

Carbon Reduction Plan

Supplier name: Amey Rail Limited

Publication date: September 2026

Commitment to achieving Net Zero

Amey Rail Limited is committed to achieving Net Zero emissions by **2040**.

Amey is a global, integrated infrastructure consultancy and operations partner, designing, delivering, protecting, and maintaining critical assets and systems.

We believe connecting ambition, innovation, expertise and human judgement, lead to true progress in shaping the critical systems upon which our lives and our world depend.

Connecting communities and powering economies through smarter rail solutions

From high-speed rail to urban transit, including metro, light rail, and freight, we work across the entire project lifecycle to help clients achieve their most critical economic, environmental, and social goals.

Amey Rail Limited is a 100% owned subsidiary of Amey UK Ltd which operates within the Rail Sector of Amey's Transport Infrastructure Business Unit. Our multi-disciplinary end-to-end, whole asset life expertise covers rail systems, including track, signalling, power, electrification, and associated civil engineering works. Supporting our clients to deliver major infrastructure investment projects to upgrade the rail network.

Together, we are shaping a connected, inclusive and sustainable rail network for better journeys and stronger communities.

Amey Rail Limited is currently party to Amey's contract with key clients as detailed in Appendix A; the following emissions footprint contained within this document is based upon these contractual activities. Our Carbon Reduction Projects and management measures are informed by our wider Amey Rail (and Amey Group) activities; these are to be implemented in the execution of the duties under the contract.

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 strategies to reduce emissions. Baseline emissions are the reference point against which emissions reduction can be measured.

Baseline Year: 2019		
Additional Details relating to the Baseline Emissions calculations.		
The 2019 baseline detailed below, was calculated using established datasets for Scope 1 and 2 and Category 6 – Business Travel in Scope 3. The remaining Scope 3 Categories in the scope of this Carbon Reduction Plan have been calculated using new datasets and methodologies which were not established within the business before 2021. These were established to ensure we can calculate, monitor and reduce our Scope 3 emissions as an integral aspect of our Net Zero Ambition, which was launched in April 2021. The Carbon Emissions detailed within this Carbon Reduction Plan are calculated in accordance with the GHG Corporate Accounting and Reporting Standard and the GHG Protocol Scope 3 Technical Guidance. The operational boundary has been set using the Operational Control approach.		
Baseline year emissions:		
EMISSIONS	TOTAL (tCO ₂ e)	
Scope 1	6.3	
Scope 2	0.1	
Scope 3 (Included Sources)	Category 4 - Upstream Transport & Distribution	1.5
	Category 5 - Waste Generated in Operations	0.3
	Category 6 - Business Travel	1.0
	Category 7 - Employee Commuting	3.2
	Category 9 - Downstream Transport & Distribution	0
	Scope 3 TOTAL	5.9
Total Emissions	12.4	

Current Emissions Reporting

Reporting Year: 2025		
EMISSIONS	TOTAL (tCO ₂ e)	
Scope 1	2.1	
Scope 2	0.1	
Scope 3 (Included Sources)	Category 4 - Upstream Transport & Distribution	0.7
	Category 5 - Waste Generated in Operations	0.1
	Category 6 - Business Travel	0.3

Reporting Year: 2025		
	Category 7 - Employee Commuting	3.9
	Category 9 - Downstream Transport & Distribution	0
	Scope 3 TOTAL	4.9
Total Emissions	7.1	

Emissions reduction targets

In order to continue our progress to achieving Net Zero, we have adopted the following SBTi approved carbon reduction targets:



Overall Net-Zero Target: Amey UK Limited (including Amey Rail Limited) commits to reach net-zero greenhouse gas emissions across the value chain by 2040.

Near-Term Targets: Amey UK Limited (including Amey Rail Limited) commits to reduce absolute scope 1 and 2 GHG emissions 52.8% by 2030 from a 2019 base year. Amey UK Limited (including Amey Rail Limited) also commits to reduce absolute scope 3 GHG emissions 30.0% within the same timeframe.

Long-Term Targets: Amey UK Limited (including Amey Rail Limited) commits to reduce absolute scope 1 and 2 GHG emissions 90% by 2040 from a 2019 base year. Amey UK Limited (including Amey Rail Limited) also commits to reduce absolute scope 3 GHG emissions 90% within the same timeframe.

