



The Boeing Company | Boeing Defence UK Limited

Carbon Reduction Plan

Prepared in accordance with PPN 006:
Taking Account of Carbon Reduction Plans in
the Procurement of Major Government Contracts

Data from January - December 2024 | Published September 2025

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This Carbon Reduction Plan was created in line with PPN 006: Taking Account of Carbon Reduction Plans in the Procurement of Major Government Contracts, and is applicable to The Boeing Company's ("Boeing") Boeing Defence UK Limited ("BDUK") subsidiary.

Commitment to Achieving Net Zero

Boeing Defence UK Limited (BDUK) is committed to continually investing in the necessary resources to help achieve further carbon emission reduction. BDUK is committed to achieving “Net Zero” Emissions by 2050 for Scope 1 & Scope 2 emissions, as well as Scope 3 emission categories specified by the UK government. We aim to achieve a reduction in emissions by increasing operational efficiency, transitioning from fossil fuels to renewable electricity (through direct use of renewable energy and procurement of renewable energy credits), accelerating the use of low emission vehicles to reduce emissions, and possibly using third-party-verified offsets for any remaining greenhouse gas (GHG) emissions.

Baseline Emission Footprint

Baseline emissions are a record of the GHG emissions 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.

Baseline year: 2023

The baseline year for BDUK has been updated from 2019 to 2023, aligning with Boeing's recently released 2030 GHG targets. Previously, BDUK chose 2019 to support 'normal' business operations, but utilised the same methodology as The Boeing Company ("Boeing") when determining baseline calculations for scope 1 and scope 2.

Additional Details relating to the baseline emissions calculations:

Scope 1 and Scope 2

- Scope 1 and Scope 2 emissions are calculated in line with the Streamlined Energy and Carbon Reporting (SECR) requirements.

Scope 3

- Category 4 and 9: Upstream and Downstream Transportation and Distribution – A spend-based approach was applied using the U.S. Environmentally- Extended Input-Output (EEIO) supply chain GHG emission factors v1.6 by NAICS-6.
- Category 5: Waste Generated in Operations – A data-driven approach was taken by calculating quantities of most waste types generated with estimations used for the remaining. The most appropriate UK government emissions factors were used to convert these quantities to CO₂e emissions.
- Category 6: Business Travel – A spend-based approach using the US EEIO Supply Chain GHG emission factors v1.6 by NAICS-6 was used to calculate business travel emissions for public transportation. For air travel, grey fleet and hire cars mileage was calculated and converted into CO₂e emissions using the UK government emission factors.

- Category 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 UK Department for Transport to generate travel mileage averages. UK government emission factors were applied to average miles per head to generate CO₂e emissions.

Current Emissions Reporting

Year:	Baseline Year Emissions	Current Emissions Reporting
	2023	2024
Emissions	tCO ₂ e	tCO ₂ e
Scope 1	740	568
Scope 2 ¹	811	843
Scope 3 ²	5,486	6,513
Total	7,037	7,924

1. Gross emissions reported. Scope 2 including market-based measures (renewable subtraction) was 521 tCO₂e for 2024
 2. Includes Scope 3 Category 4, 5, 6, 7 & 9 in accordance with the PNN 006 requirement

Emission Reduction Targets

In 2024, BDUK supported the 2025 Boeing GHG reduction target, with:

- 30% gross reduction in Scope 1 and 2 emissions against the 2019 baseline
- 46% reduction including market-based measures (renewable subtraction) against the 2019 baseline

Boeing achieved our 2025 GHG reduction goal two years early in 2023. After this accomplishment, we revisited our 2030 goals, which were previously established when manufacturing operations were impacted by the COVID-19 pandemic. We revised our 2030 goals to a 2023 baseline, reflecting more ‘normal’ working conditions, incorporating the progress made on reducing emissions and aligning better to emerging global regulatory requirements.

In order to continue our progress to achieve Net Zero, BDUK adopted the 2030 Boeing-wide GHG reduction targets.

2030 Sustainable Operations Targets

Boeing worked in 2024 to define the next chapter in our sustainable operations journey and our revised 2030 targets are below. Boeing’s decarbonisation strategy across our manufacturing sites and other operations facilities prioritises avoiding and reducing direct emissions first via efficiency improvements, conservation and renewable energy procurement. Our core values will be at the forefront while determining how best to build on our success to date in reducing our impact.



