



AMG
PETRONAS
FORMULA 1 TEAM

Climate Transition Action Plan

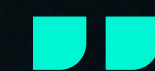
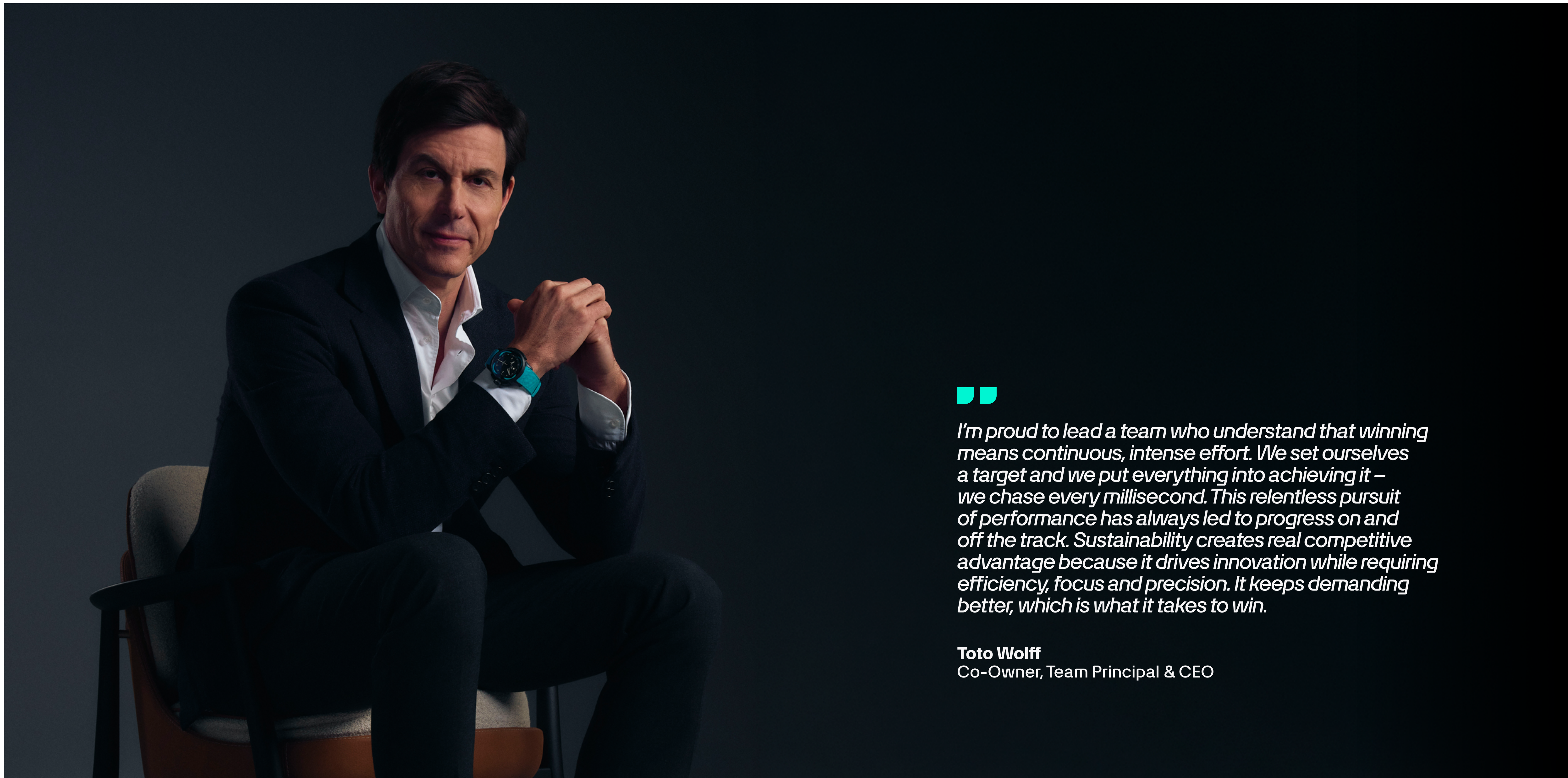
2026





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I'm proud to lead a team who understand that winning means continuous, intense effort. We set ourselves a target and we put everything into achieving it – we chase every millisecond. This relentless pursuit of performance has always led to progress on and off the track. Sustainability creates real competitive advantage because it drives innovation while requiring efficiency, focus and precision. It keeps demanding better, which is what it takes to win.

Toto Wolff
Co-Owner, Team Principal & CEO

Introduction

Section

01

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Foreword

Formula One is the world's fastest laboratory and our team is one of the sport's most relentless experimenters. We have an engineering mindset, which means we look at constraints and see opportunities - an instinct that drives our approach to everything, from our power unit to our partnerships, materials and operations.

That instinct also drives our approach to climate change - the defining constraint of our time.

We approach sustainability the same way we approach performance: as something to chase, relentlessly, with no ceiling on ambition. This is sharpened further by the financial discipline of F1's cost cap, which pushes us to keep doing more with less.

Our mission is to become one of the most sustainable global professional sports teams.

Looking ahead, we know we don't have all the answers, but competing at the highest level requires constant adaptation - reading the conditions, adjusting the strategy and staying fast through change. Throughout this, we will stay on track for our targets and firm in our commitment, while keeping our engineering mindset fully trained on the challenge.

Fortunately, we're not facing all this alone. Our incredible partners are part of what makes the scale of our ambition credible. We can move faster and further together than any of us could alone.

2026 marks the start of a new era for our sport, so it feels right to publish this plan now, a clear signal that the future of motorsport must deliver sustainable high performance. However, this was never just about us. When we prove that performance and sustainability are not in conflict - that you can go faster by treading more lightly, that ambition and responsibility reinforce each other - we can drive progress far beyond our world.

Bradley Lord
Deputy Team Principal

Introduction

Our Climate Transition Action Plan is a cornerstone of our mission to become one of the most sustainable global professional sports teams.

It sets out our targeted pathway to achieve our Race Team Control¹ target of Net Zero by 2030, alongside a new supply chain and downstream emissions² reduction target for 2030. Combined, these create our near-term emissions reduction target and set us on the path to our long-term Net Zero target across all scopes by 2040. We will monitor this pathway against evolving scientific understanding, regulatory developments and supply-chain dependencies.

This plan summarises the actions we are taking to achieve our Net Zero targets. Our wider sustainability commitments, including our wide-ranging environmental work, our inclusion and social impact activities and our approach to governance, are covered on our website and in our annual Sustainability Report - which also documents our strong track record of progress.

However, tackling our own emissions is just one part of this story. The solutions we develop for the track travel across industries, into aviation, logistics, manufacturing and beyond. Going even further, we can support the locations and communities we race in to protect and enhance the ecosystems that surround them, and we can show our fans on every continent what sustainable performance is truly capable of.

That is the real opportunity of this plan: not just to reduce our own impact – though we will – but to use the full force of our innovation capability, our platform and our partnerships to accelerate change far beyond the world of F1.

Engineering change is what we do. On track, and beyond it.

¹ A boundary we have set to cover the emissions we have the greatest direct control over – Scopes 1 and 2, plus selected Scope 3 categories. See glossary for further information.

² Our supply chain emissions come from the goods and services we purchase. Our downstream emissions come from customer team fuel usage and end of life treatment of e-commerce products.





Setting Targets That Set the Pace

As well as our near-term target of reducing our total emissions by 42% by 2030, we have committed to a long-term target to reach Net Zero across all our emissions by 2040, 10 years ahead of the 2050 Net Zero target date outlined in the 2016 Paris Agreement at COP21.

We made this commitment in 2024 through The Climate Pledge, becoming the first motorsport team to do so. The Pledge brings together some of the world's leading organisations in pursuit of joint action, cross-sector collaboration and responsible change. By bringing a critical mass of businesses together, it creates the conditions for systemic change – shifting market incentives, transforming supply chains and helping deliver the products, policies and services the world needs, at the speed required.

The window for limiting global warming to 1.5°C is narrow, and no organisation can close it alone.

Along with the other signatories, we commit to:

- Measure and report emissions on a regular basis
- Implement decarbonisation strategies that align with a 1.5°C pathway
- Neutralise remaining emissions through high-integrity carbon removals

All by 2040.

Our Plan

Our Climate Transition Action Plan describes the targets we are committing to, how we will achieve them and how we will be held accountable along the way.

The plan is structured around 'The 4 A's Of Climate Leadership' from the We Mean Business Coalition and supports the disclosures made in our annual sustainability reports and Group non-financial and sustainability information statements provided in our annual financial accounts.

The 4 A's Framework

- Set targets with **Ambition** in alignment with a 1.5°C world and considering nature. We will use these targets to guide our strategy, empower our team members and inform our stakeholders.
- Deliver **Action** across our team to meet our Net Zero ambitions and create new business opportunities whilst minimising risk.
- Use our platform for **Advocacy** by engaging our fans, competitors, industry bodies, rights holders and governing body, and using the power of our partnerships to drive positive change across our sport and beyond.
- Ensure **Accountability** through clear and consistent communication of our plans, progress, risks and opportunities with robust governance structures and ongoing commitment to transparent reporting through mandatory and voluntary disclosures.

Full details of our reporting and disclosure commitments are in the Accountability section.



Ambition

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Introduction

The pursuit of sustainable high performance runs through everything we do.

When we adopt lighter, stronger materials, optimise our energy systems or find ways to run our operations more efficiently we gain advantage on and off the track. Take our trial of a more sustainable carbon fibre composite or advanced fuel development. These aren't just technical achievements, they are proof that when you combine performance with innovation, you create advantages that matter.¹

Why This Ambition Matters

A rapidly warming world affects our supply chains and operations, as well as our home in Brackley, the locations in which we race, and the health and wellbeing of our team and fans around the world. This reality is not in the distant future: we have already seen and felt the impacts of climate change as we travel and race in some of the world's most iconic locations.

We firmly believe that we – and the rest of our sport – must continue to drive down our emissions and help create a more resilient future for people and nature.

¹ For more information on material innovation, [read here.](#)



Our Role in the Solution

As a key player in an elite sport with a global footprint, we have both a responsibility to act and a platform from which to lead – we think of this as our brainprint.

We will continue to create, trial and roll out innovative solutions in pursuit of our ambitious Net Zero targets. As well as contributing to our own emissions reductions, these innovations will extend far beyond our own footprint.

We will also demonstrate that with the right mindset, sustainability and sport can lift each other up. By using our unique power to captivate and inspire, we can help create a future of sustainable high performance that's visible and desirable at scale.



Our Footprint

Driving down emissions across our operations, logistics and supply chain.



Our Brainprint

Innovations that span industries, enhance iconic locations and inspire millions of fans.



Our ESG Impact

In 2022, we identified nine priority areas across environment, social and governance topics. These impact areas guide our sustainability work and are aligned with the United Nations Sustainable Development Goals, helping us focus our efforts where they matter most.

