



2024 UK Carbon Reduction Plan

LOCKHEED MARTIN 

Carbon Reduction Plan

Supplier name: **Lockheed Martin UK**
Publication date: **4 April 2024**

Commitment to Achieving Net Zero

Lockheed Martin UK Holdings Limited (Lockheed Martin UK), and its wholly owned 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 closely with Lockheed Martin corporate-wide Green House Gas (GHG) accounting while also taking into account 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 ₂ e)
Scope 1	94
Scope 2	2,679
Scope 3 (Included Sources)	Business Travel: 1,691 Employee Commuting: 3,659 Downstream Transport & Distribution: 4 Upstream Transport & Distribution: 151 Waste: 6 Fuel & Energy Related Activities: 413 Total Scope 3: 5,924
Total Emissions	8,698

Current Emissions Reporting

Reporting Year: 2023

EMISSIONS	TOTAL (tCO ₂ e)
Scope 1	116
Scope 2	104
Scope 3 (Included Sources)	Business Travel: 1,489 Employee Commuting: 1,364 Waste: 10 Fuel & Energy Related Activities: 42 Upstream Transport & Distribution: 178 Downstream Transport & Distribution: 9 Total Scope 3: 3,092
Total Emissions	3,312

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 climate-related matters follows its formal governance structure. This structure includes LMC's Nominating and Corporate Governance Committee (Governance Committee), the Executive Leadership Team, the Risk and Compliance Committee 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.

At Lockheed Martin, climate risks and opportunities impact our long-term resiliency as a leader in global security and aerospace. The Board recognises that companies have a role in meeting the challenge of mitigating and adapting to climate change risks. We seek to understand and address climate risks while leveraging opportunities to foster a strong business model for the future. At our Board's direction, in 2022 we set and continue to progress against the following two aggressive reduction goals:

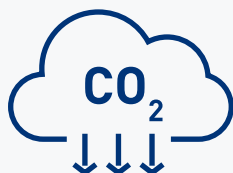
2030 GLOBAL GOALS

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.



CARBON REDUCTION PLAN

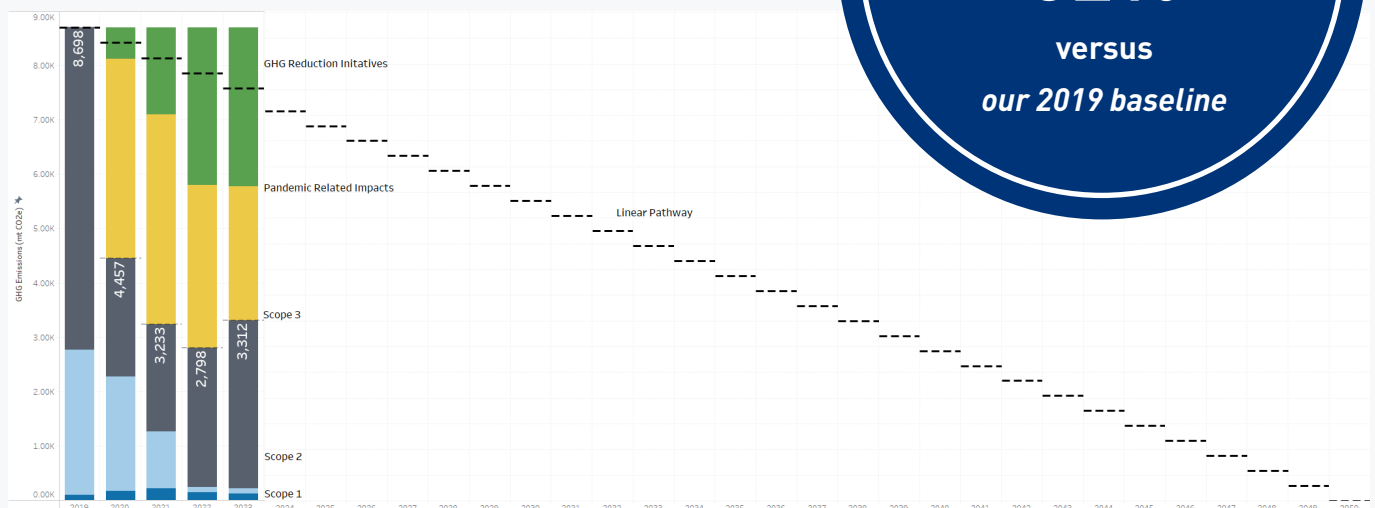
For UK Operations

Specific elements and goals of the LMC programme extend to LMC's facilities across the world. 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 projected linear performance with an estimated 29% reduction of absolute carbon emissions in 2028 or 5 years from the current reporting year. This projection remains considerably higher than our actual performance, which resulted in a 2023 absolute emissions reduction of 62% versus our 2019 baseline.

