

Sustainability Report 2025

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A message from Mary Grant, CEO

As we celebrate the 200th anniversary of the modern railway I am reminded of the sector’s impact since its establishment in 1825, boosting the UK economy with an equivalent of £250bn over 40 years in today’s money. With Great British Railways (GBR) focusing on improved passenger experience, I firmly believe the next chapter will deliver continued growth to the UK economy.

A reliable network is essential for encouraging modal shift and delivering the maximum socio-economic value that the railway has to offer. A crucial step to achieve this is replacing the 2,500 life-expired trains currently in operation. As a long-standing partner who has invested over £4bn into the sector since 1994, we remain committed to deploying the private capital required to deliver the next generation of rolling stock.

Alongside financing new trains, our £75m investment into the Long Marston Rail Innovation Centre will play a critical role in the future of UK rail. This year we have installed the world’s first Rail Charging Converter (RCC), an innovative overhead line power system for discontinuous electrification, and 11,000 metres of track to build the only continuous test loop in the country.

The upgraded facility, which completed in January 2026, will support the commissioning of new build electric and bi-mode fleets. While the business takes major strides in developing new infrastructure for the sector, our focus on sustainability has avoided 3,146 tonnes of CO₂e by diverting waste soil from landfill, the equivalent of 7 years’ worth of scope 1 and 2 emissions from the business.

Porterbrook is proud to have retained its status as GRESB Global Sector Leader in 2025 and our commitment to sustainability continues to grow. To further align with international best practice, we voluntarily conducted a Corporate Sustainability Reporting Directive (CSRD) materiality assessment to better understand our impacts across the value chain.

These successes and achievements would not have been possible without our highly skilled and committed teams. I am delighted that in 2025 we progressed our silver We Invest in Wellbeing accreditation to gold.

Importantly, we continued investing in the industry's future talent base. To date, we have reached nearly 2,000 school children in the Warwickshire area, encouraging their interest in exploring STEM subjects.



"Thank you for taking the time to read Porterbrook’s sustainability report. I hope you find our journey encouraging and the business’ approach inspiring."

Mary Grant, CEO

A year in review

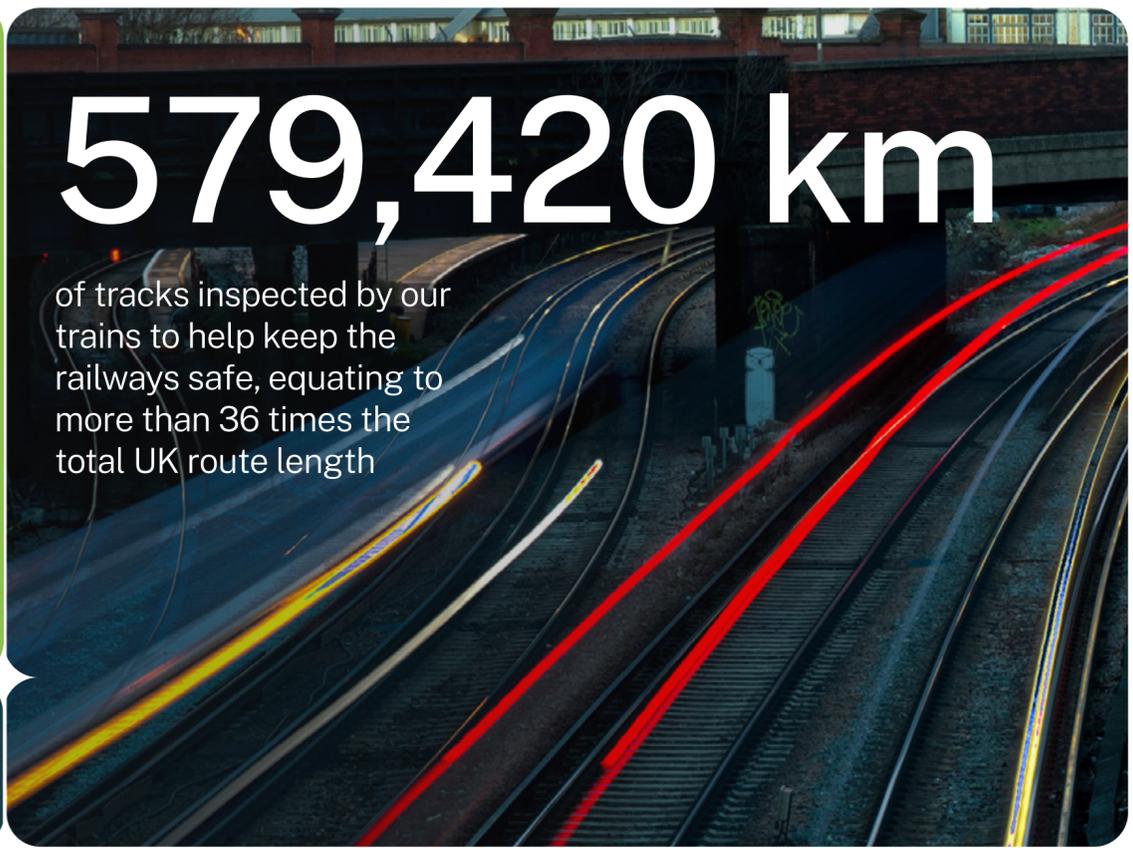


1st

Rail Charging Converter in the world installed at Long Marston

1,556
children reached through community engagement activities

100%
GRESB score for the fourth consecutive year and achieved Global Sector Leader for the fifth year



579,420 km

of tracks inspected by our trains to help keep the railways safe, equating to more than 36 times the total UK route length

3,146tCO₂e
avoided through diverting waste soil from landfill at Long Marston

A year in review

£66m

Bletchley depot redevelopment complete

40,000

attendees at Railway 200 Greatest Gathering, featuring HydroFLEX



716 hrs

spent volunteering in communities

Railway Innovation Award

for the Double Variable Rate Sanding brake systems fitted to our Class 323 fleet

304

Electrostar trains upgraded as part of our £100m project

Gold

We Invest in Wellbeing accreditation achieved

About us

Porterbrook is the UK’s leading rolling stock financier and asset management company. We’ve been at the heart of the rail network for over three decades with 4,000 vehicles in our diverse portfolio of passenger and freight trains

As a partner that adds value to the railway today and for the future, we have invested over £4bn in new rolling stock. Since 2020, over £1bn of capital has been deployed in new trains, fleet upgrades, traction innovation and rail infrastructure, and we are actively looking to invest a further £1bn in the years ahead.

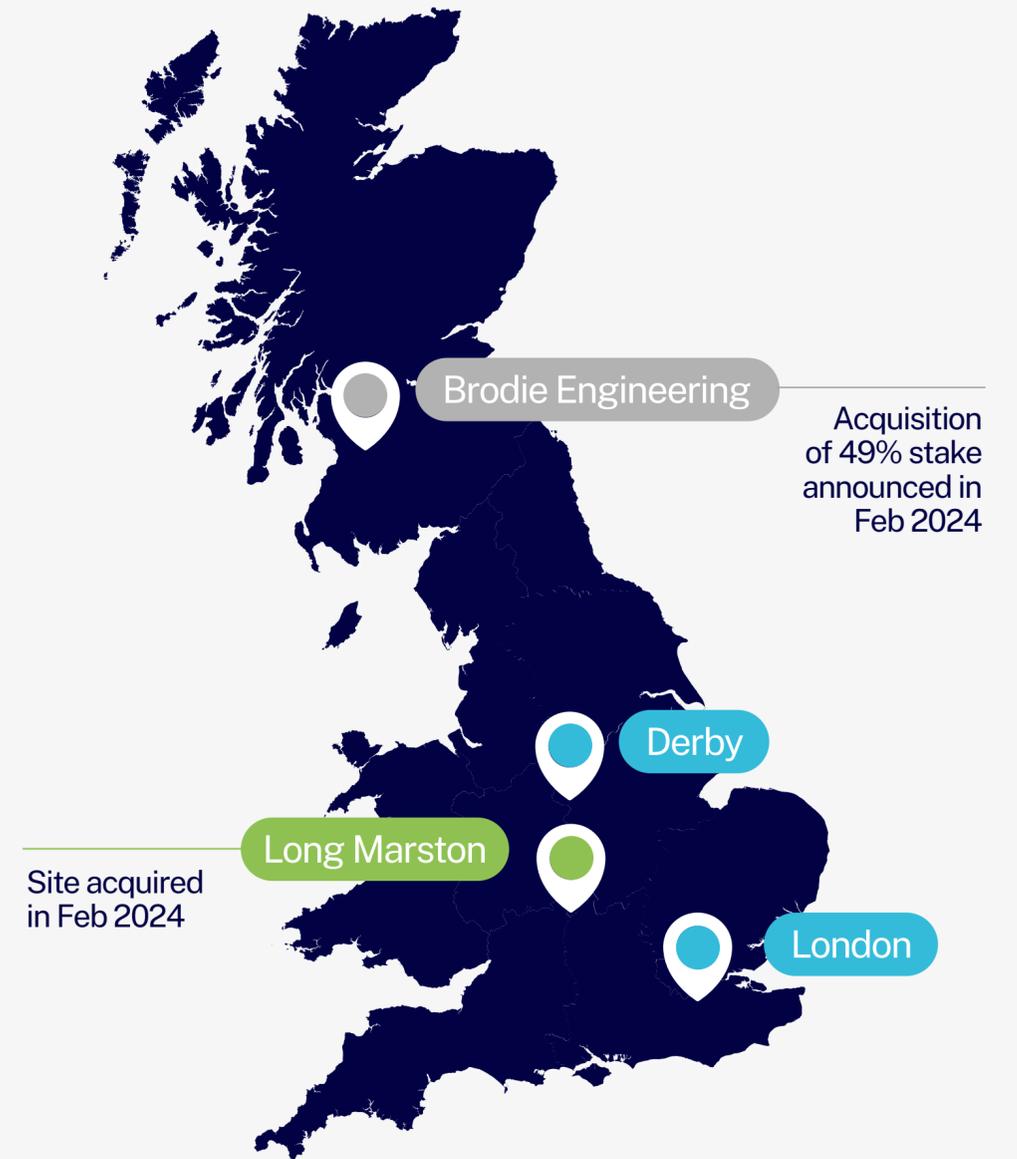
Sustainability is embedded in our decision making, and we have been named the global Sector Leader in the annual GRESB sustainability assessment for the last five years.