While each of these areas is distinct, they are interconnected and progress in one area often supports progress across others.

In 2024, we undertook our first full Double Materiality Assessment (DMA) to identify, evaluate and prioritise our most significant sustainability impacts, risks and opportunities. The DMA confirmed we were focused on the right areas and demonstrated the maturity of our approach. It also underscored the importance of creating this plan, which will help us plan for and mitigate the risks of climate transition. We are reviewing and updating our DMA in 2026 to ensure our priorities remain current.

We have set commitments for each of these nine priority areas. We used an 'outside-in' approach to do this, which ensures we are not only tackling our own impacts but are also able to create value and opportunities for our partners, suppliers, fans and the wider world.

Our environmental commitments and progress are most relevant to our Climate Transition Action Plan and are included in the Progress Tracker opposite. We report on progress against all our commitments in our annual Sustainability Report.



2025 Progress Tracker

Commitment	Progress
<p>Net Zero</p> <p>Commitment to achieve:</p> <ul style="list-style-type: none"> Race Team Control Net Zero by 2030 (75% reduction & 25% removal) Scopes 1, 2 & selected Scope 3 New target of 26% reduction in supply chain and downstream emissions by 2030 Full Net Zero by 2040 	<ul style="list-style-type: none"> -54% Race Team Control emissions with SAFc vs 2022 +1% Total market-based emissions with SAFc vs 2022
<p>Responsible Resource Consumption</p> <ul style="list-style-type: none"> Commitment to decouple growth and activity from resource consumption 	<ul style="list-style-type: none"> Increase in on-site energy generation, ongoing removal of single-use plastics and ongoing reductions in energy consumption, water and waste
<p>Ecological Protection</p> <ul style="list-style-type: none"> Commitment to protect and enhance our local habitats 	<ul style="list-style-type: none"> Maintained FIA Three-Star Environmental Certification and ISO 14001:2015 certified Environmental Management System Redevelopment of our Brackley site continues to deliver biodiversity improvements

Our Net Zero Targets

We have set two time horizons for our targets: near-term 2030 and long-term 2040.

Our 2030 and 2040 targets are set for our market-based footprint with SAFc. We report our location and market-based footprints, with and without SAFc, in our annual Sustainability Report.

Long-Term Target: Targeting Net Zero Across All Scopes by 2040, Aligned with The Climate Pledge

We plan to reach this by targeting a reduction in total emissions of 90% compared to 2022 across Scope 1, 2 and 3, with any residual emissions compensated using carbon removals, in line with the Oxford Offsetting Principles.

Achieving this longer-term target means continuing to drive down our Race Team Control emissions and working with our suppliers on their own decarbonisation journeys. Supporting suppliers on this journey will require long-term investment and collaboration. We are already acting on this and will deepen that work over the coming years.

While reducing our emissions is the primary goal, we will use high-quality carbon removals for any residual emissions.

Near-Term Target: Reduce Total Emissions by 42% Against Our 2022 Baseline by 2030

Our near-term 2030 target is comprised of two key elements, measured against a 2022 baseline. When combined, they are intended to align us to a 42% reduction across all emission scopes by 2030, maintaining alignment with the 1.5°C pathway for absolute emissions reduction.

We plan to reach this target by:

- **Targeting Net Zero Race Team Control emissions by 2030** – through 75% reduction in those emissions we have the most control over (Scopes 1 and 2, and partial Scope 3), with the remaining 25% compensated using carbon removals, in line with the Oxford Offsetting Principles.
- **Reducing our supply chain and downstream emissions by 26%.** These fall outside our Race Team Control emissions and are key to our 1.5°C pathway.

What are Race Team Control Emissions?

Race Team Control emissions (RTCe) is the boundary we use to drive progress on the emissions we have the most direct control over. It covers all Scope 1 and 2 market-based emissions, plus selected Scope 3 categories: fuel and energy related activities, upstream transport and distribution (with SAFc), waste generated in operations, business travel (with SAFc), and team member commuting and working from home.

 See more on page 26.

What are Supply Chain Emissions and Downstream Emissions?

Supply chain and downstream emissions cover the remaining emissions categories not included within RTCe. This includes purchased goods and services, capital goods, use of sold products, and end-of-life treatment of sold products. When combined with RTCe, this covers our full footprint.



Our Approach to Carbon Removals

Emissions reduction is always our priority. Where we encounter residual emissions that cannot be eliminated, we will use high quality carbon removals. Our approach follows the Oxford Offsetting Principles, which guide organisations on the responsible use of carbon credits with a blend of nature-based, hybrid and engineered approaches across a range of geographies.








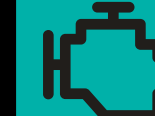

The Oxford Offsetting Principles:

- 1. Cut emissions**, ensure the environmental integrity of credits used to achieve Net Zero, and regularly revise your offsetting strategy as best practice evolves.
- 2. Transition to carbon removal offsetting** for any residual emissions by the global Net Zero target date.
- 3. Shift to removals with durable storage** (low risk of reversal) to compensate any residual emissions by the Net Zero target date.
- 4. Support the development** of innovative and integrated approaches to achieving Net Zero.

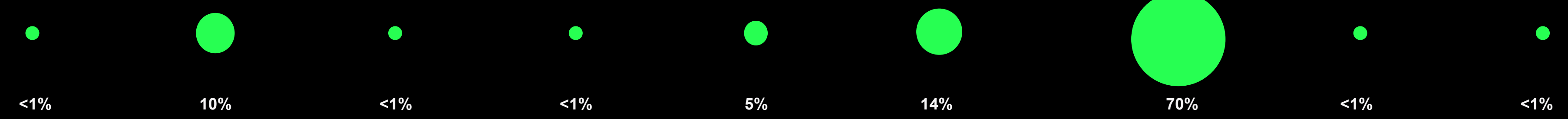


Our Total Footprint

Our emissions fall into two categories: Race Team Control emissions, covering the activities more under our control, and Supply Chain and Downstream emissions, which we have less control over. Combined, these equate to our total footprint

Race Team Control Emissions						Supply Chain & Downstream Emissions		
2030 Target: 75% reduction, 25% removal						2030 Target: 26% reduction		
MGP Operations	Logistics	Waste	Fuel and Energy Related Activities	Commuting	Business Travel	Supply Chain	Product Use	End of Life Treatment
 <ul style="list-style-type: none"> Energy and fuels used in all activities under operational control 	 <ul style="list-style-type: none"> All team freight and logistics Freight associated with our e-commerce business 	 <ul style="list-style-type: none"> Waste generated from our operations at our factory 	 <ul style="list-style-type: none"> Upstream emissions from the production of fuel and energy used within activities under operational control 	 <ul style="list-style-type: none"> Team member commuting Working from home 	 <ul style="list-style-type: none"> All team travel to races, testing, events and meetings 	 <ul style="list-style-type: none"> All purchased goods and services, and capital goods 	 <ul style="list-style-type: none"> Customer team fuel usage 	 <ul style="list-style-type: none"> End of life treatment of e-commerce products
Scopes 1 & 2		Scope 3				Scope 3		

The circles below show the percentage of market-based emissions footprint without SAFc



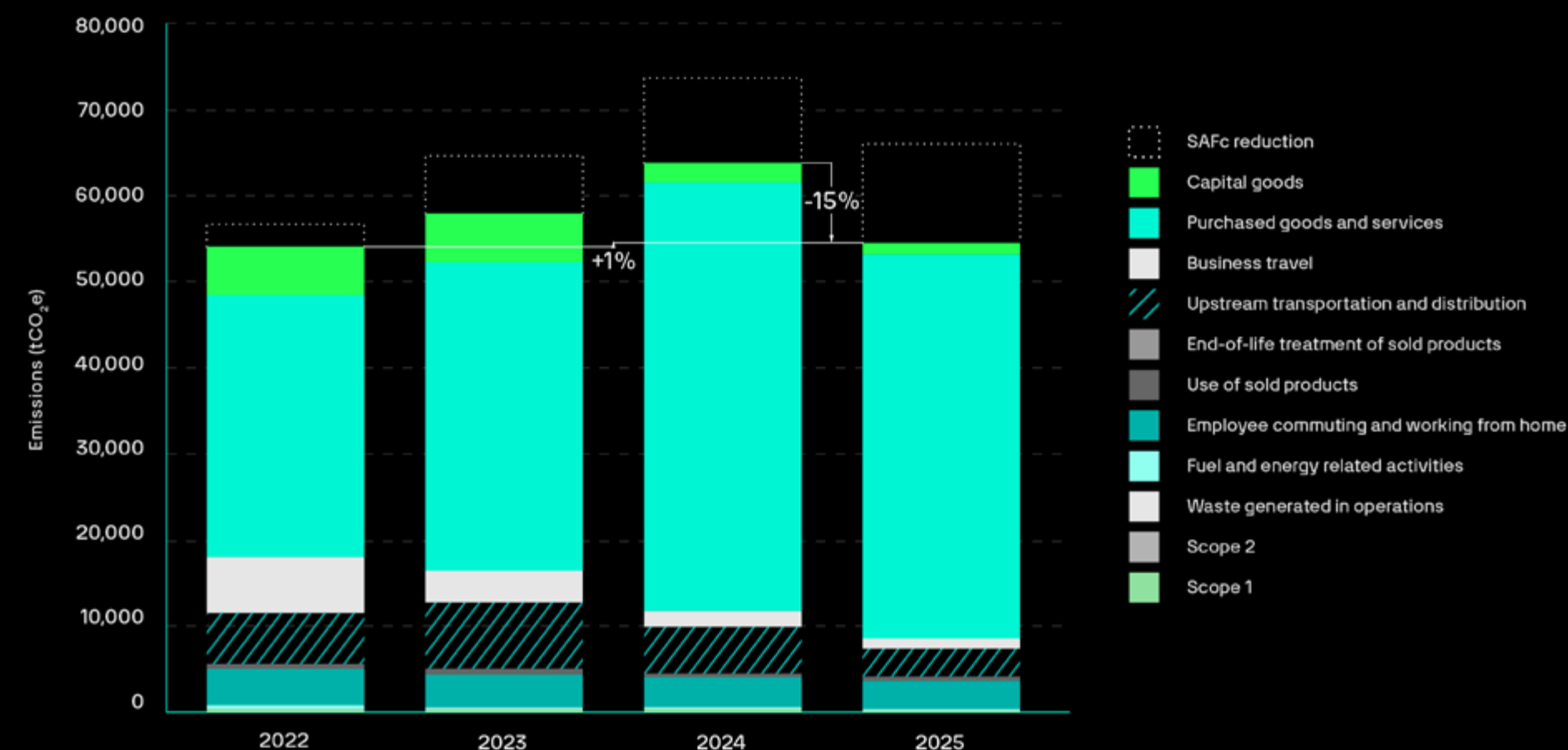
Current Position

In 2025, we reduced our Race Team Control emissions by 54% against our 2022 baseline, a result of deliberate, sustained action across our operations, logistics and business travel. Drivers of this reduction can be found in detail in our annual Sustainability Report.

