PROCUREMENT POLICY NOTE 006

Carbon Reduction Plan

Baseline and reporting year: 1 April 2025 to 31 March 2026

NET ZERO BY	BASELINE 2025-26	FIVE-YEAR TARGET	TRACTION FUEL
2050	**5,190.6**	**-10%**	**96%**
Our commitment	tonnes CO2e measured	CO2e per net tonne-km by 2030-31	of measured emissions

Item	Detail
Supplier name	Devon and Cornwall Railways Limited, trading as DC Rail
Company number	04973992
Publication date	26 November 2026
Baseline year	1 April 2025 to 31 March 2026 (financial year 2025-26)
Reporting year	1 April 2025 to 31 March 2026 (the baseline year is the first year reported)
Next update	Within six months of 31 March 2027

1.0 Commitment to achieving Net Zero

DC Rail is committed to achieving Net Zero emissions by 2050.

2.0 Baseline emissions footprint

Our baseline is a record of the greenhouse gases we produced in 2025-26. It is the reference point against which we measure our progress.

Item	Detail
Baseline year	1 April 2025 to 31 March 2026
Why this year	2025-26 is our most recent complete financial year and the first for which we have compiled emissions data. We have not previously reported our emissions.
Boundary	Operational control: the locomotives we operate, our road fleet and our head office.
Conversion factors	UK Government GHG Conversion Factors for Company Reporting 2025.

2.1 Where the emissions come from (tCO2e)



Road fleet fuel is diesel 115.3 and petrol 9.5. Business travel is hotel stays 27.4, private car mileage 16.5 and taxis 10.7.

2.2 Baseline year emissions

Scope	Source	Quantity	tCO2e
Scope 1	Traction gas oil (locomotives)	1,815,047 litres	5,001.2
Scope 1	Road fleet diesel	44,861 litres	115.3
Scope 1	Road fleet petrol	4,591 litres	9.5
Scope 1	**Total Scope 1**		**5,126.0**
Scope 2	Purchased electricity, head office (location-based)	47,551 kWh	8.4
Scope 2	**Total Scope 2**		**8.4**
Scope 3	Category 6, business travel: hotel stays	2,511 room nights	27.4
Scope 3	Category 6, business travel: mileage in private cars	61,304 miles	16.5
Scope 3	Category 6, business travel: taxis	31,941 miles	10.7
Scope 3	Category 9, downstream transport: customer road haulage	52,045 tonnes over 0.2 miles	1.6
Scope 3	**Total Scope 3 (included sources)**		**56.2**
Total	**Total measured emissions**		**5,190.6**

Rows are rounded to one decimal place; totals are taken from the unrounded workings.

2.3 Scope 3 sources not yet measured

Category	Position
4, Upstream transportation and distribution	Not yet measured. We do not yet hold the distances for our fuel deliveries.
5, Waste generated in operations	Not yet converted to tCO2e. Our waste contractors invoice by bin size and number of collections rather than by weight.
6, Business travel by rail	Not yet measured. We make no business journeys by air.
7, Employee commuting	Not yet measured. We do not yet hold commuting data.

We will measure these four sources for the 2026-27 reporting year.

3.0 Current emissions reporting

Our baseline year is also our most recent reporting year, so our current emissions are those set out in section 2.2: 5,190.6 tCO2e measured (Scope 1 5,126.0; Scope 2 8.4; Scope 3 56.2).

