



GREENHOUSE GAS REPORT 2022



cognizant[®]
FORMULA ONE™ TEAM

aramco

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Chapter 1 – General

1.1 Introduction

With the establishment of Aston Martin Formula One in 2021, the business has transformed since its racing point days. We have grown rapidly in size, from 526 employees as of January 2021 to a predicted 750 in December 2023.

We operate with the intention of winning the world constructors championship and employ our values of excellent teamwork, respect for each other and enriching the brands we represent.

Given our transformation, growth and responsibility of representing an iconic British brand, we are committed to being environmentally and socially accountable, consistently basing our actions on principles to protect our planet, making a mark on the communities where we work and creating a culture where diversity and equality thrive.

We have an ambitious sustainability roadmap for 2023 and want to be the most environmentally and socially aware Formula One Team.

Although we are still at the start of our environmental journey, we are passionate about transforming the team in becoming the vanguard for sustainability across the motorsports industry.

As stated in our Sustainability, Environment and Energy Policy, by providing transparent, accurate and comprehensive information, we are committed to taking our fans, partners, staff and value chain with us on this journey.

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The voluntary Greenhouse Gas (GHG) Emissions Report describes the emission and details the verification of the inventory of GHG for Aston Martin Aramco Cognizant Formula One Team (AMF1).

This report will be published annually to disclose GHG emissions to stakeholders, measure environmental performance and fulfil our environmental ambition.

The information contained within this report discloses the inventory of GHGs and associated emissions during the fiscal year 2022 (January 1st 2022 – 31 December 2022).

This report has been written in accordance with the GHG Protocol Corporate Accounting and Reporting as well as ISO 14064-1:2018.

1.2 Description of reporting organisation

We are a motorsports team who compete in the highest class of international racing for open-wheel single seater formula racing cars (F1) sanctioned by the Federation Internationale de l'Automobile (FIA). Teams compete in a series of races (Grand Prix) to achieve points in a bid to achieve the annual World Constructor or Driver Championship.

The two cars are dependent on electronics, aerodynamics, suspension and tyres. We aim to develop a car that is as light and as fast as possible within the FIA spend cap to win the FIA World Constructor Championship. As such, business operations are widely varied and span across the following departments; Manufacturing, Assembly, Research & Development, Logistics, Finance, IT, Commercial/Marketing and Facilities.

Our offices and facilities are based across multiple sites in Northamptonshire. Manufacturing of the car takes place in Silverstone and Brackley. Freight is organised at the HQ and then transported across the globe to various racetracks. Staff travel to and from race events to assemble the car trackside and host attending sponsors.



Figure 1: The Aston Martin Aramco Cognizant Formula One Team manufacturing processes are located in Silverstone and Brackley.

Through our wider Make A Mark strategy, the team is committed to being environmentally and socially accountable, consistently basing our actions on principles to protect our planet, making a mark on the communities where we work and creating a culture where diversity equality and inclusivity thrive.

- We take our environmental responsibilities very seriously and strive to minimise the impact of our activities.
- We are committed to pollution prevention and protection of the environment in all our activities.
- We are committed to fulfilling compliance obligations related to the environment, sustainability, and energy performance.
- We will never knowingly adversely pollute the land, air or water systems beyond our known aspects and impacts

OUR AMBITION



Promote energy conservation through increased use of renewable technology and energy-efficient products.



Optimise resource management through sustainable procurement and the circular economy.



Reduce our carbon footprint by implementing sustainable innovations in our operations.

This report will support us in achieving the above by assisting us to:

- Identify cost effective reduction opportunities and early voluntary action
- Establish measurable GHG targets with the Science Based Targets Initiative (SBTi)
- Publicly disclose our verified GHG information

1.3 Person or entity responsible for the report

This report has been prepared by the Sustainability Team at the Aston Martin Aramco Cognizant Formula One Team.

The overall responsibility for preparing this report:

Sustainability & Environment Lead

1.4 Reporting period covered

The report covers the following reporting period: January 1st 2022 – December 31st 2022.

1.5 GHG inventory verification status

The inventory of Direct GHG emissions (Scope 1), Indirect GHG emissions from imported energy (Scope 2) and Indirect GHG emissions from Purchased Goods and Services, Business Travel, Employee Commuting and Downstream Transportation of goods and services (Scope 3). This report is in the process of being verified ISO 14064: GHG verification by BSI.

