

PPN 06/21 Carbon Reduction Plan

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Carbon Reduction Plan

Supplier name: **Boskalis Westminster Limited & Boskalis Marine Services Limited**

Publication date: **January 2026**

1 COMMITMENT TO ACHIEVING NET ZERO

Boskalis is committed to achieving Net Zero Emissions by **2050**.

This Carbon Reduction Plan conforms to the requirements of Procurement Policy Note PPN06/21; 'Taking Account of Carbon Reduction Plans in the procurement of major government contracts', published in June 2021 and the supporting 'Technical standard for the Completion of Carbon Reduction Plans.'

Our pathway to net zero and associated carbon reduction targets and action plans are structured in line with our core business operations and following bidding entities, which operate as a single grouping within the UK:

- Boskalis Westminster Limited (BWL)
- Boskalis Marine Services Limited (BMSL)

We are committed to our target of being climate neutral across our UK operations by 2050. As part of the Boskalis Group, which operates on a global basis, we aim to maintain our position as an industry leader in emissions reduction and drive our competitive advantage through our ability to offer accessible, low-carbon solutions to our clients.

The rate at which we move towards our climate target is a function of the opportunities and technology available to different parts of the wider Boskalis group. Some aspects of the wider Group are already achieving substantial reductions in their emissions, whilst others will take longer to do so since they are dependent on technology and infrastructure that is currently still being developed.

When assessing carbon reductions across the company, it is important to distinguish between those parts where we have direct control and our sphere of influence to prevent or limit emissions is significant, versus parts of our operation where our influence is indirect or where we are dependent upon the progress achieved by third parties and other centralised Boskalis group operations and initiatives.

Those parts of the company that are onshore – our offices, lease car fleet and dry earthmoving equipment – offer the greatest potential for near term emission reductions and we have implemented a number of significant carbon-reduction measures over the last few years.

The largest part of our CO2 footprint is linked to our vessels, an area where substantial reductions in emissions are dictated by the availability of suitable alternatives to fossil fuels and the global infrastructure to support clean sources of energy.

1.1 Offices

We have installed solar panels and electric vehicle charging infrastructure at our Fareham Head Office, as well as installing LED lighting throughout the building and encouraging the elimination of single use plastic.

We have also installed a new HVAC system to optimise energy use whilst maintaining a comfortable workplace environment. This has culminated in our Head Office achieving a 'A' energy rating.

In 2026 we are increasing the number of electric vehicle charging points at our Head Office to encourage the use of electric vehicles amongst our staff and visitors, supporting the global shift towards cleaner transportation solutions and contributing to the reduction of greenhouse gas emissions.

1.2 Commercial Offerings

Wherever possible, we encourage our clients to adopt sustainable and low-carbon solutions to help reduce emissions.

This is done in two principal ways: through the optimisation of project designs to reduce energy, increase circularity and limit the

consumption of materials; and by using low-carbon energy sources such as biofuels or (renewable) electricity to power our vessels and third party owned dry earthmoving equipment used within our coastal protection and reclamation works.

1.3 Our Fleet

The largest contribution to greenhouse gas emissions comes from our vessels, which account for around 99.76% of our Scope 1 and 2 CO₂ footprint – in 2024 this amounted to 27,893.63 tonnes for the combined Boskalis Westminster and Boskalis Marine Services fleet.

During 2024 we completed a significant amount of work on both an operational and technical level aimed at reducing the carbon intensity of our fleet.

We also continued to work with our clients and suppliers to investigate and adopt cleaner fuels, including biofuels, that allow us to reduce the carbon footprint of individual projects.

1.3.1 Investing in new equipment

Our new 31,000m³ capacity state of the art trailer dredger 'Seaway' has been designed for the future and can be prepared to run on (green) methanol as an alternative fuel. With a full diesel-electric installation, Azipods™ propulsion, an optimised hull design and advanced automation, the Seaway will set new standards in efficiency and sustainability when she enters service in mid-2026.