Our teams are leading some of the most exciting innovations taking place in the railway today at our offices in London, Derby, and Long Marston in Warwickshire. The 135-acre site is an invaluable asset for the railway to test and trial new traction technologies. We have also taken a 49% stake in Brodie Engineering to support the vital Scottish rail supply chain.

The Porterbrook group of companies is wholly owned by supportive long-term institutional investors, fully committed to the future of the UK rail sector.

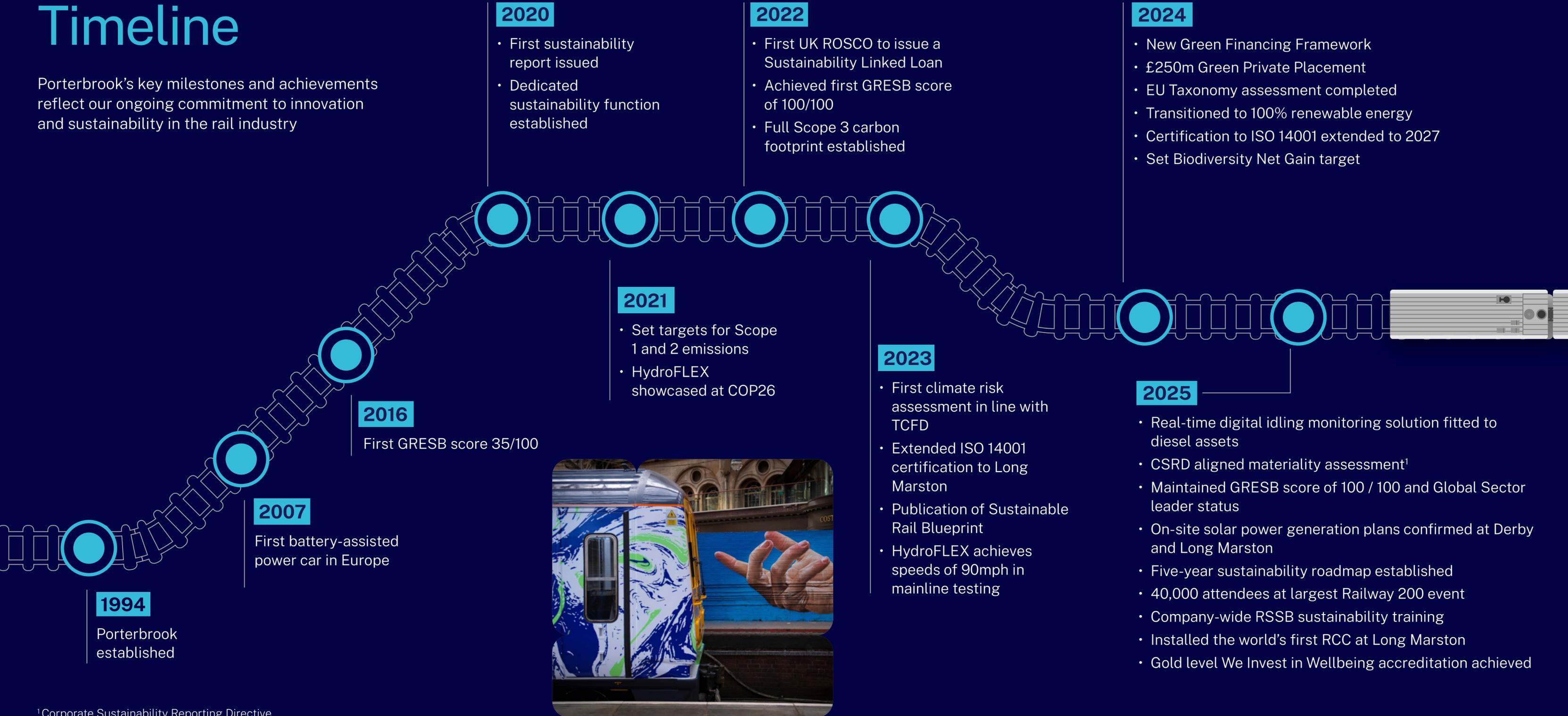


At the heart of UK rail for three decades



Timeline

Porterbrook's key milestones and achievements reflect our ongoing commitment to innovation and sustainability in the rail industry



¹Corporate Sustainability Reporting Directive

Our sustainability framework and priorities

Porterbrook’s sustainability framework is built on five central pillars. These reflect the material topics that are key to the business delivering long-term value and meeting stakeholder expectations

We continue to align with the Rail Safety and Standards Board’s (RSSB) Sustainable Rail Blueprint and use global frameworks including GRESB, CSRD and the United Nations’ SDGs to guide our approach.

Enablers

- 01. Data insights** Utilising accurate data to deliver trusted and meaningful decisions
- 02. People** Empowering our people to deliver sustainability across the sector

Delivery mechanisms

- 01. Investment strategy** We align capital deployment and financing strategies with ESG goals to future-proof our portfolio
- 02. Asset management** We proactively help our customers improve their environmental and social impact through asset management, procurement and innovation
- 03. Facilities and operations** We aim to go beyond compliance where possible, adopting internationally recognised best practice



Long Marston:

Where rail innovation meets sustainability

Our £75m investment into the Long Marston Rail Innovation Centre is rapidly transitioning the site into a world leading facility that will play a critical role in supporting the future of UK rail

In 2025, we installed 11,000 metres of test track and first-of-a-kind electrification technology that will accelerate the on-site testing and commissioning of new trains, ensuring assets are reliably delivered into UK passenger services, in the future.

Sustainability has been embedded throughout the construction process and will continue to be a key part of the site's day to day operations and development. This includes the delivery of our 10% Biodiversity Net Gain target and renewable energy infrastructure.



Key features include:

-  110,000 cubic metres of soil relocated on site, avoiding 11,000 HGV trips equating to 3,146 tCO₂e saved
-  Onsite facilities include the World's first RCC and a UK first 25kV overhead line electrical power system design
-  350,000 hours worked with no lost injury time
-  1MW of solar generation capacity to be installed in 2026
-  £75m+ invested into the site since 2021

01

Playing our part in growing rail's modal share

Accelerating rail's contribution to sustainable mobility through finance, expertise and advocacy



Despite rail delivering **64.6** billion passenger km¹ in 2024/25, a **7%** increase from the previous year, the domestic transport sector's share of the UK's GHG emissions has increased to **30%**², largely attributed to **76%** of travel³ occurring by road vehicles

A 40% growth in rail usage would add £20bn in economic, environmental and social value to the UK and relieve an additional 13 million days' worth of road congestion each year⁴.

At Porterbrook our role is to facilitate the increase of rail's modal share and support the decarbonisation of the wider transport sector. We do this by investing in trains, innovation and infrastructure across the UK.

Our priorities

1

Mobilise private investment to fund rail growth, leveraging green financing

2

Support a reliable, accessible, safe and comfortable service for rail users

3

Promote rail and active travel in our business and communities



¹ ORR, Passenger rail usage, 2025

² DESNZ, 2024 UK Greenhouse Gas Emissions, Provisional Figures, 2025

³ DfT, NTS 2024: Factsheet, 2025

⁴ WPI Economics, Beyond the tracks: Rail's contribution to the UK, 2024

Private investment and rail growth go hand in hand

In the mid-1830s rail companies were some of the first publicly traded corporations on the London Stock Exchange¹ and with the formation of GBR, private investment will remain a key enabler for growth

Investing private capital from pension funds, insurance companies and other institutional investors keeps much of the UK's train fleet off the public sector balance sheet.

This ensures that new trains, upgrades, innovations, and infrastructure do not compete with taxpayer funds which can be spent on other crucial public services.

¹Focus Economics, Railway Mania: The Largest Speculative Bubble You've Never Heard of, 2025

£1bn

of capital deployed in the last five years



Bletchley depot transformed

In September 2025, our £66m investment into the redevelopment of the North London Railway Bletchley depot was completed, demonstrating the role private investment plays in supporting growth.

The depot has been upgraded with new overhead gantries and lifting equipment. The facility will be used for stabling and maintaining Porterbrook's recently acquired new fleet of Class 730/2 Aventra electric trains.



Transforming the passenger experience with local impact

The first of our Class 170 units returned to Etches Park in April 2025 after undergoing modifications at Arriva TrainCare, Crewe. The three-year, £28m, 78-unit overhaul programme will deliver a more comfortable and reliable journey for East Midlands Rail (EMR) customers across the region.

The modifications are delivered by local suppliers to ensure maximum socio-economic impact, emphasising the role private investment plays in supporting UK industry.

The interior refurb for this programme includes:

- Improved passenger experience with new seats, tables, toilets, carpets, information systems, bicycle areas and charging stations
- New CCTV and an automatic passenger counting system

"This refurbishment is more than just a lick of paint – it's a complete transformation that puts our customers first."

Will Rogers
Managing Director of East Midlands Railway

Enabling modal shift

The delivery of GBR's objectives to provide reliable, affordable, efficient, high-quality, accessible and safe services to passengers will encourage modal shift and help to position rail as the preferred mode of transport

To support this ambition, we collaborate with industry partners to invest £100m each year into fleet upgrades, improving passenger journeys for everyone travelling on our trains.

