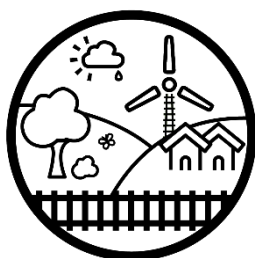


# Annual Report – Environment, sustainability and communities

## Basis of Reporting

2024 - 2025



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## Purpose

This document outlines the definitions, reporting scope and methodologies used for reporting the sustainability data in the Network Rail Annual Report 2024-25.

The reporting year runs from 01 April 24 to 31 March 25.

## Route to Net Zero

**TABLE 1: ROUTE TO NET ZERO**

BRIEF DESCRIPTION OF THIS MEASURE	Route to Net Zero measures the difference of Network Rail's carbon dioxide equivalent from the current financial year against baseline (2023-2024).
SCOPE OF DATA/ BOUNDARIES	The metric uses a selected input of scope 1, 2 and 3 carbon emissions which include non-traction electricity, natural gas, fuel, waste, and business travel. The fuel data is limited to diesel, petrol and LPG and business travel does not include commuting data. The data included only relates to our operational estate (e.g. Network Rail managed stations, signal boxes, maintenance depots). Route to Net Zero does not include data from our major infrastructure projects or from our Supply Chain Operations arm of Route Services.
DATA SOURCE	Non-traction electricity is from electricity meters, invoice data, and estimations. Natural gas is based on invoice data and estimations. LPG is from invoices. Diesel and petrol are from staff purchasing cards. Flight and rail data are from invoices from our travel supplier. Waste is from our waste contractors' invoices.
ASSUMPTIONS & ESTIMATIONS	Small volumes of electricity (around 4%) and gas (around 1%) are estimated based on previous year consumption if metered data is not available. Estimated weights are used for scheduled waste collections at our operational and property sites. The carbon factors for both baseline year and current year are adjusted to use the carbon factors published in June 2023 to allow the measure to monitor performance within Network Rail's control only and remove the impacts of grid decarbonisation.
EXCEPTIONS AND RESTATEMENTS	None

## A railway that is fit for the future

### *Support the delivery of net zero*

**TABLE 2: NETWORK RAIL SCOPE 1 AND 2 EMISSIONS REDUCTION PATHWAY**

BRIEF DESCRIPTION OF THIS MEASURE/ KPI	The change over time of our Carbon Dioxide equivalent emissions derived from our direct consumption of fuels (natural gas, gas oil and LPG) and the indirect emissions related to our electricity consumption
SCOPE OF DATA/ BOUNDARIES	All regions and central functions. Electricity, gas and fuels (gas oil and LPG) used in Network Rail buildings (e.g. NR managed stations, offices, maintenance depots) and operational assets (e.g. signalling, level crossings, points heating) as well as road vehicle fuel And fugitive emissions (e.g. refrigerants). It does not include energy used to power trains.
DATA SOURCE	Most electricity data (over 80 %) is sourced from data recorded each half-hour. Except for the estimated data listed below, the remaining electricity and all gas and LPG data is obtained from invoices based on metered data. Road Vehicle fuel data is obtained from purchasing card reports. Fugitive emission (e.g. refrigerants) data is estimated as per the below.
ASSUMPTIONS & ESTIMATIONS	Small volumes of electricity (around 4 %) and gas (around 1 %) are estimated based on previous year consumption where metered data is not available. Gas Oil consumption data is derived from the invoiced costs of gas oil divided by an average cost from a selection of invoices. Fugitive emission (e.g. refrigerants) data is estimated based on an assessment carried out a few years ago.
EXCEPTIONS AND RESTATEMENTS	We have found some errors with the electricity and gas data reported for 2023-24 due to invoicing corrections from the supplier which have been corrected in the graph this year.

