

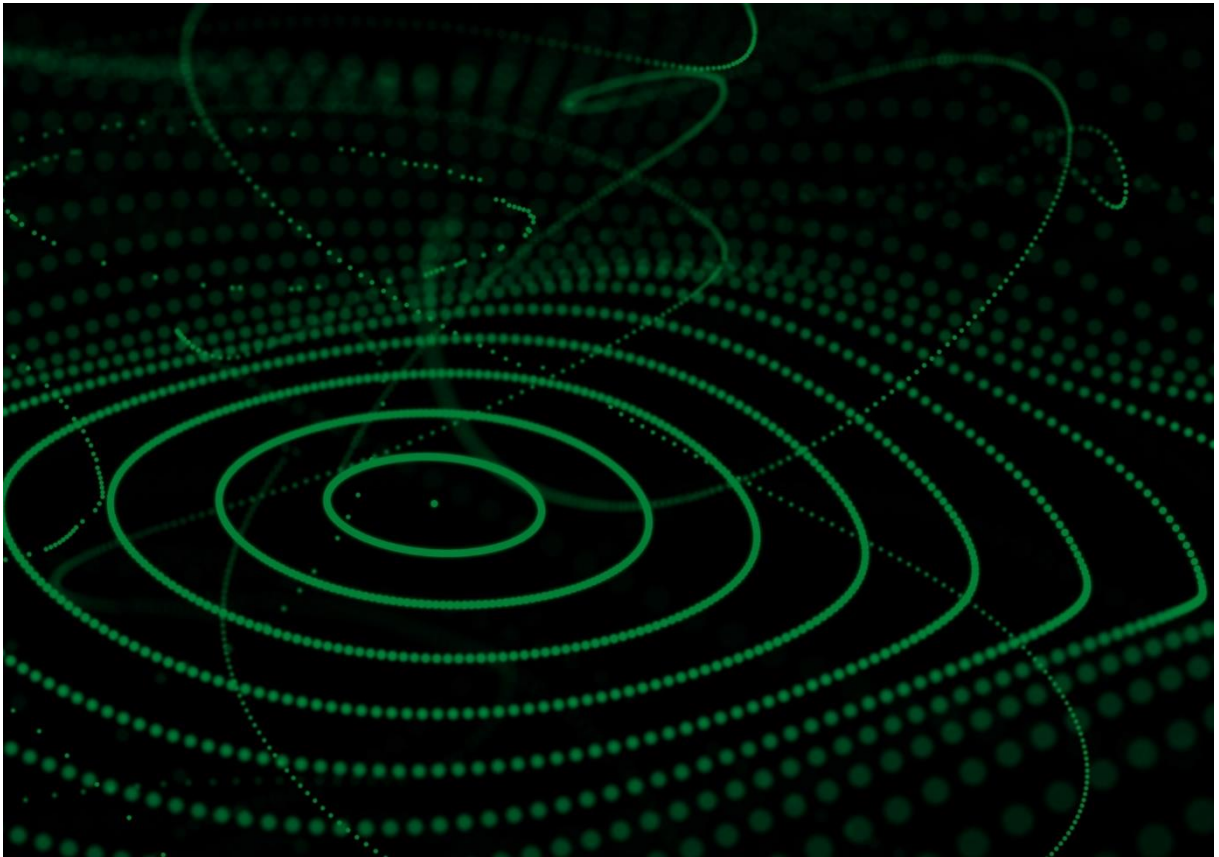
PPN 06/21 Carbon Reduction Plan

Amentum (U.K.) Limited

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Revision	Date	Description	Author	Checked	Reviewed	Approved
1	11/07/2025	Original Issue	H Ritchie	V Walsh	J Prentice	E McGrath

Abbreviations and Definitions:

Abbreviation	Definition
Amentum	Amentum Holdings, Inc
Amentum CE	Amentum Clean Energy Limited
Amentum EAS	Amentum Enterprise Asset Solutions Limited
Amentum ESRS	Amentum Energy Safety & Risk Consultants (U.K) Limited
Amentum (U.K)	Amentum (U.K) Limited
Amentum U.K.	All U.K. legal entities

Amentum (U.K.) Limited
 29 Bothwell Street
 Glasgow, Scotland G2 7HX
 United Kingdom
 T + 44 (0)141 243 8000
 F + 44 (0)141 226 3109
 amentum.com

Carbon Reduction Plan

Supplier name: Amentum (U.K.) Limited

Publication date: August 2025

This Carbon Reduction Plan for Amentum (U.K.) Limited is published to meet the requirements of the United Kingdom (U.K.) Cabinet Office Procurement Policy Note – Taking Account of Carbon Reduction Plans in the Procurement of Major Government Contracts Action Note PPN 06/21.