1.4 Near Term Impact

1.4.1 Energy Efficiency Measure

We have continued to pilot and expand a range of energy efficiency measures within the fleet that can help us achieve our 2030 ambition to reduce the carbon intensity of our fleet by 10% by 2030 compared to 2023, in line with the pathway set by the International Maritime Organisation (IMO).

Battery packs – Boskalis completed the first retrofit of our offshore vessels with energy storage systems which can reduce carbon dioxide and nitrogen oxide emissions by an average of up to 20% during dynamic positioning operations.

Emissions dashboards – The development of onboard and remote emission dashboards

improves crews' awareness of operational efficiencies and helps them conserve fuel. For certain conditions, operational and technical efficiencies based on data from the dashboards can lead to a reduction in fuel consumption of more than 5%.

Fuel sensors – The installation of fuel sensors on board vessels within our dredging fleet provides important data to guide operational and technical efficiency measures.

Maintenance – In partnership with our engine manufacturer, Boskalis has adopted a condition-based maintenance approach that helps us to reduce fuel consumption on board certain trailing suction hopper dredgers.

Drag reduction measures – These include the optimisation of the hull design on new and modified vessels, the use of alternative hull coatings, frequent hull cleaning, limiting volumes of water ballast in our vessels and / or optimising the trim, and polishing propellers.

1.4.2 Training our Crew and Commercial Teams

Training our crew and commercial teams – During the year Boskalis has launched two parallel training initiatives to progress our emission reduction efforts within our fleet.

Our *Energy Efficiency Workbox* creates awareness of our emissions reduction targets among crew and supports trial and adoption of efficiency measures that are available to specific vessels. In 2024, the workbox training was conducted on board more than 20 of our largest vessels. A total of 20 facilitators within Fleet Management were also trained to lead future workboxes onboard.

Our *Emission Aspects in Tenders and Projects Masterclass* equips our commercial and tender teams with the knowledge to help our clients reduce emissions on projects.

A group of newly appointed Emission Coordinators also received training to actively support the tender process. In 2024, six masterclasses were completed. Further sessions were conducted throughout 2025.

1.4.3 Renewable Fuels

Alternative energy sources are an important means to reduce emissions and to transition away from fossil fuels. In 2024, we replaced

fossil fuels with clean or renewable energy in a number of areas:

Biofuels – Where possible, Boskalis enable its clients to opt for certified biofuels. In 2024, our TSHD 'Causeway' executed a maintenance dredging project in the Port of Waterford, Ireland, using hydrotreated vegetable oil (HVO).

We have also completed two campaigns as part of the Cardiff maintenance contract using biofuel, saving 193.98 tCO₂e.

Shore power – Boskalis has a large-scale shore power facility at its premises in Waalhaven, Rotterdam, where our moored vessels are able to shut down their diesel-powered generators and use green shore power.

During the year our vessels in the Waalhaven saved a total of approximately 500 metric tons of greenhouse gas emission. The facility also contributes significantly to reducing noise levels and improving local air quality by limiting particulate matter and nitrogen oxide emissions.

Renewable fuels – The development of suitable alternative fuels and the necessary technology for the international maritime industry to complete its energy transition relies on collaboration with our industry peers, knowledge institutions, and other partners.

Through this approach, we are participants in several initiatives investigating the viability of renewable fuels - including methanol, ammonia and hydrogen.

In 2024 we commissioned our first inland hybrid vessel – the deviate – which is equipped with its own battery pack and can run on 100% electrical energy. The battery is then charged when the vessel switches to diesel mode. The vessel reduces greenhouse gas emissions by around 25% compared to equivalent operations using fossil fuels.

We have also converted two of our inland crane vessels to hybrid vessels.

1.5 Mid Term Impact

To move towards climate neutrality, new 'clean' fuels are needed for the international maritime industry. To reach this goal, we exert our

indirect influence and are, in part, dependent upon factors that lie outside of our control.

