



# UK Carbon Reduction Plan

# Carbon Reduction Plan

Supplier name: **Lockheed Martin UK**

Publication date: **3 April 2023**

## Commitment to Achieving Net Zero

**Lockheed Martin UK Holdings Limited (Lockheed Martin UK), and its whollyowned subsidiaries Lockheed Martin UK Limited, Lockheed Martin UK Ampthill Limited and Lockheed Martin UK Strategic Systems Limited, are committed to achieving Net Zero emissions from UK operations by 2050.**

## 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 Net Zero specific strategies to reduce emissions in the UK. Baseline emissions are the reference point against which emissions reduction can be measured.

## Baseline Year: 2019

### Additional details relating to the baseline emissions calculations.

2019 was selected as Lockheed Martin UK’s baseline reporting year to align it with the Enterprise’s GHG Accounting, and as a pre-pandemic year with more representative levels of business activity.

Where actual data was not available for inclusion in the 2019 baseline, best estimates have been derived in accordance with associated guidance and reporting standards for Carbon Reduction Plans, including Greenhouse Gas Protocol guidance where appropriate. Assumptions and methodology for the emissions calculations can be found [here](#).

### Baseline year emissions:

EMISSIONS	TOTAL (tCO <sub>2</sub> e)
Scope 1	<b>232</b>
Scope 2	<b>2,669</b>
Scope 3 (Included Sources)	Business Travel: <b>2,651</b> Telecommuting: <b>0</b> Employee Commuting: <b>3,375</b> Downstream Transport & Distribution: <b>4</b> Upstream Transport & Distribution: <b>961</b> Waste: <b>5</b> Fuel & Energy Related Activities: <b>182</b> Total Scope 3: <b>7,178</b>
<b>Total Emissions</b>	<b>10,079</b>

# Current Emissions Reporting

## Reporting Year: 2022

EMISSIONS	TOTAL (tCO <sub>2</sub> e)
Scope 1	<b>387</b>
Scope 2	<b>917</b>
Scope 3 (Included Sources)	Business Travel: <b>1,384</b> Telecommuting: <b>1,029</b> Employee Commuting: <b>1,294</b> Waste: <b>11</b> Fuel & Energy Related Activities: <b>231</b> Upstream Transport & Distribution: <b>44</b> Downstream Transport & Distribution: <b>4</b> Total Scope 3: <b>3,997</b>
<b>Total Emissions</b>	<b>5,301</b>

# Emissions Reduction Targets

Lockheed Martin Corporation (LMC), the parent company of Lockheed Martin UK, takes an integrated approach to managing corporate culture, ethics and business integrity, governance, and sustainability issues through a risk management lens. LMC's oversight of Environmental, Social, and Governance (ESG) matters follows its formal governance structure. This structure includes LMC's Nominating and Corporate Governance Committee (Governance Committee), the Executive Leadership Team, the Sustainability Leadership Council and the Sustainability Management Team who guide and implement LMC's Sustainability Management Plan (SMP). The Governance Committee is chartered by the LMC Board of Directors to lead its oversight responsibilities relating to LMC's ethical conduct, human rights, environmental stewardship, corporate culture, philanthropy, workforce diversity, health and safety.

Managing climate-related risks is a key element in LMC's corporate [sustainability programme](#) as well as its "[Go Green](#)" goals. The Go Green Programme encompasses LMC's approach to championing environmental stewardship through resource efficiency.

In 2021, at the request of our Board, we began exploring opportunities to take more aggressive action to reduce our carbon emissions and increase our commitment to renewable energy sources. We conducted an analysis of our operational footprint, technical opportunities and investment requirements, with the support of subject matter experts across all responsible functions including sustainability, facilities and finance as well as energy subject matter experts, and with the engagement of each business segment. This analysis concluded in 2022 and resulted in leadership approval and Board concurrence with two updated carbon-related goals which will accelerate our carbon reduction and renewable energy strategies.

Our new 2030 goals demonstrate our ongoing commitment to improve our carbon strategy and accelerate our carbon reduction efforts. Our new carbon reduction goal represents a shift from intensity-based emissions models to a commitment in absolute terms, and from an updated baseline year. We benchmarked industry-leading absolute contraction models in developing our new goal. Our new carbon emissions reduction goal represents an acceleration of our carbon reduction efforts compared to our previous commitment, and aligns with globally recognised absolute contraction models. Our updated renewable energy goal also reflects an increased level of investment from our previous commitment.

## 2030 GLOBAL GOALS

### CARBON REDUCTION

By **2030**, reduce Scope 1 and 2 absolute carbon emissions by

**36%**

from a **2020** baseline.



### RENEWABLE ENERGY

By **2030**, match

**40%**

of electricity used across Lockheed Martin global operations with electricity produced from renewable sources.