Our footprint undergoes limited assurance annually, in line with ISAE 3000 (Revised) and ISAE 3410. We cover our best practice approach to governance in the Accountability section of this document, and further details can be found in our annual Sustainability Reports.

Between 2022 and 2025, our total market-based emissions (with SAFc) increased by 1%. This growth in emissions of only 1% is despite a growing F1 calendar and growth in our supply chain reflects our commitment to reduce our carbon footprint. In 2025 we reduced our total emissions by 15% from 2024, and we expect our trajectory to continue downward.

Total Footprint Profile 2022-2025, Market-Based With SAFc



Target Pathway

We have mapped out our projected route to Net Zero by 2040, aligned to a 1.5°C pathway. As we drive down our emissions year on year, our investment in carbon removals scales progressively as we move towards our targets.

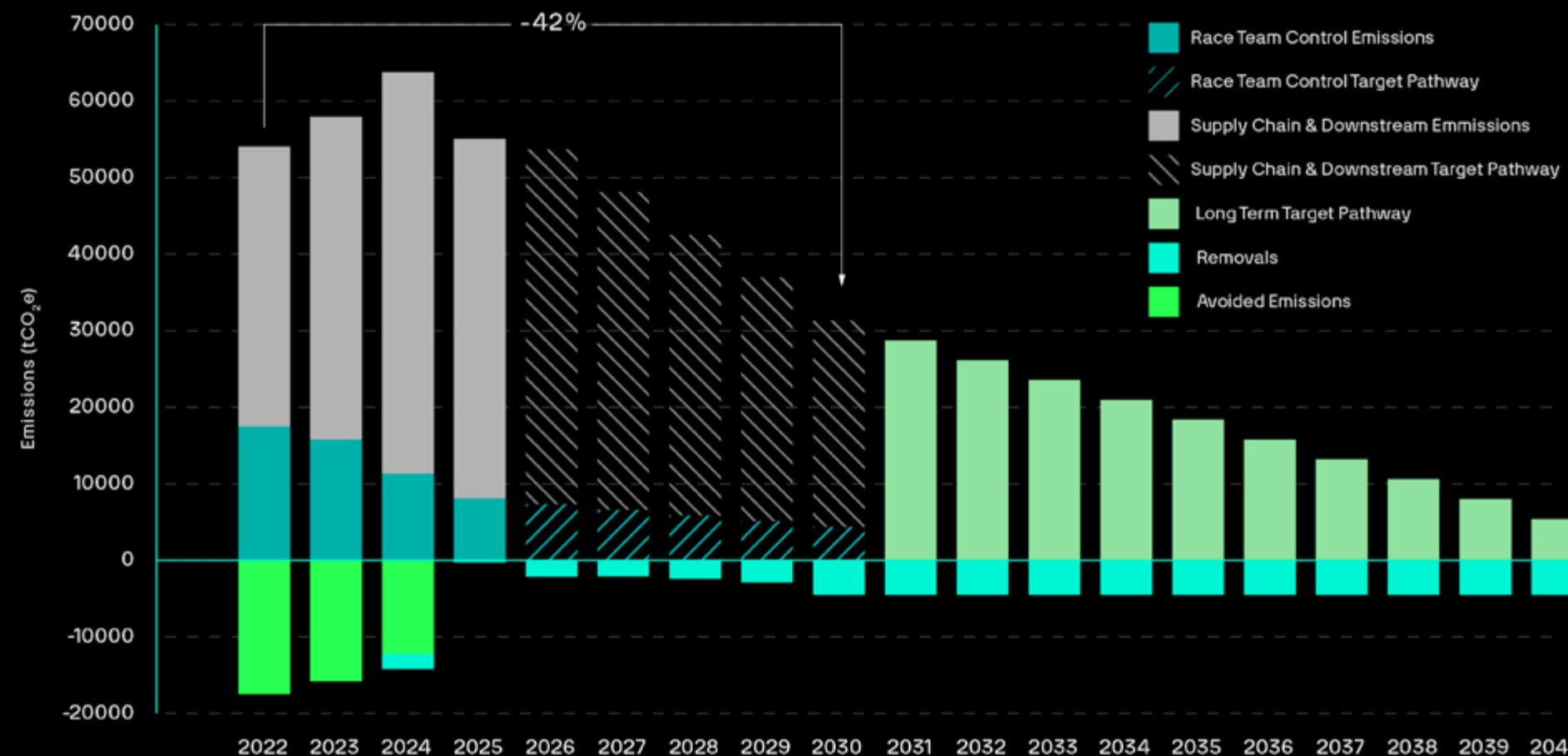
No organisation has every answer on this journey and we are no different. Our targets are grounded in the latest climate science, and our pathway is built on clear principles that will underpin every decision we take between now and 2040.

- **We prioritise reduction accompanied by removal.** The science is clear that reduction and removal must happen concurrently if we are to limit warming to 1.5°C. As we progress on our emissions reduction pathway to 2030, we will ramp up our investment in carbon removals, to compensate for an increasing proportion of our Race Team Control emissions year on year. We will not use these investments to make a Race Team Control net zero claim before 2030, nor will these investments divert funds and other resources from our emissions reduction efforts.

- **We invest in solutions today so they exist at scale tomorrow.** Emerging market mechanisms – like Sustainable Aviation Fuel (SAF), and hybrid and engineered carbon removals – are still maturing. By engaging with them now and directing capital where it will have the most impact, we help build the market conditions that make these solutions widely available.

- **We remain grounded in science and act with transparency.** This is a fast-moving field, and our approach will adapt as technology develops. We will report on our progress and evolve with the science.

Total Footprint Target Pathway, Market-Based With SAFc



¹ As of 2026, fan travel is not included in our emissions. We will keep this under review as guidance and best practice evolves.

Action

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Introduction

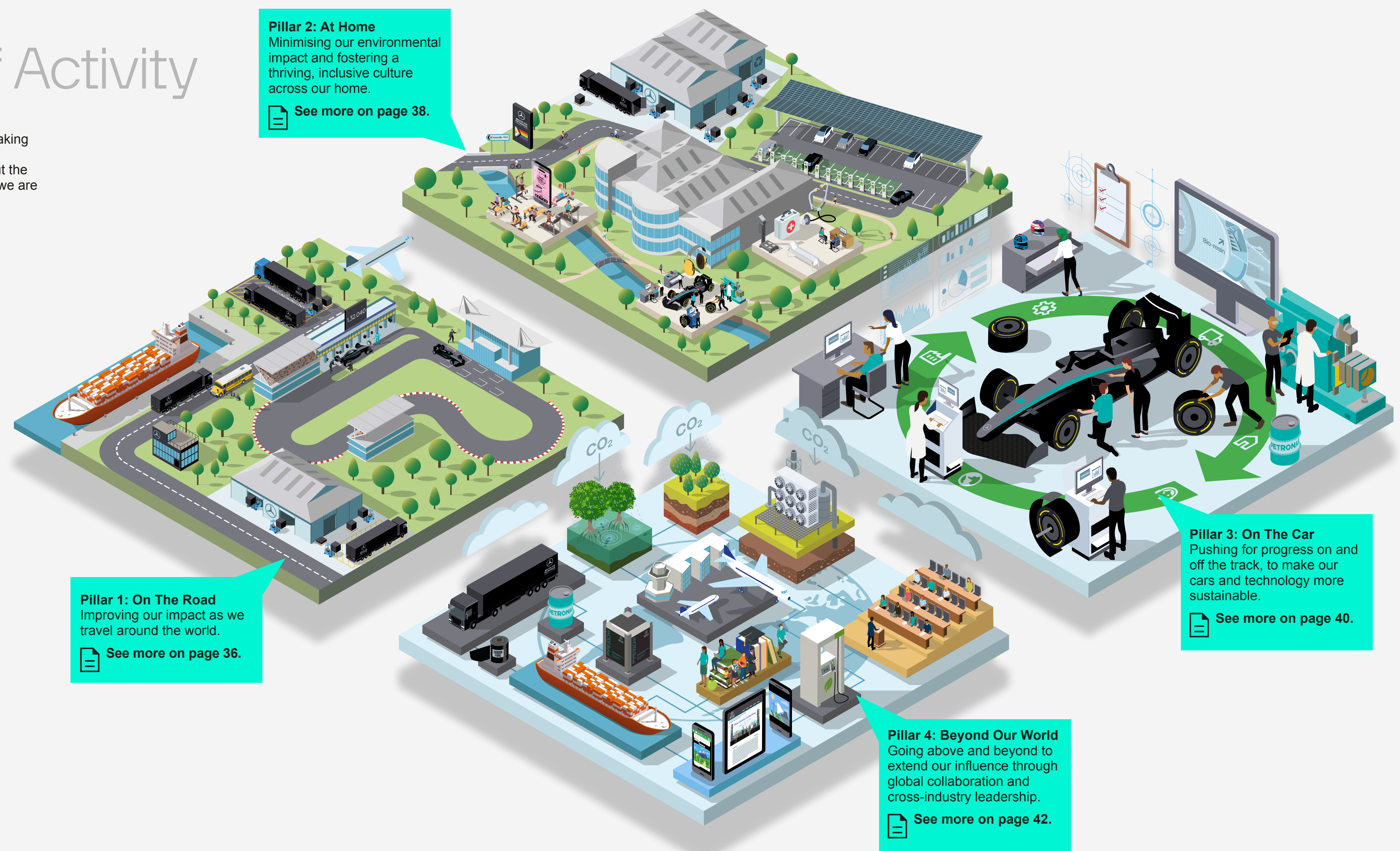
This section sets out the actions we will take to achieve our near-time and long-term reduction targets.

Our plan focuses on near-term activities - up to 2030 - because that timeline aligns with our sporting and business planning cycles. There is inherent uncertainty in any long-range modelling. The pathway we have outlined reflects our best current understanding, informed by historic data and ongoing engagement with our supply chain. We will review progress regularly and develop more detailed plans beyond 2030 in future revisions of our Climate Transition Action Plan.



Our Pillars of Activity

The graphic on page 26 shows our key emissions sources, this section looks at the actions we are taking across our four pillars. This aligns with our wider sustainability work. The sections that follow set out the actions we are taking across each pillar and how we are measuring progress.



Pillar 2: At Home
Minimising our environmental impact and fostering a thriving, inclusive culture across our home.
[See more on page 38.](#)

Pillar 1: On The Road
Improving our impact as we travel around the world.
[See more on page 36.](#)

Pillar 3: On The Car
Pushing for progress on and off the track, to make our cars and technology more sustainable.
[See more on page 40.](#)

Pillar 4: Beyond Our World
Going above and beyond to extend our influence through global collaboration and cross-industry leadership.
[See more on page 42.](#)

OnThe Road

Logistics Emissions Reduction

Our logistics emissions primarily arise from the freight of race and marketing equipment between our factory in Brackley and racing and marketing events worldwide.

