



GTR Carbon Performance 2024

This document outlines Govia Thameslink Railway's greenhouse gas emissions inventory and management approach in accordance with the SBTi criteria.

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1. GHG Emissions Inventory

GTR performs a full GHG inventory of its scope 1, 2 and 3 GHG emissions on an annual basis. The reporting period of the inventory (scopes 1, 2 and 3) covers a financial year running from 1st April to 31st March.

Scopes and Categories	Base year emissions, FY2021 (tCO ₂ e)
Scope 1	14,830.80
Scope 2 (location-based)	150,605.56
Scope 2 (market-based)	0
Scope 3, Category 1: Purchased goods and services	222,141.00
Scope 3, Category 2: Capital goods	13,923.00
Scope 3, Category 3: Fuel- and energy-related activities (not included in scope 1 or scope 2)	60,611.00
Scope 3, Category 4: Upstream transportation and distribution	Included in PG&S
Scope 3, Category 5: Waste generated in operations	300.00
Scope 3, Category 6: Business travel	3,321.00
Scope 3, Category 7: Employee commuting	1,754.00
Scope 3, Category 8: Upstream leased assets	8,772.00
Scope 3, Category 9: Downstream transportation and distribution	0
Scope 3, Category 10: Processing of sold products	0
Scope 3, Category 11: Use of sold products	0
Scope 3, Category 12: End-of-life treatment of sold products	11.00
Scope 3, Category 13: Downstream leased assets	0
Scope 3, Category 14: Franchises	0
Scope 3, Category 15: Investments	0
Total: Scopes 1, 2, 3 (all categories)	476,269.36

Exclusions

For our emissions from scope 3, category 9 “downstream transportation and distribution”, category 10 “processing of sold products”, category 11 “use of sold products”, category 13 “downstream leased assets”, category 14 “franchises” and category 15 “investments” do not apply to GTR as our operations do not create emissions within these areas.

Data limitations

For our emissions from scope 3, category 7 “employee commuting”, data mapping of employee commute is undergoing. We expect to launch an employee commuting survey to capture these emissions for next year’s GHG inventory, moving from proxy calculation to primary data. For category 4 “upstream transportation and distribution”, we expect to enhance data capture by improving the methodology rather than including them in category 1 “purchased goods and services”.

If current values or assumptions are adjusted in any material way, GTR will communicate these changes and perform the corresponding adjustments to the baseline, following our base year emissions recalculation policy.

Verification of GHG emissions

GTR engaged with LRQA to conduct a verification of our corporate GHG inventory for scope 1 and 2 over the period 1st April 2021 to 31st March 2024. The verification was performed in accordance with ISAE 3000 and ISAE 3410 and uses the following principles of - inclusivity, materiality, responsiveness and reliability of performance data. The verified metrics included scope 1 and scope 2. LRQA found that GTR has met the requirements listed in the LRQA Independent Assurance Statement and disclosed accurate and reliable performance data and information. This is formed on the basis of a reasonable level of assurance and at the materiality of 5%.

2. Target Description

GTR’s near-term emission reduction targets were approved by the Science Based Targets initiative in 2024. Our approved science-based targets are: “Govia Thameslink Railway Limited commits to reduce absolute scope 1 and 2 GHG emissions 42% by FY2029 from a FY2021 base year. Govia Thameslink Railway Limited also commits to reduce absolute scope 3 GHG emission 24% within the same timeframe.”

3. Target Progress

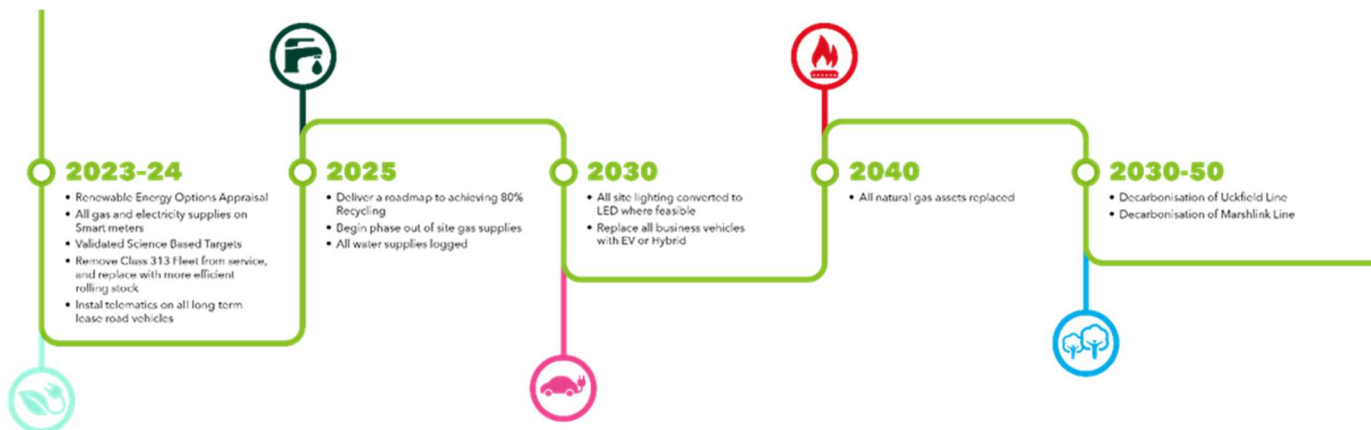
Reporting item (tCO ₂ e)	Base year FY2021	FY2022	FY2023	FY2023 % change (from FY2021)	Target completion (%)
Total scope 1, scope 2 (location-based)	165,436.36	142,549.70	148,242.68	-10%	25%

4. Substantial Emission Variations and Changes in Targets

In line with the SBTi Criteria, GTR must review its targets against the latest criteria and guidance by 2029 and, if necessary, recalculate and revalidate for continued recognition by the SBTi. A target recalculation should be triggered, including but not limited to the following: emissions of exclusions in the inventory or target boundary change significantly; or significant changes in company structure and activities (e.g. acquisitions, divestitures, mergers, insourcing or outsourcing, shifts in goods or service offerings); or significant adjustments to the base year inventory or changes in data to set targets such as growth projections (e.g. discovery of significant errors or a number of cumulative errors that are collectively significant); or other significant changes to projections/assumptions used in setting the science-based targets.

GTR Base Year Recalculation Policy defines a significant change as a cumulative change of 5% or more in our total base year emissions. We have assessed the implication of this restatement on our science-based targets and have not identified a need to update the target as the change represents an impact of less than 5%. To access our recalculation policy, please read [GTR Base Year Recalculation Policy 2024](#).

5. Actions towards meeting SBTs



If you want to learn more about our actions, please read [GTR Decarbonisation Roadmap](#).