Entire Govia Thameslink Railway (GTR)'s Electrostar fleet upgraded

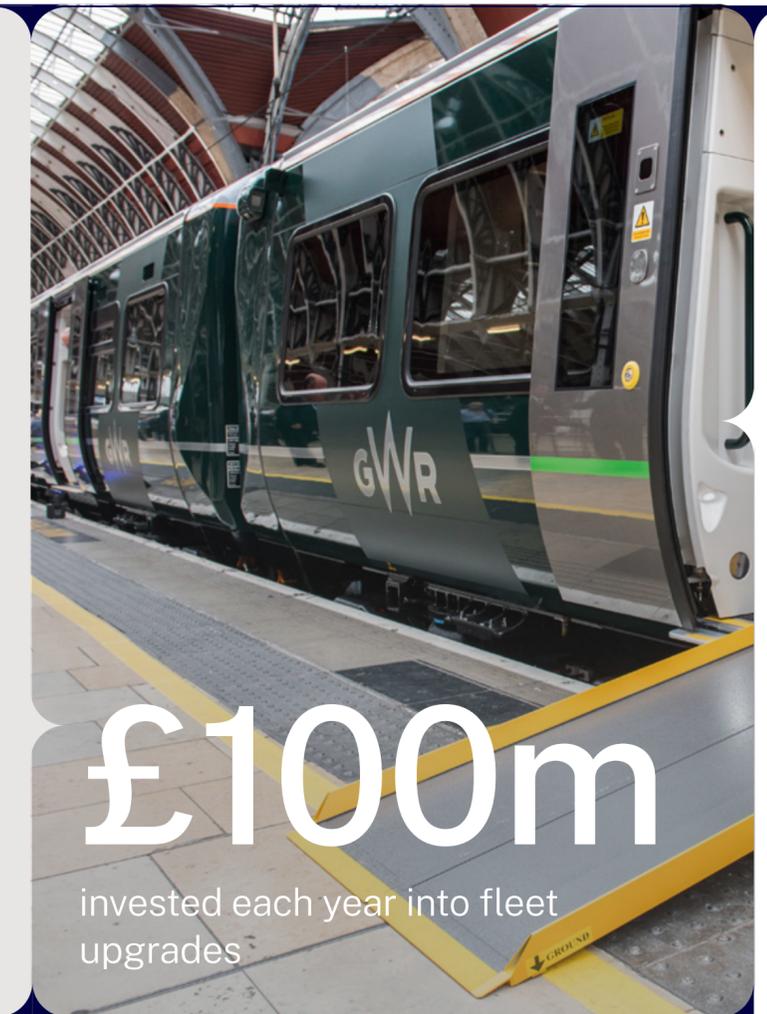
Our five-year award-winning project, in partnership with Alstom and GTR, completed in October

All 304 Electrostar trains operated by GTR have been upgraded, with the original 270 units being completed 6 months ahead of schedule. The improvements chosen for this programme were based on passenger surveys and requests. Porterbrook's commitment to the project extended beyond financing the enhancements: in 2021, we invested in a permanent raised platform to support project efficiency and improve safety at Selhurst Depot, increasing the rate of delivery from ten days per unit to five.

Closing the inclusivity gap

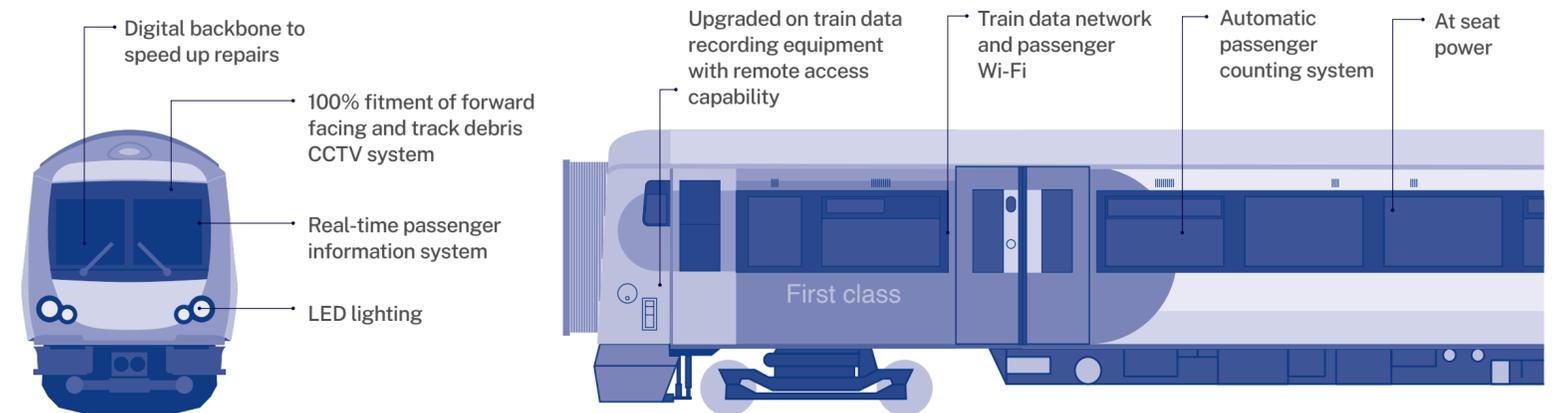
In 2024, people with a disability took 28% fewer trips than those without, a 4% decrease from the previous year¹. Despite this, the rail network saw a 22% rise in the uptake of Disabled Persons Railcards from last year².

We are pleased to see that GBR's accessible railway roadmap features inclusive rolling stock specifications³. To improve inclusivity, we've continued to work with the Universities of Cambridge and Birmingham to assess sub-journey components for our trains. The assessment will explore intervention measures for new fleets and upgrades.



GTR's Electrostar fleet upgrade highlights

- ◆ **£100m+** investment into upgrading our Electrostar fleet
- ◆ **304** trains delivered
- ◆ **1,222** vehicles upgraded
- ◆ **5-year** project
- ◆ **2023 Fleet Achievement of the Year** at the National Rail Awards



¹ DfT, NTS 2024: Disability, 2025

² ORR, Disabled Persons Railcards, 2025

³ UK Government, Our Roadmap to an accessible railway, 2025

Modal shift in numbers

Over its 35-year life, a typical 4-car train could:

Remove
1,526
cars from the road¹

Avoid
29,655
tCO₂e²

Use
91%
less material³

200,000km

The average UK car travels **200,000km** throughout its life with an average occupancy of 1.5 passengers⁴

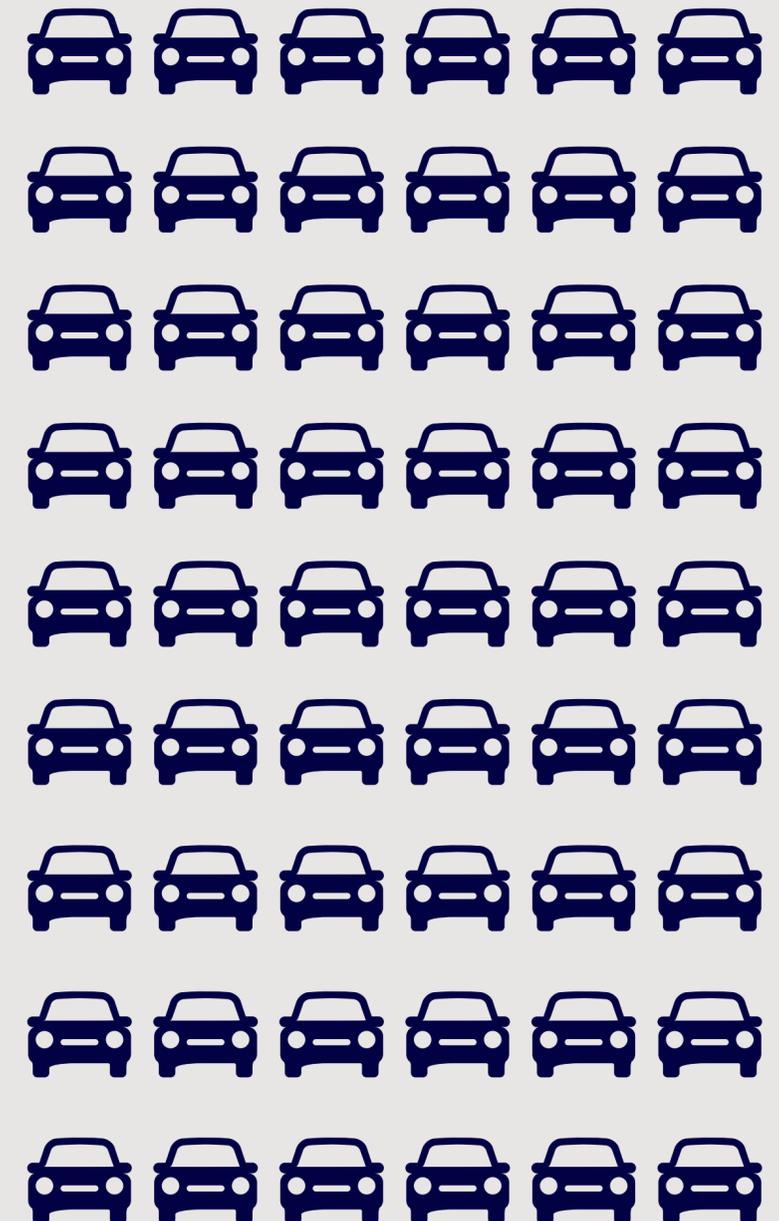
5.6m km

A typical 4-car train travels **5.6 million km** over its 35-year life, with an average occupancy of 80 passengers⁵



54

On average each train journey removes **54 cars** from the road and emits three times less CO₂e per passenger Km⁶



¹ DfT, Vehicle mileage and occupancy, 2025

² ORR, Estimates of normalised passenger carbon dioxide equivalent (CO₂e) emissions, 2025

³ DESNZ, Greenhouse gas reporting: conversion factors 2025, 0.09539 kg CO₂e/ pkm | ORR, Estimates of normalised passenger carbon dioxide equivalent kg CO₂e/pkm emissions, 2025

⁴ 28 cars needed to travel the same distance as one train multiplied by 54 cars taken off the road per journey

⁵ CO₂e produced by 1,526 cars travelling 200,000km minus CO₂e produced by one 4-car train travelling 5.6 million km

⁶ 1,526 cars weighing 1.2 tonnes compared to one 4-car train weighing 165 tonnes

Unlocking rail freight growth

Rail freight prevented 2.5 billion HGV miles in 2024/25

Between 2024 and 2025 freight trains travelled 19.8 million miles¹, each removing an average of 129 HGVs from the road². Moving goods by rail delivered a cost benefit of £1.8bn to the UK³ and avoided 1.1 million tCO₂e⁴.

