

1. Introduction

Supplier name: MTR (Metro Trains UK) Limited

Publication date: 22 September 2025

Headquartered in Hong Kong, MTR Corporation Limited ('MTR') is a world-class operator of sustainable rail transport services, with over 45 years of end-to-end railway expertise, covering design, planning, construction, commissioning, maintenance and operations across Hong Kong, the United Kingdom, Sweden, Australia and Mainland China.

MTR (Metro Trains UK) Limited is a wholly owned subsidiary of MTR and acts as a bidding entity for opportunities related to metro rail operations within the United Kingdom.

2. Commitment to achieving Net Zero

MTR (Metro Trains UK) Limited is committed to achieving Net Zero emissions by 2050 and extends this commitment to all future MTR UK rail operations.

2.1. Policy

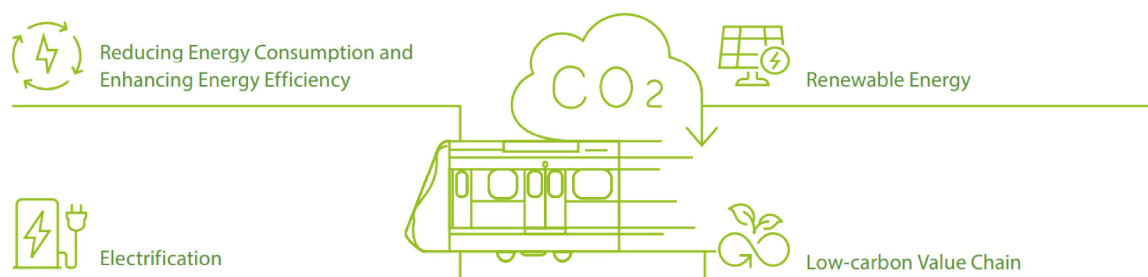
MTR's Environmental and Social Responsibility Policy sets out our corporate objectives and commitments for greenhouse gas emission reduction.

Environmental and Social Objective 3 – Greenhouse gas emissions reduction: As a low-carbon transport provider, we are committed to managing our environmental footprint and achieving carbon neutrality.

- **Carbon Emissions:** We commit to integrating low-carbon measures into our policies, strategies and planning as well as strengthening our resilience and adaptation to climate-related risks
- **Clean Energy & Energy Efficiency:** We commit to adopting suitable energy efficiency measures in our operations and increasing the consumption of renewable energy
- **Waste Management:** We commit to reducing waste at source, increasing our recycling rates and upcycling our waste
- **Green and Low-carbon Designs:** We commit to developing sustainable infrastructure with increased resource-use efficiency and greater adoption of clean and environmentally sound technologies

MTR has identified and pursues key decarbonisation strategies focused on four areas: (1) **Reducing energy consumption and enhancing energy efficiency**; (2) **Electrification**; (3) **Renewable energy**; and (4) **Low-carbon value chain**

Figure 1: MTR's Key Decarbonisation Strategies



Further information regarding MTR's commitment to Keep Cities Moving sustainably can be found on the MTR Sustainability Website at www.mtr.com.hk/sustainability.

3. 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.

As a new bidding entity and dormant company that has not previously traded, the current baseline emissions for MTR (Metro Trains UK) Limited do not reflect the level of emissions from future activities. Subject to selection as a future bidder for an opportunity related to metro rail operations, we will take the following steps once bidding activities take place:

- To measure the carbon emissions relating to bidding activity for our next tender and use this as a baseline, updating this carbon reduction plan accordingly;
- To develop separate carbon reduction plans for each future metro rail operation in the UK, with emissions calculations, reduction targets and projects to improve our carbon footprint that are specific to each operation and contract; this will be completed as soon as practicable once data to make the necessary calculations becomes available.

MTR collects and publishes emissions data for all its global operations in its Sustainability Report, which can be found at www.mtr.com.hk/sustainability. This includes data for MTR's former UK rail operation, MTR Corporation (Crossrail) Limited, trading as MTR Elizabeth line.

3.1. Current baseline emissions

Table 2: Baseline emissions

Baseline Year:	2024
Additional Details relating to the Baseline Emissions calculations:	
Current baseline emissions apply to MTR (Metro Trains UK) Limited as a new bidding entity and dormant company that has not previously traded.	
Baseline Year emissions:	
Emissions	Total (tCO₂e)
Scope 1	0
Scope 2	0
Scope 3 (Included sources)	0
Total emissions	0

4. Current emissions reporting

Table 3: Current emissions

Reporting Year:	2024
Emissions	Total (tCO₂e)
Scope 1	0
Scope 2	0

Reporting Year:	2024
Scope 3 (Included sources)	0
Total emissions	0

5. Emissions reduction targets

Committed to reducing our carbon footprint, MTR established science-based targets in 2023, validated by the Science Based Targets Initiative, covering all its global rail operations. Targets also encompass Scope 3 emissions along our value chain, including the Scope 1 and Scope 2 emissions of MTR's majority-owned rail operating subsidiaries around the world.

MTR has adopted the following carbon reduction targets for 2030, compared to a 2019 baseline:

- To reduce Scope 1, 2 and 3 emissions from rail transport by 46.2% per passenger kilometre; and
- To reduce Scope 3 emissions from business activities not associated with railway operation by 13.5%.