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

Figure 1: Amey Rail Carbon Emissions (all scopes) vs SBTi approved 2040 Long Term Target to reduce absolute Scope 1, 2 & 3 Carbon Emissions 90% by 2040

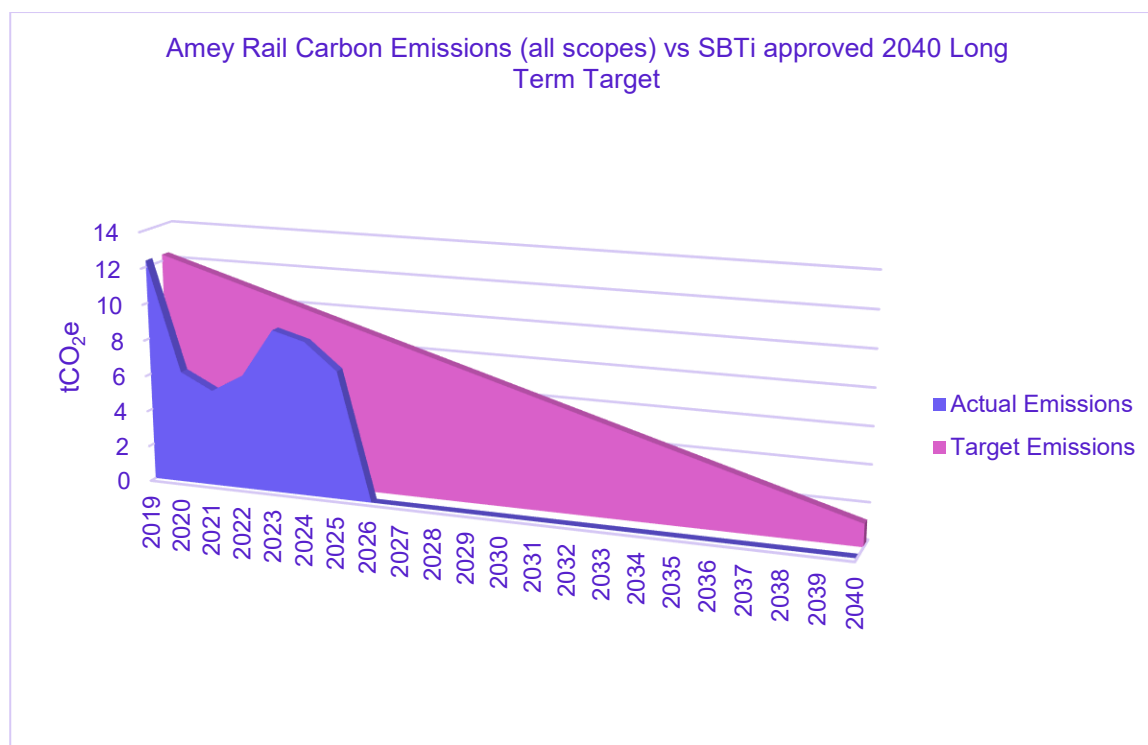


Figure 2: Amey Rail Scope 1&2 Carbon Emissions against SBTi approved Near Term Target to reduce absolute emissions by 52.8% by 2030