Achieving the government's target of 75% growth in rail freight by 2050⁵ would deliver an estimated reduction of 2 million in tCO₂e.

We continue working alongside our freight customers to deliver new wagons, locomotives and infrastructure to support further growth.

¹ ORR, Freight rail usage and performance January to March 2025, 2025

² Rail Partners, Rail freight has potential to boost UK economy by £5.2bn annually by 2050, 2023

³ DfT, Mode shift benefit values: update, 2022

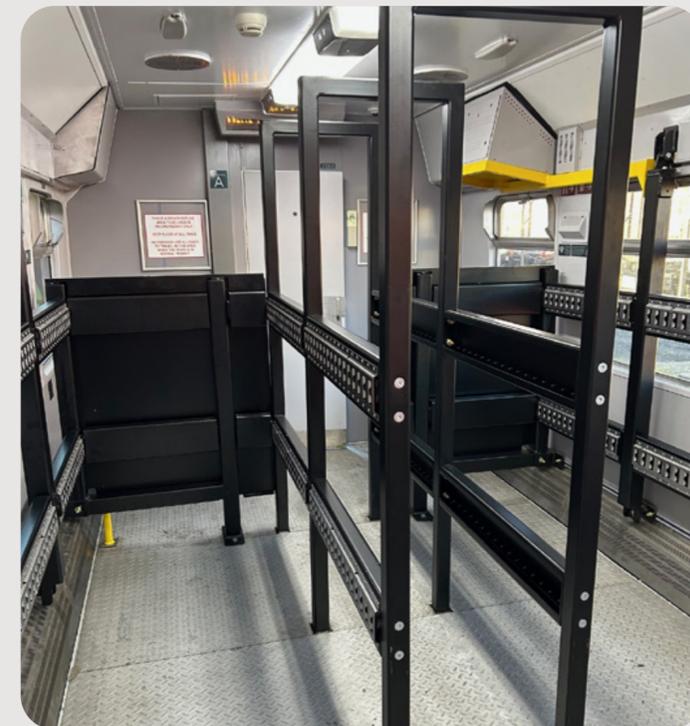
⁴ ORR, Freight Rail usage and performance January to March, 2025 | DESNZ, Greenhouse gas reporting: conversion factors, 2025

⁵ DfT, Rail freight growth target, 2023

Expanding our wagon portfolio

In February, we announced a new partnership with GB Railfreight to supply an additional 50 JNA-X box wagons, manufactured by Greenbrier. In June, we acquired 35 new JNA-Z box wagons, manufactured by WH Davis, to be leased to Freightliner for a five-year term. This was followed by an additional 150 intermodal wagons in December.

These investments have expanded our wagon portfolio to 611 vehicles, highlighting the business's commitment to further investment in rail freight whilst providing innovative solutions to support industry demand.



611

wagons in our portfolio

£1.8bn

Rail freight delivered a cost benefit of £1.8bn to the UK in 2024/25

2 Class 769s

converted and trialled as express freight



02

Adopting the highest standards of corporate governance and behaviours

Building trust through transparent governance that mitigates risks, delivers safety and unlocks opportunities



At the heart of our approach is the belief that ESG factors can have a material impact on the long-term value of assets. **Strong governance controls and oversight** are in place to ensure sustainability-related risks and opportunities are **effectively managed**



Our priorities

1

Always put safety first, by exercising due diligence in the supply of products for use on the operational railway

2

Maintain strong management oversight of sustainability related risks and opportunities through policies and procedures

3

Maintain best practice sustainability reporting and GRESB ranking

4

Promote cyber security and data privacy

Focusing on what is material

In 2025, we updated our materiality assessment with a CSRD-aligned approach

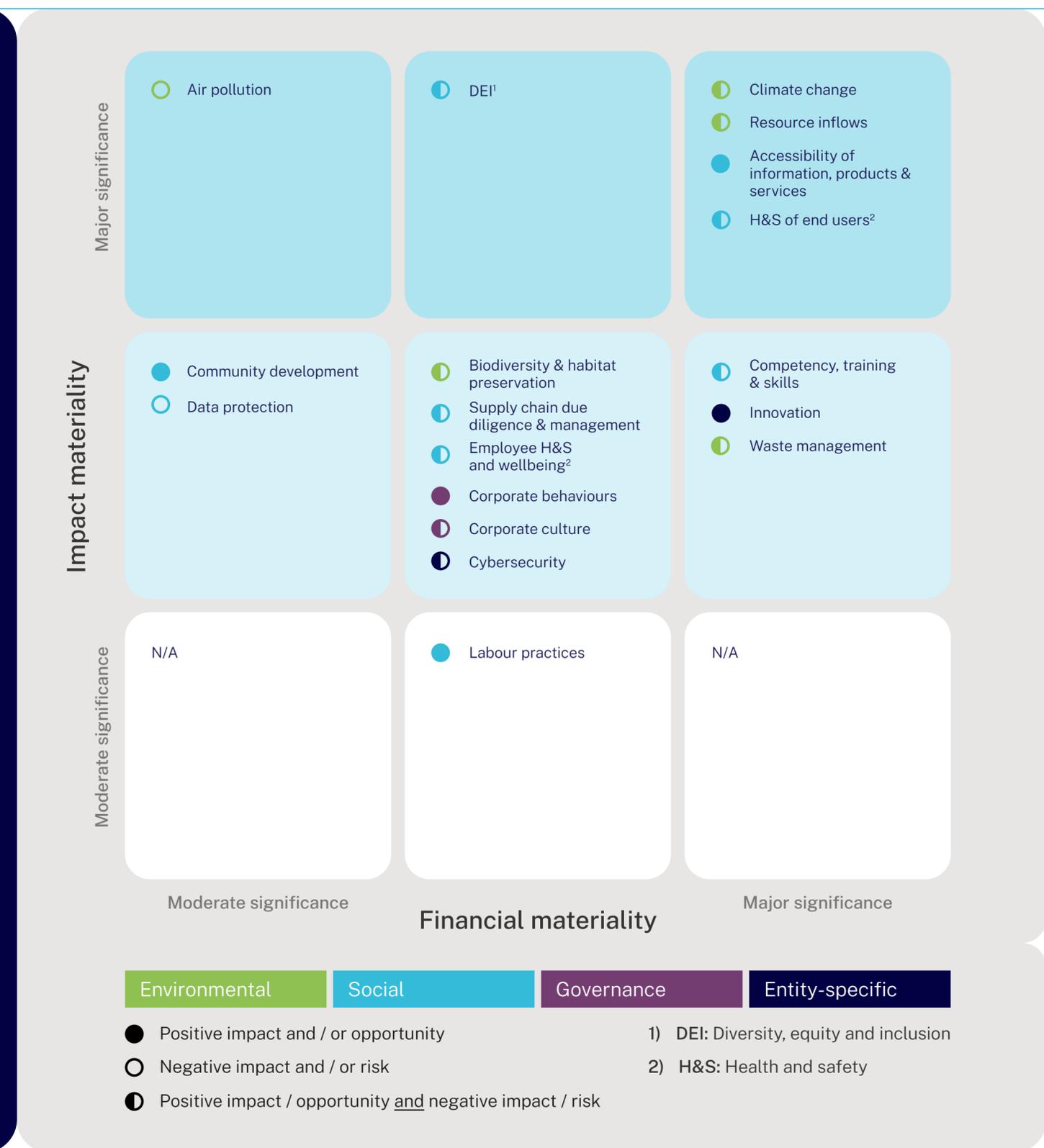
Our double materiality approach (DMA) identified and assessed positive and negative impacts, risks, and opportunities (IROs) across the value chain.

The assessment identified and prioritised material sustainability topics and has been used as a foundation for our roadmap. We will monitor these each year to inform the ongoing development of our strategy.

The DMA placed increased significance on resource inflows, accessibility and climate resilience. Air quality was confirmed as highly significant from an impact perspective and continues to be a key area of focus in our innovation pipeline. For more information on how we manage these topics, please review page 12 for accessibility, page 19 for climate resilience, page 24 for resource inflows and page 25 for air quality.