We will work to reduce these emissions through:

- **Deploying our sustainable fuels strategy.** Where the market allows, we use cleaner alternative fuels directly. We've switched to using low-emission biofuel across our European season trucks and generators and trialled using EV trucks to transport freight in 2025 – a first for us. For flights, we invest in Sustainable Aviation Fuel certificates (SAFc), a book-and-claim mechanism that supports the scaling of SAF supply chains, and is recognised under market-based accounting, enabling us to support aviation decarbonisation today while physical SAF availability continues to scale. We are committed to increasing our SAFc coverage annually, having already quadrupled our investment between 2022 and 2025.

- **Exploring how we can optimise freight movements.** Where we can, we want to reduce weight and optimise routes to cut the emissions of every journey we make.
- **Shifting to lower-emission freight modes.** We are transitioning from air to sea, and from road to rail wherever possible.
- **Applying our race freight strategy to e-commerce.** Having brought our e-commerce operation in-house in 2022, we are exploring how to apply the same sustainable fuels strategy and freight optimisation to this part of the business, working closely with our logistics providers.
- **Exploring a low-impact hospitality programme.** Our hospitality operation travels with us to every event. We are exploring a programme to reduce its footprint, including looking at food miles, local sourcing and waste reduction.

Business Travel Investment

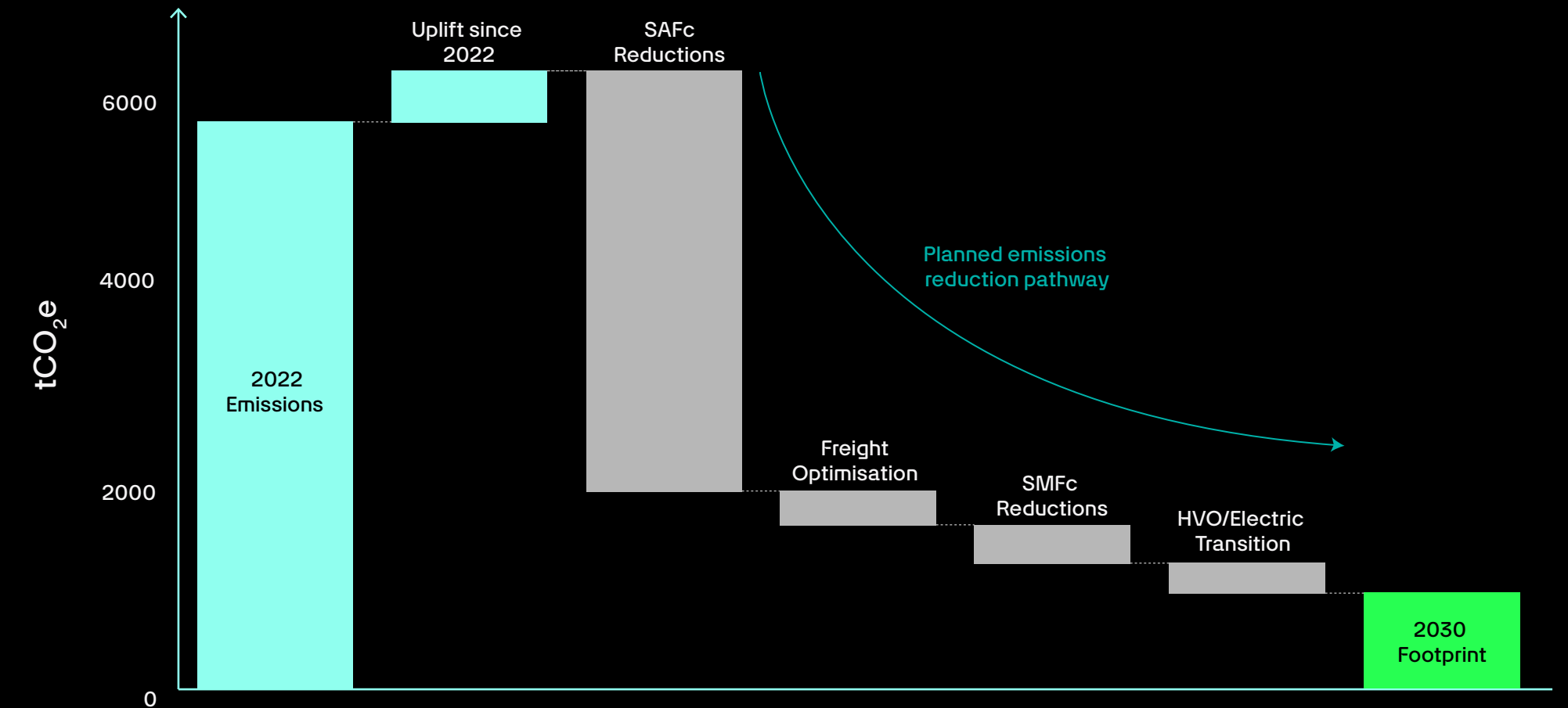
As a global sport operating across five continents, air travel comes with the territory. Double and triple-headers mean that even European races require flights, and additional emissions arise from travel to events and meetings, hotel stays and ground transfers.

We will work to reduce these emissions through:

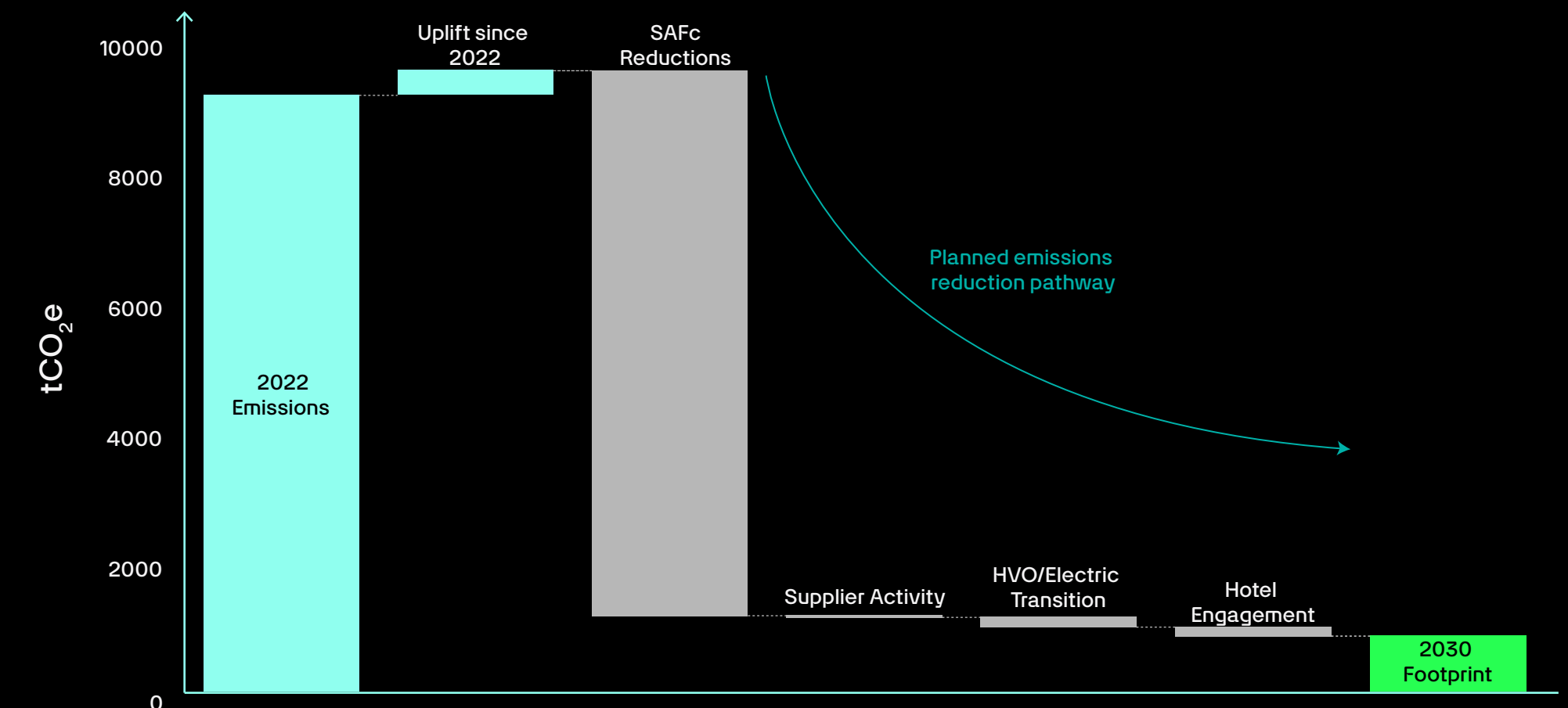
- **Deploying our sustainable fuels strategy.** As with our logistics emissions, we are investing in SAFc as a market mechanism to reduce emissions while driving supply growth and will use sustainable fuels directly where possible. We were among the first professional sports team to adopt this approach and the book-and-claim model we helped pioneer is now being adopted across the industry.

- **Reviewing travel processes and procedures.** We are looking at how we plan and book travel to minimise unnecessarily high-emitting journeys.
- **Exploring working with more sustainable airlines.** We want to find ways to prioritise working with more sustainable airlines that, for example, optimise their routings to reduce emissions.
- **Exploring how we reduce the impact of hotel stays.** We are exploring how to work with hotels to reduce the average impact of our stays per night.
- **Transitioning ground support.** We are working with road transport suppliers to encourage the transition to EVs and alternative fuels where possible.