Chapter 2 – Organisational Boundaries

The emissions in this report are consolidated using the operational control approach, it best represents the organisations activities with respect to operational control of the activity and it is the approach which allows greater potential for reducing GHG emissions.

Our internal environmental monitoring procedure ensures a total amount of energy consumption (Scope 1 & 2) monitored shall cover 95% of the total energy consumption of the Aston Martin Formula One Team. Figure 2 below outlines the operational activities where emissions originate from.

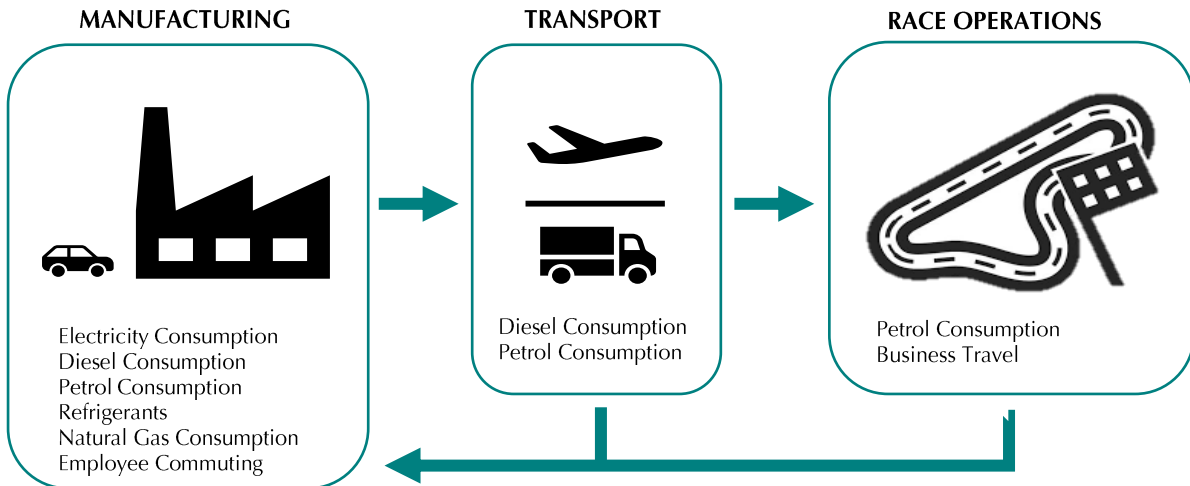
Site	Address	Description
Silverstone HQ	Dadford Road, Silverstone, Northants, NN12 8TJ	Office and manufacturing facilities
Old Wind Tunnel	Top Station Road, Brackley Northants, NN13 7UG	Office and manufacturing facilities
ADM	Block C, Top Station Road, Brackley Northants, NN13 7UG	Office and manufacturing facilities
Unit 2	Buckingham Road, Silverstone, Northants, NN12 8TJ	Manufacturing facilities
Unit 3	Buckingham Road, Silverstone, Northants, NN12 8TJ	Simulator and manufacturing facility
Unit 4	Buckingham Road, Silverstone, Northants, NN12 8TJ	Manufacturing facilities
Unit 15	Buckingham Road, Silverstone, Northants, NN12 8TJ	Manufacturing facilities
Linnells Storage	Silverstone Field Farms, Silverstone, NN12 8TJ	Storage facilities

Scope 1 Emissions	Direct GHG emissions that occur from sources that are controlled or owned by an organisation.
Scope 2 Emissions	Indirect emissions from the generation of purchased electricity.

Scope 3 Emissions	Indirect emissions that are not produced by the company itself but within its value chain.
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Table 1 – Scopes 1, 2 & 3 definition

Emissions sources by operational activity. The figure below illustrates the fuel input and business in each operational activity.



