

LOCKHEED

Carbon Reduction Plan

Supplier name: **LOCKHEED MARTIN UK**
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Baseline Emissions

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 Emissions: 2019



2019 is selected as Lockheed Martin UK's baseline year aligning with the Energy's GHG Accounting, and a pandemic year where emissions are relatively flat.

Where actual data is available for inclusion in the 2019 baseline, best estimates have been derived in accordance with the guidance and standards of the Carbon Reduction Plan, including Greenhouse Gas Protocol guidance where available. A minimum and maximum for the emission calculation can be found [here](#).

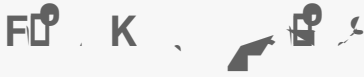
EMISSIONS	AL (-CO ₂)
Scope 1	232
Scope 2	2,669
Scope 3 (Included Sources)	Business Travel: 2,651 Telecommuting: 0 Employee Commuting: 3,375 Downstream Transport & Distribution: 4 Upstream Transport & Distribution: 961 Waste: 5

Current Emissions Reporting

 : 2022

EMISSIONS

CARBON REDUCTION PLAN



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

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.



Examples of projects include:

- 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.

Area 1 Priorities:

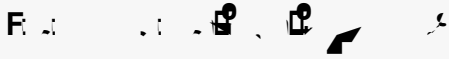
- HVAC upgrade programme including: phasing out of fuel-oil heating systems and high potential HCFC's in air-conditioning units.
- Improved service and maintenance regimes; replacement of panel heaters; optimising schedule and temperature for low-utilisation areas.
- Heating efficiency measures including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

Area 2 Priorities:

- 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.

Area 3 Priorities:

- 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.



Scope 1 Performance:

- 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 Performance:

- 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 Performance:

- 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

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All emissions are CO₂e, assuming all Kyoto GHG gases.

S . . . :

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

S . . . S . E . . .

GBR- London
GBR-Harwell

S . . . 1 E . . .

- 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.

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- 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.

S . . . 3 - . . .

- 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.

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- 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.

S . . . 3 - B . . .

- 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.

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- 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.

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- 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.