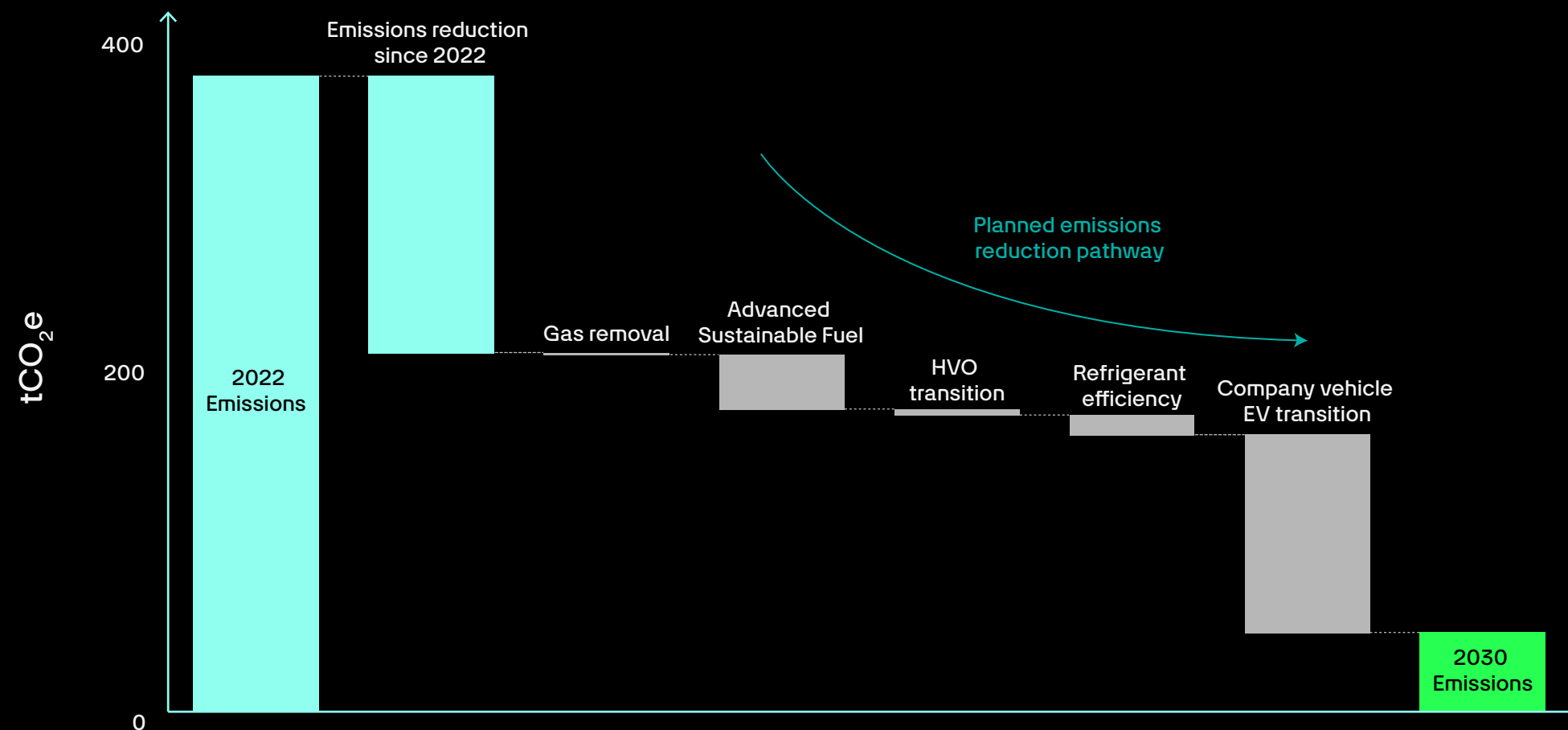
Logistics



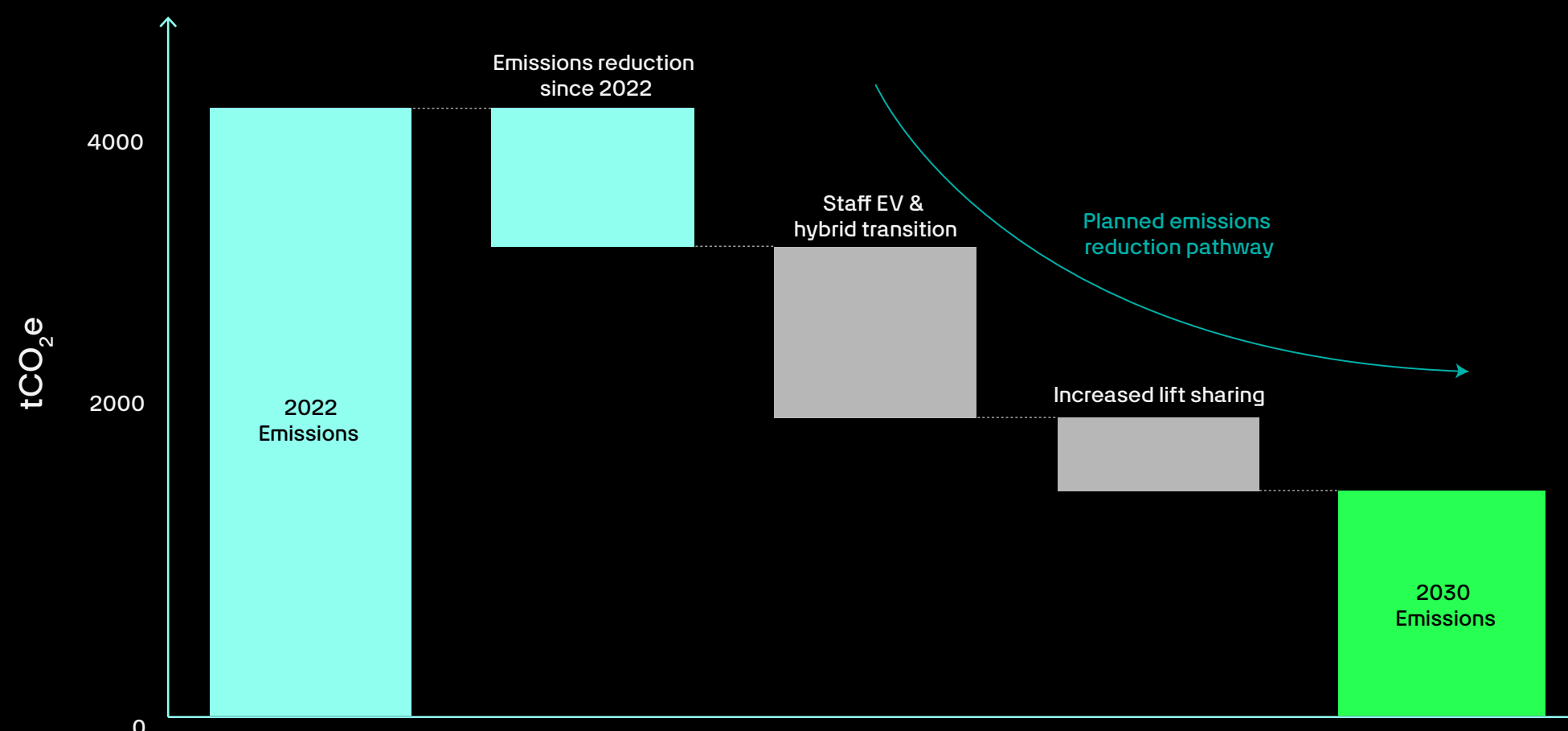
Business Travel



Operational



Commuting & WFH



At Home

Operational Emissions Reduction

Our operational emissions arise from energy use across our factory and trackside energy generation. Market-based operational emissions fall within our Race Team Control emissions boundary.

Since 2020, we have secured renewable-backed electricity through REGOs and green gas through RGGOs for our Brackley factory. We have also installed solar car ports, generating a portion of our electricity on-site from renewable sources. Together, these steps have delivered a substantial reduction in our Scope 1 and 2 emissions. As we expand our state-of-the-art factory with new buildings, we are specifying these as Net Zero in operation to ensure that we are decoupling our growth from our footprint.

We will continue to reduce emissions through:

- **Increasing onsite renewable energy generation.** Building on our 1.1 GWh solar carports by exploring renewable technologies across new building and infrastructure projects.

- **Removing gas across our Brackley site.** Where technology solutions allow, we will phase out gas across our operations, identifying efficiencies and accelerating the transition to electric alternatives.
- **Rolling out sustainable alternative fuels.** Where electrification is not yet viable, we will explore how to replace fossil fuel solutions with sustainable alternatives across our vehicles, machinery and fixed equipment.
- **Transitioning company cars to EVs.** We will continue transitioning our company cars from petrol and diesel to a fully electric fleet.
- **Delivering energy efficiency programmes.** Through detailed energy submetering across our factory, we are identifying and acting on opportunities to reduce consumption.

Commuting Emissions Reduction

Our commuting emissions cover the journeys our team members make to work, and the emissions associated with working from home.

We will reduce these emissions through:

- **Understanding our commuting footprint.** We run an annual survey to gather insights into commuting patterns and identify the most effective opportunities to reduce emissions.
- **Engaging expert guidance.** We are working with commuting decarbonisation specialists to build on that data to inform potential actions from the annual commuting survey.
- **Scaling engagement in our internal car sharing programme.** Our car-sharing community and incentives have already saved over two million commuting km. We will continue our efforts to grow participation.

- **Continuing to support active travel.** Through our Cycle to Work scheme, secure cycle storage, and onsite changing facilities, we make lower-emission commuting a practical choice for more of our team.
- **Exploring how we can support accelerated EV adoption.** We are exploring how to best support increased EV adoption across our team, reviewing our car schemes and onsite charging infrastructure.

On The Car

Supply Chain Emissions Reduction

Our supply chain – the purchased goods, services and capital goods that flow into the team – is our largest single source of emissions. These emissions are produced by businesses external to us, which makes them much harder to control.

Emissions from our supply chain fall within our purchased goods and services, and capital goods categories and are covered by our near-term 26% emissions reduction target. Achieving this will require a coordinated strategy across our supply base, which includes:

Education

- We will continue to share our knowledge and experience across our supply chain to support the upskilling of our supply base. This includes hosting events and workshop sessions and publishing dedicated materials and guides on our supplier portal.

Innovation


- We will engage with suppliers to identify and, where feasible, trial and implement projects that reduce emissions associated with material feedstocks, processing and transport.

Quantification

- We will develop clear, robust processes for measuring the impact of supplier improvement projects, including improving the precision of our emissions data, shifting from spend-based to activity-based measurement where possible. This will embed transparent and accurate carbon accounting across our supply base.

Standards and Accountability

- We will provide a clear framework of standards and best practices through our Supplier Code of Conduct, setting minimum performance requirements and encouraging sustainable innovation.

 [Learn more about our corporate governance.](#)

Downstream Emissions Reduction

Our downstream emissions relate to the fuel consumed by our power unit customer teams. Following the transition to advanced sustainable fuels in 2026 we will continue to support the reduction of these emissions through our ongoing work across fuel activities.



Beyond Our World

Emissions reduction is our primary focus, but carbon removals have a role to play. The IPCC's 2022 Climate Change Mitigation report is clear that carbon removals must be used to counterbalance hard-to-abate residual emissions if Net Zero is to be achieved.