Chapter 3 – Reporting Boundaries

3.1 Direct and indirect emissions sources are reported

SCOPE 1 DIRECT EMISSIONS			
Point	Activity/Category	Generated GHG	Details
1.1	Diesel Combustion	CO ₂ , CH ₄ , N ₂ O	Generators, Vehicle Fleet
1.2	Petrol Combustion	CO ₂ , CH ₄ , N ₂ O	Vehicle Fleet
1.3	Propane Combustion	CO ₂ , CH ₄ , N ₂ O	Autoclaves
1.4	Refrigerants	PFCs, HFCs	Air conditioning & Fire suppression
SCOPE 2 INDIRECT EMISSIONS			
Point	Activity/Category	Generated GHG	Details
2.1	Electricity Consumption	CO ₂ , CH ₄ , N ₂ O	Power, Lighting & Heating
SCOPE 3 INDIRECT EMISSIONS			
Point	Activity/Category	Generated GHG	Details
3.1	Purchased Goods & Services	CO ₂	Admin & Regulation, Car Hire & Show Cars, Event Operations, Facilities & Utilities, Grand Prix Tickets, Machinery & Servicing, Manufacture of Car, Materials for Car, New Factory Project, Promotion, Recruitment, Simulator, Software, Sponsorship & Transport Services.
3.2	Business Travel	CO ₂	Flights, Hotel Transfers & Accommodation & Freight
3.3	Downstream transportation and distribution	CO ₂	Merchandise manufacture, sale and distribution
3.4	Employee Commuting	CO ₂	Employee Commuting

3.2 Exclusions

We will exclude from this inventory those emissions that do not figure highly (< 2%) with respect to total emissions or if there is a lack of completeness or accuracy in data. Storage facilities equate for 0.4% of energy footprint and have been excluded from this inventory.

Scope 3 GHG Protocol Categories	Excluded
Purchased Goods & Services	No
Capital Goods	n/a
Fuel & Energy related activities (not included in Scope 1 & 2)	No
Waste generated in operations	Yes
Business travel	No
Employee commuting	No
Upstream leased assets	n/a
Transportation and distribution (upstream & downstream)	No
Processing of sold products	n/a
End of life treatment of sold products	n/a
Downstream leased assets	n/a
Franchises	n/a
Investments	n/a

ISO Categories	Excluded
Category 1: Direct GHG emissions and removals	No
Category 2: Indirect GHG emissions from imported energy	No
Category 3: Indirect GHG emissions from transportation	No
Category 4: Indirect GHG emissions from products used by an organisation	No
Category 5: Indirect GHG emissions associated with the use of products from the organisation	n/a
Category 6: Indirect GHG emissions from other sources	n/a

Chapter 4 – GHG Emissions Inventory

4.1 Consolidated statement of GHG emissions by scope

The following table shows the quantification of GHG emissions related to Scopes 1, 2 and 3 where data has been found available. There are no emissions arising from biogenic sources.

Indicator	Fiscal Year 2022 (T CO ₂ e)
Total Direct GHG Emissions (Scope 1)	139.03
Carbon Dioxide (CO ₂)	137.63
Methane (CH ₄)	0.18
Nitrous Oxide (N ₂ O)	1.2
Perfluorocarbons (PFC)	0
Hydrofluorocarbons (HFCs)	0
Total Indirect GHG Emissions (Scope 2)	1290.91
Carbon Dioxide (CO ₂)	1276.43
Methane (CH ₄)	5.34
Nitrous Oxide (N ₂ O)	9.15
Total Other Indirect Emissions (Scope 3)	151881.02
Purchased Goods & Services	121472.6
Business Travel	26069
Employee Commuting	2899
Downstream Transportation & Distribution	1102.3
Fuel & Energy – Related Activities not included in Scope 1 or Scope 2	338.1
Total GHG Emissions (Scope 1, 2 and 3)	153310.96

4.2 Consolidated statement of GHG emissions by category

The following table shows the quantification of GHG emissions broken down by business operation and category in conformity to the requirements of the ISO 14064-1:2018 standard.

Category	2022 tCO2e
Category 1: Direct GHG emissions and removals	139.03
Diesel	75.69
Petrol	13.11
Race Fuel	40.42
Propane	9.81
Refrigerant	0.00
Category 2: Indirect GHG emissions from imported energy	1290.91
Location Based Electricity	1290.91
Market Based Electricity	1290.91
Category 3: Indirect GHG emissions from transportation	30070.3
Freight	22584.9
Air	22280.29977
Sea	24.83129319
Road	279.7333781
Business Travel	6383.1
Air	2694.0
Car - Hotel Transfers	18.80
Accommodation	771.34
Employee Commuting	2899.0
Downstream Transportation & Distribution	1102.3
Category 4: Indirect GHG emissions from products used by an organisation	121472.6
General Services	94842.1
Materials	26630.6

4.3 Methodologies for quantification of Scope 1, 2 & 3 GHG emissions inventory included in this report

	Activity Data	Emission Factors	Business Operation Area	Methodology	Procedure for collecting data & methodology details
Fuel	Diesel Consumption ¹	DEFRA 2022	Land Freight Movements Pool Vehicles Factory Plant	Fuel volume (L) X Emission Factor	Fuel is purchased from BP and DKV. Invoices detail monthly fuel consumption in Litres. Consumption is tracked on a monthly basis by extracting invoices from IFS and data from supplier portals. Data is input and collated within AMF1-ENV-TR-00020. The relevant carbon emissions factor sourced from 'DEFRA GHG Conversion Factors' is applied to the data to produce TCO2e value.