Different vessels have different requirements which stand in the way of a single optimal solution. The energy intensity demanded by our vessels and the nature of our operations – often in unpredictable and remote locations around the UK – place stringent requirements on the type of alternative fuels that will be suitable.

These will need to meet both the technical requirements of our operations, as well as practical considerations such as onboard capacity and safety standards.

Whichever alternative fuels are deemed to be most practical will then need to be produced economically, in sufficient quantities and in such a way that their availability can be relied upon across the UK and wider North West Europe area in which we generally mobilise Boskalis Group vessels for UK operations.

More substantial reductions in emissions are dictated by the readiness and global availability of suitable alternatives to fossil fuels. One of the main contenders to become such a fuel is methanol. As a member of a maritime consortium, Boskalis is undertaking a €35 million multi-year research programme to accelerate the use of methanol as an alternative fuel within the shipping industry.

We continue to collaborate with our industry peers, knowledge institutions and other partners to develop the expertise and technology necessary for the sector to reach climate neutrality.

2 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: 2021	
Additional Details relating to the Baseline Emissions calculations.	
Our baseline data has been drawn from our Boskalis Westminster Ltd. 2021 information, which was independently audited by Carbon Neutral Britain as part of their certification process. Additionally, the Boskalis Marine Services Ltd. baseline data has been added using the same principles. Our baseline emissions were calculated using data taken from our weekly fuel returns completed within our project reporting system, maintained as part of our ISO 14,001:9001 certification, energy and waste invoices and our business travel and commuting distance database. The majority of our 2021 Scope 1 emissions (98.2%) were derived from the vessels operating on our UK projects and consuming MGO (Marine Gas Oil), with the remainder of the Scope 1 emissions being marine plant biofuel consumption (0.3%), land-based equipment (1.2%) and company owned / leased vehicles (0.3%) Scope 2 emissions occurred from weekly consumption from our head office, offset through the generation of electricity from roof mounted solar panels, our site offices and from staff working from home. Scope 3 emissions are based on recorded activities away from our Head Office, such as hotel stays, staff commuting and organisation waste. Our Scope 2 & 3 emissions were offset using the Carbon Neutral Britain Climate Fund.	
Baseline Year Emissions: 2021	
EMISSIONS	TOTAL (tCO ₂ e)
Scope 1	BWL: 23,796.1 BMSL: 1,618.2 Total: 25,414.3
Scope 2	BWL: 9.0 BMSL: 10.2 Total: 19.3 (BWL & BMSL emissions fully offset through the Carbon Neutral Britain Climate Fund).
Scope 3	BWL: 441.2 BMSL: 52.1 Total: 493.4 (BWL & BMSL emissions fully offset through the Carbon Neutral Britain Climate Fund).
Total Emissions	BWL: 24,246.4

	BMSL: 1,680.6 Total: 25,927.0 (Excluding Offsetting).
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Current Emissions Reporting