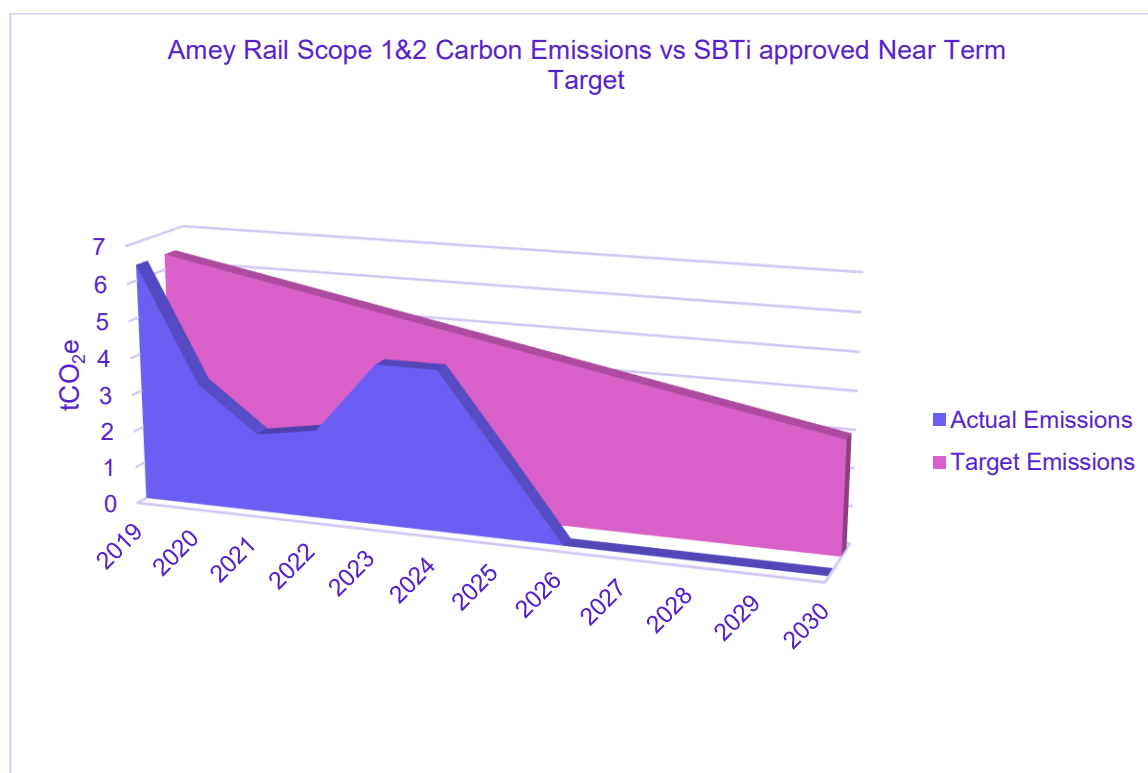
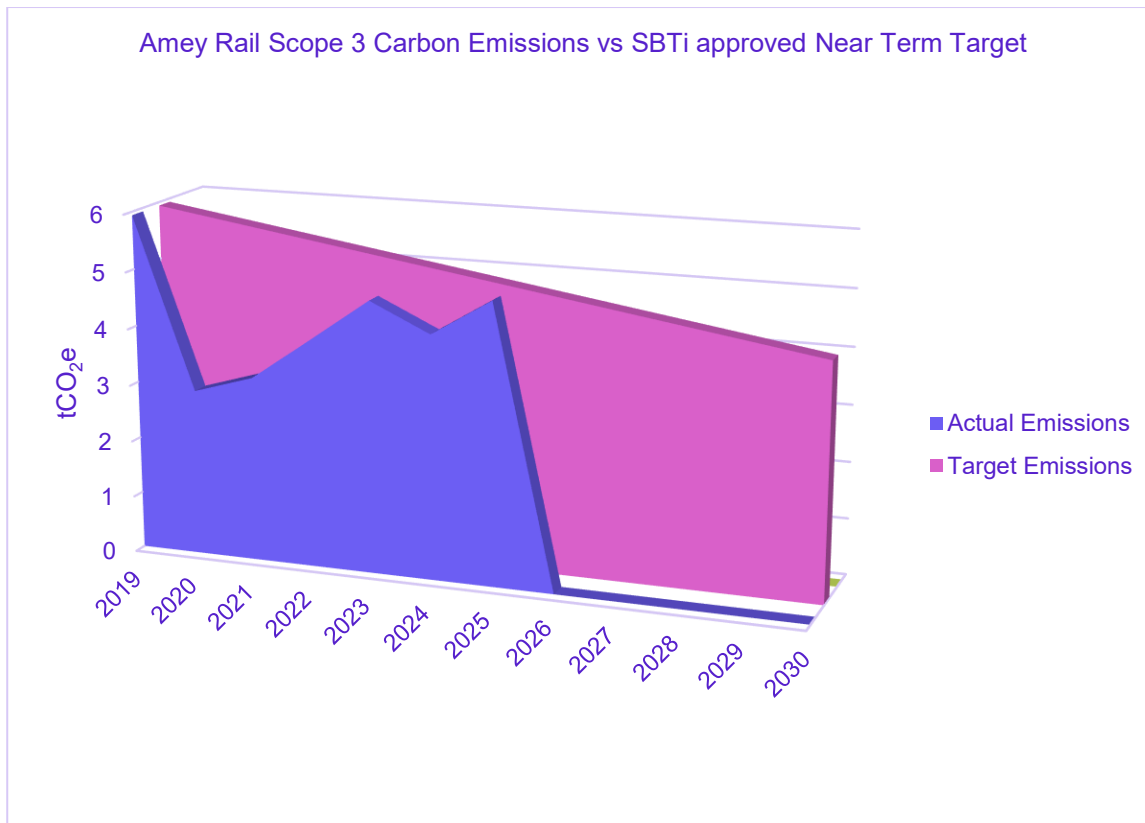


