

Ordnance Survey Carbon Reduction Plan

This report is supplementary to the Ordnance Survey Annual Report and Accounts where this data is reported on an annual basis.

I.1 Commitment to Achieving Net Zero

OS is committed to achieving Net Zero 2050 in line with UK Government. OS has set interim targets aligned to the Greening Government Commitments (GGCs). OS will be out of scope of the GGCs for the next reporting cycle of 2026-30 and will therefore moving forward create our interim targets inspired by the GGCs but not report into the framework. OS has created a Carbon Offsetting Policy for implementation in the lead up to the target date, to ensure that residual emissions which cannot be removed are offset appropriately and in alignment with the values of OS and UK Government.

I.2 Baseline Emissions Footprint

Our chosen baseline year is 2022-23 as this is the first year we collected supply chain data through CDP. Graphical representation of emissions reductions from 2017-18, our former baseline, has also been included so as to not lose sight of the progress made so far. These emissions are calculated using an equity share approach and a combination of government issued conversion factors and market-based conversion factors when provided by suppliers. The baseline emissions figures for 2022-23 as follows.

Scope 1 - 472.4 tCO₂e (9%) Scope 2 - 77.1 tCO₂e (1%) Scope 3 - 5,098.0 tCO₂e (90%)

Scope 3 emissions are broken down into 15 categories. The categories which are not currently included in our reporting are broken down below. While OS will continue to strive for completeness of data, it is important to be transparent on what data is included in reporting, and what is as yet out of scope.

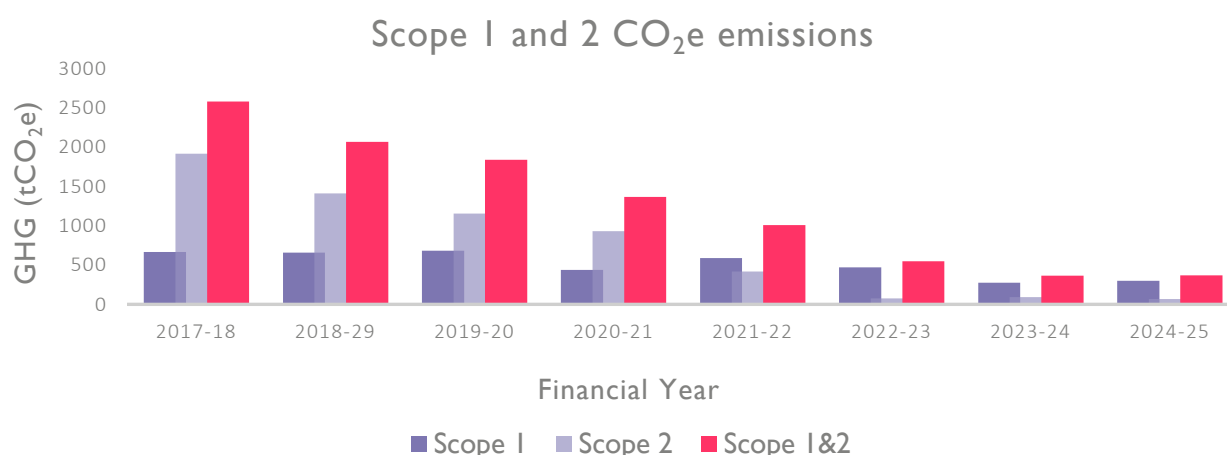
Category	Why not included
7: Employee Commuting	Optional, Inconsistent data
10: Processing of Sold Products	Not applicable
11: Use of Sold Products	Insufficient data at this time
12: End-of Life Treatment of Sold Products	Insufficient data at this time
13: Downstream Leased Assets	Not applicable
14: Franchises	Optional
15: Investments	Optional

I.3 Current Emissions Reporting

The latest three years of emissions data will be included, plus the baseline year where this falls outside of the latest three years. These emissions are broken down into Scope 1, Scope 2, and relevant Scope 3 categories, with additional breakdown where relevant.

For context with respect to supply chain emissions, in 2024-25 we requested a CDP carbon questionnaire response from our 186 top spend suppliers. Consistent with 2023-24, we made the decision to exclude royalties from this process based on a review of the GHG Protocol Scope 3 Supplementary Guidance. These top 186 suppliers accounted for 88% of total spend for the financial year. We had a response rate of 55% (consistent with the previous year which was 57%), which accounted for 75% of total spend. To calculate emissions attributable to each responding supplier, we selected the CDP recommended methodology on a case-by-case basis: Self-Reported, Manually Calculated, or Sectoral Averages. For requested suppliers who did not respond, we applied the most appropriate CDP Activity conversion factor. For the remaining spend we applied the generic conversion factor for 'specialised professional services'. It should be noted that where supplier data is reported, it is for the previous financial year due to the time taken to collate and process the disclosures.

Financial Year	22-23	23-24	24-25
Total Scope 1, 2, and 3	5,647.5	3,704.9	3,798.1
Scope 1	472.4	275.5	301.7
Site Gas (market based, including fugitive emissions)	101.6	50.4	99.6
Fleet Fuel (Petrol, Diesel and PHEV)	370.7	225.1	202.1
Scope 2	77.1	90.3	65.8
Site Electricity (market based)	24.0	18.6	9.0
Fleet Electricity (EV & PHEV)	53.1	71.7	56.8
Scope 3	5,098.0	3,339.0	3,430.6
1: Purchased Goods and Services (incl. 2. Capital Goods)	2,885.3	2,157.0	2,469.2
3: Fuel- and Energy-Related Activities Not Included in Scope 1 or Scope 2	944.3	710.8	655.2
4: Upstream Transportation and Distribution	563.3	0.0	12.0
5: Waste Generated in Operations	1.5	1.2	0.3
6: Business Travel	657.2	432.7	233.7
8: Upstream Leased Assets	12.4	15.3	17.5
9: Downstream Transportation and Distribution	34.2	22.0	42.8



Significant progress in scope 1 and 2 emissions has been seen since 2017-18 which was the previous baseline reported against within the Greening Government Commitments in the 2021-25 cycle, when OS was within scope of the commitments. The graph above shows the emissions associated with a market based calculation methodology.