Amentum (U.K.) Limited is covered by the climate action commitments of our ultimate parent company Amentum Holdings, Inc. (Amentum). FY24 Amentum (U.K.) Limited emissions reported throughout this Carbon Reduction Plan are derived from Amentum (U.K.’s) total FY23 emissions and pro-rated based on the percentage increase in the total headcount between FY23 and FY24. The percentage increase in headcount for Amentum (U.K.) between FY23 and FY24 was 21%.

Commitment to Achieving Net-Zero

Amentum (U.K.) Limited is committed to supporting the U.K. Government target of achieving net-zero emissions by 2040. Our parent company, Amentum Holdings, Inc, has set Science-Based Target initiative (SBTi) approved net-zero targets for our Scope 1, 2 and 3 emissions which cover Amentum (U.K.). Amentum plans to be net-zero across its value chain by 2040. More information on Amentum’s climate commitments can be found in our [FY24 Impact Report](#).

Baseline Emissions Footprint

Baseline emissions are a record of the greenhouse gases (GHGs) previously produced prior to the introduction of emissions reduction strategies. Baseline emissions are the reference point against which emissions reduction is measured.

Baseline Fiscal Year: 2023
Additional details relating to the Baseline Emissions calculations.
<p>These baseline emissions are for FY23 (October 1, 2022, to September 30, 2023) and are specific to Amentum (U.K.) Limited. Amentum (U.K.) Limited operate across the U.K. employing 259 people as of October 2023.</p> <p>Scopes 1 and 2 data are derived from Amentum’s global emissions third-party verified to the GHG Protocol Corporate Standard (in October 2023).</p> <p>In alignment with the Cabinet Office’s Technical standard for Completion of Carbon Reduction Plans, Table 1 provides details of Amentum (U.K.) Limited’s baseline emissions for Scope 1, Scope 2 and Scope 3 emissions relating to the following sub-categories, as defined under the GHG Protocol methodology:</p> <ul style="list-style-type: none"> Category 3 - Fuel- and Energy-Related Activities Not Included in Scope 1 or Scope 2 Category 4 - Upstream Transport and Distribution Category 5 - Waste Generated in Operation Category 6 - Business Travel Category 7 - Employees Commute Category 9 - Downstream Transportation and Distribution

Category 9 - Downstream Transportation and Distribution Scope 3 sources are irrelevant to Amentum (U.K.) Limited and the professional services sector. As a professional services firm and due to the nature of the operations, we typically do not provide or sell “products” that rely on purchasing transportation and distribution services nor do we have inbound or outbound or intercompany logistics that would typically be associated with sold products. The company acquired two additional U.K. leased offices in October and December 2023, however Landlord data is yet to be received. In any event, the small size & limited occupancy of these offices means that emissions are expected to be immaterial to the total reported. Amentum (U.K.) Ltd. are committed to including scope 2 emissions of both sites for the reporting year 2024 and will adjust the baseline year accordingly.

The methodology applied to our GHG emissions reporting is the ‘Greenhouse Gas Protocol Corporate Accounting and Reporting Standard’. Scope 3 emissions reporting utilises the methodology outlined in ‘The GHG Protocol - Corporate Value Chain (Scope 3) Accounting and Reporting Standard’. An ‘operational control’ boundary has been applied to the calculation of emissions. The conversion factors used to calculate Amentum (U.K.) Ltd.’s baseline carbon footprint are U.K. Government 2023 emissions factors. Scope 2 emissions are reported using the ‘location-based’ methodology. A full methodology statement can be found in Appendix 1.