At the end of 2024, MTR has achieved the following reductions in emissions compared to a 2019 baseline:

- 32.2% in Scope 1, 2 and 3 emissions from rail transport; and
- 5.8% in Scope 3 emissions from business activities not associated with railway transport.

Further details of emissions reduction targets and performance are published in MTR's Sustainability Report, which can be found at www.mtr.com.hk/sustainability.

6. Carbon reduction projects

6.1. Completed carbon reduction initiatives

MTR has completed the following environmental management measures and projects through our former UK rail operations.

6.1.1. MTR Corporation (Crossrail) Limited, trading as MTR Elizabeth line (MTREL)

MTREL was the operator of the Crossrail Train Operating Section from 2015 to 2025 on behalf of Transport for London.

- **Quality, Environmental and Energy Management Systems:** MTREL established an integrated Business Management System that was accredited to ISO 9001: Quality management, ISO 14001: Environmental Management and ISO 50001: Energy Management;
- **New trains:** A new fleet of 70 Class 345 electric trains has been introduced to replace legacy fleets; these new trains reduce energy consumption by around 25%, feeding regenerative braking energy back into the power network and automatically adjusting lighting, heating and air conditioning to suit the ambient conditions; their faster acceleration and increased capacity provide a more attractive low-carbon transport option to travel in and across the capital;

- **LED lighting:** An LED lighting replacement programme was completed in 2022 to improve energy efficiency within our buildings, targeted to reduce electricity consumption and our resulting Scope 2 emissions;
- **Waste:** Over 160 tonnes of waste have been recycled through collaboration with our facilities management partners; and
- **Planting:** Over 500 plants and trees have been introduced across the properties we manage.

6.2. Future carbon reduction initiatives

MTR has identified the following key sources of carbon emissions for both MTR (Metro Trains UK) Limited as a bidding entity and any future metro rail operator in the UK.

Scope 1 – Emissions from sources that are owned or controlled by MTR	
Bidding entity	<ul style="list-style-type: none"> • Energy for buildings (offices)
Metro rail operator	<ul style="list-style-type: none"> • Energy for buildings, depots, stations and offices
Scope 2 – Emissions from the generation of energy purchased and consumed by MTR	
Bidding entity	<ul style="list-style-type: none"> • Energy for buildings (offices)
Metro rail operator	<ul style="list-style-type: none"> • Traction energy • Non-traction energy for buildings, depots, stations / stops and offices
Scope 3, Category 4 – Emissions resulting from transport and distribution, both of products purchased or acquired and of services purchased by MTR	
Bidding entity	<ul style="list-style-type: none"> • Office supplies
Metro rail operator	<ul style="list-style-type: none"> • Depot, office and station supplies
Scope 3, Category 5 – Emissions from third-party disposal and treatment of waste generated by MTR	
Bidding entity	<ul style="list-style-type: none"> • Office waste
Metro rail operator	<ul style="list-style-type: none"> • Construction / engineering waste • Office waste • Passenger / public waste
Scope 3, Category 6 – Emissions from the transport of MTR employees for business-related activities in vehicles owned or operated by third-parties	
Bidding entity	<ul style="list-style-type: none"> • Transport between bid offices, client offices, suppliers and other operational sites • Transport between MTR operations
Metro rail operator	<ul style="list-style-type: none"> • Transport between MTR operations
Scope 3, Category 7 – Emissions from the transport of MTR employees from home to work	
Bidding entity	<ul style="list-style-type: none"> • Transport to bid offices
Metro rail operator	<ul style="list-style-type: none"> • Transport to MTR work locations

Scope 3, Category 9 – Emissions resulting from the transport or distribution of products sold by MTR

Bidding entity	<ul style="list-style-type: none"> Not directly applicable for a bidding entity
Metro rail operator	<ul style="list-style-type: none"> Not directly applicable for a metro rail operator

For MTR (Metro Trains UK) as a bidding entity, we will seek to deploy balanced and bespoke carbon reduction initiatives where future bidding opportunities arise. Potential focus areas include:

- **Sustainable offices:** Seeking to use temporary bid offices that are as energy efficient as possible, with initiatives in place to reduce day-to-day energy use;
- **Local supply chain:** Considering local suppliers to cut delivery miles and sustainable delivery methods (i.e. electric vehicles; bicycle courier services) where practicable;
- **Electronic communications:** Preferring electronic-based communications to save paper waste and reduce unnecessary travel time; and
- **Sustainable travel:** Maintaining local bid offices that favour the use of rail and public transport options and reduce travel distances to and from clients and operational sites.

For new metro rail operations, environmental plans are typically produced as part of a tender submission. These will be designed to support the operator's carbon reduction plan, which will be developed as soon as practicable once data to make the necessary baseline emissions calculations becomes available. Proposed initiatives will be designed to meet both the terms of the contract and MTR's corporate requirements, meeting MTR's objective for greenhouse gas emissions reduction and following MTR's Key Decarbonisation Strategies.

7. 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 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.

Signed on behalf of MTR (Metro Trains UK) Limited:

Andy King

Andy King (Sep 22, 2025 15:50:05 GMT+1)

Andy King, Director

Date: 22 September 2025