Figure 3: Amey Rail Scope 3 Carbon Emissions against SBTi approved Near Term Target to reduce absolute emissions by 30% by 2030



Carbon Reduction Projects

Completed Carbon Reduction Initiatives

To achieve our Net Zero targets we have implemented a detailed [Road Map to Net Zero](#) and [Carbon Transition Plan](#) (IWA 42 Net Zero Guidelines independently verified and certified) alongside our [ESG Strategy](#), with our goal to accelerate the change to a resilient and low carbon future delivering long term sustainable value through priority action focused on:



- **Decarbonisation and energy efficiency:** Reduce and optimise the use of energy and natural resources across infrastructure management
- **Nature positive:** Protect biodiversity and enable nature recovery so that it can thrive across the places we work
- **Infrastructure resilience:** Upgrade infrastructure so it can both absorb environmental shocks, and deliver on the energy transition
- **Net Zero organisation:** Getting our own house in order - achieving Net Zero by 2040

Our **Rail Environmental & Sustainability Leadership Model** ensures our leadership and commitment to environmental management, with members of our senior leadership team taking accountability for key environmental material themes, ensuring environmental and social policies and objectives are established, sufficient resources are in place and that environmental sustainability is integrated into our business management and decision making processes.

Our leaders are supported in their role in leading with environmental sustainability, ensuring the continual improvement of our environmental performance through our **Environmental Impact Leadership Programme** developed with the Institute of Sustainability and Environmental Professionals (ISEP).

Amey Rail Limited is certified to ISO 14001:2015 (Certificate No. EMS 535951) and our **environmental management system** includes policies, standards, guidance and processes to identify and reduce environmental impacts. It also includes our **PAS 2080:2023 Carbon Management process**, the implementation of which as Asset Owner/Manager, Designer and Constructor has been independently [verified](#), as are our carbon emissions annually to **ISO 14064 Specification for quantification and reporting of greenhouse gas emissions**, by BSI as an accredited independent third party.



Planet+ Our six-point framework for employees to help simplify and elevate great sustainability behaviours and practices.

Activating, educating, and empowering everyone, through a framework that targets barriers and increases environmental awareness so that greener behaviours are easier to achieve. It supports Amey's mindset that every job is a 'green job' and everyone has a unique contribution to deliver sustainability, linked to their day-to-day roles.

**Our way of working
to help the planet
flourish**



In line with the Rail Safety and standards Board (RSSB) Sustainable Rail Blue Print

Decarbonisation, Energy Efficiency - Net Zero Carbon Railway

We are committed to a railway that's central to delivering a net zero economy by 2040.

Decarbonising our Fleet & Plant

In line with the Amey Roadmap to Net Zero and Carbon Transition Plan:

We have reduced vehicle movement through improved planning of works and service delivery, including the wider roll out of driving monitoring technology; vehicle emissions through green driver training and campaigns to encourage reduced vehicle idling. We actively seek to minimise carbon emissions associated with travelling to site for survey work by using technology like train-borne systems (e.g., RILA) and drones and using survey technology like smart apps and 360 video cameras to minimise future site re-visits.

Case Study – Brent Cross Cricklewood Sidings Project

To reduce the number of road vehicles, a temporary rail head was installed to the South Sidings to facilitate engineering trains to enter the site so materials could be delivered to the project and wastes removed from site by rail. For the removal and installation of the North Sidings, the local rail network was utilised. To date, 64,189 tonnes of material have been imported/exported by NR SCO trains as part of the project. This has resulted in a reduction of an estimated 7,552 road vehicle movements from the local area. Utilising freight train compared to a standard 17 tonne road wagon represents an 86% reduction in kgCO₂e, per tonne/per kilometre.

We have introduced an EV First Company Car Policy with 92% of our company car fleet being electric in 2025. To enable this transition we have been working with Novuna Vehicle Solutions to assess our work locations and install, operate and maintain EV charge points.