Table 1: Baseline year emissions: Fiscal Year 2023 (Reporting period October 2022 – September 2023)	
Emissions	TOTAL (tCO2e)
Scope 1	7.90tCO2e Only one site consumes gas. The Company does not consume fuel for company owned vehicles and has had no refrigerant gas leaks from its sole air conditioning unit.
Scope 2	50.99tCO2e
Scope 3 (Included Sources)	530.68tCO2e Fuel- and Energy-Related Activities Not Included in Scope 1 or Scope 2 – 63.1tCO2e Upstream Transportation and Distribution – 4.6tCO2e Waste Generated in Operations – 46.7tCO2e Business Travel – 326.6tCO2e Employee Commuting – 89.8tCO2e Downstream Transportation and Distribution - 0tCO2e
Total Emissions	589.58tCO2e

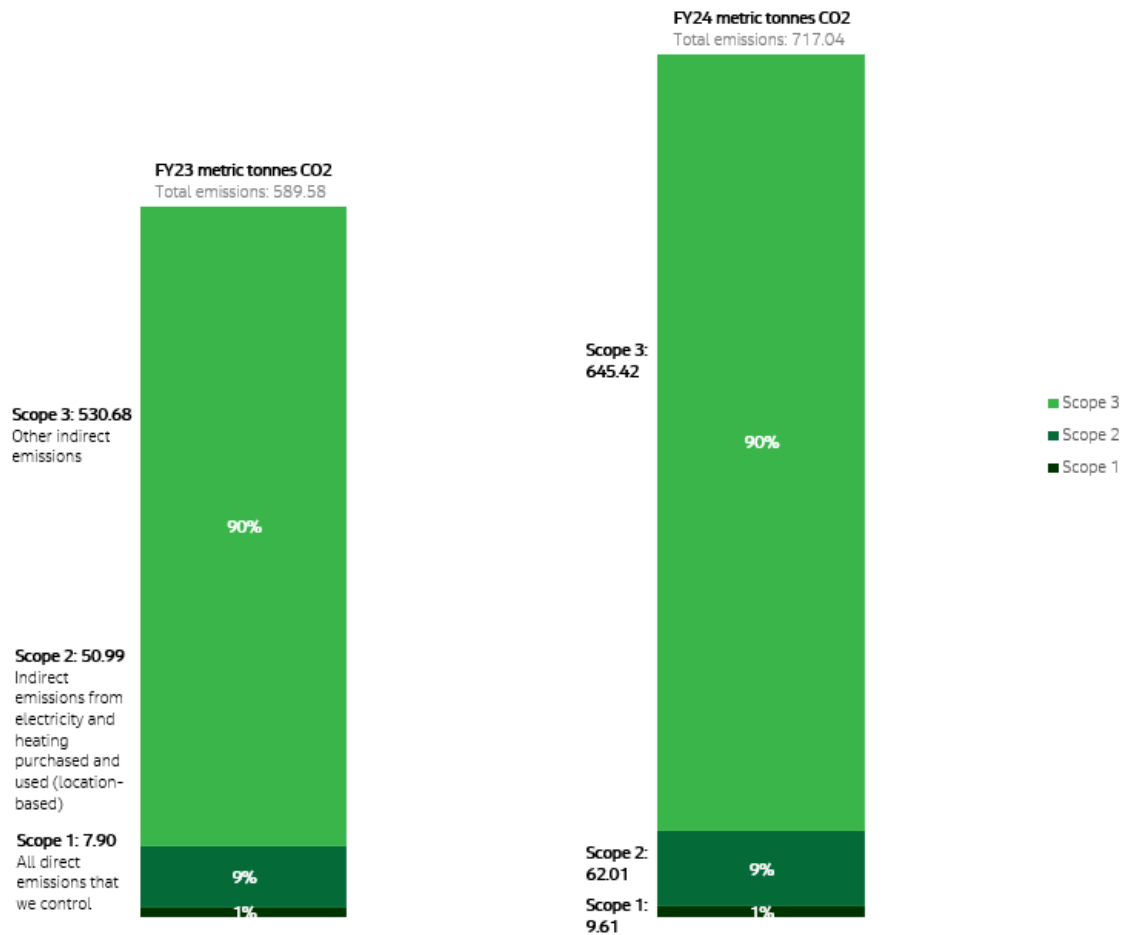
Current Emissions Reporting

Table 2: Reporting Year: Fiscal Year 2024 (Reporting period October 2023 – September 2024)	
Emissions	TOTAL (tCO2e)