Greenhouse Gas Emissions

2030 Targets¹

Reduce Scope 1 and Scope 2
(market-based) emissions by 30%
from 2023 base year performance



Energy

2030 Targets¹

100% renewable electricity²

3% natural gas intensity reduction
from 2023 base year performance³

¹The 2030 GHG and renewable electricity targets are set with an operational boundary of The Boeing Company, which includes all majority-owned subsidiaries. The GHG reduction target includes all Scope 1 and Scope 2 market-based emissions. More information about our approach to GHG accounting can be found in our [GHG Supplement](#).

²Renewable electricity is procured through a combination of direct purchases and renewable energy credits.

³The target boundary is all major manufacturing locations within The Boeing Company, including all majority-owned subsidiaries, which represents almost 78% of our total operations. "Major manufacturing" is defined as over 100,000 square feet of factory and/or laboratory space. The intensity measure used is square footage.

BDUK will work to ensure that GHG emissions in Scope 1 and 2 will reduce by 30% from the baseline year 2023 in order to align with wider Boeing targets and continue to work towards the Net Zero 2050 Commitment.

For year 2024 progress, BDUK achieved a gross reduction in GHG emissions of 9% in Scope 1 and 2 emissions.

Carbon Reduction Projects

Completed Carbon Reduction Initiatives

The following actions were taken in 2024 to manage carbon emissions:

- Progressed the UK sustainability governance structure, with a more strategic focus through dedicated leadership discussions and targeted working groups.
- Consolidated multiple legacy buildings on our Bristol site into Boeing House, a modern facility with significantly improved energy performance credentials. Boeing House benefits from an all-electric design with advanced insulation, energy efficient Heating, Ventilation, and Air Conditioning (HVAC) systems, Light Emitting Diode (LED) lighting with motion and daylight sensors and integrated building management system that optimises energy use. It has a Building Research Establishment Environmental Assessment Method (BREEAM) Excellent rating and an Energy Performance Certificate (EPC) A rating.
- Mitigated 321 tonnes of CO₂ emissions from electricity usage by using Renewable Energy Guarantees of Origin backed electricity.

- Continued to implement energy efficiency upgrades across our sites, including ongoing LED lighting replacements and the installation of occupancy-based sensor controls to reduce unnecessary energy use.
- Offered electric vehicle charging points for staff to use free of charge at our Milton Keynes, Fleet and Yeovil offices.
- Continued to implement a hybrid working model which reduces commuter related emissions.
- Adopted a cycle-to-work scheme to help encourage low carbon commuting by shifting away from car-based travel.
- Offered a commuter assist loan, which enable employees to access more sustainable and lower emission transport options such as season tickets for public transport.

Future carbon reduction initiatives

As part of our focus on continued improvement across key operation elements, we will continue to explore a range of future carbon reduction initiatives aligned with Boeing's Operational Sustainability four pillar strategy:



Innovation and Engagement



Efficiency and Conservation



Site and Infrastructure Investment



Resilience and Risk Management

This will include consideration of onsite renewable energy solutions for owned and operated assets, as well as broader efforts to support emission reductions across specified Scope 3 categories. These efforts may include encouraging more sustainable practices amongst our employees and supply chain partners, potential improvements in logistics, measures to further reduce waste and/or additional incentives for reduced carbon employee travel options.

These efforts are planned to be supported by a global roll out of an enhanced environmental data system - aimed at improving the visibility, tracking and governance of carbon related performance metrics across our operations. This approach will enable BDUK to make more informed decisions and continue to support the UK government's objectives on climate action and responsible supply chain management.

Declaration and Sign Off

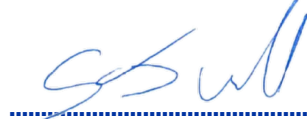
This Carbon Reduction Plan has been completed in accordance with PPN 006, associated guidance and reporting standard for Carbon Reduction Plans.

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

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements (where required), 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) Standard.

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:



..... **Date:** 12 September 2025

Steve Burnell

Managing Director, Boeing Defence UK Limited