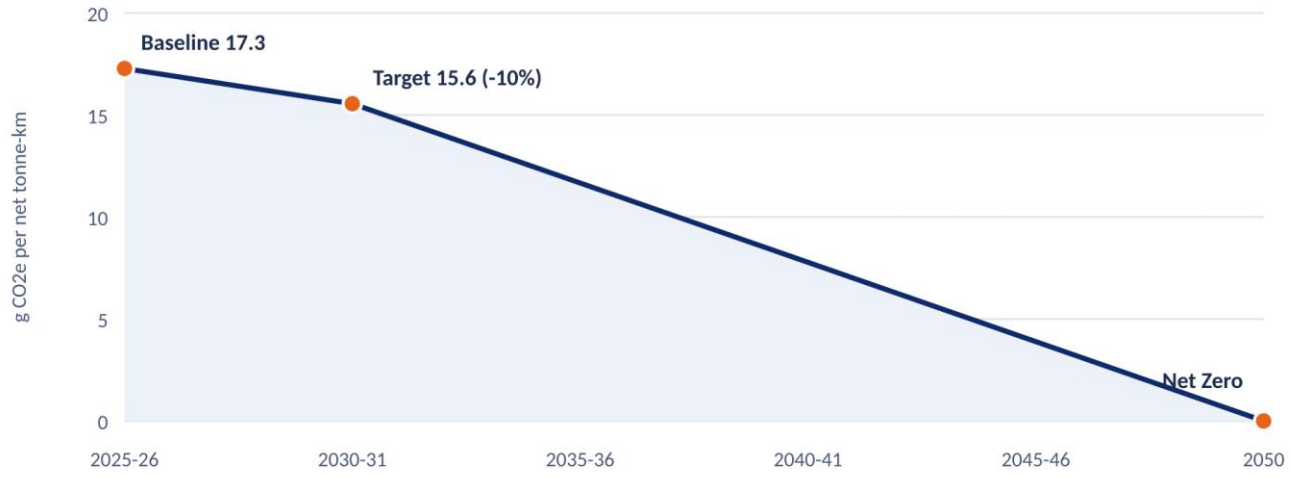
4.0 Emissions reduction targets

By 2030-31 we will emit 10% less greenhouse gas for every tonne of freight we move one kilometre.

Measure	Baseline 2025-26	Target 2030-31
Total measured emissions	5,190.6 tCO2e	Moves with the volume of freight we carry
Freight moved	300 million net tonne-km	We plan to grow
Emissions per net tonne-km	**17.3 g CO2e**	**15.6 g CO2e (-10%)**

We have set our five-year target per net tonne-km because we plan to move more freight by rail. Our total emissions follow the volume we carry and may rise in the near term as we grow. At 2025-26 volumes, the target is equal to 4,671.5 tCO2e, which is 519.1 tCO2e below our baseline.

Our commitment to Net Zero by 2050 is unchanged and applies to our total emissions. Reaching it will depend on lower-carbon fuel and traction.



Pathway for emissions per net tonne-km: baseline 2025-26, five-year target 2030-31 and Net Zero 2050. Freight moved is taken from our train records and Network Rail track access billing.

Traction fuel accounts for 96% of our measured emissions, so it is where our reduction effort is focused.

5.0 Carbon reduction projects

The measures below are already in place or under way.

5.1 Completed carbon reduction initiatives

Environmental management system Our environmental management system is certified to ISO 14001:2015 (certificate E9112, valid from 5 May 2026 to 23 April 2029).	**Renewable electricity** Since 20 July 2025 our head office has been supplied under a contract our supplier describes as 100% renewable. We report Scope 2 emissions on a location basis.
Economic driving and engine shutdown Our operating instructions ask every driver to drive economically and to shut engines down whenever possible.	**Longer, heavier trains** We have lengthened trains on four of our flows, by between one and six wagons a train, so each train path and locomotive moves more freight.
Bulk fuel storage We store traction fuel in bulk at two of our sites, with 90,000 litres of capacity between them, so fuel arrives in larger loads and fewer road tanker deliveries are needed.	**First carbon baseline** 2025-26 is the first year in which we have measured our carbon footprint. We will report against it every year.

5.2 Future carbon reduction initiatives

Initiative	Our approach	Status
Lower-carbon fuel (HVO)	We are working with our customers to assess whether hydrotreated vegetable oil (HVO) is suitable for their traffic.	Under discussion
Locomotive overhauls	Two of our Class 60 locomotives are being overhauled and are due to return to traffic by summer 2027. Overhauling existing locomotives carries less whole-life carbon than buying and building new traction. This work is outside the scope of our ISO 14001 certificate.	In progress
Longer, heavier trains	We will keep lengthening trains wherever the route, the terminals and our customers allow.	Ongoing
Bulk fuel storage	Two further 50,000 litre tanks are on order for two more of our sites.	On order
Defensive driver training	We will give the drivers of our road fleet defensive driver training to cut fuel use and improve safety.	Committed
Economic driving	Fuel-efficient driving and engine shutdown remain standing instructions for every driver.	Ongoing
Fuller Scope 3 reporting	From 2026-27 we will extend our reporting to cover fuel deliveries, waste, rail travel and employee commuting.	From 2026-27
Annual reporting	We will review, update and publish this plan every year, within six months of our financial year end.	From 2027

6.0 Declaration and sign off

This Carbon Reduction Plan has been completed in accordance with PPN 006 and associated guidance and reporting standard for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard, and use the appropriate Government emission conversion factors for greenhouse gas company reporting.

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard.

This Carbon Reduction Plan has been reviewed and signed off by the board of directors (or equivalent management body).

Signed on behalf of Devon and Cornwall Railways Limited

A·C·Hickling

Name: Aaron Hickling

Position: Managing Director – Rail

Date: 26 November 2026