Scope 1	9.61tCO2e Only one site consumes gas. The Company does not consume fuel for company owned vehicles and has had no refrigerant gas leaks from its sole air conditioning unit.
Scope 2	62.01tCO2e
Scope 3 (Included Sources)	645.42tCO2e Fuel- and Energy-Related Activities Not Included in Scope 1 or Scope 2 – 76.7tCO2e Upstream Transportation and Distribution – 5.6tCO2e Waste Generated in Operations – 56.8tCO2e Business Travel – 397.2tCO2e Employee Commuting – 109.2tCO2e Downstream Transportation and Distribution - 0tCO2e
Total Emissions	717.04tCO2e

Amentum (U.K.) Limited Scope 1 to Scope 3 Emissions Comparison – FY23-FY24 (Scope 2 presented as location based to comply with U.K. Government Reporting Guidance)



*The emissions reported are from Amentum (U.K.) Limited’s FY23 GHG data and then pro-rated for FY24 based on the percentage increase in headcount between FY23 and FY24.

Emissions Reduction Targets and Commitments

To continue our progress to achieving net-zero and support corporate Amentum US GHG targets, the following targets and commitments have been established:

- Implementation of regular sustainable practice training and awareness programs to encourage environmentally friendly behaviours among employees both in and out-side of the workplace.

- Setting up an in-house Green Team who will champion resource efficiency audits focused on energy, water and waste. The aim of this is to promote energy awareness across our workforce.
- Implement MS Sustainability Manager tool for SECR GHG reporting & calculations.
- Improve the quality of our data across all three scopes. This will be facilitated by the development of a bespoke data collection tool to track our Company emissions.
- Independent GHG data verification.
- Commit to annual public reporting on our carbon reduction plan, future strategies, enhancing our transparency and accountability.

Amentum U.K. Sustainability Strategy GHG Targets

Amentum has set the following GHG targets as outlined in the FY23 Corporate Responsibility and ESG Report.

- 2027
 - 25% zero-emissions vehicle acquisition
 - Reduce GHG emissions by 25% (scope 1, 2 & 3)
- 2030
 - 50% zero-emissions vehicle acquisition
 - 100% carbon pollution free electricity
 - Reduce GHG emissions by 50% (scope 1, 2 & 3)
- 2035
 - 100% zero-emissions vehicle acquisition
 - Reduce GHG emissions by 75% (scope 1, 2 & 3)
- 2040
 - Net Zero carbon emissions

Science-Based Targets

Amentum has made the commitment to SBTi and will be setting SBTi near and long-term approved targets, including:

1. Committing to reduce absolute Scope 1, 2 and 3 GHG emissions 50% by 2030 (or 75% by 2035) from a 2023 base year.
2. Committing to reduce absolute Scope 3 GHG emissions from business travel and employee commuting by 50% by 2030 from a 2023 base year.
3. We commit to reduce absolute Scope 1, 2 and 3 GHG emissions 100% by 2040 from a 2023 base year.

Scope 1 and Scope 2 targets should be aligned with a 1.5°C pathway. This means our emissions reduction targets are consistent with the aim of the Paris Agreement to limit average global warming to 1.5°C by the end of the century compared to pre-industrial temperatures. Our net zero approval letter issued by the Science Based Targets Steering Committee is publicly available. Amentum's commitment is displayed on the [SBTi's Target Dashboard](#). By committing to set a net-zero target, Amentum has also become a part of Race to Zero, the UN-backed campaign.

Carbon Reduction Projects

The following environment management measures and projects have been completed or implemented since the 2023 baseline.

- Amentum (U.K.) Ltd has maintained its U.K.AS accredited certification to ISO 14001:2015 "Environmental Management System" with current certification issued by LRQA valid until 07/02/26. LRQA undertake six monthly audits and no non-conformities have been raised in the current period of three-year certification.
- Appoint third party expert advisors for carbon management and sustainability services.