Methodological approach

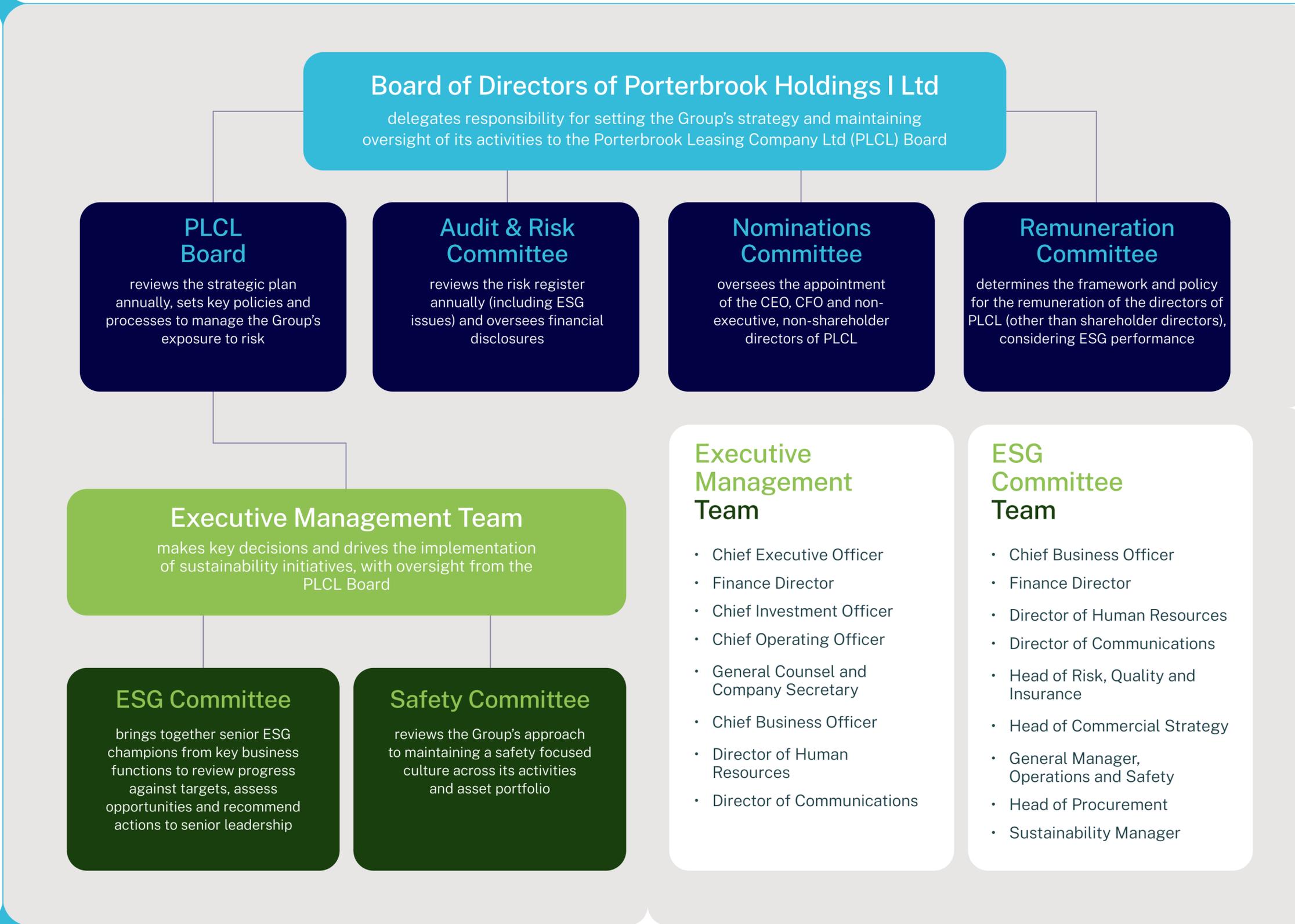
- Map our value chain and identify key stakeholders
- Develop an initial long list of topics
- Define 180 IROs associated with the outlined list
- Assess IROs with key internal and external stakeholders, considering severity, likelihood, irremediability and magnitude
- Produce a ranked list of material sustainability topics and DMA matrix



ESG governance and oversight

Empowering sustainability across the business

Porterbrook’s commitment to ESG is embedded across its governance and organisational structure. This ensures alignment with the Group’s strategy, risk management, stakeholder expectations and regulatory requirements.



Climate-related risks and opportunities

We use qualitative scenario analysis to evaluate the current and potential impacts of climate change on the business

The extensive assessment undertaken in 2023 continued to guide our approach in 2025. This incorporated climate-related risks and opportunities across two physical scenarios (acute and chronic climate events) and two transition scenarios (policy, legal, technology and market changes).

These were analysed across three-time horizons: short-term (up to 2030), medium-term (up to 2040) and long-term (up to 2050) to consider the resilience of our strategy.

→ Key findings

Higher emissions scenario¹

We maintained a low net level of risk and opportunities across all future time horizons. The highest risk identified was ‘unsuccessful investment in low-carbon technologies,’ stemming from the lack of demand for hydrogen trains in this scenario.

Lower emissions scenario²

We are well positioned to capitalise on opportunities for the transition to a low-carbon economy, including a policy-driven modal shift to rail. Prudent life-end date assumptions ensure minimal exposure to diesel-only assets beyond 2040.

Climate-related risks & opportunities	2030	2040	2050	2030	2040	2050
Policy driven modal shift in freight transport	Unchanged	Unchanged	Unchanged	Low opportunity	Low opportunity	Moderate opportunity
Financing of low emission rolling stock - Hydrogen	Unchanged	Unchanged	Unchanged	High opportunity	High opportunity	High opportunity
Financing of low emission rolling stock - Electric	Unchanged	Low opportunity	Moderate opportunity	Low opportunity	High opportunity	High opportunity
Policy driven modal shift in passenger transport	Low opportunity	High opportunity	High opportunity	Low opportunity	High opportunity	High opportunity
Access to more favourable financing	Low opportunity	Moderate opportunity	High opportunity	High opportunity	High opportunity	High opportunity
Reduced access to capital	Moderate risk	Moderate risk	Moderate risk	Moderate risk	Moderate risk	Moderate risk
Changing regulatory standards on diesel rolling stock	Unchanged	Unchanged	Unchanged	Unchanged	Moderate risk	Moderate risk
Unsuccessful investment in low-carbon technologies	High risk	High risk	High risk	Unchanged	Unchanged	Unchanged
Reduced asset reliability	Moderate risk	Moderate risk	Moderate risk	Moderate risk	Moderate risk	Moderate risk

Risks (red) and opportunities (green) are rated as unchanged, low, moderate, high

Unchanged
 Low opportunity
 Moderate opportunity
 High opportunity
 Low risk
 Moderate risk
 High risk

¹ SSP5-8.5 scenario selected for physical risks. Network for Greening the Financial System (NGFS) ‘Current Policies’ scenario used for transition risks

² SSP1-2.6 scenario selected for physical risks. NGFS ‘Net Zero by 2050’ scenario used for transition risks

A safety focused railway

As the business's operational footprint continues to grow, the health and safety of colleagues, stakeholders and the travelling public remains our number one priority

We take a proactive approach to railway safety by exercising due diligence in the supply of products, monitoring safety performance in service and advising stakeholders of relevant safety issues when necessary.

Following our £75m+ investment, Long Marston's enhanced facilities will see the testing of trains at speeds up to 50mph from early 2026. We have implemented risk-based safety systems aligned with mainline train driving standards and industry best practice to ensure safe rail operations.



In October at Long Marston, one of our trains was used to simulate a collision with multiple vehicles at an unstaffed level crossing. The training supported response teams from across the country to develop the skills needed to effectively mitigate the impacts of a major incident on the network.



"Learning has taken place and every responder who attended has left better trained than when they arrived."

Jon Bird
Station Manager, Gloucestershire Fire and Rescue Service



4,149

safe moves achieved across Long Marston in 2025

109

supplier audits undertaken in 2025

Our safety principles:

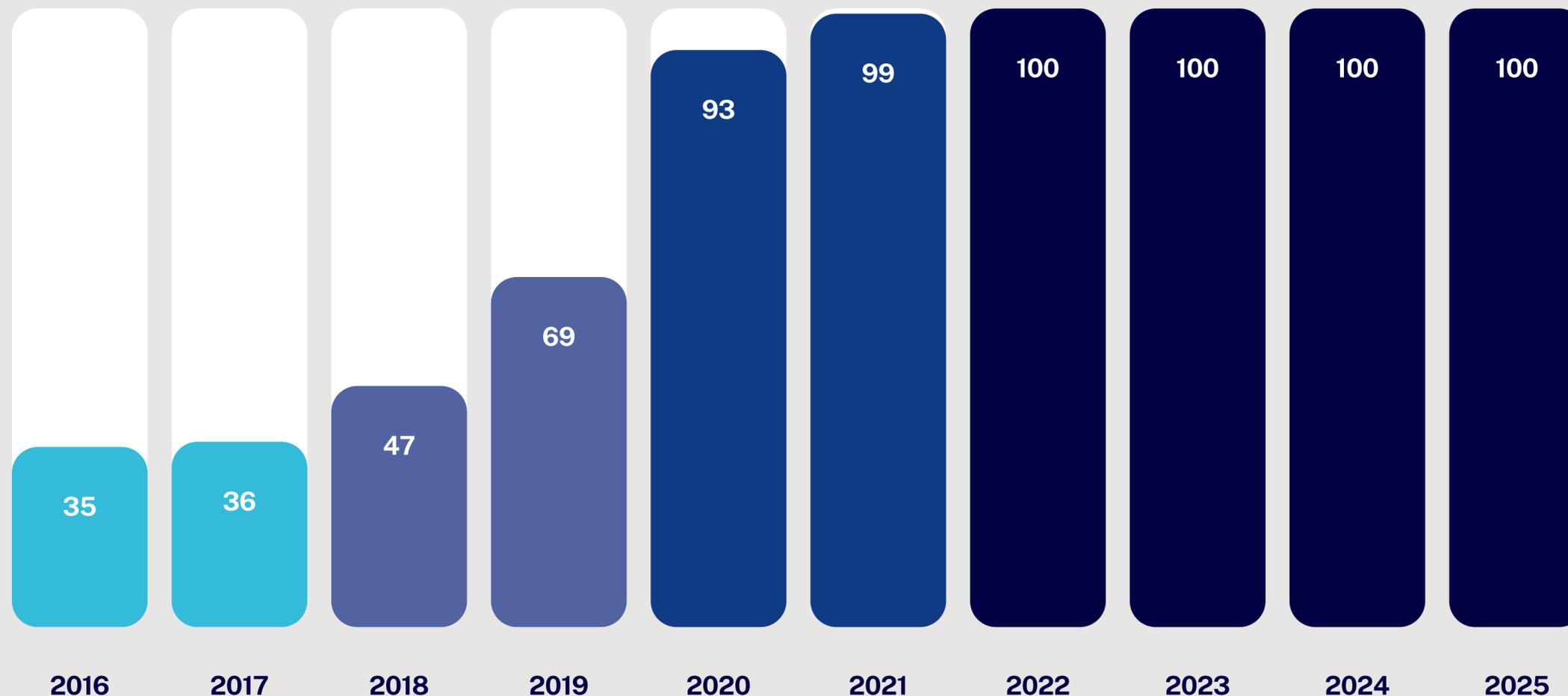
- Strong and effective leadership at all levels of the organisation
- A detailed understanding of the risks facing our business and those arising from our activities
- Implementing proportionate controls to eliminate risks so far as is reasonably practicable
- Checking and measuring the effectiveness of risk controls
- Learning from our and others' experiences, as well as new research, so that we improve our understanding of risk

Benchmarking our performance

Global Transport Sector Leader for the 5th consecutive year

GRESB assesses and benchmarks our ESG performance compared to assets worldwide. This provides reliable insights to financial markets on complex sustainability data, and Porterbrook's performance.

