied by New Era Fuels (who are certified under the Renewable Fuels Assurance Scheme to verify the provenance of their products' sustainability credentials) at a project in Suffolk where we are replacing two life-expired transformers at Peasenhall Primary Sub-Station. A one thousand litre bowser has been delivered to site to be used to fuel all plant currently powered by traditional mineral diesel. The trial will monitor the performance of the plant such as, useability, fuel usage, filter changes and breakdown frequency. Should this be successful we will roll-out use of HVO for all project sites thereafter.

GAP Group is happy to fully support the use of Green D+ HVO or equivalent HVO products in all our machines following successful two-year trial. In many cases we have found HVO to improve the performance of Stage V engines with less soot build up.

**Mark Anderson, Managing Director, GAP Group Ltd**

<sup>2</sup> 'well-to-wheel' means from the generation of the feedstocks through production to end-use by the

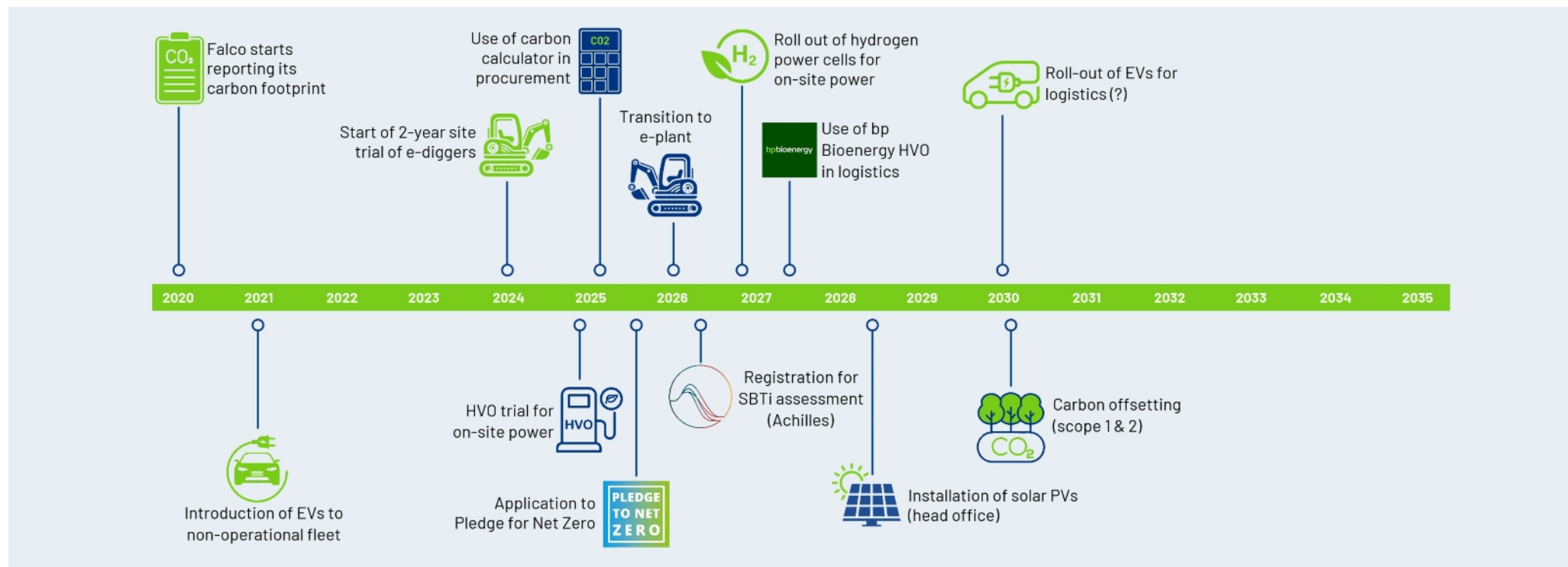


# Our Roadmap to Net Zero





# Our Roadmap to Net Zero



Our journey to Net Zero started in 2019 with the decision to commission an environmental consultancy to calculate our first carbon footprint report. This data provided us with a baseline to quantify the scale of the challenge as well as identify the areas that are generating the largest emissions of carbon dioxide which we should focus on.

