

# Carbon Reduction Plan

Supplier name: Boeing Defence UK Ltd.

Publication date: 11<sup>th</sup> November 2024

## Commitment to achieving Net Zero

Boeing Defence UK Ltd ('BDUK') is committed to achieving "Net Zero" emissions by 2050 for Scope 1, Scope 2, and applicable Scope 3 emissions categories. For Scope 1 and Scope 2 emissions, this will be achieved through sustainable operations activities including innovation and engagement, efficiency and conservation, site and infrastructure investment, and resilience and risk management. For relevant Scope 3 emission categories, BDUK will work with its operational teams to reduce the emissions associated with distribution and transportation, and to reduce operational waste. BDUK also aims to reduce business travel emissions through promoting sustainable travel options. Where relevant Scope 1, Scope 2 and Scope 3 emissions cannot be reduced to zero, verified offsets will be used. Although this Carbon Reduction Plan is limited to BDUK, it is part of Boeing's enterprise-level commitment to supporting the decarbonization of the commercial aviation industry through its five-pillar strategy, which includes fleet renewal, operational efficiency, renewable energy, advanced technology and market-based measures.

## Baseline Emissions Footprint

Baseline emissions are a record of the greenhouse gases that have been produced in the year prior to the introduction of any strategies to reduce emissions linked to a Carbon Reduction Plan. Baseline emissions are the reference point against which future emission reductions can be measured.

<b>Baseline and reporting Year: 2019</b>
<b>Additional details relating to the emissions calculations</b>
<p>A baseline emissions year of 2019 has been used for BDUK's Scopes 1, 2 and 3 emissions reporting.</p> <p>Scope 1 and Scope 2 emissions have been calculated in line with the Streamlined Energy and Carbon Reporting requirements.</p> <p>The following Greenhouse Gas (GHG) Protocol Scope 3 categories have been calculated as follows:</p> <p>4. &amp; 9. Upstream and downstream transportation and distribution – A spend-based approach was applied using the Department for Environment Food &amp; Rural Affairs supply chain emission factors.</p> <p>5. Waste Generated in Operations – A data-driven approach was taken by calculating quantities of each waste type generated and then using the most appropriate UK Government emissions factors to convert these quantities to CO<sub>2</sub>e emissions. As no reliable waste data was available</p>

for 2019, the 2021 waste footprint was used as the baseline and is presumed to be higher than the 2019 footprint due to company growth.

6. Business Travel – A spend-based approach using the Normative Business Carbon Calculator was used to calculate business travel emissions for public transportation. For air travel, grey fleet and hire cars mileage was calculated and converted into CO<sub>2</sub>e emissions using the UK Government emission factors.

7. Employee Commuting – The average-data method was used for this calculation, which involves estimating employee commuting emissions based on average commuting patterns. A representative headcount was used alongside data from the Department for Transport to generate travel mileage averages. UK Government emission factors were applied to average miles per head to generate CO<sub>2</sub>e emissions.

Note: Data may be subject to change due to methodology or data improvements.

**Baseline year emissions: 2019**

<b>EMISSIONS</b>	<b>TOTAL (tCO<sub>2</sub>e)</b>
<b>Scope 1</b>	
Natural Gas	<b>344</b>
Vehicle (Petrol & Diesel)	<b>346</b>
	<b>Total: 690</b>
<b>Scope 2</b>	<b>Net Total: 1315</b> (includes renewable subtraction)
Electricity	<b>Gross Total: 1315</b> (does not include renewable subtraction)
<b>Scope 3</b> <b>(Included Sources)</b>	
4. & 9. Upstream and downstream transportation and distribution	<b>571</b>
5. Waste Generated in Operations <sup>1</sup>	<b>7</b>
6. Business Travel	<b>1728</b>
7. Employee Commuting	<b>1677</b>
	<b>Total: 3984</b>

<sup>1</sup> As no reliable waste data was available for 2019, the 2021 waste footprint was used as the baseline and is presumed to be higher than the 2019 footprint due to company growth.