	Petrol Consumption ²	DEFRA 2022	Land Freight Movements Pool Vehicles Factory Plant Race Car Fuel	Fuel volume (L) X Emission Factor	Fuel is purchased from BP, DKV and Petronas. Invoices detail monthly fuel consumption in Litres. Consumption is tracked on monthly basis by extracting invoices from IFS and data from supplier portals. Data is input and collated within AMF1-ENV-TR-00020. The relevant carbon emissions factor sourced from 'DEFRA GHG Conversion Factors' is applied to the data to produce TCO2e value.
Gas	Propane Consumption	DEFRA 2022	Autoclaves	Gas volume (L) X Emission Factor	Gas is purchased from Energas and Calor. Invoices detail gas consumption in Litres or m3. Consumption is tracked on a monthly basis by extracting invoices from IFS. Data is input and collated within AMF1-ENV-TR-00020. The relevant carbon emissions factor sourced from 'DEFRA GHG Conversion Factors' is applied to the data to produce TCO2e value.
	Release of HFCs, SF ₆ , PFC, NF ₃	DEFRA 2022	Refrigerant	Volume leaked (L) X Emission Factor	Air conditioning units and gas suppression systems are serviced on an annual basis. Service reports contain F-gas leak detection checks. These reports are reviewed and quantified leaks are collated within AMF1-ENV-TR-00020.

	Activity Data	Emission Factors	Business Operation Area	Methodology	Procedure for collecting data & methodology details
Electricity	Electricity Consumption	DEFRA 2022	All business operations	Purchased electricity (kwh) X Emission Factor (+) Purchased electricity (kwh) X Distribution Emission Factor	Electricity is purchased from Pozitive Energy, Brooke Green & Southern Electric. Invoices detail monthly electricity consumption in kwh. Consumption is tracked on a monthly basis by extracting invoices from IFS and data from supplier portals where available. Data is input and collated within AMF1-ENV-TR-00020. The relevant carbon emissions factor sourced from 'DEFRA GHG Conversion Factors' is applied to the data to produce TCO2e value and added to the total TCO2E for the distribution of the electricity

	Activity Data	Emission Factors	Activity Name	Business Operation Area	Procedure for collecting data & calculating emissions	Methodology
Purchased Good & Services	Spend Data	BEIS 2020	Professional Fees	Admin & Regulation	Invoice data collated within the financial database. Top 80% spend report generated from financial database. Value of service or purchased goods multiplied by the relevant emission factor.	Spend-based method in accordance with the GHG protocol.
		BEIS 2020	Legal Fees			
		BEIS 2020	Financial Services			
		BEIS 2020	Vehicle Fees	Car Hire & Show Cars	Invoice data collated within the financial database. Top 80% spend report generated from financial database. Value of service or purchased goods multiplied by the relevant emission factor.	Spend-based method in accordance with the GHG protocol.
		BEIS 2020	Live Events	Event Operations	Invoice data collated within the financial database. Top 80% spend report generated from financial database. Value of service or purchased goods multiplied by the relevant emission factor.	Spend-based method in accordance with the GHG protocol.
		BEIS 2020	Comms Equipment			
		BEIS 2020	Food & Beverage Services			
		BEIS 2020	Security & Cleaning	Facilities & Utilities	Invoice data collated within the financial database. Top 80% spend report generated from financial database. Value of service or purchased goods multiplied by the relevant emission factor.	Spend-based method in accordance with the GHG protocol.
		BEIS 2020	Electricity Installation			
		BEIS 2020	Sport Attendance	Grand Prix Tickets	Invoice data collated within the financial database. Top 80% spend report generated from financial database. Value of service or purchased goods multiplied by the relevant emission factor.	Spend-based method in accordance with the GHG protocol.
		BEIS 2020	Machinery, Equipment & Servicing	Machinery & Servicing	Invoice data collated within the financial database. Top 80% spend report generated from financial database. Value of service or purchased goods multiplied by the relevant emission factor.	Spend-based method in accordance with the GHG protocol.

