LOCKHEED MARTIN

2026

UK CARBON REDUCTION PLAN

Carbon Reduction Plan

Supplier name: **Lockheed Martin UK**
Publication date: **22nd April 2026**

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 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 greenhouse 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 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.

Current Emissions Reporting

Reporting Year: 2025		2019 Baseline	2025	
EMISSIONS	**CATEGORIES**	**TOTAL (tCO_2e)**	**TOTAL (tCO_2e)**	**Baseline delta (vs 2019)**
Scope 1		**201**	**69**	**-66%**
Scope 2		**1,562**	**80**	**-95%**
Scope 3		**6,414**	**4,170**	**-35%**
(Included Sources)				
	Category 3 Fuel and Energy Related Activities	**133**	**9**	**-93%**
	Category 4 Upstream transportation and distribution	**489**	**322**	**-34%**
	Category 5 Waste generated in operations	**26**	**6**	**-77%**
	Category 6 Business Travel	**3,746**	**2,461**	**-34%**
	Category 7 Employee Commuting	**2,016**	**1,364**	**-32%**
	Category 9 Downstream transportation and distribution	**4**	**8**	**+100%**
TOTAL EMISSIONS (Scope 1, 2 and 3)		**8,177**	**4,319**	**-47%**

Emissions Reduction Targets

Lockheed Martin Corporation (the Corporation), 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. The Corporation's oversight of climate-related matters follows its formal governance structure. This structure includes the Corporation'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 the Corporations Sustainability Management Plan. The Governance Committee is chartered by the Corporation Board of Directors to lead its oversight responsibilities relating to code of conduct, corporate sustainability, employee safety & health, environmental stewardship, and ethical business practices. Managing climate-related risks is a key element in the Corporation's corporate sustainability programme as well as its Go Green goals. The Go Green Programme encompasses the Corporation's approach to championing environmental stewardship through resource efficiency.

At Lockheed Martin, climate risks and opportunities impact our long-term resiliency as a global defence technology company. 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 emissions-related 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.

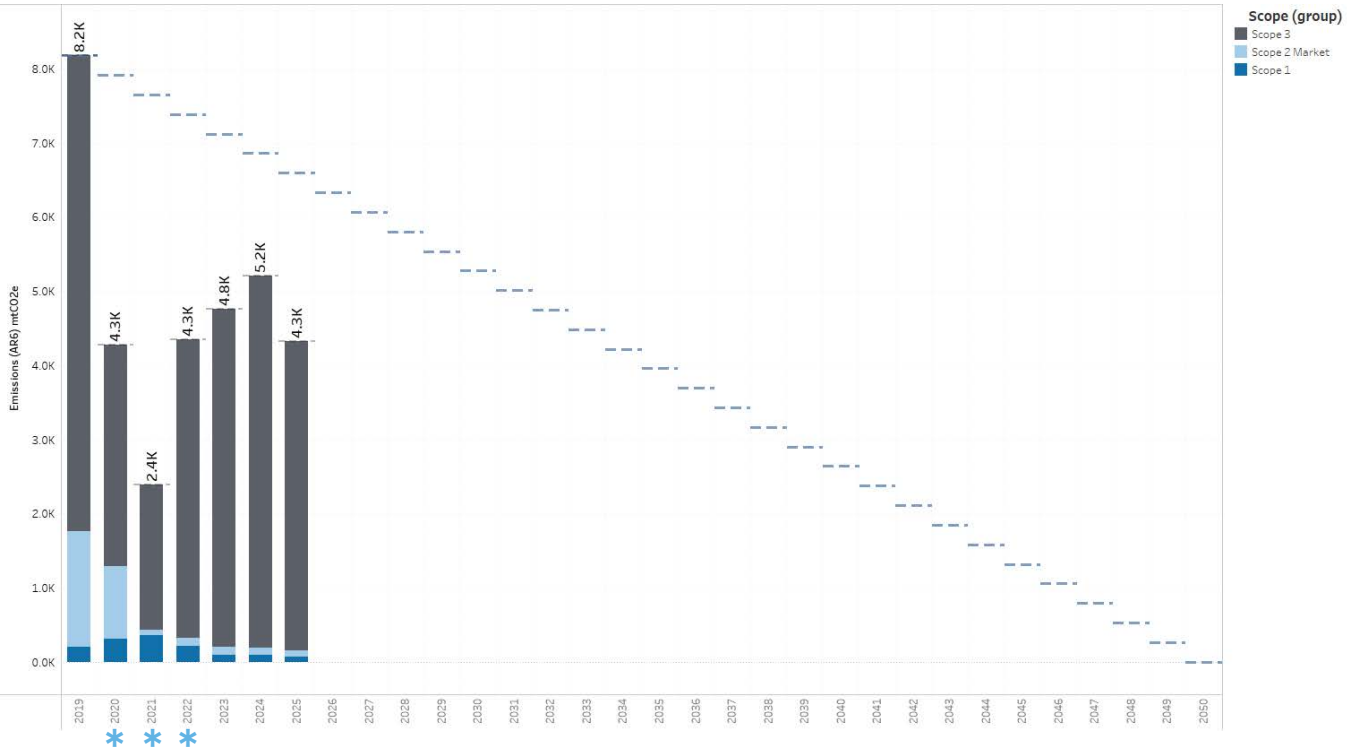
UK's Pathway To Net Zero

Specific elements and goals of the Corporation's programme extend to the company'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 35% reduction of absolute carbon emissions in 2030 or 5 years from the current reporting year. Business Travel and Employee Commuting continue to be the primary sources of overall emissions, maintaining consistency with previous years. Despite rebound expectations, business travel has seen a notable 799 mtCO2e decrease compared to 2024, demonstrating a positive trend, adding hotel stay emisisons to the inventory for all years starting in 2025. Consequently, Lockheed Martin UK has achieved a 17% reduction in overall emissions relative to 2024, signaling progress in sustainability efforts.