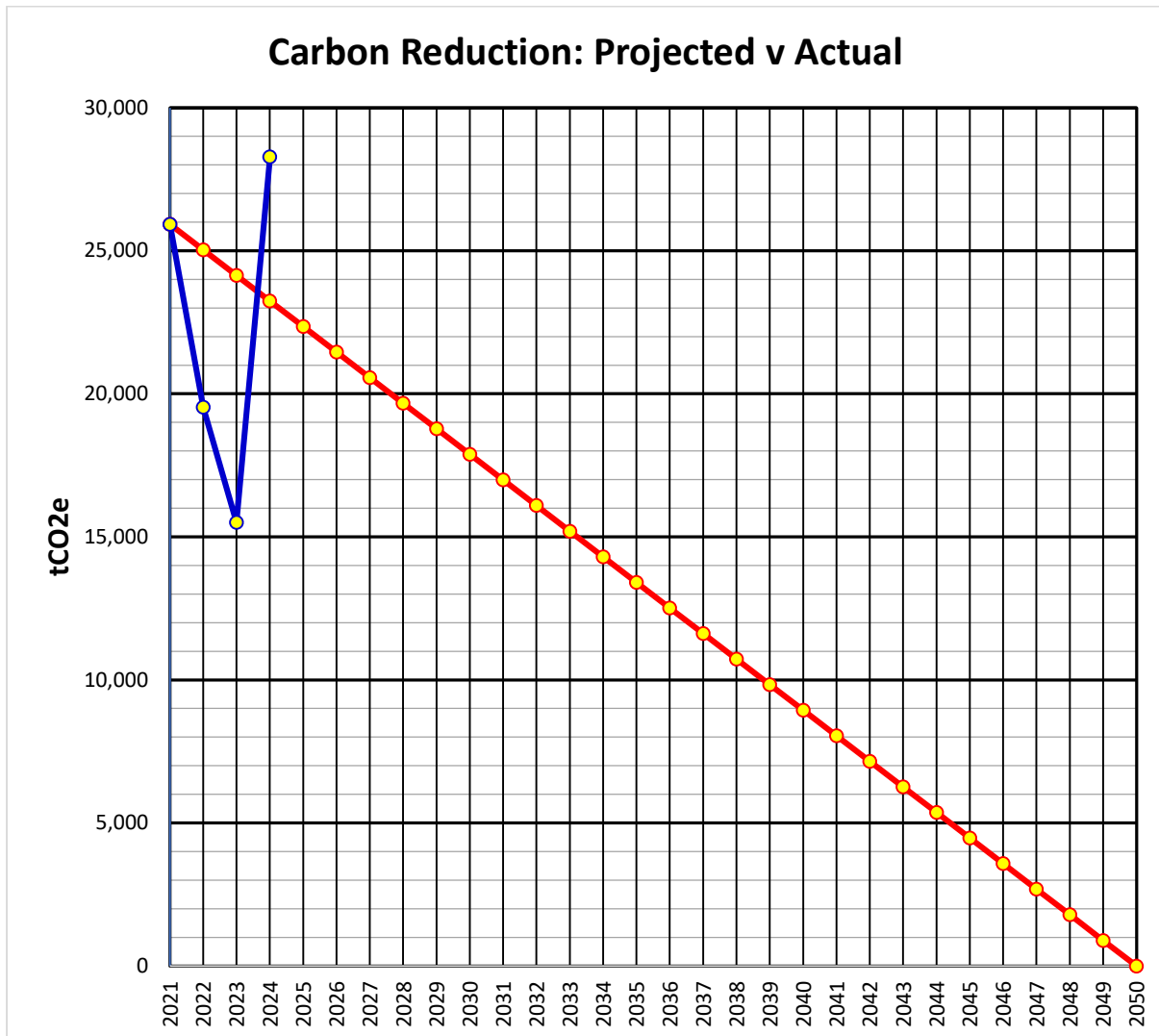
Reporting Year: 2024	
Additional Details relating to the Baseline Emissions calculations.	
Reporting Year: 2024	
EMISSIONS	TOTAL (tCO ₂ e)
Scope 1	BWL: 26,735.09 BMSL: 1,120.47 Total: 27,855.56
Scope 2	BWL: 28.75 BMSL: 9.32 Total: 38.1 (BWL & BMSL emissions to be fully offset through the Carbon Neutral Britain Climate Fund).
Scope 3	BWL: 330.37 BMSL: 52.78 Total: 383.15 (BWL & BMSL emissions to be fully offset through the Carbon Neutral Britain Climate Fund).
Total Emissions	BWL: 27,094.21 BMSL: 1182.57 Total: 28,276.78 (Excluding Planned Offsetting).