Our Ambition

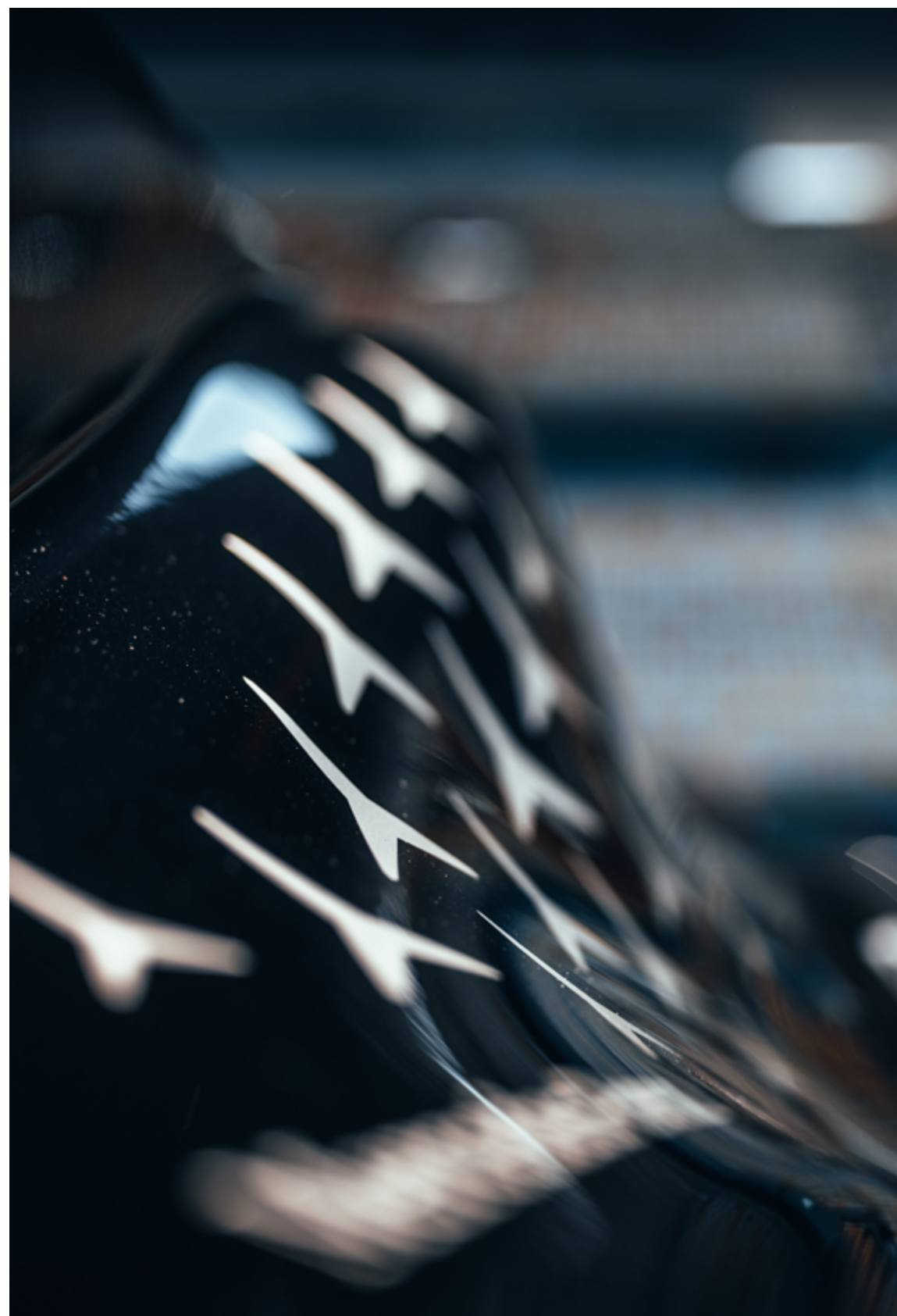
By 2030, having reduced our Race Team Control emissions by 75% (against a 2022 baseline), we will cover the remaining 25% with carbon removals. By 2040, a 90% reduction across total emissions leaves a 10% residual, which we will cover with similarly high-quality removals.

Since 2025, we have been prioritising purchasing carbon removal over carbon reduction or avoidance credits, in line with the Oxford Offsetting Principles.

This means that our investments are designed to actively remove carbon from the atmosphere for the long term, based on current methodologies and verification standards, while supporting the development of a stable, high-integrity ecosystem capable of delivering the volumes required to meet global climate targets.

We expect to use removals to voluntarily compensate for a growing proportion of our residual emissions that we are yet to reduce. This will not divert funds from our emissions reduction efforts.

Our ambition is shared by our Team Partners including Signify, UBS and Nasdaq who are similarly committed to advancing high-integrity climate solutions. We also recognise the pioneering efforts of Meta AI and Microsoft, whose leadership has accelerated the carbon removals industry.



Our Approach

The carbon removals market is still maturing. New technologies, methodologies and standards continue to emerge, and no single solution is sufficient on its own. Our approach is built around a portfolio that balances immediate impact with long-term durability, and spreads risk across project types, geographies and timescales.

- **Nature-based removals**, such as reforestation projects, deliver a more immediate impact and play a vital role in limiting the CO₂ atmospheric peak while technology-based solutions are scaled. They also generate wide co-benefits, supporting biodiversity, improving soil health, and creating economic opportunities for farmers and local communities.
- **Hybrid and engineered removals**, such as direct-air capture, biochar, ocean alkalinity enhancement and enhanced rock weathering offer durable carbon storage for 100 to 1,000+ years, subject to ongoing monitoring, verification and scientific development. These technologies are still scaling: our investment helps build commercial viability and the high-integrity supply that the world needs.



Our Priorities

»» Creating an impact

Our carbon removal projects span different geographies and scales. Alongside other high-impact projects, we invest in those located near the circuits we race at, creating co-benefits for local ecosystems and communities, and making our commitment visible to our fans.

»» Built to last

We are investing in a blended portfolio of nature-based, hybrid and engineered carbon removals that we anticipate will contribute to meeting our 2040 target. Over time, we will increase the proportion of durable hybrid and engineered removals in our portfolio, in line with the Oxford Offsetting Principles.

»» Moving markets

The carbon removal market needs catalytic investment. Global supply of durable removals currently represents a fraction of what we'll need by 2050. Our multi-year purchases signal demand, support the projects to scale and help drive down costs.

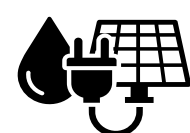
Our Portfolio

Our current portfolio spans nature-based, hybrid and engineered solutions around the world, including in the UK, the United States, Brazil, Canada, Denmark and India.



Nature-Based

We have supported soil carbon sequestration at Blaston Farm near Silverstone, UK, and native-tree reforestation with Chestnut Carbon in the US. Both projects deliver near-term removals and wide co-benefits for local ecosystems and communities.



Hybrid

Projects we support include biochar, enhanced rock weathering and ocean alkalinity enhancement – all solutions that combine biological and engineered processes for durable carbon storage.



Engineered

Our portfolio also includes durable engineered removal technologies, such as direct air capture.

How We Select Projects

We have developed a project selection framework to manage quality risk across our portfolio. Every project undergoes rigorous due diligence, with robust contract provisions to protect against under-delivery.

We pay particular attention to co-benefits, prioritising projects that deliver societal and ecological benefits alongside carbon removal, including biodiversity and livelihood gains.


Our approach is guided by six principles:

1. Reduce emissions through our own activities before using removals to compensate.
2. Adopt a portfolio approach in line with the Oxford Offsetting Principles.
3. Match our global footprint with global carbon removal coverage.
4. Diversify across project types and locations to hedge against climate, political and technology risks.
5. Invest in early-stage, multi-year projects to help grow the market and catalyse innovation.
6. Continuously review our approach against the latest science and disclose our strategy transparently.

Risk and Opportunities

Our action plan is informed by the climate-related risks and opportunities identified through our Double Materiality Assessment (DMA), completed in 2024 and reviewed in 2025. This process identified the material environmental topics most relevant to our business and therefore helped to frame our decarbonisation priorities.

The process identified two risks and one opportunity. Additional details of the DMA process and findings are in our annual Sustainability Report.

 **Full details of our climate-related financial disclosures can be found in our annual accounts.¹**



Risk

Climate Change Adaptation and Resilience

Risk to availability of sustainable solutions such as sustainable fuels and carbon removal credits due to increasing demand and limited supply.

Cost of Reducing Emissions

Increased operational costs associated with solutions, such as REGO's, RGGO's and other initiatives to reduce and/or remove emissions, associated with Net Zero.

By acting on our Climate Transition Action Plan, we seek to mitigate these risks through our commitment to building strong supplier relationships and investing in long-term contractual agreements.

This in turn helps build market confidence, increases investment and – therefore – reduces the risk of a lack of supply of sustainable solutions. This approach also locks in pricing as well as supply, helping to mitigate cost volatility or price uncertainty.

Opportunity

Energy Management and Consumption

Opportunity for energy cost and efficiency savings, through reducing usage and targeted energy action plans, which may also bring opportunity to engage stakeholders through innovative low-carbon technologies.

We are already taking targeted action to reduce energy consumption across our operations, with further efficiency programmes planned as we scale our approach.

Advocacy

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Introduction

As a team operating at the highest level of global sport, we have both an obligation and an opportunity to push for the regulatory conditions that make progress possible, invest in the solutions that need early adopters to scale, and use our platform to influence the conversations that matter.

Our responsibility extends to our fans, our partners, our suppliers and the wider sporting ecosystem we are part of.

Our sport has always moved at speed. The transformation in sustainable innovation over recent years has been significant – from the FIA creating exemptions for defined sustainability projects, to F1 promoting new approaches to engage fans in sustainable practices trackside. That pace demonstrates that collective progress, even in a highly competitive environment, is achievable.



What We Advocate For

Sustainable Sporting Regulations

The financial discipline of the cost cap and the challenge of decarbonisation both demand doing more with less, without compromise. Getting that right requires collaboration between teams and governing bodies and it is something we are actively engaged in.

We work with the FIA and Formula One to ensure sustainability requirements are embedded across the sport, that the regulatory framework creates space for innovation rather than constraining it, and that progress on sustainability works across the grid rather than only for those who have moved earliest. The F1 cost cap is here to stay, and our role is to help ensure the sustainability considerations evolve in step with the sport and the global context that we operate in.

Market Mechanisms and New Technologies

We advocate for the solutions we believe in by investing in them. Our early investment in SAFc, carbon removals and sustainable materials send demand signals that help build supply and reduce costs, making these solutions more accessible to other organisations across our sport and beyond. We back this up through market consultations, roundtables and working groups on new mechanisms, and by trialling innovative sustainable alternatives.

Shared Knowledge and Best Practice

We work with partners, fellow teams and wider industry to share what we are learning. Sustainability progress in a competitive environment depends on openness about what works, and we are committed to contributing to that collective understanding. We're sharing our learning with other teams to support them in achieving their own ambitious sustainability targets.

Our work with our Title and Technical Partner PETRONAS on the Blue Carbon Collective and with Mercedes-Benz on trialling electric trucks for race logistics are examples of what partner-driven progress looks like in practice.