	BEIS 2020	Manufacturing	Manufacture of Car	Invoice data collated within the financial database. Top 80% spend report generated from financial database. Value of service or purchased goods multiplied by the relevant emission factor.	Spend-based method in accordance with the GHG protocol.
	BEIS 2020	Composite materials	Materials for Car	Invoice data collated within the financial database. Top 80% spend report generated from financial database. Value of service or purchased goods multiplied by the relevant emission factor.	Spend-based method in accordance with the GHG protocol.
	BEIS 2020	Paint			
	BEIS 2020	Hydraulic Parts			
	BEIS 2020	Carbon Fibre			
	BEIS 2020	Construction and Civil Engineering	New Factory Project	Invoice data collated within the financial database. Top 80% spend report generated from financial database. Value of service or purchased goods multiplied by the relevant emission factor.	Spend-based method in accordance with the GHG protocol.
	BEIS 2020	Social Media	Promotion	Invoice data collated within the financial database. Top 80% spend report generated from financial database. Value of service or purchased goods multiplied by the relevant emission factor.	Spend-based method in accordance with the GHG protocol.
	BEIS 2020	News Broadcasting			
	BEIS 2020	Professional Fees	Recruitment	Invoice data collated within the financial database. Top 80% spend report generated from financial database. Value of service or purchased goods multiplied by the relevant emission factor.	Spend-based method in accordance with the GHG protocol.
	BEIS 2020	Machinery, Equipment & Servicing	Simulator	Invoice data collated within the financial database. Top 80% spend report generated from financial database. Value of service or purchased goods multiplied by the relevant emission factor.	Spend-based method in accordance with the GHG protocol.
	BEIS 2020	IT & Communications	Software	Invoice data collated within the financial database. Top 80% spend report generated from financial database. Value of service or purchased goods multiplied by the relevant emission factor.	Spend-based method in accordance with the GHG protocol.
	BEIS 2020	Trade Services	Sponsorship		

		BEIS 2020	IT & Communications		Invoice data collated within the financial database. Top 80% spend report generated from financial database. Value of service or purchased goods multiplied by the relevant emission factor.	Spend-based method in accordance with the GHG protocol.
		BEIS 2020	Professional Fees			
		BEIS 2020	Transport Equipment			
Business Travel	Distance travelled, duration of stay, supplier data (flights) & spend	DEFRA 2022	Employee Commuting ³	Business Travel	Activity data extracted are from itineraries, distances, average duration of hotel stays, and journeys were calculated using Google Maps & multiplied by relevant emissions factor. Supplier provided a report on flight emissions. Employee commuting calculated using HR data, total distance multiplied by relevant emission factor ⁵ .	Distance-based method in accordance with the GHG protocol.
		DEFRA 2022	Flights			
		DEFRA 2022 & BEIS 2020	Hotel Transfers & Accommodation ⁴			
		DEFRA 2022 & BEIS 2020	Freight			
Downstream transportation & distribution	Spend Data	BEIS 2020	Merchandise manufacture, sale and distribution	Merchandise	Invoice data collated within the financial database. Top 80% spend report generated from financial database. Value of service or purchased goods multiplied by the relevant emission factor.	Spend-based method in accordance with the GHG protocol.
Fuel & Energy - Related Activities not included in Scope 1 or Scope 2	WTT - Electricity Generation & Transportation	DEFRA 2022	All business operations	All business operations	Electricity is purchased from Pozitive Energy, Brooke Green & Southern Electric. Invoices detail monthly electricity consumption in kwh. Consumption is tracked on a monthly basis by extracting invoices from IFS and data from supplier portals where available. Data is input and collated within AMF1-ENV-TR-00020. The relevant carbon emissions factor sourced from 'DEFRA GHG Conversion Factors' is applied to the data to produce	Average Data Method

					TCO2e value and added to the total TCO2E for the distribution of the electricity	
	WTT - Propane	DEFRA 2022	Autoclaves	Autoclaves	Gas is purchased from Energas and Calor. Invoices detail gas consumption in Litres or m3. Consumption is tracked on a monthly basis by extracting invoices from IFS. Data is input and collated within AMF1-ENV-TR-00020. The relevant carbon emissions factor sourced from 'DEFRA GHG Conversion Factors' is applied to the data to produce TCO2e value.	Average Data Method
Top 80% spend was categorised, the remaining 20% spend was categorised based on the 80% emissions footprint and ratioed up to 100% using the same emissions factors.						