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



Carbon Reduction Projects

Current year (2023) annual emissions are significantly below the 2050 Net Zero projection for 2023 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. This is in line with our business operations and hybrid ways of working, post COVID restrictions.

The Lockheed Martin Ampthill and Havant facilities are both on 100% green energy electricity contracts, resulting in zero Scope 2 emissions for these facilities.

Lockheed Martin is committed to obtain its electricity from 100% green energy sources, where possible.

Completed Carbon Reduction Initiatives

The following environmental management measures and projects have been completed or implemented on Lockheed Martin UK's estates since 2023.

Environmental Standards

- ISO 14001 certification across the Lockheed Martin estate.
- Communication to all employees on the work and progress of the dedicated and multidisciplined Net Carbon Zero team, established to deliver Net Carbon Zero for the business.
- Electric Vehicle (EV) charging pilot at applicable Lockheed Martin facilities.
- Rationalisation of office estate to decrease total area.
- Completion of the Energy Savings Opportunity Scheme (ESOS) Phase 3 audit.
- Development and utilisation of improved software reporting systems to establish granular data sets for Scope 1,2 and 3 carbon emissions.

CARBON REDUCTION PLAN

Scope 1 Projects:

- Heating Ventilation Air Conditioning (HVAC) upgrade programme including: phasing out of fuel-oil heating systems and high potential Hydrochlorofluorocarbons (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 and temperature / timer controls on water boilers.

Scope 2 Projects:

- Moving to renewable electricity supply contract for some sites, where practical.
- Upgrade of lighting fixtures to Light Emitting Diode (LED) lighting; incorporation of Passive Infrared (PIR) detection systems; reducing real- estate through efficiency savings.
- Assessment of Building Management Systems at applicable Lockheed Martin facilities.
- Solar Feasibility Studies.

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).

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.

Scope 3 Programmes:

- Develop strategies to drive further reductions based on the increased fidelity of data achieved in 2023 utilising our new software reporting systems.
- Develop strategies through workshops and improvement activities to drive adoption of methods to reduce the Businesses, Scope 3 emissions.

In addition, we will explore options to offset any remaining carbon emissions once we have reduced our current emissions to their business operable minimums. We will also include in our overall strategy those opportunities identified for inclusion from our ESOS Phase 3 programme. Lockheed Martin is committed to evaluating technologies which support its carbon reduction commitments including energy generation.

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. It also uses the appropriate Government emission conversion factors for GHG company reporting².

Scope 1 and Scope 2 emissions have been reported in accordance with Streamlined Energy and Carbon Reporting (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) Standard³.

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 Ampthill 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:



Paul Livingston, Chief Executive, Lockheed Martin UK

Date: 4 April 2024

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>

Appendix: Assumptions and Methodology

All emissions are CO₂e, assuming all Kyoto GHG gases.

Emissions reported for the United Kingdom may differ from other publicly disclosed sources due to the applied guidance of boundaries and methods stated in PPN 06/21.

Sites - Large:

GBR-Reddings Wood (9975)(MFC) - Owned

GBR-Havant, Langstone Tech Park (9962)(RMS) - Lease

GBR-Gloucester BP 1260 LnsdnCt (9267)(RMS) - Lease

GBR-Helensburgh (9502)(SS) - Lease

GBR-Westbury (9321)(RMS) - Lease

GBR-Grosvenor Place London (9200)(EO) - Lease

Small Site Estimates:

GBR-Harwell (9375)(SS) - Lease

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/Gloucester/Helensburgh/Westbury/Grosvenor Place.
- Gloucester/Helensburgh/Westbury data used to establish small site estimates for remaining sites based on mmbtu/sqft. and applied to remaining facilities under scope.
- 2023 update utilizes Small Site Estimates by site to fill data gaps in historical datasets.
- Havant natural gas use is no longer included based on operational control under lease agreements. Baseline adjusted to reflect change.

Scope 2 Emissions:

- Data collected via Enablon for Ampthill/Havant/Gloucester/Helensburgh/Westbury/ Grosvenor Place.
- Havant/Gloucester/Helensburgh/Westbury/Grosvenor Place data used to establish small site estimates for remaining data gaps and sites based on kwh/sqft. and applied to remaining facilities under scope.

* Scope 3 reporting includes all UK employees and sites, except for Category 5 - Waste.

Scope 3 - Upstream T&D

- Upstream Transport and Distribution reported at the enterprise level with our 2023 disclosure and isolated by country to provide UK level results.
- Primary data collected on logistics transactions and based on weight, mode, and distance.

Scope 3 - Employee Commuting

- Telework or Home working estimates are included based on 2022 factors provided by UK gov but not applied to historical figures for 2020 and 2021. 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.
- 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.
- Train tickets and lodging excluded, but are included in our Enterprise level Sc3 Purchased Goods and Services data.

Scope 3 - Waste

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

Scope 3 - 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.