[Read more.](#)

Where We Advocate

- **With the FIA and Formula One Management**, through sporting framework meetings.
- **The Climate Pledge** community and wider industry groups.
- **On the global stage:** London and New York Climate Week, roundtables and industry forums.
- **Our partner network**, through ongoing collaboration and working groups.
- **Hundreds of millions of fans worldwide** – amplifiers of sustainable high performance.
- **Our supply chain**, building sustainability capability across the sport's supply base.



Our Brainprint

Beyond our direct advocacy, we have a wider sphere of influence that comes from what we demonstrate, champion and inspire. We call this our brainprint and it operates across three channels.

Wider Industry

F1 sits at the intersection of many industries, including aerospace, advanced manufacturing, logistics, energy and materials science. Innovations that we develop and trial – like sustainable fuels, bio-based materials and energy-efficient systems – have applications far beyond the grid.

To reach Net Zero by 2040, we will need solutions that do not yet exist at scale, from low-impact aviation to sustainable high-performance materials, and from alternative fuels to new commuting infrastructure. These are challenges shared across industries. If we can find solutions that work under the extreme constraints of our sport, those solutions can work anywhere.

The UK's motorsport cluster generates £16 billion in annual sales turnover and employs over 50,000 people. This combination of turnover and skills has the potential to help with the Net Zero transition across the wider economy.



Fans

F1 has one of the world's most passionate and loyal fanbases - and it is growing fast. A 33% increase in three years has been driven in large part by younger audiences, and more women are following the sport than ever before. With 547 million fans globally, other brands are paying attention to their likes and dislikes.

We want hundreds of millions of fans to see our solutions such as Advanced Sustainable Fuels and biofuelled freight in action - not as a compromise, but as a competitive advantage. When sustainable high performance becomes the norm in F1, it has the potential to raise expectations far beyond our sport.

Locations

Our calendar takes us to races across five continents - cities and circuits that draw the world's attention for a weekend. Many are in places already feeling the impacts of climate change. Our presence is an opportunity to direct some of that spotlight towards local sustainability initiatives and to support nearby communities.

We select and support projects with the race calendar in mind, investing in ecosystems and environments close to where we compete.

In partnership with our Title and Technical Partner PETRONAS, we have launched the Blue Carbon Collective, advancing research into carbon capture in mangrove ecosystems. Mangroves store more carbon per hectare than almost any habitat on earth, and many of our race locations sit near mangrove-rich regions.

We want our presence to leave a lasting positive impact on local ecosystems, the local economy and the fans who watch us compete.



Collective Action

Decarbonisation is viable, even in one of the most competitive environments on the planet. The fact that teams across the F1 grid have come together to identify shared solutions, and that our sport continues to find ways to transition without compromising the very reason it exists, is itself a signal worth sending.

Accountability

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Introduction

F1 is the world's fastest-growing sport.

As we strive to decouple growth from emissions, we must keep our sport at the pinnacle of technological innovation, while also ensuring it remains accessible, competitive and irresistible to follow.

The teams that will define the future of this sport are the ones who set the highest standards and meet them. For us, that starts with governance – the foundation on which every commitment in our plan is built.

Governance

Day-to-day responsibility for our climate strategy sits with our Management Committee (MCM), which receives regular updates on our carbon footprint and progress towards targets.

The MCM is supported by the Governance Committee, the Environmental Working Group and the Social Working Group. Each of these groups updates the MCM and manages the risks and opportunities within their area. The Board of Directors receives updates from the MCM.

Our ISO14001:2015 certified Environmental Management System has been in place since 2010. Our Double Materiality Assessment was completed in 2024 and identified the climate-related impacts, risks and opportunities most material to our business. The DMA was reviewed in 2025 and a further review is in progress this year.

We will regularly review our Climate Transition Action Plan. As our sport evolves, our objectives may need to evolve with it, and we will communicate any changes clearly as they arise.



Reporting and Disclosures

We transparently report on our sustainability performance through:

- Our annual Sustainability Report, published voluntarily in line with our Climate Pledge commitment.
- Our annual accounts, which include our UK Climate-Related Financial Disclosures (UK CFD) and Streamlined Energy and Carbon Reporting (SECR).
- Annual reporting to Formula One Management to support footprint tracking.

All emissions data is calculated using the Greenhouse Gas Protocol and undergoes annual limited assurance by an independent third party in line with ISAE 3000 (Revised) and ISAE 3410. Our Climate Transition Action Plan has been developed in line with best practice, and we will regularly review it as guidelines continue to evolve.

 **Our full methodology is available in our annual Basis of Reporting.**

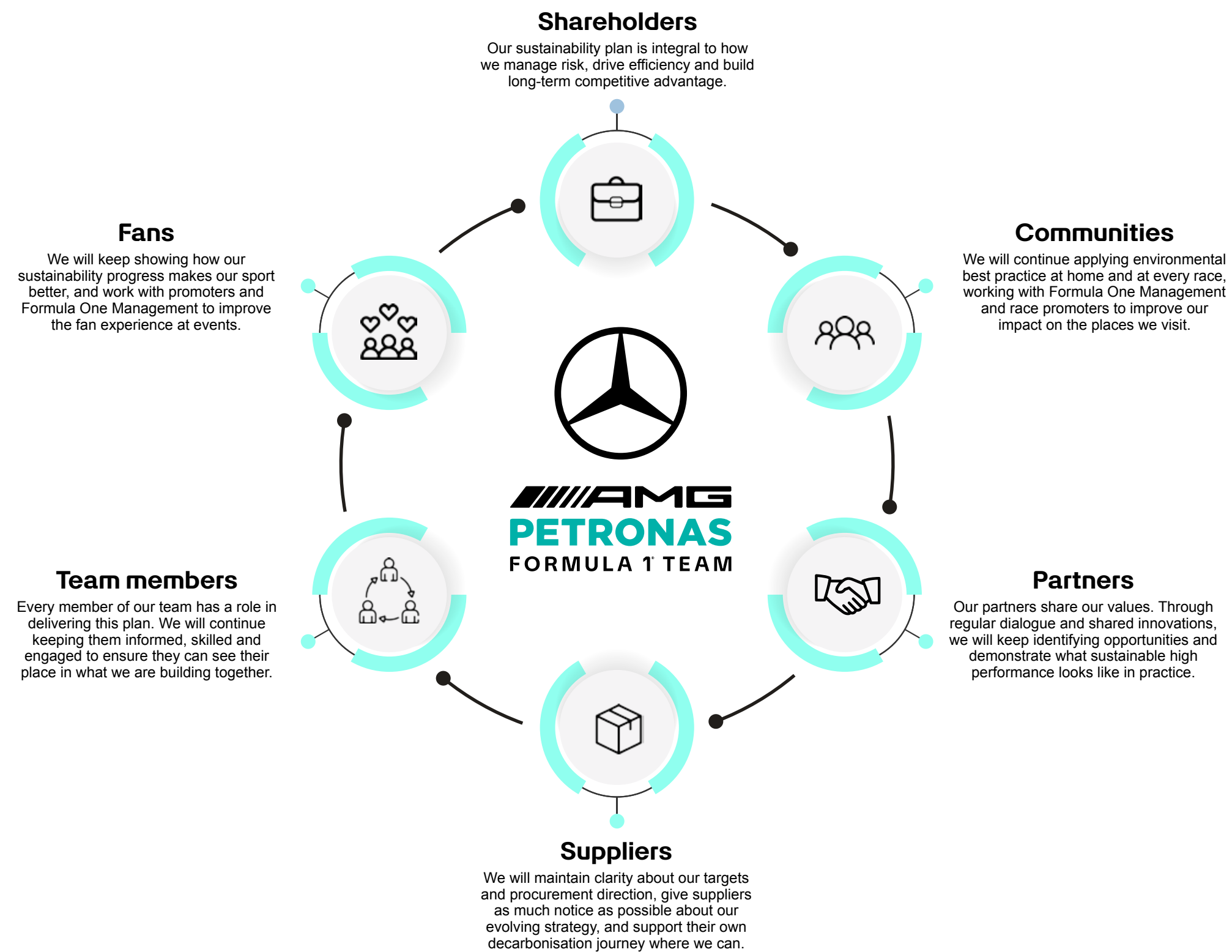
Risks and Opportunities

We explain our approach to climate-related risks and opportunities in the Action section of this plan. Our material transition risks and opportunities are: the cost of reducing emissions, the availability of sustainable solutions and the opportunity of energy efficiency. These are monitored by our Environmental Working Group and managed through the activities described in this plan. Full disclosure is provided in our statutory accounts and annual Sustainability Report.



Our Stakeholders

Delivering this plan requires us to support all our stakeholders in playing their part.



every dream needs a team

Our dream extends far beyond our home in Brackley to our partners, our fans, our suppliers and the communities we race for.

Engineering change is what we do. On the track, and beyond it.



Glossary

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Advanced Sustainable Fuel (ASF)

From the 2026 season, all F1 cars must run on Advanced Sustainable Fuel – a new fuel standard introduced by the FIA requiring a minimum 65% greenhouse gas saving against the EU Renewable Energy Directive benchmark. To qualify, the fuel must be independently certified and derived from non-food biomass, municipal solid waste or renewable synthetic sources.

Brainprint

Our term for the positive influence we extend beyond our own operations – through the technologies we develop, the partnerships we form and the knowledge we share.

Carbon Removals

The process of capturing carbon already in the atmosphere and storing it for decades or longer. Methods range from nature-based solutions like tree planting and soil management to engineered options like direct air capture and hybrid approaches such as bioenergy with carbon capture. Each method varies in its durability, methodology and co-benefits.

The Climate Pledge

Founded by Amazon and Global Optimism in 2019, The Climate Pledge commits signatories to reach Net Zero by 2040 – a decade ahead of the Paris Agreement target – through transparent decarbonisation and credible offsetting of residual emissions.

Double Materiality Assessment (DMA)

An approach that evaluates both how sustainability issues impact a business (financial materiality) and how the business impacts people and the environment (impact materiality). It helps organisations identify their most significant sustainability risks, opportunities and responsibilities (IROs). Our most recent full DMA was in 2024, and it was in line with the European Sustainability Reporting Standards (ESRS).

FIA Three-Star Environmental Accreditation

The highest level of environmental recognition awarded by the FIA, motorsport's global governing body. Launched in 2011, the accreditation helps teams assess and improve their environmental performance across 17 criteria, including energy use, transport planning, supply chain management and carbon emissions. Accreditation is based on an independent audit to ensure impartiality and rigour.

HVO100 Biofuel

Hydrotreated Vegetable Oil (HVO100) is a renewable diesel made from sustainably sourced waste oils and fats. It offers significant CO₂e reductions and improves local air quality by cutting NO_x and particulate emissions. As a near zero emission fuel, HVO100 plays a key role in the energy transition.

Impacts, Risks and Opportunities (IROs)

Key sustainability topics identified through a Double Materiality Assessment. IROs reflect where a business has the most significant environmental and social impacts, faces the greatest sustainability-related risks, or can unlock meaningful opportunities.