Chapter 5 – Uncertainty

5.1 Emission Factors

Emission factors used are considered of null uncertainty as they have been derived from official sources and are beyond the control of the organisation.

The following hierarchy of emission factors has been applied.

Hierarchy of Emission Factors		
Ranking	Emission Factor Source	Information
Emissions factor selection is based upon 1) activity data available, 2) emissions factor produced by the UK government as AMF1 are a UK based company, 3) emission factors relevant to Europe if UK data is unavailable, 4) emission factors relevant to globally if European data is unavailable		
1	DEFRA GHG Conversions 2022	Emission factors relevant to UK operations
2	BEIS 2020 (Conversion factors KgCO2 per £ spent, by SIC code 2020)	Most recent spend based emission factors relevant to UK operations published by UK government

5.2 Activity Data

Data for Scope 1 and 2 is obtained from commercial invoices. As activity data from commercial operation is governed by legal procedure, it is not necessary to calculate uncertainty.

5	Reliable and accurate data with no human error often legal, contractual or standard business practice
4	Reliable and accurate data with risk of human error often legal, contractual or standard business practice
3	Reliable and accurate data with no evidence to support
2	Unreliable data with no evidence to support
1	No data source

CERTAINTY OF DATA - SCORE CLASSIFICATION (1 - 5)			
Data Source	Score	Uncertainty Description	Authorisation Method
Scored 1 (lowest certainty) to 5 (highest certainty)			
Invoices	5	Reliable - standard business practice	Invoice checked and coded by Accounts Payable, authorised by Head of Facilities. Input to database by Sustainability Lead and secondary check completed by EHS admin.
Meter Readings	4	Reliable, however risk of human error	Reading completed by member of the facilities team, authorised by the Sustainability & Environment Lead
Smart Meter Readings	5	Reliable with no risk of human error	Reading sent directly to Energy supplier, authorised by Energy Supplier and Energy Broker, Ista, on minute view
Financial Database Report	5	Reliable with no risk of human error	Invoice checked and coded by Accounts Payable, authorised by Head of Facilities
Itineraries	4	Reliable, however risk of human error	Itineraries completed by Travel Team, authorised by Travel Team Manager and reviewed by Sustainability & Environmental Lead
Verbal information provided by freight manager	3	Reliable, however no evidence to support	Freight weights monitored, managed, and authorised by freight manager
Expense Claims	4	Reliable, however risk of human error	Expense checked and coded by Accounts payable, authorised by Line Manager
Service Reports/ Travel Reports	5	Reliable legal/contractual documentation	Service reports completed by attending engineer and authorised by asset care lead.

			Travel Reports completed by travel broker managing all flights.
https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4639381/ https://cgf.cochrane.org/sites/cgf.cochrane.org/files/public/uploads/uploads/how_to_grade.pdf			

CERTAINTY OF DATA - SCORING MATRIX			
Aspect	Scope	Data Source	Score
Electricity	Scope 2	Positive Energy Invoices	5
Electricity	Scope 2	Brooke Green Invoices	5
Electricity	Scope 2	Southern Electric Invoices	5
Electricity	Scope 2	British Gas Invoices	5
Gas	Scope 1	Energas Invoices	5
Gas	Scope 1	Calor gas Invoices	5
Fuel	Scope 1	BP Invoices	5
Fuel	Scope 1	DKV Invoices	5
Fugitive Emissions	Scope 1	Service Reports	5
Business Mileage (Own Vehicles)	Scope 1	Expense Claims	4
Freight	Scope 3	Verbal information provided by freight manager	3
Hotel Stays	Scope 3	Itineraries	4
Flights	Scope 3	Travel Places Carbon Report	5
Transfers between Hotels & Airports	Scope 3	Itineraries	4
Admin & Regulation	Scope 3	Financial Database Report	5
Business Travel (Supply Chain)	Scope 3	Financial Database Report	5
Car Hire & Show Cars	Scope 3	Financial Database Report	5
Event Operations	Scope 3	Financial Database Report	5
Facilities & Utilities	Scope 3	Financial Database Report	5
Grand Prix Tickets	Scope 3	Financial Database Report	5
Machinery & Servicing	Scope 3	Financial Database Report	5
Manufacture of Car	Scope 3	Financial Database Report	5
Materials for Car	Scope 3	Financial Database Report	5
Merchandise	Scope 3	Financial Database Report	5
New Factory Project	Scope 3	Financial Database Report	5
Promotion	Scope 3	Financial Database Report	5
Recruitment	Scope 3	Financial Database Report	5
Simulator	Scope 3	Financial Database Report	5
Software	Scope 3	Financial Database Report	5
Sponsorship	Scope 3	Financial Database Report	5
Transport	Scope 3	Financial Database Report & Verbal information provided by freight manager	4
Home Working	Scope 3	Policy	4
Waste related emissions	Scope 3	Waste Company	1