In 2025, we maintained a top GRESB score of 100/100 for the 4th year, retaining our five-star rating and global Sector Leader status.



G R E S B
 INFRASTRUCTURE
 sector leader 2025

"To be recognised as achieving the highest global standard in ESG is a significant accomplishment. This reflects the continuous efforts across our team to support a sustainable, inclusive, and resilient railway."

Mary Grant

03

Cultivating environmental sustainability

Minimising our footprint by operating sustainably, enhancing fleet performance and investing responsibly



As a rolling stock company with over **4,000** vehicles, our environmental impacts are primarily indirect and linked to our asset portfolio. We actively engage with industry partners across the value chain to minimise this shared footprint

We aim to achieve positive impacts within our direct operations. An ISO 14001:2015 certified Environmental Management System is in place to manage performance, and Long Marston has an approved 10% Biodiversity Net Gain target.

Our priorities

1

Maximise investment in greener passenger and freight rolling stock

2

Work with industry to embed circularity across the value chain

3

Innovate to reduce GHG emissions and air pollutants from existing rolling stock

4

Support the development of low-emissions, self-powered traction

5

Deliver environmentally sustainable business operations

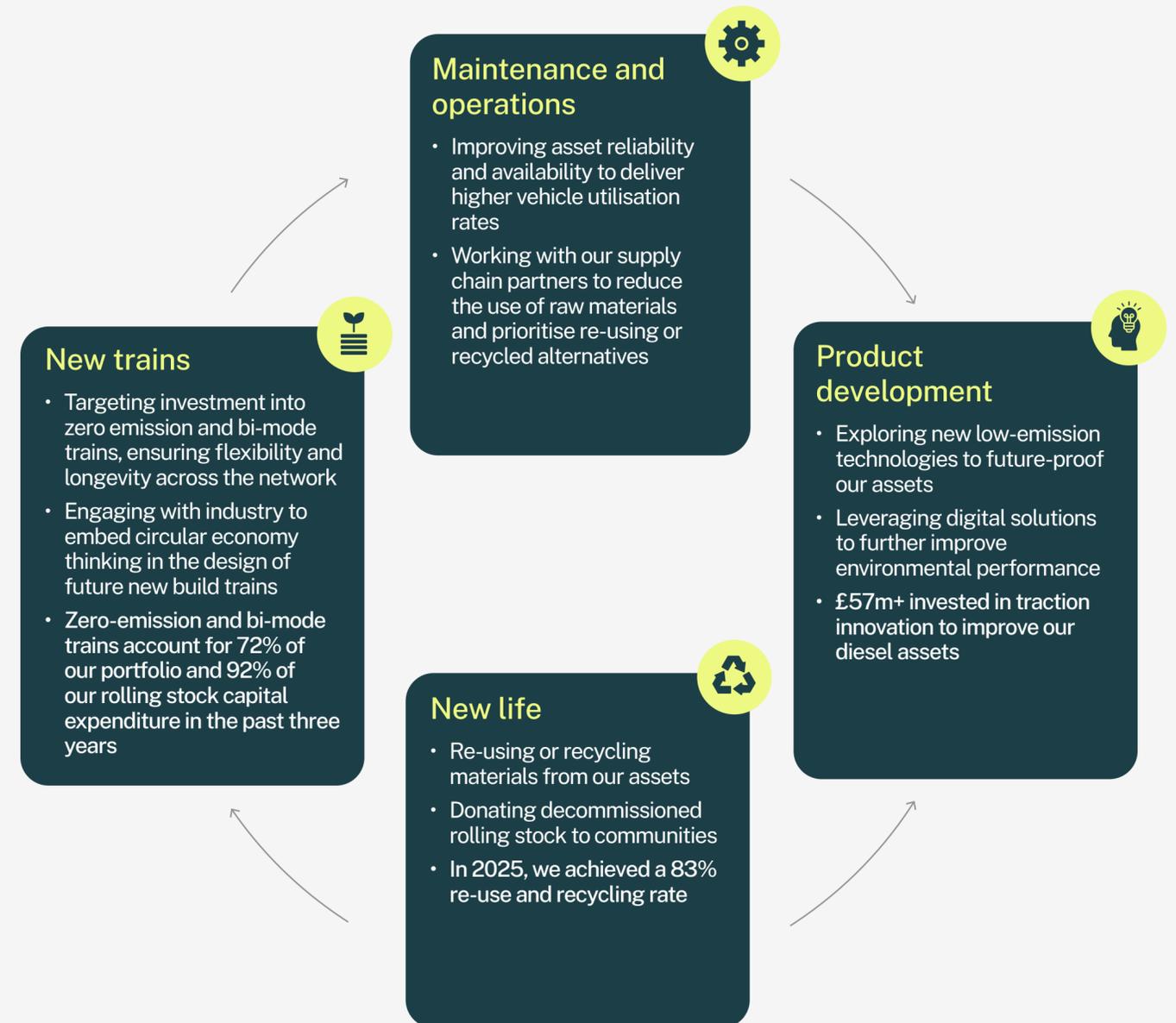


Our contribution to a more circular economy

As a shared transport mode, rail uses less material to take people further. On average, trains are up to 11 times more resource efficient than a typical UK car¹

We take a whole life cycle approach by employing circular economy principles across the four stages of asset management

- 1 Reduce the use of non-renewable resources
- 2 Maximise asset life
- 3 Circulate materials



¹ Train: 140k passengers per annum over 35 years, with an average weight of 41t. Car: 200,000km over life with an occupancy rate of 1.5, and an average weight of 1.2t

Minimising the impact of diesel fleets

On 5th November, the UK Transport Secretary confirmed that further electrification of rail tracks was “not affordable right now”. As the electrification programme is delayed, diesel trains will continue to play an important role until they are ultimately phased out

Cutting costs and emissions

We are developing options for traction system upgrades and leveraging digital solutions to reduce emissions from diesel trains. Research suggests that prolonged stationary engine use accounts for up to 8.5% of the industry’s annual fuel consumption and can be an important source of air pollution in urban locations.¹

The annual impacts of avoidable idling in the UK:

£45m

in social and environmental costs²

£20m

in wasted fuel

Last year we began to roll out a digital remote condition monitoring (RCM) tool to help train operators tackle avoidable idling. The tool is currently live on two of our Class 168s with Chiltern Railways and several of our Class 170s with Northern Trains, CrossCountry and East Midlands Railway

The information collected can accurately identify locations where assets are excessively idling. By understanding the root cause in different parts of the network, train operating companies can implement strategies, policies, processes and training to reduce avoidable engine use.

Remote condition monitoring can:

- 1 Track engine activity in close to real-time
- 2 Identify idling hotspots
- 3 Validate the effectiveness of mitigation strategies



¹ RSSB, Short-term solutions for saving costs, 2025

² RSSB, The hidden costs of engine idling, 2025

Sustainability: powered by alternative traction

Self-powered, zero-emission trains are essential to fully decarbonise rail and the wider UK transport network by 2050

HydroFLEX

Porterbrook has invested over £14m to develop and extensively test HydroFLEX, the UK's first hydrogen-electric powered train with a range of 350+ miles. The unit carries 36 high-pressure (350 bar) tanks containing 277kg of hydrogen and holds an approved safety case on the UK mainline at speeds of up to 100mph.

To date, HydroFLEX has achieved 4,200 miles of mainline testing, travelled up the steepest rail incline in England¹, and become the only train in the UK to run through tunnels on hydrogen power.

We are now working with transport authorities to launch HydroFLEX into passenger service. An operational trial would demonstrate how hydrogen production, storage, refuelling, and rail operations can work together in a live rail setting. The associated learnings will be critical to determine the optimum system design and validate the feasibility and economic viability of hydrogen-powered trains in the future.



Long Marston supporting the testing of innovative new trains

We completed the installation and commissioning of our £1.7m RCC in 2025. The kit includes transformers, filters, switchgear and system controls.

The world-first technology can plug into existing grid infrastructure and convert the local medium voltage into a single-phase traction power supply, delivering the ideal output for electric and battery trains.

This turnkey system provides a unique opportunity to test and trial innovative battery trains in a live environment, directly at Long Marston.