<b>Total Emissions</b>	<b>Net Total: 5988</b> <b>Gross Total: 5988</b>
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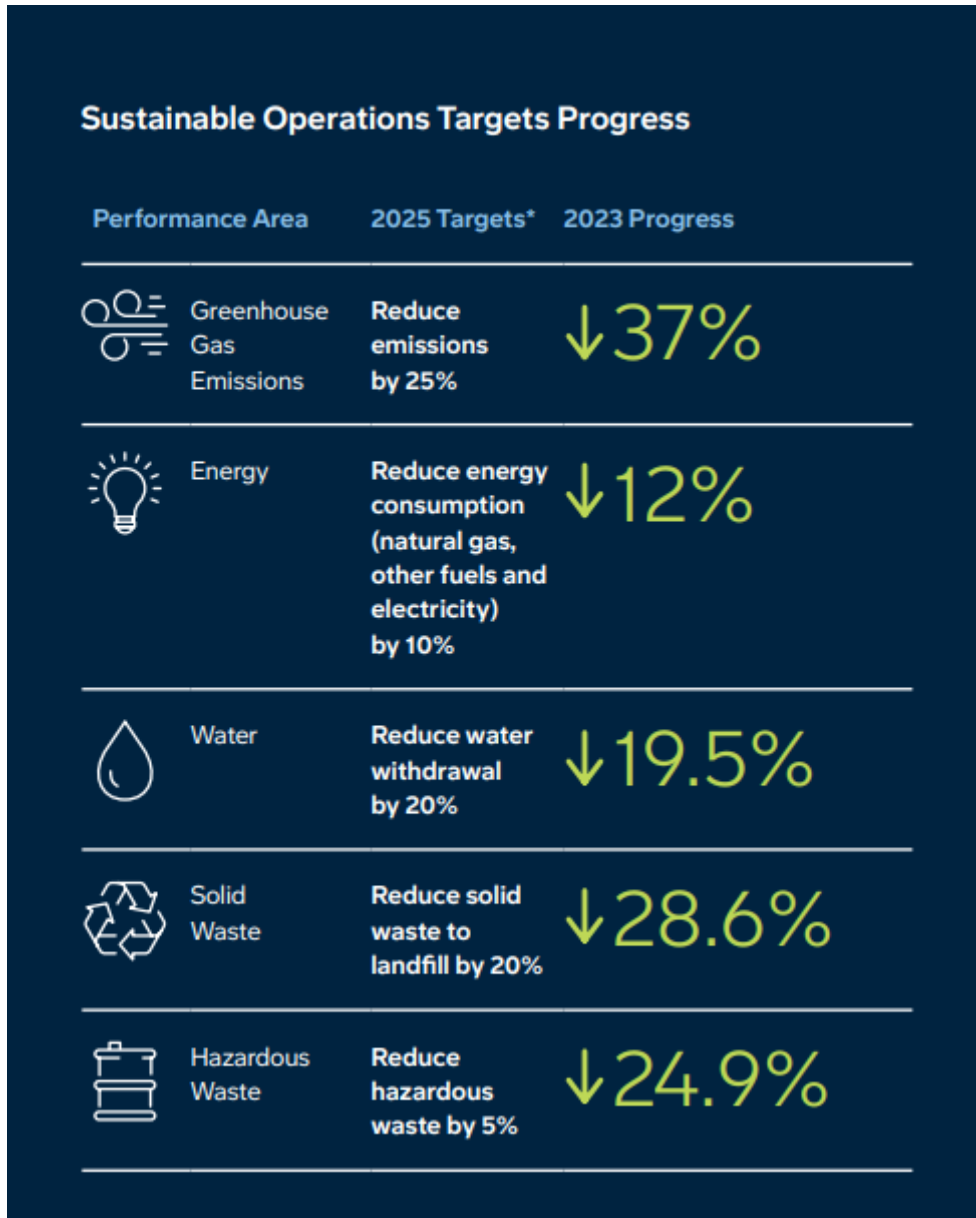
## Current Emissions Reporting