ISO14001:2015

An internationally recognised standard for environmental management systems (EMS). It provides a framework for improving environmental performance, reducing impact and ensuring compliance with legal requirements through a structured, proactive approach.

Market-Based Emissions (with and without SAFc)

A market-based method reflects a company's emissions based on the specific contracts the company has in place. This method uses emission factors from contractual instruments which include any type of contract between two parties for the sale and purchase of energy bundled with attributes about the energy generation, or for unbundled attribute claims. We use market-based emissions factors to capture the renewable gas and electricity and SAFc purchased by the team. Market-based emissions with SAFc are reported using the WEF and CSTC SAFc Emissions Accounting and Reporting Guidelines.

Oxford Offsetting Principles

The Oxford Offsetting Principles provide guidance on the pathways for organisations to navigate the evolving landscape of the carbon markets and offsetting practices with a focus on transparency, durability and innovation.

Race Team Control Emissions

This covers our market-based Scope 1 and 2 emissions and the following Scope 3 emissions: business travel (with SAFc purchase), team member commuting and working from home, upstream transportation and distribution, fuel and energy related activities and waste generated in operations.

Race Team Control Net Zero

Our target is to achieve Race Team Control Net Zero in 2030, aiming to reduce Race Team Control emissions by 75% and compensate for the residual emissions through carbon removals.

REGO

Renewable Energy Guarantees of Origin (REGO) certificates provide transparency to track the generation and provision of renewable electricity into the national grid to customers from suppliers.

RGGO

Renewable Gas Guarantees of Origin (RGGO) certificates provide transparency to track the generation and provision of green gas into the gas grid to customers from suppliers.

Scope 1, 2 And 3 Emissions

The Greenhouse Gas (GHG) Protocol divides emissions into three categories. Scope 1 covers direct emissions from sources owned or controlled by an organisation, such as fuel combustion on site. Scope 2 covers indirect emissions from purchased energy, such as electricity or heat. Scope 3 covers all other indirect emissions, including business travel, supply chain activity and employee commuting.

SECR (Streamlined Energy And Carbon Reporting)

A UK Government requirement for large companies to disclose their energy use and carbon emissions within their annual accounts. SECR is intended to drive transparency on energy consumption and carbon performance.

Sustainable Aviation Fuel (SAF)

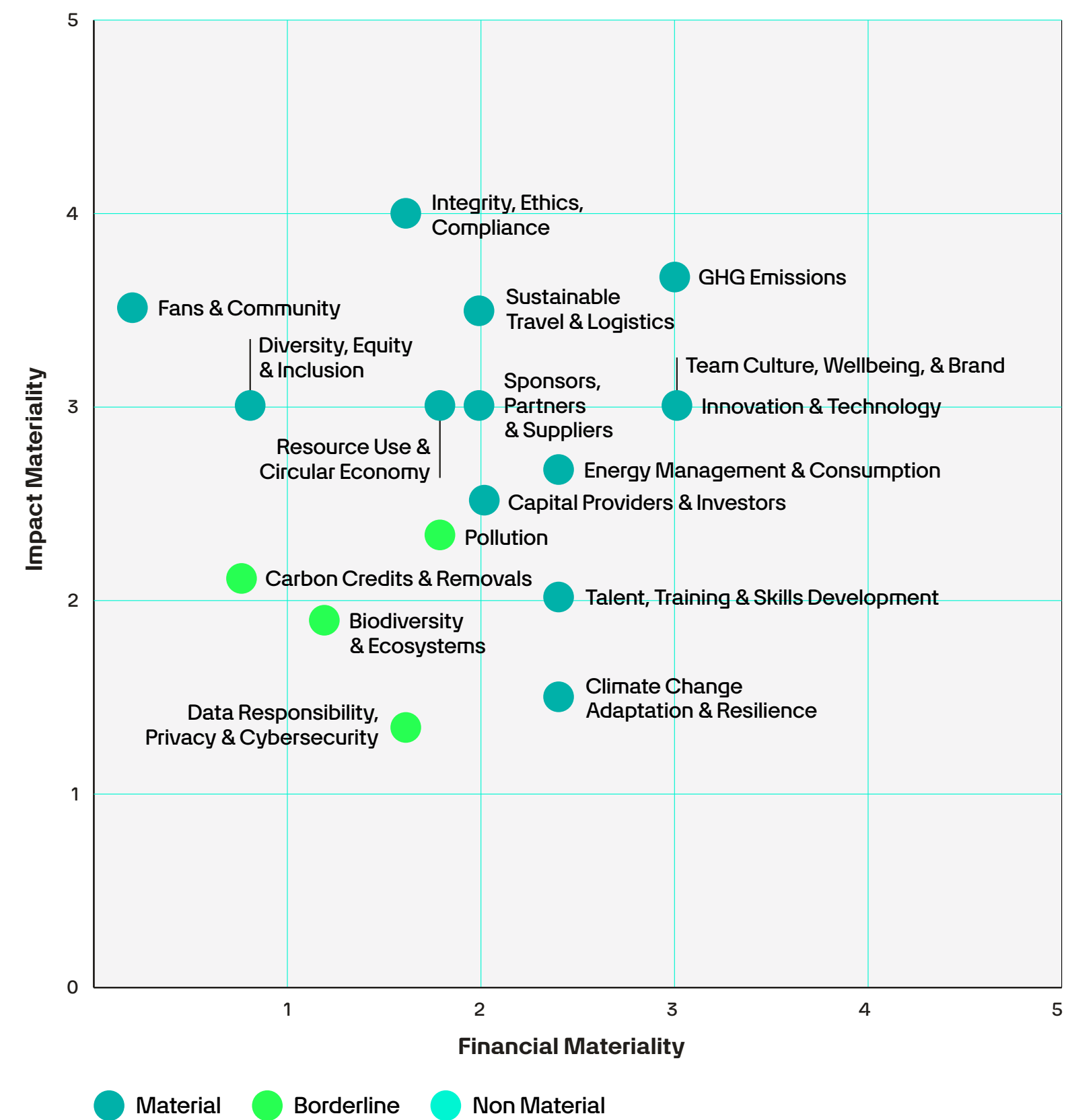
Sustainable Aviation Fuels (SAF) is a renewable or waste-derived aviation fuel that can be used as an alternative to conventional fossil jet fuel. Recognised by the International Civil Aviation Organisation as a key technology for decarbonising aviation, SAF significantly reduces lifecycle emissions compared to fossil fuels.

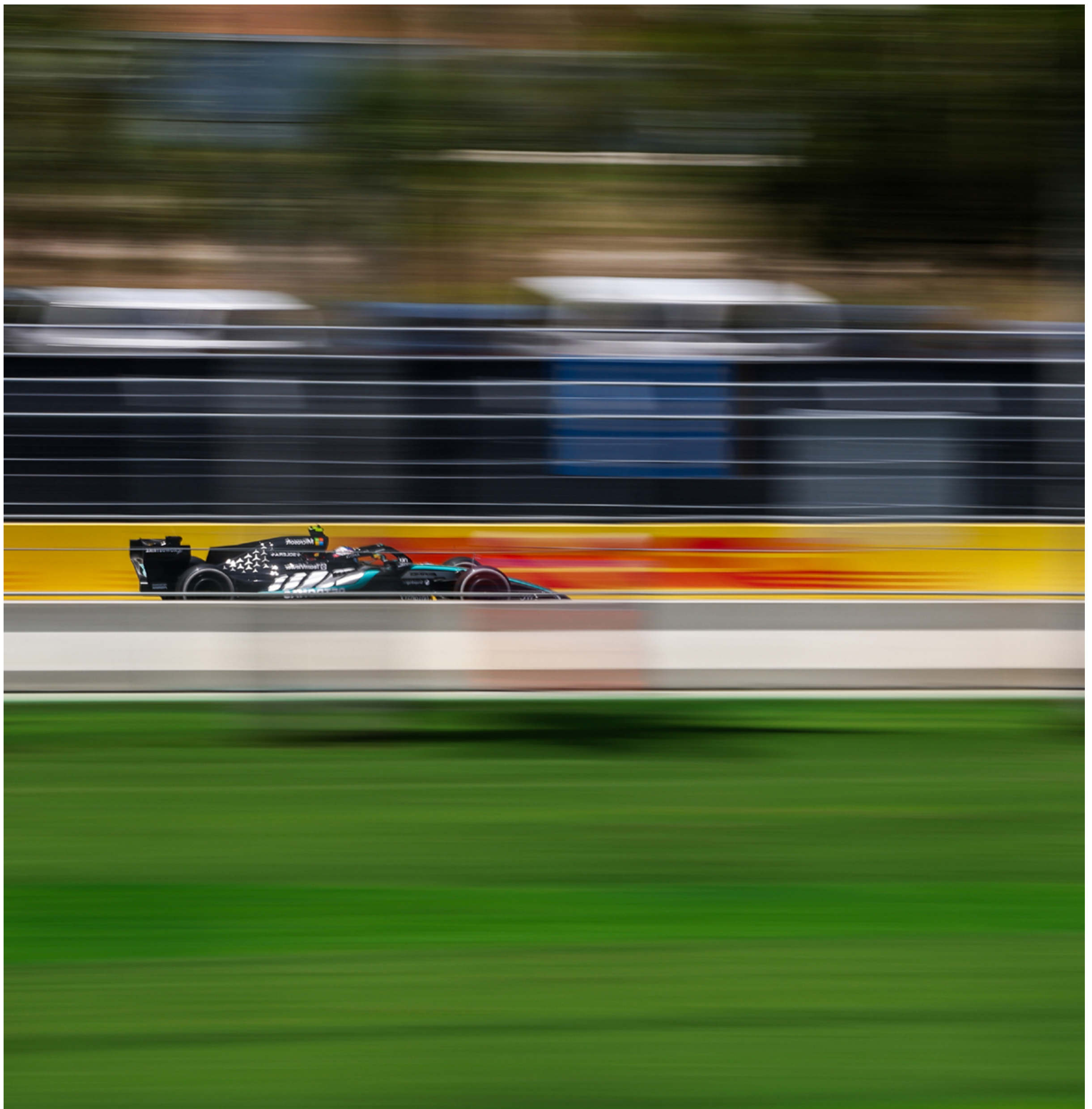
Sustainable Aviation Fuel Certificates (SAFc)

Sustainable Aviation Fuel certificates (SAFc) operate on a 'book-and-claim' basis allowing organisations to support the use of SAF even when it isn't available at the point of uplift. Under this approach, emissions reductions associated with SAFc are allocated to participating organisations based on verified purchases. We source SAF from certified suppliers and rely on established certification schemes and contractual safeguards designed to support the integrity of the associated emissions reductions. Our SAFc purchases are accounted for using best practice accounting standards set out in the WEF and CSTC's SAFc Emissions Accounting and Reporting Guidelines.

Double Materiality Assessment Results

From 2024





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