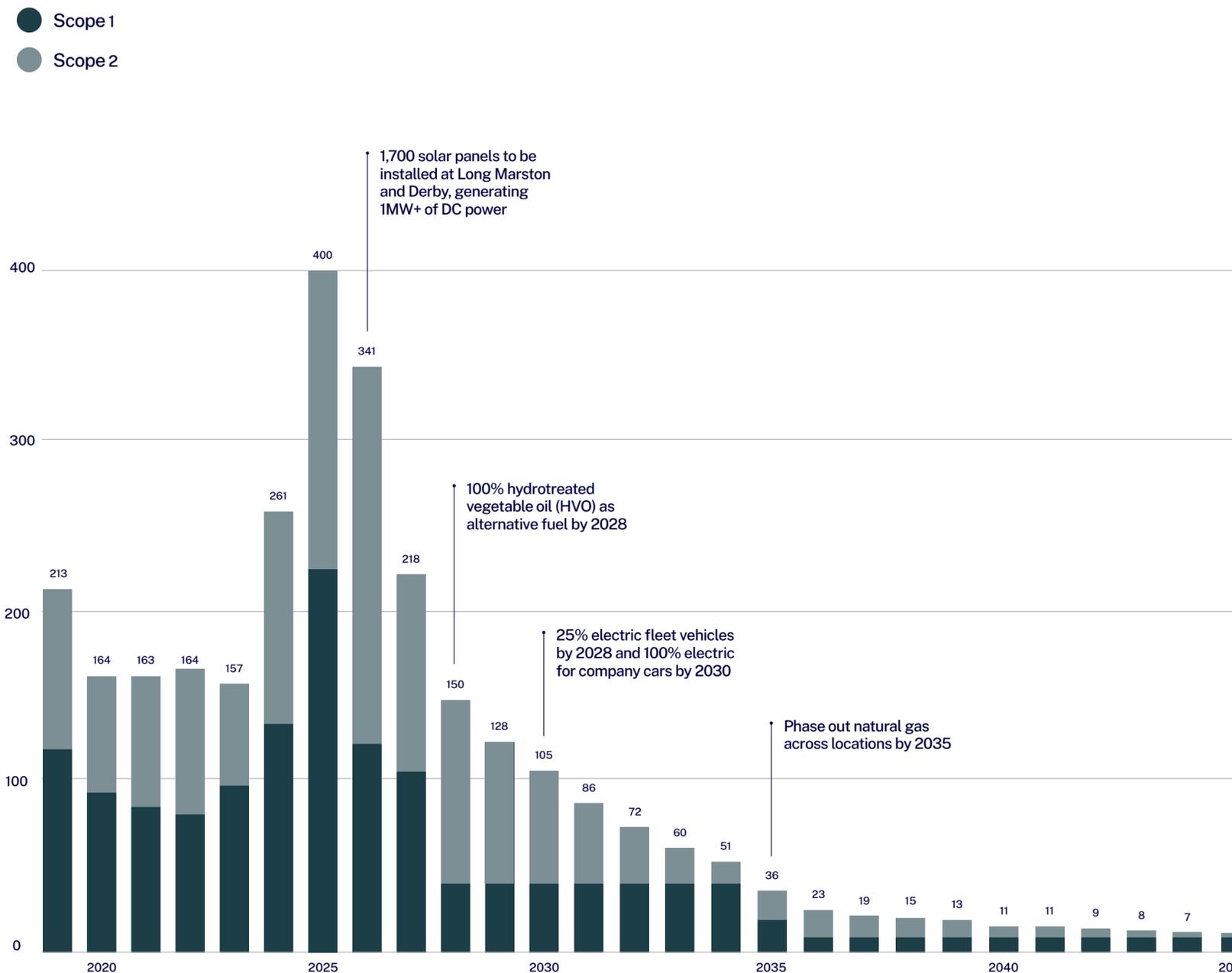
¹ Lickey Hill, Birmingham

Porterbrook's net zero transition

We are committed to a 46% reduction in Scope 1 and 2 emissions by 2030, achieving net zero by 2050¹

As our operational footprint grows, more needs to be done to reduce emissions in line with our 2030 and 2050 targets. In early 2026, we completed the installation of 210 roof-mounted solar panels at our Derby office. At Long Marston, plans are in place to install a solar scheme providing clean energy to the newly electrified test track, making it the UK's first MW scale, solar-powered railway.

Climate change mitigation action plan



Embedding circular economy principles

The re-use of waste materials has been at the centre of the Long Marston track enhancement works. This has drastically minimised the amount of waste produced, with initiatives including crushing old sleepers into ballast and diverting waste soil from landfill.

Topsoil can take more than 500 years² to form and is considered the most productive layer. To protect this valuable resource, we redistributed excavated earth from the construction process across the site. Diversion from landfill avoided 3,146 tCO₂e by preventing 500,000 HGV miles transporting the 110,000 cubic metres of material.

3,000+ tCO₂e
avoided

¹ Absolute Scope 1 and 2 emissions reduction target, from a 2019 baseline

² UCL, Soil Construction, and the Circular Economy, 2024

04

Improving climate resilience

Building climate resilience into every journey — with data, innovation and adaptation



Only three years remain to limit global temperature rises to **1.5°C**¹. Robust strategies must focus not only on reducing emissions but also on **adapting** to increasingly volatile weather patterns

Our 2025 materiality assessment identified climate change adaptation as a growing priority. We are working with industry partners to deliver award-winning innovations that strengthen the resilience and safety of our assets — and the wider rail network.

Our priorities

1

Ensure new rolling stock is fit for changing weather conditions

2

Enhance the climate resilience of existing assets throughout their life cycle

3

Ensure our sites are fit for a changing climate

4

Leverage digital infrastructure monitoring to support a resilient rail network



¹ BBC, Three years left to limit warming to 1.5C, leading scientists warn, 2025

Ensuring asset resilience

While rail remains one of the safest modes of transport, it is still vulnerable to disruptions caused by severe weather

More frequent and intense storms increase the risk of debris on tracks, creating safety concerns and service interruptions. Leaf-related wheel slip alone caused 783 hours of delays across the network in 2023/24¹.

Railway Innovation Awards: putting the brakes on disruption

Our collaboration with Northern Trains, Network Rail and AB Hoses won the Engineering and Safety category at the Railway Innovation Awards in June. Throughout a three-year period, we partnered with designers, suppliers and Trade Unions to fit a Double Variable Rate Sanding (DVRS) braking system to our Class 323 fleet.



The DVRS system achieved zero station overruns during the 2024 leaf-fall season. These improvements will support wider industry enhancements to adhesion systems and help reduce uncontrolled slides.

"Braking performance during low adhesion has improved immensely"

Driver feedback

0

Station overruns

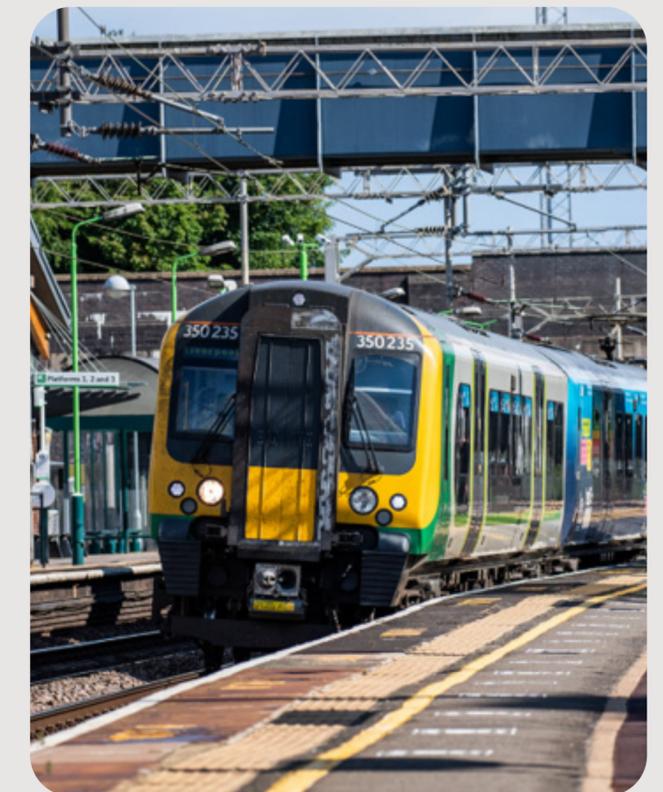
80%

of the crew have adjusted their driving style thanks to increased confidence in the system

Building fleet climate resilience

New trains are designed to withstand extreme weather conditions. However, older fleets were not always built with the same considerations in mind.

This year, we used geospatial climate-scenario data to identify assets that may be vulnerable in particular regions. These insights will inform our action plan to further strengthen fleet resilience.



¹ ORR, Climate Change Adaptation at the Office of Rail and Road, 2024

Digitisation: the future of rail resilience

Climate change is increasing the intensity and frequency of extreme weather events, putting additional pressure on the rail network

As these occur, understanding the condition of the network is essential to maintaining the highest levels of safety and operational performance.

Digitalisation supports this by providing accurate, real-time data on tracks, overhead lines and other critical infrastructure.

Track and train: a data-driven transformation in the rail industry

In 2025, we began a trial with Infnitive Group, Network Rail and GTR to use advanced data analysis to address common operational challenges.

Analysis from the On-Train Data Recorder (OTDR) allows Network Rail to monitor infrastructure conditions and anticipate maintenance needs, improving safety, reliability and efficiency.

In July, the project received a Highly Commended recognition at the Railway Industry Association RISE Awards. Key achievements include better seasonal risk management, improved level-crossing safety and more accurate predictive maintenance.

Class 153: taking boots off ballast

Alongside this work, our Class 153 infrastructure monitoring units continue to assess the network, saving approximately 3,900 hours of in-person “boots-on-ballast” inspections each year. Our six-vehicle fleet, equipped with optical and thermal imaging, has inspected 579,420 km of track since monitoring began in 2021.



Infrastructure monitoring highlights



579,420 km of tracks inspected by our infrastructure monitoring fleet since 2021



1.6 million km travelled by our rolling stock every day



3,900 hours of in-person inspections saved

05

Investing in people and communities

Developing a culture of inclusivity, safeguarding health & wellbeing and creating value for the communities we serve



For 200 years the railway has been a crucial part of UK communities. The sector currently employs over 220,000 people¹ and delivers annually a combined value of £26bn to the economy, environment and society²

At Porterbrook, we empower staff to grow as skilled professionals whilst embedding diversity and inclusion. We actively engage with communities to share our experience and inspire the next generation of railway professionals.