3 EMISSIONS REDUCTION TARGETS

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

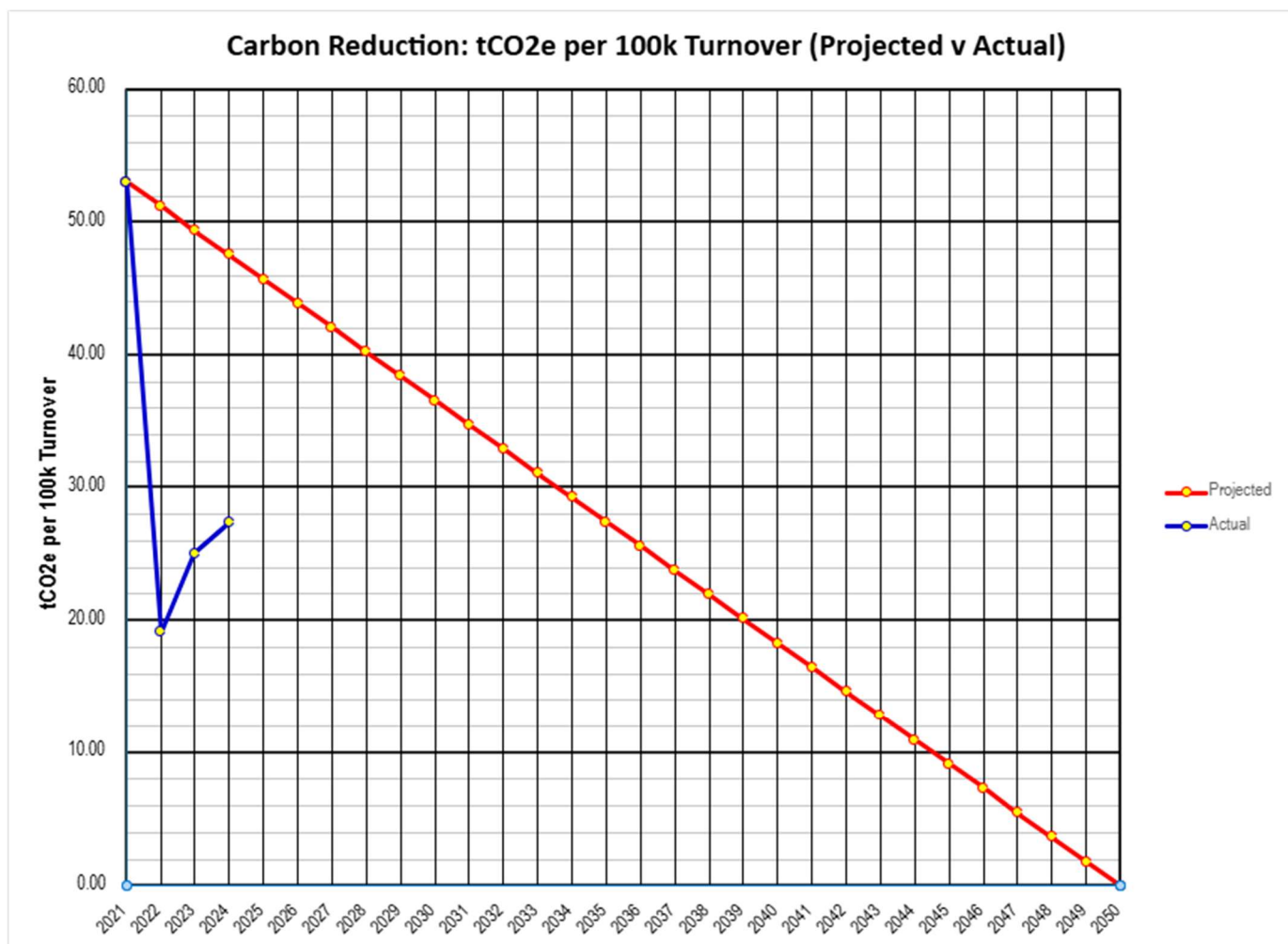
We project that carbon emissions will decrease between 2021 - 2026 to **21,457 tCO₂e**. This is a reduction of 17.2%.

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



As a leading marine contractor, we recognise that our overall emissions will fluctuate on an annual basis, dependent on the volume and type of work undertaken, which may vary considerably.