Supply Chain

As we grow and where financially possible, our Supply Chain Management and Procurement teams will:

- Opt for premises with the highest EPC rating to reduce Scope 2 emissions. In a similar vein, as we procure new IT and office equipment, we will strive to choose the most energy efficient models.
- Development of a Sustainable procurement policy.
- Enhance our engagement with suppliers to improve efficiencies and promote carbon reduction within the supply chain.
- Establish climate action goals for major suppliers.
- Partner with our supply chain to improve Scope 3 data and target reductions.

Business Travel

Business travel emission reduction measures include:

- Employee engagement around travel reductions and use of less carbon intensive modes.
- Encourage continued use of digital technology to avoid non-essential travel.
- Changing rental car policies to increase electric and hybrid car use.

Employee Commuting

Continue to implement a more flexible working, balancing working from home with working in facilities or at sites, implementing an 'online first' approach to meetings (where possible) to reduce Business Travel related emissions, in particular flights. Where in-person meetings are unavoidable, we are promoting the use of public transport and car sharing as a priority over individual car use.

The company will explore the feasibility of implementing a Salary Sacrifice Scheme for Electric Vehicles and hire EV's to reduce dependency on fossil fuel vehicles. This will give the Company more control over Grey Fleet emissions. We will also endeavor to promote active travel through a cycle to work scheme, local office sustainable travel groups and providing facilities at offices that support walking and cycling to work.

Partnering with Other Businesses and Governments

As one of the world's largest solutions companies, our biggest opportunity to affect climate change comes not only from managing our own emissions, but through our influence on the world's largest building, infrastructure and critical mission projects. By engaging in collaborative efforts and partnering with our clients, governments, and other stakeholders, and through our robust innovation process, we stay up to date on best practices and help identify and implement solutions to contribute to larger environmental goals and create a more connected, sustainable world.

We partner and engage in thought leadership with our employees, clients and industry through networking with various organisations. Cross-industry partnerships will help us demonstrate our commitment to mitigating climate change and alignment with their policies. These organisations also provide a platform to share learning and continually improve and influence performance.

Our objective is to achieve verification with the Carbon Management for Infrastructure and Buildings Publicly Available Specification (PAS) 2080:2023, where we will embed decarbonisation across our portfolio of projects and programmes of work, integrating robust Whole Life Cycle carbon management to drive innovation decarbonisation and climate solutions, whilst supporting our clients one decarbonisation and net Zero objectives.

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.

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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 factors² for corporate GHG company reporting.

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 Board of Directors (or equivalent management body).

Signed on behalf of the Supplier:

DocuSigned by:

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Print Name: James Lamb

Job role: Director

Date: 17 September 2025 | 11:38:19 BST

¹ [Corporate Standard | GHG Protocol](#)

² The word 'Government' was not included as it would indicate the exclusive use of DEFRA's GHG conversion factors. For U.K. emissions, DEFRA's GHG conversion factors are principally used but in some specific circumstances, an alternative is used to improve accuracy.

³ [Corporate Value Chain \(Scope 3\) Standard | GHG Protocol](#)

Appendix 1:

Appendix 1 sets out the methodology and assumptions applied to calculate our 2023 baseline carbon footprint.