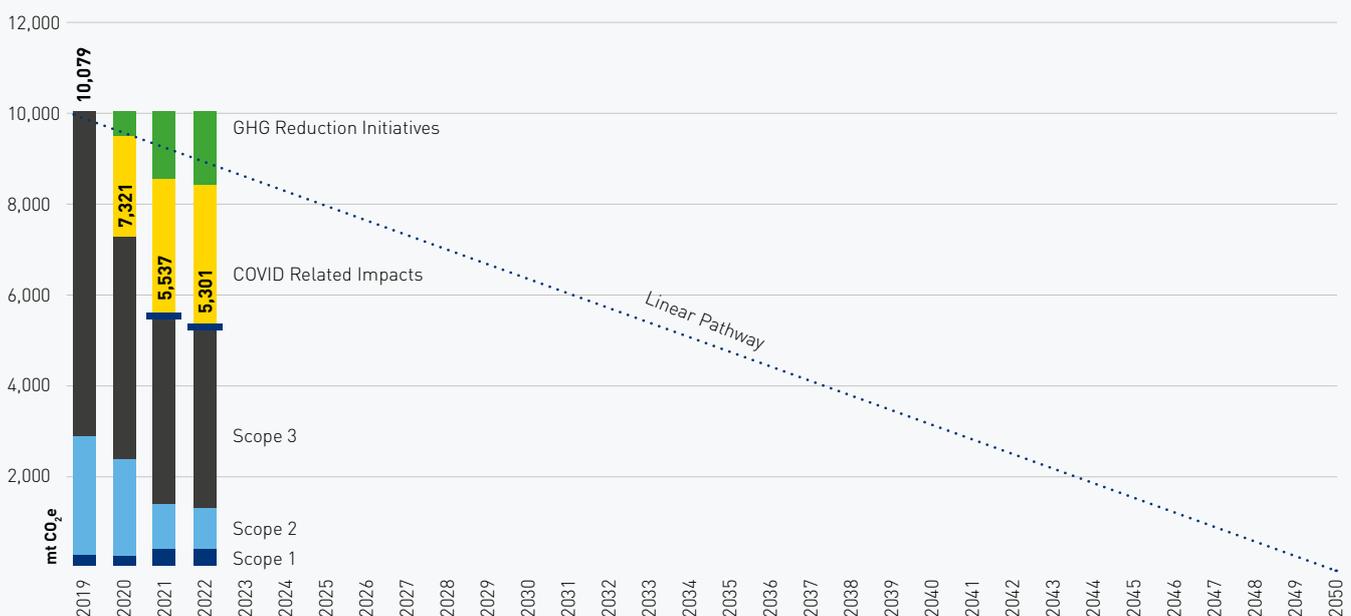
## For UK Operations

Specific elements and goals of the LMC programme extend to LMC’s facilities across the world, including the LMUK Ampthill site in the UK. Go Green drives operational improvements by reducing carbon emissions through energy efficiency and use of renewable energy, reducing facility water use and waste generation.

In order to continue our progress to achieving Net Zero for UK operations, and building on past successes, we have adopted the following carbon reduction targets specifically for our Lockheed Martin UK operations.

Relative to 2019 baseline emissions, we project that carbon emissions up to 2027 across all measures, scopes and categories will decrease to 7,482 mtCO<sub>2</sub>e. This is a reduction of 26%.

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



# Carbon Reduction Projects

Current year (2022) annual emissions are significantly below the 2050 Net Zero projection for 2022 due in large part to two factors. There was a continued impact on business travel during COVID restrictions to which we are seeing some recovery. Lockheed Martin owned facility successfully obtained 100% of its electricity from green sources resulting in zero scope 2 electricity emissions.

## Completed Carbon Reduction Initiatives

**The following environmental management measures and projects have been completed or implemented on Lockheed Martin UK's estates since 2022**

### *Environmental Standards*

- ISO 14001 certification across the Lockheed Martin estate.
- Activation of a dedicated multi-discipline Lockheed Martin Net Carbon Zero Team whose remit is to deliver Net Carbon Zero for the Business.
- Rationalisation of office estate to decrease total area.
- Installation of sub-metering on Lockheed Martin estates, where practical to help identify further opportunities for energy efficiency and reduction opportunities.
- Launch of monthly Net Carbon Newsletter containing information on programmes and NCZ status.
- Development and utilisation of improved software reporting systems to establish granular data sets for Scope 1,2 and 3 Carbon emissions.

### *Scope 1 Projects:*

- HVAC upgrade programme including: phasing out of fuel-oil heating systems and high potential HCFC's in air-conditioning units.
- Improved service and maintenance regimes; replacement of panel heaters; optimising schedule and temperature for low-utilisation areas.
- Heating efficiency measures including roof panel upgrades; automatic door closers; solar feasibility studies and temperature / timer controls on water boilers.

### *Scope 2 Projects:*

- Moving to renewable electricity supply contract for some sites, where practical.
- Conduct quantifiable assessments on Carbon sequestration potential at sites with operational control.
- Upgrade of lighting fixtures to LED lighting; incorporation of PIR detection systems; reducing real-estate through efficiency savings.
- Assessment of renewable energy generation opportunities at qualifying Lockheed Martin sites.

### *Scope 3 Projects:*

- Reducing waste to landfill through recycled waste segregation and through third party waste vendor; further improving recycling and waste-to-energy, plus water saving devices in rest rooms.

