

Carbon Reduction Plan

Supplier name: Boeing Defence UK Ltd.

Publication date: 1st April 2022

Commitment to achieving Net Zero

Boeing Defence UK Ltd. is committed to achieving “Net Zero” Emissions by 2050 for Scope 1 & Scope 2 emissions, as well as applicable Scope 3 emissions categories. For Scope 1 and 2 emissions, this will be achieved by increasing our operational efficiency, transitioning from fossil fuels to renewable electricity, and accelerating the use of low emission vehicles. For relevant Scope 3 emission categories, Boeing Defence UK will work with our customers and supply chains to reduce life cycle emissions of products and operations. Where relevant emissions cannot be reduced to zero, verified offsets will be used. At a global enterprise level, Boeing is committed to increasing the sustainability of its products including the shift towards sustainable aviation fuels, green hydrogen and batteries.

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. As the inaugural Carbon Reduction Plan published by Boeing Defence UK, this reporting year is also the baseline year.

Baseline and reporting Year: 2021
Additional Details relating to the Baseline Emissions calculations.
A baseline year of 2021 has been used as there has been no prior Scope 3 emission reporting for the applicable categories. Therefore this reporting year is also the baseline year for Boeing Defence UK’s Scope 1, 2 & 3 emission reporting. Scope 1 & 2 emissions have been calculated in line with the Streamlined Energy & Carbon Reporting requirements. The following Green House Gas Protocol scope 3 categories have been calculated as follows: 4. & 9. Upstream and downstream transportation and distribution – A spend based approach was used using the Quantis Suite 2.0 tool. 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 Emission Factor to produce a CO2e figure. 6. Business Travel – A spend based approach using the Quantis Suite 2.0 was used to calculate business travel emissions for train, taxi, bus and other travel. Flight mileage was calculated and

converted into CO₂e using UK Government emission factors. Grey fleet travel has been included in the scope 1 category.

7. Employee Commuting – A representative headcount has been used alongside data from the Department for Transport to generate travel mileage averages. UK Government emission factors have been applied to average miles per head to generate CO₂e.

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

Baseline year emissions: 2021

EMISSIONS	TOTAL (tCO₂e)
Scope 1 Natural Gas Kerosene Vehicle (Petrol & Diesel)	616 28 240 Total: 884
Scope 2 Electricity	Net Total: 195 (includes renewable subtraction) Gross Total: 1035 (does not include renewable subtraction)
Scope 3 (Included Sources) 4. & 9. Upstream and downstream transportation and distribution 5. Waste Generated in Operations 6. Business Travel 7. Employee Commuting	664 7 622 1,681 Total: 2974
Total Emissions	Net Total: 4054 Gross Total: 4893

Current Emissions Reporting

Reporting Year: 2021 (this year's data is also the baseline year)

Emissions reduction targets

At a global enterprise level, Boeing is committed to reducing its emissions which includes: net zero emissions for Scope 1, 2 and business travel, by 2030.

Boeing Defence UK emission reductions are tracking to broader Boeing enterprise targets. A more detailed Boeing Defence UK emission reduction plan with specific targets will be published in due course.

Operations Environmental Goals and Progress¹

Performance Area	2025 Goals Versus 2017	Progress Toward 2025 Goals ²	2030 Goals
 Greenhouse Gas Emissions	Reduce emissions by 25%	Net-zero³ (absolute reduction of 14%)	<ul style="list-style-type: none"> Net-zero emissions 55% GHG reduction from 2017 100% renewable electricity
 Energy	Reduce energy consumption by 10%	12% reduction	10% energy-intensity reduction from 2025
 Water	Reduce water withdrawal by 20%	23% reduction	5% reduction from 2025
 Waste	Reduce solid waste to landfill by 20% and hazardous waste by 5%	<ul style="list-style-type: none"> 44% reduction in solid waste 34% reduction in hazardous waste 	<ul style="list-style-type: none"> 30% reduction in waste produced from 2025 Over 90% diversion from landfill or incineration Zero waste where applicable at major sites 5% hazardous waste reduction from 2025

1. 2025 goals were set based on data from Core Metric Sites, which represent the majority (70%) of Boeing's operations.

2. Operational goals shown are absolute targets and not indexed to production levels or growth. 2020 performance was affected by changes associated with occupancy and operations during COVID-19. The targets were established against a 2017 baseline, and the 2025 goals will act as a milestone to guide actions and progress to the 2030 goals.

3. The net-zero achievement covered Scope 1 and Scope 2 emissions for all sites within the company's operational control as well as Scope 3 – Business Travel.

Source: Boeing Sustainability Report 2021 -

<https://www.boeing.com/principles/sustainability/annual-report/index.page>

Carbon Reduction Projects

Completed Carbon Reduction Initiatives

Boeing Defence UK carbon reduction initiatives being worked on for 2022 are as follows:

- Reviewing heating and cooling set points in temperature controlled environments
- Procurement of renewable electricity
- LED lighting upgrades
- Expansion of electric vehicle charging points

- Updating employee benefits packages to include cycle to work and electric vehicle salary sacrifice schemes

New carbon reduction projects will continue to be developed to support Boeing Defence UK's commitment to deliver net zero 2050.

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 Boeing Defence UK board of directors prior to publication on the 1st of April 2022.

Signed on behalf of the Supplier:



Anna Keeling

Vice President and Managing Director Boeing Defence UK

Date: 29th March 2022

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>