

We're rethinking what waste really is – keeping materials in use, unlocking value and building a more circular construction system.

PLANET

CIRCULAR ECONOMY

Circularity Leads the Way in Re-Using Filler at Scale

Tarmac strengthened its long-term resource strategy in 2025 with the creation of a dedicated Circularity business, marking a major milestone in the company's transition away from the traditional linear "take-make-waste" model. The new structure brings together teams responsible for recovering, managing and reprocessing materials under unified leadership, improving accountability and helping retain materials at their highest value for as long as possible.

This shift reflects a broader circular economy approach designed to eliminate waste, enhance resource efficiency, and create new, resilient material streams across the business. By accelerating collaboration between sites and introducing a clearer operational model, Tarmac has laid the foundations for a more integrated, high-value circular materials system.

Transforming Filler From Waste to a Valuable Resource

The most striking early impact of this renewed focus has been the transformation of Tarmac's filler management model. Historically, 94% of filler generated across the company was treated as waste and removed from sites at cost, with only 6% re-used internally. Through the national "ReThink and ReUse" programme, this model has been turned on its head.



By the end of 2025, more than 90% of filler was recovered and re-used, avoiding 12,300 tonnes of waste disposal and creating a valuable internal product stream. Asphalt plants incorporated 23,000 tonnes, while the Building Products division used a further 10,500 tonnes, reducing reliance on external suppliers and increasing the value of recovered material.

This shift demonstrates the power of circular thinking: by retaining filler within the business and identifying higher-value uses, Tarmac has reduced waste, improved efficiency and strengthened internal supply chains.

Unlocking Lower-Carbon Construction

Emerging opportunities in the wider construction sector have added further momentum to this work. Recent updates to standards now allow greater use of limestone filler (LST) as a low-carbon supplementary cementitious material, offering

a practical route to reduce embodied carbon by substituting a proportion of cement.

In response, Tarmac has begun developing a strategic plan to strengthen the supply of internal filler and increase blending capability across the business. This includes improving logistics resilience and ensuring recovered filler can be consistently and efficiently integrated into cement and construction products.

By building a self-sufficient circular filler supply chain, Tarmac is positioning itself to support higher-value, lower-carbon cement replacements while opening new commercial opportunities in both internal and external markets.

Looking Ahead

The formation of the Circularity business and the successful overhaul of the filler management model mark significant steps forward in embedding circular principles across Tarmac's operations. By prioritising value retention, reducing waste and supporting the use of lower-carbon materials, Tarmac is strengthening its long-term resilience and contributing to a more sustainable built environment. These achievements reflect a broader commitment to designing out waste, closing material loops, and creating a construction system where resources circulate at their highest value.