### **Future reduction programmes**

#### *Scope 1 Programmes:*

- Continue to improve HVAC and water heating efficiency.
- Review opportunities to encourage employee adoption of hybrid and EV's, along with reviewing the opportunities to provide additional EV charging facilities, where practical (also Scope 3).
- Rationalise office estate to decrease total area.

#### *Scope 2 Programmes:*

- Complete the transition to LED lighting throughout the Lockheed Martin UK estate including car parking, with lighting timing optimised to decrease overall lit hours.
- Assess additional on-site renewable energy generation.

#### *Scope 3 Programmes:*

- Develop strategies to drive further reductions based on the increased fidelity of data achieved in 2022 utilising our new software reporting systems.

In addition, we will explore opportunities to plant additional trees on the Lockheed Martin UK estate or similar UK based initiatives for carbon sequestration. We will also include in our overall strategy those opportunities identified for inclusion from our ESOS Phase 3 programme.

# 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 standard<sup>1</sup>. It also uses the appropriate Government emission conversion factors for greenhouse gas company reporting<sup>2</sup>.

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements. 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<sup>3</sup>.

This Carbon Reduction Plan has been reviewed and signed off by the board of directors for Lockheed Martin UK Holdings Limited and its subsidiary bidding entities, Lockheed Martin UK Limited, Lockheed Martin Strategic Systems Limited and Lockheed Martin UK Amptill Limited. Not all completed carbon reduction initiatives will yet apply to each subsidiary but each subsidiary is able to apply the environmental measures set out herein, including the commitment to further measures.

## Signed on behalf of the Supplier:



.....  
Date: 3 April 2023

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

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

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

## Appendix: Assumptions and Methodology

All emissions are CO<sub>2</sub>e, assuming all Kyoto GHG gases.

### Sites - Large:

GBR-Reddings Wood  
GBR-Havant  
GBR-Gloucester  
GBR-Helensburgh  
GBR-Westbury

### Small Site Estimates:

GBR- London  
GBR-Harwell

### Scope 1 Emissions:

- Scope 1 fuels data requested to mirror data currently collected at Ampthill for Go Green (e.g., Natural Gas, Propane, Fuel Oil, Petrol, Diesel, Jet Fuel)
- Data collected via Enablon for Ampthill/Havant/Gloucester/Helensburgh/Westbury.
- Havant/Gloucester/Helensburgh/Westbury data used to establish small site estimates for remaining sites based on mmbtu/sqft. and applied to remaining facilities under scope.
- Data collected via 2018 ESOS report for Havant/Whiteley/Westbury. Scope 1 estimates based on Carbon Trust Guide GPG286 Office Type 3 – Standard Air Conditioned due to lack of sub-meter data from landlord.
- 2022 update utilises Small Site Estimates by site to fill data gaps. For example, Havant natural gas use is outside operational control but estimated based on known energy use per Sq FT.

### Scope 2 Emissions:

- Data collected via Enablon for Ampthill/Havant/Gloucester/Helensburgh/Westbury.
- Havant/Gloucester/Helensburgh/Westbury data used to establish small site estimates for remaining sites based on kWh/Sq FT and applied to remaining facilities under scope.

### Scope 3 - Telework

- Telework or home working estimates are included based on 2022 factors provided by UK Government and applied to 2020 and 2021 headcount figures. The number of telework days is determined as the opposite of onsite days used for employee commuting emissions and are both based on the 2022 survey that captured 2018 and 2021 data.

### Scope 3 - Employee Commuting:

- 2022 survey data for 2018 & 2021 used as sample for UK workforce.
- Survey data compiled to determine the average days per week, average roundtrip distance, and weighted emissions factor by mode of transportation.
- Days per week X 50 wks/yr. X Avg Distance X Weighted Emissions Factor (by year) = Average Commuter Emissions per Employee. Annual data is the per capita factor multiplied by the headcount by year.
- 2018 Days per week, Avg. distance, and mode of transport used for 2019. 2021 Days per week, Avg. distance, and mode of transport used for 2020. Each year uses unique emissions factors by mode of transport.

### Scope 3 - Business Travel

- Airfare data provided directly from BCD Travel.
- Personal Auto/Fuel Receipts data provided from Concur based on accounts payable.
- Car rental data included in fuel receipts.
- Rail and lodging excluded, but are included in our Enterprise level Sc3 Purchased Goods and Services data.

### Scope 3 - Waste

- Ampthill/Havant/Gloucester/Helensburgh/Westbury waste data provided via Enablon. UK Gov emissions factor match by waste type.
- Havant/Gloucester/Helensburgh/Westbury data used to establish small site estimates for remaining sites based on lbs/sqft. and applied to remaining facilities under scope.

### Scope 3 - Upstream T&D, Downstream T&D

- See assumptions provided by Ampthill. Ampthill is the only site applicable.
- Total mass of shipments converted to metric tonnes X km travelled.
- Emissions factors (kg/tonne.km) used by shipment type (e.g. HGV - Avg. Laden, Van - Unknown) per Ampthill assumptions.