We are in the process of transitioning our operational fleet and plant away from traditional fossil fuels, adopting available and suitable low carbon technologies for our operations; working with our partners Novuna Vehicle Solutions and Speedy Hire to trial and adopt long term low carbon solutions as and when they become available, building on our alternatives already adopted when carrying out our works including battery powered tools, generators, solar powered lighting, use of bio fuels in site machinery, Hybrid welfare facilities (e.g. Brent Cross) and electric MEWPs for Tunnel Inspection Works (e.g. CEFA/CAFA)

Case Study – Working with our plant and equipment provider Speedy Hire

We are transitioning from traditional diesel-powered welfare units to hybrid eco-welfare units, as standard. The eco-welfare units are supplied with a Fuel Efficiency Assessment. This enables us to monitor how much fuel is saved when they are in situ. In a typical scenario the fuel efficiency assessment lists the daily cost of fuel with a standard diesel generator at £10.50 in comparison with the eco-welfare unit at £1.96, equating to an approximate 81% reduction in fuel cost.

Case Study – Midland Mainline, Network Rail

Our Midland Mainline account has developed a Social Value Plan to prioritise areas of influence where new and emerging technology can reduce the dependence on fossil fuels, adopting the principles of PAS 2080 (carbon management in infrastructure) to work with our supply chain and identify 'fossil fuel-free' alternatives to commonly used items to deliver a rail systems project: Welfare accommodation, Powered tools, Off-track plant (excavators), Generators and site lighting.

During the works, a number of interventions were implemented shifting from traditional plant and equipment. These changes included switching to battery powered tools, battery-powered generators, solar-powered site lighting and the use of biofuels in site machinery. With hybrid eco-welfare facilities also used, the team working at Brent Cross reduced their carbon footprint over the weekend works, by 7,351 kgCO₂e – switching 77% of power tools to fossil fuel-free alternatives on their journey to Net Zero.

Reducing carbon and increasing value across the whole life of buildings:

Utilising the technical competencies of our Facilities and Advisory Teams we are working with our clients to determine decarbonisation strategies for the buildings (including stations and Maintenance

Depots, e.g. Taff's Well, Transport for Wales) we construct and/or operate as part of our services, focusing on:

- Energy efficiency, behavioural change and data management
- Renewable generation
- Building fabric improvements
- Heat decarbonisation

Reducing carbon and increasing value across the whole life of rail infrastructure:

In line with our certified PAS 2080 Carbon Management Process implemented as Asset Owner/Manager, Designer and Constructor we put arrangements in place to achieve collaboration between all value chain participants to investigate and drive carbon reduction opportunities across the asset life cycle. Working with Asset Owners and Product/Material Suppliers we are decarbonising our key procurement categories, undertaking trials as needed and implementing innovation in low impact materials and products.

Case Study – Camden to Watford 11kV Renewals

Our Northwest & Central Rail account was responsible for the renewal of a significant length of high voltage cable as part of the Camden to Watford line.

The purpose of this high output project was to install route and 11kV cable at a faster rate than normal while maintaining the same level of safety and quality. Through efficient design and careful selection of materials, the project was able to reduce whole-life carbon whilst renewing critical infrastructural elements and extend the life of the asset. Life extension avoids significant disruption, cost and carbon emissions associated with large scale enhancements.

The project saved 262 tCO₂e over the life of the asset, a 44% saving versus baseline, from measures including:

- *Selection of lightweight GRP containment vs concrete trough and steel elevated trough – PAS 2080 “SWITCH”, saving 172.53 tCO₂e in Products (A1-A3);*
- *Use of battery/solar Eco Cabin welfare units on site vs BAU generators – PAS 2080 “SWITCH”, saving 77.47 tCO₂e in Construction (A5); and*
- *Use of EV fleet to undertake annual maintenance visits vs BAU diesel/petrol vehicles – PAS 2080 “IMPROVE”, saving 1.18 tCO₂e in Maintenance (B2).*

Low Emission - Clean Air

We are working with our supply chain partners to invest in low emission plant & equipment, improving air quality for those on the railway infrastructure and the communities in which we operate.

Case Study – Hybrid Mobile Elevating Work Platforms

Within the CEFA/CAFA account, the use of mobile elevating work platforms (MEWPs) is crucial in order to conduct examinations and assessments of rail assets, such as bridges. These MEWPs are traditionally powered by fossil fuels, typically diesel. Diesel Engine Exhaust Emissions (DEEE) can have adverse impacts on air quality and human health. The CEFA/CAFA account have introduced hybrid MEWPs which has had great benefits for the operatives working on site, particularly in confined space locations, such as tunnels.