<b>Reporting Year: 2023</b>	
<p>There was a significant increase in tCO<sub>2</sub>e reported for 2023 compared to the baseline 2019 emissions. This was primarily due to company growth and an increase in employees, resulting in increased Scope 3 emissions for employee commuting and business travel. Scope 1 emissions remained flat during the period of business growth and Scope 2 emissions were significantly reduced through renewable electricity procurement.</p>	
<b>EMISSIONS</b>	<b>TOTAL (tCO<sub>2</sub>e)</b>
<b>Scope 1</b>	
Natural Gas	<b>417</b>
Kerosene	<b>45</b>
Vehicle (Petrol & Diesel)	<b>230</b>
	<b>Total: 692</b>
<b>Scope 2</b>	<b>Net Total: 182</b> (includes renewable subtraction)
Electricity	<b>Gross Total: 741</b> (does not include renewable subtraction)
<b>Scope 3</b> (Included Sources)	
4. & 9. Upstream and downstream transportation and distribution	<b>665</b>
5. Waste Generated in Operations	<b>1.6</b>
6. Business Travel	<b>3431</b>
7. Employee Commuting	<b>2523</b>
	<b>Total: 6621</b>
<b>Total Emissions</b>	<b>Net Total: 7495</b> <b>Gross Total: 8054</b>

## Emissions Reduction Targets

BDUK Scope 1 and Scope 2 emissions reductions are in line with the broader Boeing enterprise targets (see below) as well as its UK-specific Net Zero 2050 commitment.

At a global enterprise level, Boeing set 2025 and 2030 GHG emissions reduction targets. Progress to the targets is published annually in the company’s Sustainability and Social Impact Report.



2025 GHG Emissions Reduction Targets <sup>2</sup>

<sup>2</sup> <https://www.boeing.com/content/dam/boeing/boeingdotcom/sustainability/pdf/2024-boeing-sustainability-socialImpact-report.pdf> Page 55

Goal	2030 Target	Progress
<b>Sustainable Operations<sup>1</sup></b> Reduce greenhouse gas emissions from Boeing operations through conservation and renewable energy	Achieve 55% absolute reduction in Scope 1 and Scope 2 market-based GHG emissions from 2017 base year <sup>2</sup>	Achieved 26% absolute GHG reduction at year-end 2023 from 2017 base year toward 2030 goal (Scope 1 and Scope 2)
	Achieve 100% renewable electricity <sup>3</sup>	Achieved 39% renewable electricity in 2023 through a combination of direct purchases and renewable energy credits

### 2030 Emissions Reduction Targets <sup>3</sup>

## Carbon Reduction Projects

### Completed Carbon Reduction Initiatives

BDUK achieved the following UK carbon reduction initiatives in 2023:

- 100% renewable electricity where BDUK procures electricity directly from the supplier, rather than electricity bills being included within lease agreements and controlled by landlords.
- Continued expansion of electric and hybrid vehicle fleet.
- Established a UK & Ireland sustainability council.

## 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 in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard,<sup>4</sup> including the appropriate Government emission conversion factors for GHG company reporting<sup>5</sup>.

Scope 1 and Scope 2 emissions have been reported in accordance with Streamlined Energy and Carbon Reporting requirements, and the required subset of Scope 3 emissions has been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard<sup>6</sup>.

<sup>3</sup> <https://www.boeing.com/content/dam/boeing/boeingdotcom/sustainability/pdf/2024-boeing-sustainability-socialImpact-report.pdf> Page 10

<sup>4</sup> <https://ghgprotocol.org/corporate-standard>

<sup>5</sup> <https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>

<sup>6</sup> <https://ghgprotocol.org/standards/scope-3-standard>

This Carbon Reduction Plan has been reviewed and approved by the BDUK board of directors prior to publication on 11<sup>th</sup> November 2024

**Signed on behalf of the Supplier:**

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Steve Burnell

Director Boeing Defence UK Ltd.

Date: 11/11/2024