**TABLE 3: STREAMLINED ENERGY AND CARBON REPORTING**

BRIEF DESCRIPTION OF THIS MEASURE/ KPI	Streamlined Energy & Carbon Reporting (SECR) is a government requirement for large companies. It reports on energy consumption, the resulting carbon emissions and energy efficiency measures.
SCOPE OF DATA/ BOUNDARIES	All regions and central functions. Electricity, gas, and fuels (gas oil and LPG) used in Network Rail buildings (e.g. NR managed stations, offices, maintenance depots) and operational assets (e.g. signalling, level crossings, points heating) as well as road vehicle fuel. It does not include energy used to power trains.
DATA SOURCE	All regions and central functions. Electricity, gas and fuels (gas oil and LPG) used in Network Rail buildings (e.g. NR managed stations, offices, maintenance depots) and operational assets (e.g. signalling, level crossings, points heating) as well as road vehicle fuel.
ASSUMPTIONS & ESTIMATIONS	Small volumes of electricity (around 4 %) and gas (around 1 %) are estimated based on previous year consumption where metered data is not available. Gas Oil consumption data is derived from the invoiced costs of gas oil divided by an average cost per litre of gas oil.
EXCEPTIONS AND RESTATEMENTS	Fugitive Emissions (unintended gas or vapour emissions released into the atmosphere - e.g. refrigerants) reporting is optional and much of our fugitive emissions are estimated so have not been included.

## Contribute to a circular economy

**TABLE 4: WASTE REUSED, RECYCLED, RECOVERED & DIVERTED FROM LANDFILL**

BRIEF DESCRIPTION OF THIS MEASURE/ KPI	The total amount of waste we produce as a business broken down into what happens to the waste at the end of its life. The waste data provided shows how much of our waste (by percentage) is reused, recycled or recovered (this could be either recovered for landfill capping or recovered as energy from waste). The total of these gives us the amount of waste diverted from landfill.
SCOPE OF DATA/ BOUNDARIES	Waste from all Network Rail operations, maintenance, stations, enhancements and renewals and projects including waste produced by our contractors undertaking work on our behalf. Excludes flytipped waste unless this waste is transported back to a Network Rail location and picked up with other waste.
DATA SOURCE	Network Rail waste service providers issue four weekly reports for waste produced at our operational, property and station sites. Our Principal Contractors provide data on the tonnages of waste produced by Network Rail infrastructure projects via an internal submission tool. Track-related waste data is provided by Network Rail's Route Services Supply Chain Operations function every four weeks.
ASSUMPTIONS & ESTIMATIONS	Where Network Rail waste is sent to a waste processing facility, the overall recycling, recovery, and landfill rates achieved by the facility are applied. Estimated weights are used for a small amount of scheduled waste collections at our operational and property sites.
EXCEPTIONS AND RESTATEMENTS	The figures include all general, non-hazardous and hazardous waste produced in tonnages at Network Rail operational locations including Route Services sites. Capital Delivery figures include non-hazardous waste only.

***Adapt to a changing climate*****TABLE 5: DELAY MINUTES CAUSED BY DIFFERENT WEATHER TYPES**

BRIEF DESCRIPTION OF THIS MEASURE/ KPI	<p>This is a record of the number of minutes of delay in passenger train journeys which can be linked to weather events.</p> <p>Delay minutes are grouped using the eight weather event categories specified in the Schedule 8 delay compensation mechanism – Adhesion, Cold, Flooding, Fog, Heat, Lightning Strike, Snow, Subsidence and Wind.</p> <p>Note - Schedule 8 is the scheme relating to payments for disruption on the railway. For more information click <a href="#">here</a>.</p>
SCOPE OF DATA/ BOUNDARIES	<p>The dataset only includes weather related delay minutes associated with payments for disruption to the railway (Schedule 8) for passenger services across the whole network.</p> <p>It does not include delay minutes not attributed to weather or from other data sources.</p>
DATA SOURCE	<p>A digital tool has been created to combine data on Schedule 8 from the Network Rail Trust System and the Fault Management System.</p>
ASSUMPTIONS & ESTIMATIONS	<p>It is assumed that the data captured in the Fault Management System is accurate and subject to appropriate data assurance</p> <p>A known limitation of the data capture is that while a delay event could have several causes (e.g. wind and flooding from a storm) the system only allows attribution to one category. This can lead to a degree of under reporting where a weather-related delay may have been attributed to a non-weather-related category (e.g. signalling fault that was caused by high temperatures).</p>
EXCEPTIONS AND RESTATEMENTS	<p>None</p>