Circular Economy - Zero Waste

We are committed to a railway that uses resources efficiently and supports a collaborative circular economy.

We incorporate the principles of circular economy to extend the service and future re-use of natural resources. We design with core construction materials that contain high proportions of recycled constituents and design structures or features that can themselves be readily repurposed, re-used or recycled at the end of the asset service life where possible.

We carry out Sustainability Workshops to identify opportunities for promoting resource efficiency, including designing out waste and material consumption, reducing carbon and conserving water.

Case Study – AWAC conductor renewals

As part of the Northwest & Central account, our Rail team undertook conductor wire renewal on the West Coast Mainline (WCML) in the northwest of England.

Failing conductor wire required renewal to ensure the safe and efficient running of this section of the WCML and to extend the life of the asset whilst minimising disruption for passengers and local residents.

Through a range of efficient design measures and waste reduction strategies, over 7,100m of virgin catenary wire was avoided, diverting serviceable materials from entering the waste loop and saving 53 tCO₂e (at a cost saving of circa £68,000).

Nature Positive - A Railway for Nature

We are committed to a railway that supports a thriving natural environment, for the benefit of people and wildlife. In 2025, we built upon the foundational work in 2024 with Nature Positive to update and refresh the biodiversity assessments of our activities. Our updated [Nature Positive Strategy](#) and vision for “infrastructure that protects biodiversity and enables nature recovery, recognising the essential role a thriving natural environment plays in our collective wellbeing”, prioritises action on:

- **Ecological protection and risk management** – Embedding best practice and innovation to protect nature
- **Nature positive thinking** - Setting the standard for biodiversity leadership
- **Achieving biodiversity benefit** - Enhancing biodiversity across our portfolio
- **Combining action on climate and biodiversity** - Linking our Nature Positive Strategy with our Net Zero commitment

In early 2025, the Northern Irish, Welsh, Scottish and UK governments combined efforts to produce the National Biodiversity Strategy and Action Plan for 2030. Amey has responded to this and updated our Nature Positive Strategy accordingly, to help protect our green and blue spaces and their ecosystems.

We ensure environmental and social issues are identified and factored into the decision making processes through our Environmental Impact Assessment process of Environment and Social Appraisal, Environment & Social Risk Assessment, and development of Environment & Social Management Plans, ensuring that social value to communities and economic value to investors are both maximised, without eroding biodiversity and natural capital and without pushing beyond environmental limits.

With the support of our National Ecology Lead we have developed a Nature Positive Plan for our Rail activities, turning ambition into action, integrating nature and climate action.