To allow for this and to provide comparable data on a year-by-year basis, we have reported our emissions versus turnover, as seen in the graph below:



Whilst the Boskalis Group is investing in modern plant and removing older vessels with larger carbon footprints this is a planned replacement cycle which will occur as the vessels reach the end of their working lives. We are therefore mindful that this, together with the availability of sustainable fuels suitable for powering our larger seagoing vessels will impact our ability in the short term to realise our net zero aspirations.

We will closely monitor our sector to take opportunities as they occur.

4 CARBON REDUCTION PROJECTS

4.1 Completed Carbon Reduction Initiatives

The following environmental management measures and projects have been completed or implemented since the 2021 baseline.

- Maintaining our ISO14001:2015 Environmental Management standard.
- Offsetting our 2024 office and staff travel emissions through the Carbon Neutral Britain Climate Fund, which invests in internationally certified carbon offsetting projects.



- Encouraging our clients to consider the use of biofuel. Whilst the use of biofuel is more expensive than traditional fossil fuels which prohibits their use in a competitive tendering environment we encourage our clients to consider their use.

The trailer dredgers 'Sospan Dau' and 'Scald' used biofuel when beneficially reusing material dredged from the deepening of the Harwich Navigation Channel for coastal nourishment works at Mersea and Wallasea Islands during 2021 and 2022.

In 2024, the trailer dredger 'Causeway' executed a maintenance dredging project in the Port of Waterford, Ireland, using hydrotreated vegetable oil (HVO).

We have also completed two campaigns as part of the Cardiff maintenance contract using biofuel.

- Installing solar panels at our Fareham Head Office, along with the installation of electric vehicle charging points, LED lighting and a new HVAC system. This had led to the building achieving an 'A' rating.
- Offering incentives for company car drivers to select hybrid or electric vehicles.
- Setting up an employee sustainability working group, to promote ideas to the BWL management. This has led initiatives such as the use of company bikes on larger projects and improved waste recycling.
- Use of eco-site accommodation cabins on our Hengistbury Head Long Groyne Replacement scheme.
- Working with the Hampshire and Isle of Wight Wildlife Trust to aid the development of their Seagrass restoration programme. Seagrass is a key means of sequestering and storing 'blue' carbon from the atmosphere and oceans.
- Sponsorship of GreenTheUK's Native Oyster Restoration Project in the Solent in partnership with the Blue Marine Foundation. Oyster restoration plays a crucial role in combating carbon emissions by acting as a natural carbon sink.
- Reduced staff travel through increased use of video conferencing options.

4.2 Future Carbon Reduction Initiatives

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

- Renewal of our ancillary support vessels with more modern and efficient equipment.
- Improved technology leading to greater working accuracies, leading to reduced dredged quantities and working durations.
- Continuing to highlight the benefits of beneficially reusing dredged materials, potentially reducing multiple dredging campaigns.
- By December 2026 roll out Energy Efficiency Workbox to 50% of projects teams, ensuring consistent use of the toolbox.
- By December 2026 ensure that 50% of clients are informed about the available low-carbon fuel (e.g. HVO or other certified alternatives) through structured communication materials and direct engagement.
- Actively integrate and propose sustainable alternatives in at least 50% of tenders and project proposals, supported by the development of a client information document by the end of Q2 2026, to strengthen client awareness and enable decision making.

5 DECLARATION AND SIGN OFF

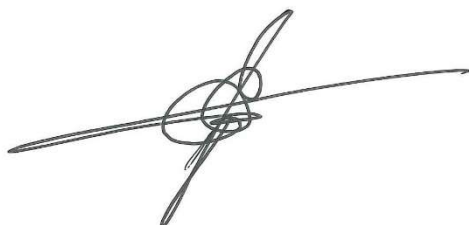
This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standard for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard¹ and uses the appropriate Government emission conversion factors for greenhouse gas company reporting².

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) Standard³.

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

Signed on behalf of the Supplier:



Paul M. de Jong

Managing Director – Boskalis Westminster Limited & Boskalis Marine Services Limited.

Date: 18th February 2026

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

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

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