Scope	Methodology	Assumptions	Source
Scope 1	Occupied space (m ²) x 63 kWh/m² electricity benchmarking value for a 'typical office'. kWh x U.K. Government Emission Factor (2023)	The office consumes gas as a 'typical office'. Only one site has gas and electricity	2020 Real Estate Environmental Benchmarks_2.pdf (betterbuildingspartnership.co.U.K.) Occupied m ² sourced from Amentum U.K. Greenhouse gas reporting: conversion factors 2023 - GOV.U.K. (www.gov.U.K.)
Scope 2	Occupied space (m ²) x 234 kWh/m² electricity benchmarking value for a 'typical office'. kWh x U.K. Government Emission Factor (2023)	The office consumes electricity as 'typical office'.	2020 Real Estate Environmental Benchmarks_2.pdf (betterbuildingspartnership.co.U.K.) Occupied m ² sourced from Amentum U.K. Greenhouse gas reporting: conversion factors 2023 - GOV.U.K. (www.gov.U.K.)
Scope 3 :			
Category 3 - Fuel and Energy-Related Activities Not Included in Scope 1 or Scope 2	Based on the results kWh and kilometres reported for electricity use and transportation kWh/KM x U.K. Government Emission Factor (2023)	As reported in Scope 2 Category 4 - Upstream Transport and Distribution Category 6 - Business Travel Category 7 - Employees Commute	Greenhouse gas reporting: conversion factors 2023 - GOV.U.K. (www.gov.U.K.)
Category 4 - Upstream Transport and Distribution	No. of new starters + 10% require a new laptop Laptop weight x no. of employees requiring laptop. Required printers x Weight of printer. Total weight x 30 miles = tonne.km Tonne.km x U.K. Government Emission Factor (2023)	Each new member of staff requires 1 laptop (1.34kg/ea) +10% for existing staff requiring laptop upgrade. 5 new printers purchased (30.8kg/ea) Distribution centre is 30 miles away.	Laptop Weight Printer Weight
Category 5 - Waste Generated in Operation	Waste per week / per employee = 50L 50L x no. FTE Paper waste (L) x (Paper L to kg Conversion) = Paper waste (kg) / 1000 = Paper waste (t) tonne x U.K. Government Emission Factor (2023)	BS 5906:2005 Waste Management in Buildings – Code of Practice which estimates 50 litres of waste generation per employee (office Worker) per week. Paper Litre to kg Conversion Factor (0.129) All waste is paper. Assumed 48 weeks per year. Adjustment of 50% to account for homeworking	BS 5906:2005 Waste Management in Buildings – Code of Practice which estimates 50 litres of waste generation per employee (office Worker) per week Greenhouse gas reporting: conversion factors 2023 - GOV.U.K. (www.gov.U.K.) Community Fund: Volume to Kgs - Merseyside Recycling and Waste Authority (merseysidewda.gov.U.K.)
Category 6 - Business Travel	Flights 2021 Business Miles uplifted by change in employee numbers (72%) Business Miles (2021) x 1.72 = Business Miles (2023) Miles converted to KM. Business Miles x U.K. Government Emission Factor (2023)	Flights: All trips and haul are the same Car: All trips and Engine Size/Fuel Type are the same Train: All trips are the same	Greenhouse gas reporting: conversion factors 2023 - GOV.U.K. (www.gov.U.K.)

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<p>Category 7 - Employees Commute</p>	<p>No. of Employees, split between mode.</p> <p>Average time taken to travel to work by mode of transport: i.e. on average those who walk to work will travel for 15 minutes.</p> <p>Distance = Time x Speed</p> <p>The same calculation applied across all modes. For each mode of transport: (Miles per mode x proportion of employees) x 5) Miles per week, per mode x 48</p> <p>Miles converted to KM.</p> <p>KM x by 50% = Estimated KM apportioned for those working from home i.e. not commuting</p> <p>KM x U.K. Government Emission Factor (2023)</p>	<p>Average trips by purpose and main mode, as a proportion of all modes</p> <p>Average time taken to travel to work.</p> <p>Average speed per mode</p> <p>5 days a week x 48 weeks</p> <p>Adjustment of 50% to account for homeworking i.e. On average staff only commute 2.5 times per week</p> <p>All car trips are made by 'average sized – unknown fuel'.</p>	<p>Greenhouse gas reporting: conversion factors 2023 - GOV.U.K. (www.gov.U.K.)</p> <p>Transport Statistics U.K. GOV 2022</p> <p>Average time taken to travel to work by region of workplace and usual method of travel (GOV U.K. 2022)</p> <p>Average Walking Speed (BHF)</p> <p>Average Cycling Speed</p> <p>Average Speed in Great Britain, by road and vehicle type (Statista)</p> <p>Average Train Speed (Onaverage.com)</p>
<p>Category 9 - Downstream Transportation and Distribution</p>	<p>Not applicable as the company does not have a sold product that is transported and distributed</p>		