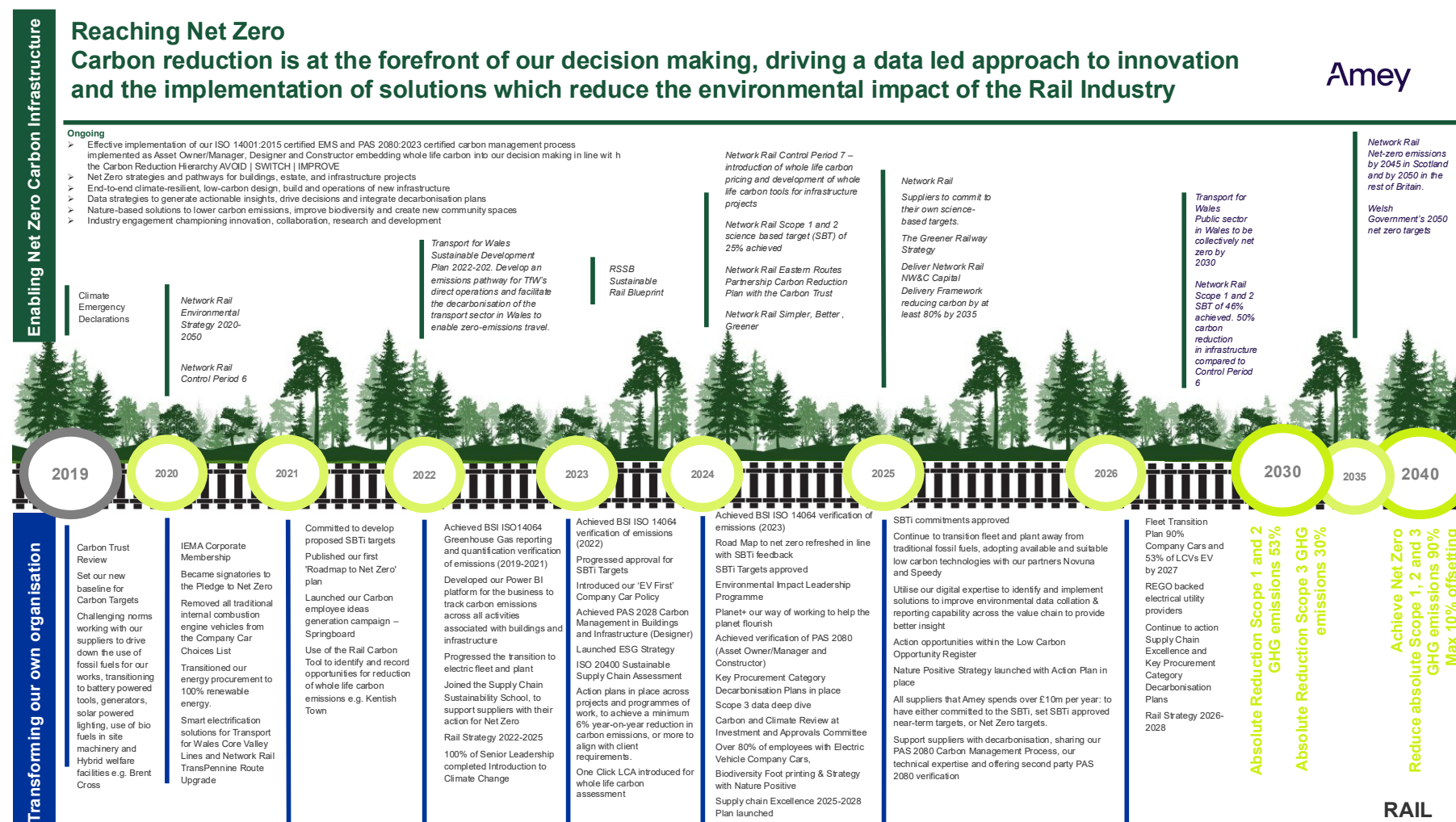
Infrastructure Resilience - Prepared for a Changing Climate

We are committed to a railway that's resilient to extreme weather and prepared for a changing climate.

During design and construction, we work to identify risks to Weather Resilience and Climate Change Adaptation (WRCCA), ensure mitigation is included in the infrastructure we develop or maintain. Where our work involves the examination or assessment of infrastructure, we inform decisions about the risks and opportunities for resilience in the future.

Figure 4 shows environmental management measures and projects that have been completed or implemented since the 2019 baseline, that will be in effect when performing the contract, as well as anticipated future measures.

Figure 4: Amey Rail Net Zero transition pathway



Declaration and Sign Off

This Carbon Reduction Plan has been completed in accordance with PPN 006 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 and uses the appropriate Government emission conversion factors for greenhouse gas 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) Standard.

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:

Peter Anderson

Managing Director, Transport Infrastructure, Amey and active officer for Amey Rail Limited

Date: 03.09.2026

Appendix A

Amey Rail Limited is a 100% owned subsidiary of Amey UK Limited (the ultimate operating company of the Amey group) which is a member of the Transport Infrastructure Business Unit of the Group and has its own Managing Director and management team who are responsible for the delivery of the service.

Each operating business unit operates in accordance with policies, procedures and authorisation limits set out on a Group-wide basis as adapted to the specific business unit and operating legal entity requirements.

Therefore, Amey Rail Limited trades as Amey that reflects the operational branding of Amey UK Limited and relevant subsidiaries.

Amey UK Limited is owned by private equity funds operated and/or advised by One Equity Partners and Buckthorn Partners LLP.

Amey Rail Limited contracted works during reporting period of this Carbon Reduction Plan

<i>Network Rail</i>	Active	Eastern & Southern Northwest & Central Wales & Western CEFA & CAFA TRU Alliance
	Inactive	Midland Mainline
<i>Transport for Wales</i>	Active	
	Inactive	Taff Wells
<i>Transport for London</i>	Active	Infrastructure Improvement Framework
	Inactive	