## A railway that cares for the environment

### *Protect land, air and water*

**TABLE 6: ENVIRONMENTAL INCIDENTS BY CATEGORY**

BRIEF DESCRIPTION OF THIS MEASURE/ KPI	This measure reports the number of environmental incidents by pre-determined categories aligned to guidance from environmental regulators and internal processes. These categories range from Category 1 (Major, serious, persistent or extensive impact to the environment) to Category 4 (negligible impact to the environment).
SCOPE OF DATA/ BOUNDARIES	The data covers incidents across the national network and focuses on those occurring on Network Rail Managed Infrastructure (NRMI). Where applicable, data from Train Operating Companies (TOCs) and Freight Operating Companies (FOCs) may also be reflected in central datasets, particularly when incidents have had an impact on NRMI. The dataset includes route and/or regional incidents, as well as those arising within Network Rail functions, such as Route Services.
DATA SOURCE	Data is recorded in our safety events systems via local reporting methods including Incident Reporting and Investigation Software (IRIS) and the Control Centre Incident Log (CCIL).
ASSUMPTIONS & ESTIMATIONS	There is an assumption that the descriptions of incidents and volumes reported are accurate to align with the categorisation matrix and have been correctly classified by the designated competent person (DCP).
EXCEPTIONS AND RESTATEMENTS	There are some variations in the method of reporting fly tipping incidents across the network. This may show as some under-reporting of primarily smaller fly tipping events in some regions. We are currently working to improve consistency in reporting in this area.

**TABLE 7: ENVIRONMENTAL INCIDENTS WEIGHTED INDEX**

BRIEF DESCRIPTION OF THIS MEASURE/ KPI	This measure weights the number and severity of incidents against the hours worked within each region or function across the previous 12 periods, generating an index that enables fair comparisons across business areas by accounting for both operational scale (e.g. hours worked) and incident impact (e.g. categorisation of incident).
SCOPE OF DATA/ BOUNDARIES	The data covers incidents across the national network and focuses on those occurring on Network Rail Managed Infrastructure (NRMI). Where applicable, data from Train Operating Companies (TOCs) and Freight Operating Companies (FOCs) may also be reflected in central datasets, particularly when incidents have had an impact on NRMI. The dataset includes route and/or regional incidents, as well as those arising within Network Rail functions, such as Route Services.
DATA SOURCE	Data is recorded in our safety events systems via local reporting methods including Incident Reporting and Investigation Software (IRIS) and Control Centre Incident Log (CCIL). This data is then uploaded to an internal Environmental Incident Weighted Index (EIWI) file, managed by the Safety, Health and Environment (SHE) Reporting team which then generates the weighted index for each period.
ASSUMPTIONS & ESTIMATIONS	There is an assumption that the descriptions of incidents and volumes reported are accurate to align with the categorisation matrix and have been correctly classified by the designated competent person (DCP).
EXCEPTIONS AND RESTATEMENTS	There are some variations in the method of reporting fly tipping incidents across the network. This may show as some under-reporting of primarily smaller fly tipping events in some regions. We are currently working to improve consistency in reporting in this area.

## A railway that helps communities thrive

### *Improve the wellbeing of communities*

**TABLE 9: VOLUNTEER DAYS**

BRIEF DESCRIPTION OF THIS MEASURE/ KPI	Total number of volunteer days (based on 7-hour volunteering days) undertaken by network rail staff for causes allowed within the Network Rail volunteer leave policy (for example, a registered charity, a school, community rail or other community organisations).
SCOPE OF DATA/ BOUNDARIES	All directly employed Network Rail staff working throughout the business in our Regions, Routes and Functional teams
DATA SOURCE	Volunteer leave is recorded on the employee business management system. This data is downloaded and the number of days reported. Where an employee does not have access to the system, for example, people who work on track, the leave day is requested on a volunteer leave application form. Those entries get submitted to our Charitable Giving team for approval. All data is extracted and the number of volunteering days reported.
ASSUMPTIONS & ESTIMATIONS	All leave is either booked through Oracle or where that is not possible, submitted to the Charitable Giving team via a manual form. An assumption is made that all leave submitted manually is uploaded to the national system and therefore included within the reported numbers.
EXCEPTIONS AND RESTATEMENTS	None