1.4 Emissions Reduction Targets

As noted in section 1.1, OS targets are aligned with the GGCs. These targets have been refreshed in line with the new reporting cycle for 2026-30, and therefore progress cannot be demonstrated against all of the targets. The targets, and progress where relevant, are as follows.

Reduce scope 1 emissions by 30% from the 2024-25 FY to 2029-30	No progress can be demonstrated yet due to timeline of the target
Reduce overall (scope 1, 2 and business travel scope 3) emissions by 43% from the 2024-25 FY to 2029-30	No progress can be demonstrated yet due to timeline of the target
Deliver a 100% zero emissions at the tailpipe (battery electric) fleet by 31 st December 2027	Significant progress made with 99.7% ULEV and 49% full EV as of April 2025. An electric only policy has been put in place so all vehicles will be full EV by the end of 2027 as current PHEV contracts come to an end
Net zero carbon emissions by 2050 in line with UK government	31% total emissions reduction since 2022-23 baseline, at which point reductions had already been made against the prior 2017-18 baseline

For completeness, progress against the relevant 2021-25 GGCs has been described below.

Overall emissions reduction of 60% against 2017-18 baseline within the emissions categories Scope 1, Scope 2 and limited Scope 3 by 2025	76% reduction achieved as of the end of 2024-25
Meet the Government Fleet Commitment for 25% of the government car fleet to be ultra-low emission vehicles (ULEV) by 31 st December 2022	42% ULEV by the end of 2021-22 ahead of the target timeline
Reduce emissions from domestic flights by 30% from a 2017 to 2018 baseline by 2025	89% reduction achieved as of the end of 2024-25

I.5 Carbon Reduction Projects

I.5.1 Completed Carbon Reduction Projects

From 2021 to 2023 we completed a full refit to 100% LED lighting at Explorer House across three phases, installing more than 4360 LEDs. This included the installation of a smart system which adjusts the level of the lighting depending on both movement and natural light levels. This ensures that the system minimises energy consumption.

In July 2021 we transitioned to a REGO backed renewable electricity tariff, and in April 2022 we transitioned to a RGGO backed green gas tariff at Explorer House.

In 2021 we started the transition to a ULEV fleet across the 4-year contract term. By the end of the 2024-25 financial year, the OS fleet was 99.7% ULEV and 49% full EV.

In 2022 we started the installation of what is now 34 EV chargers at Explorer House. This supports our fleet, OS employees with a personal EV and visitors to the site.

In 2022 we completed the installation of solar panels to our main office and ancillary building roofs. This was a highly anticipated project by our employees who had been excited to see them go up. This installation totalled 400 solar panels.

In 2022 we started to work with CDP to gather data from suppliers to better understand our supply chain emissions. This work has helped us to create a baseline and to project where our suppliers are heading and, for example, what targets they have.

In 2023 we installed motion sensor taps and increased efficiency hand dryers throughout the toilet facilities at Explorer House with the goal to reduce energy consumption.

In 2024 we carried out a large-scale refurbishment to our extensive ground source heat pump (GSHP) system. The GSHP comprises seven pumps and utilises 80m boreholes for heat. The GSHP heats in the winter, cools in the summer, and provides the required cooling for our on-site data centre. Due to its installation in 2009-10, the GSHP was showing signs of age, and the requirement for gas to support the system was increasing. The refurbishment has returned the system to as-built standard and will minimise gas usage. We did see a spike in gas in the 2024-25 financial year due to the shut-off time when we were solely reliant on gas during the refurbishment.

In 2024 we updated our domestic travel policy to prohibit domestic flights except for where Director approval was sought, or a ferry would otherwise be required. This policy change has resulted in a substantial reduce in emissions from business travel.

I.5.2 In-Progress / Planned Carbon Reduction Projects

In 2024 we updated our fleet policy to ensure that all new vehicles will be EVs and that we will achieve a 100% EV fleet by the end of 2027. To support this, in 2025 we have been working toward a solution for reimbursement of at-cost business mileage for employees. We are already seeing the annual reduction in emissions from fleet activities and look forward to continuing to demonstrate this trend.

We have carried out sustainable aviation fuel (SAF) trials in 2023 and 2024 with the intention to move our flying unit toward a less carbon intensive option. Currently there is no SAF available where our flying team are based, and the detours to fill up with SAF would not create the reduction sought. The trials have demonstrated that SAF is operationally viable, so we are waiting to see how availability and cost change over the next 5-10 years.

1.6 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 standard¹ and uses the appropriate Government emission conversion factors for greenhouse gas company reporting².

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements with the exception of intensity ratios which are included within the Annual Report. 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) Standard³.

This Carbon Reduction Plan has been reviewed and signed off by the Sustainability Steering Group (SSG).

Signed on behalf of Ordnance Survey Sustainability Steering Group



Hazel Hendley

Chief People Officer

Date 06.06.25

¹ [Corporate Standard | GHG Protocol](#)

² [Government conversion factors for company reporting of greenhouse gas emissions - GOV.UK](#)

³ [Corporate Value Chain \(Scope 3\) Standard | GHG Protocol](#)