Our priorities

1

Build a high-performing and diverse team

2

Develop the skills needed for the future

3

Invest in our communities

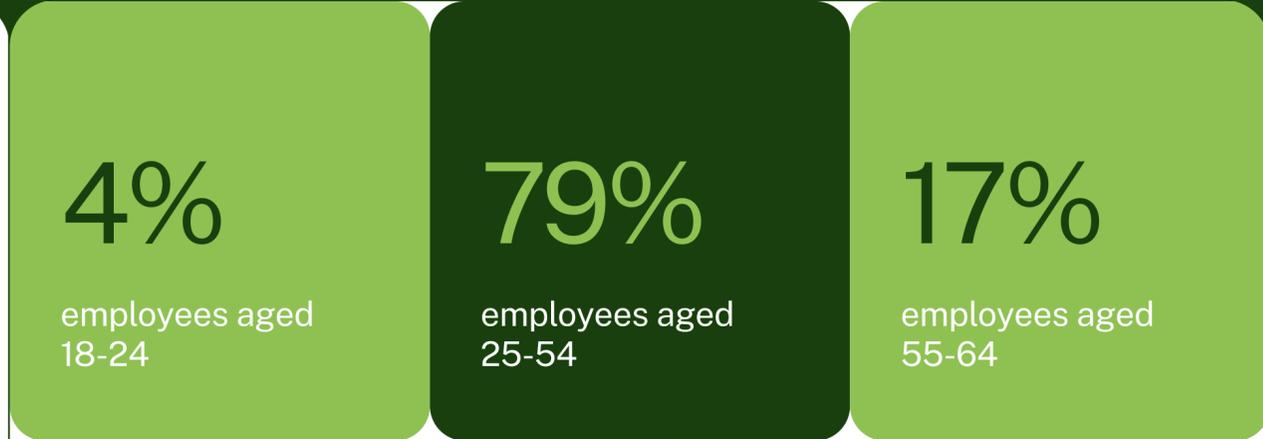
¹ NSAR, Academy for Rail, Navigating the skills shortage annual rail workforce survey, 2024

² WPI Economics, Beyond the tracks: Rail's contribution to the UK, 2024

Building a high-performing and diverse team

We believe that the railway is for everyone. To ensure it remains truly open and inclusive, the teams that deliver it need to represent the communities they support

Every employee undergoes diversity and inclusion training as part of the induction process. We also run a quarterly forum and provide a dedicated intranet hub to ensure colleagues are equipped to implement these principles.



Professional development

Our staff are encouraged to invest in their development and skills. In 2025, all employees completed RSSB's e-training to increase company-wide understanding of what a sustainable railway looks like.

- An average of £1,461 per employee was spent on training
- 39% of roles were filled through internal promotions
- 100% of staff completed RSSB's sustainability e-training

We Invest in Wellbeing

In 2025, Porterbrook achieved a Gold level We Invest in Wellbeing accreditation. Standout initiatives included the quality and diversity of our training and how leaders manage stress and workload.

People accreditations



Developing skills for the future

Between 2025-2029, an additional combined social and economic value of £466m could be generated through the creation of new jobs in the railway¹

Porterbrook actively engages with communities and young people to promote rail as a career. We do this through Primary Engineer, the Talent Foundry, Science, Technology, Engineering and Maths (STEM) events, school visits, internships, career placements and sponsorships.



Railway Futures, inspiring the next generation

The National Railway Museum's Railway Futures gallery is set to open in 2027, supported by £2.5m in funding from Porterbrook. The new development is aimed at 15 to 25-year-olds and consists of interactive exhibits, case studies and first-hand stories designed to stimulate creative and critical thinking.

The gallery will inform visitors about how the railway has and will influence society, technology and the environment, across the past, present and future. The exhibit will encourage attendees to imagine how the railway can play a role in addressing modern challenges, such as climate change, public safety and economic resilience.

"We're incredibly grateful to Porterbrook for their generous support, which has made this ambitious, future focused gallery possible."

Craig Bentley, Director, National Railway Museum

1,944

children engaged in Primary Engineer STEM activities

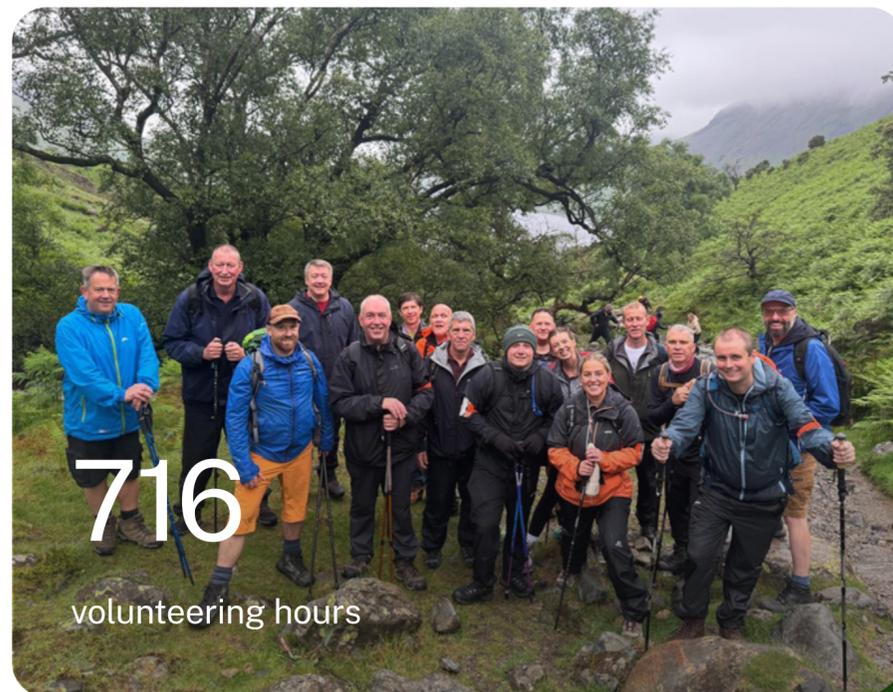
To date we have inspired 1,944 children in the Warwickshire area to engage in STEM subjects. Last year's Rail Live hosted two local schools that teamed up with VIPs from across the rail industry to take part in an engineering challenge.



¹NSAR, Navigating the skills shortage annual rail workforce survey, 2024

Promoting engagement with local communities

Employees can take two paid volunteering days each year to get out in the community and support a variety of charities and initiatives



716
volunteering hours

Delivering social impact in the Long Marston area

Partnering with P1 Construction, our teams transformed the playing field at Tudor Grange Primary Academy in Meon Vale, which had been unusable for an extended period of time. We levelled the playing field and hydroseeded it, ensuring it is fit for the children to enjoy.

"On behalf of Tudor Grange Academy Meon Vale, thank you for solving the long-standing problem we have had with the unusable grass area"

Chair of the Local Governor Board

30%
of staff volunteered



200th anniversary of the modern railway

The Stockton & Darlington Railway opened on 27th September 1825. Throughout 2025, the industry came together under the Railway 200 banner to celebrate the anniversary.

We took part in the partnership-led campaign throughout the year. This included showcasing HydroFLEX at the Greatest Gathering in Derby in August, with an estimated 40,000 attendees. Porterbrook also funded the installation of a new livery for the Inspiration train which celebrates the past, present and future of the railway. The mobile exhibition had its first stop at the Trains through the ages event in the Severn Valley in July.

Supporting the Railway Children

Last year our staff took part in three events to support the Railway Children Charity. The organisation works to protect vulnerable children on streets and transport networks across India, Tanzania and the UK.

Porterbrook volunteers cycled 400km from Liverpool to Darlington as part of Ride the Route. Another team completed the Three Peaks by rail event, while the final group walked 22km of the London Central line.



£17,000+

raised by Porterbrook employees for the Railway Children Charity

KPI Summary

Metric	2023	2024	2025	Details
GRESB score	100	100	100	Score awarded by GRESB in the annual sustainability assessment
Energy consumption (MWh)	725	1,132	1,787	Includes energy consumption from company cars, red diesel, natural gas and purchased electricity
Scope 1 (tCO ₂ e) ¹	59	139	225	Absolute gross emissions from refrigerants, company cars, natural gas and red diesel. Increase primarily driven by a one-off refrigerant leak
Scope 2 (tCO ₂ e)	98	122	175	Absolute gross emissions from purchased electricity (location based). Increase due to Long Marston development and continued warm storage activities
Scope 3 (tCO ₂ e)	604,581	642,098	589,984	Includes emissions from our 49% stake in Brodie Engineering. Total Scope 3 categories accounted for include: 1, 2, 3, 4, 5, 6, 7, 12, 13, 15
Traction-related emissions arising from train fleet (tCO ₂ e)	575,915	601,822	520,063	Part of category 13 downstream leased assets
End-of-life reuse and recycling rate (%)	88	89	83	Percentage of end-of-life rolling stock weight being re-used or recycled
Community investment (£)	611,811	573,224	1,219,879	
Volunteering hours	615	480	716	Number of hours used by staff for volunteering activities
Absentee rate (%)	1	1	1	Percentage of time lost to sickness
Training spend per employee (£)	1,210	1,438	1,461	Total training spend divided by number of employees at year end
Gender diversity (%)	29	27	26	Percentage of female employees
ESG-related incidents	0	0	0	ESG-related misconduct, penalties, incidents or accidents

¹ Scope 1 and 2 emissions calculated from activity based primary data and externally verified by an independent third party in accordance with ISO 14064-1, ISO 14064-3 and the Greenhouse Gas Protocol Corporate Standard.

Our progress in aligning with ISSB disclosure standards¹

Topic	Disclosure requirement	Reference
Governance	The governance bodies, committees and individuals responsible for the oversight of material climate-related risks and opportunities	Page 18
	Management's role in processes to monitor and manage climate-related risks and opportunities	Page 17 and 18
Strategy	Porterbrook's level of exposure to material climate-related risks and opportunities	Page 19
	Our scenario analysis to understand potential financial impacts and assess Porterbrook's resilience	Page 19
	Porterbrook's approach to managing climate-related risks and opportunities	Page 18
Risk and opportunity management	The processes to identify, assess, prioritise and monitor material climate-related risks and opportunities	Page 17 and 19
	How climate-related risks and opportunities are integrated into the business's overall risk management	Page 18
Metrics and targets	Climate-related metrics	Page 37
	Climate-related targets set to monitor progress	Page 27

¹ International Sustainability Standards Board - International Financial Reporting Standard 1 and 2 (IFRS S1, S2)

You can find out more about how Porterbrook manages sustainability by visiting our website: [Sustainability · Porterbrook](#)

We welcome feedback from our stakeholders. Should you have any comments, thoughts or ideas on how we might improve, please email to sustainability@porterbrook.co.uk

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