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



* Establishing 2019 as our baseline year allows us to integrate a pre-pandemic view of our operations into our commitment and goal setting. Initially, the pandemic led to substantial emission reductions across our UK operations, as reported in our Carbon Reduction Plan.

Business Travel and Employee Commuting are the areas which changed the most, and it's anticipated that these areas will rebound post-pandemic.

While certain emission reductions can be attributed directly to targeted decarbonisation efforts (e.g., Scope 2), it's challenging to definitively link recent reductions to the 2020-2022 pandemic impact. Instead, the current state of our UK enterprise reflects organic business shifts alongside intentional decarbonisation initiatives.

Carbon Reduction Projects

Current year (2025) annual emissions are significantly below the 2050 Net Zero projection for 2025 due in large part to two factors, in line with our business operations and hybrid ways of working.

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

Lockheed Martin has introduced changes to its procurement processes to support its facilities transition to renewable electricity contracts, where possible.

Lockheed Martin is committed to obtaining its electricity from 100% certified renewable 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 in 2025.

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 at applicable Lockheed Martin facilities.
- Rationalisation of office estate to decrease total area.
- Development and utilisation of improved software reporting systems to establish granular data sets for Scope 1,2 and 3 carbon emissions.

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;** the extensive roof panel upgrade programme across the Ampthill campus as well as automatic door closers and temperature/timer controls on hot water systems.

- Roll out of new Facility Management software tools to identify condition of LM assets, to allow the replacement of identified assets for more energy efficient ones, where possible.

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.

Scope 3 Projects:

- **Reducing waste to landfill** 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.

- **Implementation of a three-year *Get to Excellence Plan***, focusing on delivering improvement activities developed in 2024. This strategy was developed following an exploratory workshop held to devise methods aimed at minimising the businesses Scope 3 emissions.

Future Reduction Programmes

Scope 1 Programmes:

- Continue to improve HVAC and water heating efficiency, utilizing utilising enterprise Facilities Condition Assessment tool to identify assets requiring replacement with emphasis on more efficient solutions..

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 2025 utilising our new software reporting systems.
- Continue Lockheed Martin's commitment to evaluating technologies which support its carbon reduction commitments including energy generation, where possible.
- Review opportunities for reducing Scope 3 emissions from Business Travel and Employee Commuting, aligned to our long-term reduction strategy.

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[1]. It also uses the appropriate Government emission conversion factors for GHG company reporting[2].

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) Standard[3].

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: 22nd April 2026

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

Appendix: Assumptions and Methodology
All emissions are CO2e, assuming all Kyoto GHG gases applicable by category. IPPC AR6 GWP100 used for all GHG conversions to CO2e.
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

All GHG Inventory Scopes and Categories have been updated to reflect a calendar year reporting schedule and align with the same changes made to Lockheed Martin's Go Green Programme and Enterprise Level Decarbonisation Goals. 2019 has also been baselined accordingly with all values being restated in this CRP.

Scope 1 Emissions:
- Scope 1 fuels data collected within Go Green (e.g., Natural Gas, Propane, Fuel Oil) programme.
- Data collected via Enablon for Ampthill/Gloucester/Helensburgh/Westbury.
- Gloucester data used to establish small site estimates for remaining sites based on MMBtu/sqft. and applied to remaining facilities under scope.
- 2025 update utilizes Small Site Estimates by site to fill data gaps in historical datasets.
- Havant/Grosvenor Place natural gas use is not included based on operational control under lease agreements.

Scope 2 Emissions:
- Data collected via Enablon for Ampthill/Havant/Gloucester/Helensburgh/Westbury/ Grosvenor Place.
- Gloucester data used to establish small site estimates for remaining data gaps and sites based on kwh/sqft. and applied to remaining facilities under scope.
- Ampthill and Havant sites are contracted for 100% renewable electricity

Scope 3 - Upstream T&D

- Upstream Transport and Distribution reported at the enterprise level with our 2024 enterprise disclosures.
- Primary data collected on logistics transactions and based on weight, mode, and distance.

Scope 3 - Employee Commuting*

- Employee commuting demographics captured monthly to reflect distance travelled from home to workplace, schedule, and telecommuting category.
- Total distance travelled by location and total number of telecommuting hours are calculated monthly.
- Assumptions given for travel and paid time off.
- Emission factors are calculated based on the weighted national and state-level distribution of commuter transit modes multiplied by the DEFRA emissions factor by mode and year.
- Telecommuting emissions are estimated based on DEFRA factors multiplied by the number of hours worked each month.
- Telecommuting emissions are available since 2022, as the first-year factors were issued.

Scope 3 - Business Travel*

- Airfare and hotel data provided directly from BCD Travel.
- Hotel stays emissions added to all years starting in 2025 reporting.
- Personal Auto/Fuel Receipts data provided from Concur based on accounts payable.
- Car rental data included in fuel receipts.
- Train tickets excluded but are included in our Enterprise level Sc3 Purchased Goods and Services emissions data.

Scope 3 – Waste Generated In Operations*

- Ampthill/Havant/Gloucester/Helensburgh/Westbury/Grosvenor Place waste data provided via Enablon.
- Gloucester 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

- Applied to Ampthill only.
- 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.

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