Any data sources with a score of 2 or less have been excluded from this GHG inventory.

Uncertainties in this GHG inventory arise mainly from Scope 3 emissions. As a result, AMF1 is engaging its supply chain towards a complete decarbonization in line with its Scope 3 science-based target. The company is on the way to implement a procurement approach, that will give to suppliers an opportunity to present their environmental efforts translated in CO2 reductions. The intention of AMF1 is to improve the future inventory quality and increase the level of confidence users have in the inventory results.

Chapter 6 – Performance Tracking

This is the first year AMF1 are reporting its GHG emissions, we are now committed to reporting companywide GHG emissions every year. No emissions removals were completed during the reporting period. Future reports will contain performance tracking against this baseline, alongside reduction projects and verified offsetting.

Relevant trend to monitor:

Emissions per employee: End of fiscal year 2022, 673 employees were directly employed by AMF1 - 292.74 tCO₂e per employee.

Chapter 7 - Conclusion

AMF1 recognizes that climate change is a global issue requiring urgent collective action and is committed to contributing to the global economy's decarbonisation. We believe that companies can play a pioneering role in the fight against climate change.

Total scope 1 and 2 emissions of the Company in FY22: 1,429.94

Total scope 3 emissions of the Company in FY22: 151881.02

The company will work continuously to reduce its emissions towards the F1 target of net zero by 2030 through the following emission reduction levers:

- Energy reductions and energy efficiency measures
- Electricity supply from renewable energy-based sources to reduce fleet emissions
- Employee awareness campaigns and idea management to capture and implement employee ideas related to sustainability
- Supplier engagement across the value chain
- Offset of non-avoided emissions through compensation projects

AMF1 is working on strengthening the accuracy and reliability of the data through the EHS reporting software by improving the methods to collect and track data such as energy consumption, fuel consumption and waste generation for all locations of the Company. This software minimizes the uncertainty, standardises the information flow and compiles analytics from the data to calculate global emissions related to the organization. AMF1 continues reporting the six categories described in the ISO 14064-1:2018.

In addition, the company continues reporting the three scopes in accordance with the GHG Protocol Corporate Accounting and Reporting Standard, and five GHG inventory categories of the Scope 3 upstream and downstream value chain.

AMF1 has currently established a new strategic program in light of its SBT for Scope 3 to engage more with key suppliers to encourage them to reduce their Scope 1 and Scope 2 emissions affecting the products and services they supply us. This program is the basis for the development of company-wide program to reduce emission in the company's value chain.

Overall, the GHG emissions report supports in:

- Obtaining an improved overview of AMF1s direct and indirect GHG emissions and supporting the decision-making process towards the reduction of GHG impacts.
- Identify cost effective reduction opportunities and early voluntary actions.
- Setting ambitious GHG reduction targets as well as effectively measuring and reporting progress towards these targets.
- Publicly disclose this information in a transparent and verified manner and voluntarily participate in GHG reduction programs and certifications

Appendix

Assumptions

¹ 100% mineral diesel UK based emission factor assumed due to insufficient resource to check each location to ascertain diesel mix.

² 100% mineral petrol UK based emission factor assumed due to insufficient resource to check each location to ascertain petrol mix.

³ Employee car type split assumption based on UK National Statistics for the use of cars in the UK for all fuel types in Q4 2022. Fuel types with [low] % were discounted- document VEH1103. Emission factors were sourced from DEFRA GHG Conversion Factors for Company Reporting. It is assumed all employees attend site 5 days a week for 46 weeks a year due to a non-working from home policy and statutory holiday allowance. The same emissions factor was applied for Hybrid Petrol and Hybrid Diesel vehicles as this is not identified in the DEFRA GHG Emissions Factors 2022.

⁴ It is assumed all members on the itineraries attended the race and stayed in a hotel for 7 days.