While the early activity such as the introduction of EVs into our non-operational fleet follow standard environmental practices, the trialling of the latest electric plant on-site has been seen as

somewhat pioneering within our industry. The adoption and timing of future measures such as the use of biofuels and the transition to operational EVs will be heavily dependent on commercial viability and the availability of infrastructure to support them.

We are also mindful of the likelihood that our roadmap may well include future activities and technologies that are currently not available or have yet to be invented or discovered. To this end, our environmental team continuously research and scrutinise

the market for technological developments which we could implement to decarbonise our day-to-day activities. We are also aware that our journey to net zero is not confined to our own operations but include that of our supply chain.

We are fully committed to work closely with our suppliers and subcontractors to facilitate possible strategic alignment with current and future technologies if or when to they become available to reduce and phase-out our Scope 3 as well as encourage and support their own journey to Net Zero.



# Our Leadership Team





# Our Leadership Team

## Brendan Griffin



Falco's Managing Director Brendan takes ultimate responsibility for governance and performance of the Falco brand. He provides the leadership to ensure the company is able to fulfil its environmental commitments as well as the financial support to invest in systems and technology that underpin our journey to Net Zero.

## Terry McHugh



accreditations of our environmental management system.

As Falco's HSQE Director Terry is directly responsible for implementing the company's environmental policies, our commitments and and ultimately facilitating the achievement of our Net Zero Plan. He manages the process of collecting various datasets associated with carbon emissions and is involved in the development and maintaining

## Fergus McCloskey



our achievements.

As Director of sustainability consultancy, Global Environmental, Fergus has a long track record of devising and implementing practical environmental solutions for clients within the construction, civil engineering and utilities sectors. He provides guidance on our approach to sustainability reporting and communication strategies to raise awareness of

## Alan Seyfi



directly responsible for the introduction of EVs and the use of Ad Blue in our fleet as well as annual carbon reporting.

Support Services Director, Alan has hands-on input into the development and provision of many of the operations and resources that contribute to our carbon footprint such as logistics, plant/equipment and our supply chain. He continuously researches the market for innovative technologies which we can adopt to reduce emissions and has been

## Nathan Jamieson



resilient pathway to net zero looking forward.

Nathan's environmental consultancy specialises in carbon accounting and carbon reduction strategy. He has extensive experience in practical action to reduce carbon emissions and insight into how things fit into regional and global perspectives which all help ensure both short term benefit to the business as well choosing the fastest and most



# About Falco





# About Falco

Established in 2004, Falco's core business is the design, installation and maintenance of assets for the Electrical, Water and Telecoms sectors.

The company operates throughout the South East from its headquarters in East London. At any given time we have over 200 mobile (typically 2-person) teams operating throughout London, the South East and East Anglia which allows us to provide a 24/7 rapid-response service for attending emergencies and reactive works.

The organisation has developed rapidly to now work directly for major blue-chip clients deliver projects that range from £35k to £5 million in value and multi-disciplined, complex programmes of work to a very high standard.

Falco is currently a tier-1 contractor for Thames Water and UK Power Networks and we also work for a number of utility/civil engineering contractors including Laing O'Rourke, Galliford Try, M Group, Deconstruct, Skanska, Costain, Clancy Group and Barhale among others.

Investment in manpower, plant, technology and management systems has enabled the company to build a well-deserved reputation for professionalism, reliability and attention to detail. Our highly-skilled in-house workforce includes NRSWA, Confined Space, and Trench Support trained operatives who also possess CSCS and/or CPCS accreditation.

The company, which is employee-owned, operates an integrated health, safety, quality and environmental (HSQE) management system which provides Falco Construction with the framework and discipline to deliver consistently high quality work in a safe and sustainable manner. Accreditations by Achilles and UVDB Verify attest to the robustness of our systems.







Falco Construction  
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