



# UK Planet Impact Report 2025

In respect of the year ended  
30 September 2025



# Introduction

As KPMG LLP ('KPMG UK'), we have an ambition to reduce our environmental impact across our value chain, including our direct energy and waste consumption and associated carbon emissions. To achieve this, being transparent about our progress through our data is key.

This report provides a summary of our environmental performance for the financial year ended 30 September 2025 ('FY25') against prior year ('FY24') and includes an inventory of our greenhouse gas (GHG) emissions and environmental metrics. It is designed to be read alongside information about our environmental strategy and commitments on [Our Planet website](#), in our Carbon Reduction Plan, and in our KPMG Holding LLP Members' Report and Financial Statements FY25.

In FY25, we re-validated our science-based targets with the Science Based Targets initiative (SBTi). Our updated SBTi targets are as follows:

- KPMG UK commits to reach net zero GHG emissions across the value chain by 2050, including reducing scopes 1, 2 and 3 emissions by 90% by 2050 from a 2019 baseline.
- KPMG UK commits to reduce absolute scope 1 and 2 GHG emissions by 75% by 2030 from a 2019 baseline.
- KPMG UK also commits that 64% of its suppliers by emissions covering purchased good and services, upstream transportation and distribution and investments, will have a science-based target by 2029.
- KPMG UK further commits to reduce absolute scope 3 GHG emissions from business travel by 50% by 2030 from a 2019 baseline.

Further detail on KPMG UK's SBTi targets and associated progress relative to baseline is available in our Carbon Reduction Plan.

We engaged Grant Thornton UK LLP (Grant Thornton) to provide limited assurance over selected FY25 metrics in this report. The selected metrics subject to assurance are detailed in Appendix 1 of the assurance report.



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# Explaining our data

## Scope 1 & 2

In FY25 we continued to make progress with our energy saving initiatives through the efficient use and design of our offices. These include:

- Nationwide printer and monitor upgrades, reducing energy consumption in our day-to-day office activities.
- Transitioning our Canary Wharf office's kitchen facilities to electric-only.
- Ongoing fine-tuning through our building energy management systems (BEMS) and continued replacement of existing fluorescent lighting with LEDs across the estate.
- Continued upgrades to our air handling unit motors in our Canary Wharf office to improve their efficiency.

These initiatives are reflected in a decrease across both our natural gas (scope 1) and electricity (scope 2) kWh consumption relative to the prior year. We also continued to reduce the number of petrol and diesel company cars which contributed to scope 1 energy consumption and GHG emission reductions.

We are actively modernising the refrigeration systems across our estate and in 2025 we completed a total replacement of our Canary Wharf office catering refrigeration systems. Whilst this upgrade programme is ongoing, there has been a rise in fugitive emissions in 2025 and we continue these upgrades alongside our standard preventive maintenance activities.

We successfully achieved our target of using only renewable electricity in 2023 and have maintained this throughout FY25. Across our estate, 100% of our electricity continues to be backed by Renewable Energy Guarantees of Origin (REGOs) and Guarantees of Origin (GOs).

Please refer to Table 1 (page 4) for data breakdown.

## Scope 3

This year, our scope 3 emissions decreased by 22% compared to the previous year (including radiative forcing (RF)). Emissions within our 'Total – Scope 3, including RF' metric within Table 2 (page 5) are primarily driven by our business travel emissions.

## Travel

In FY25, the UK Government updated its emissions factors to reflect post-COVID passenger load levels, resulting in a 23% reduction in our business travel emissions compared to the previous year (including RF). Our distance travelled by air has increased by 12% since 2024 as we continued to expand into new markets. We continue to encourage our people through the SMART Travel Policy to make sustainable travel choices and use rail over more carbon intensive modes of transport, where possible. As our business evolves, we continue to monitor progress to our travel target in line with our target year of 2030.

Further detail on our business travel emissions are available in Table 2 (page 5).



## Waste

Our emissions from waste have reduced by 34% relative to prior year, primarily due to a decrease in the amount of waste generated and improved waste segregation. However, the percentage of waste recycled has slightly declined due to a significant reduction in the amount of archived boxes destroyed and recycled relative to prior year. The continued progress in our waste management is due to ongoing waste minimisation initiatives across all waste streams by our facilities teams, as well as the destruction of archive boxes due to a previous change in retention policy.

Please refer to Table 3 (page 6) for data breakdown.

## Employee commute

Employee commuting emissions reduced by 11% since FY24 due to a reduction in total distance travelled by employees and a decrease in headcount. Reflecting this, homeworking emissions also reduced by 7%. We continue to track the mode of transport used and distance travelled by colleagues commuting to our offices.

## Scope 3 extended

Our purchased goods and services (PGS) emissions have increased by 7% compared to the previous reporting year due to a shift in spending patterns. In FY26, we will continue to engage our suppliers to decarbonise our supply chain.

Please refer to Table 2 (page 5) for data breakdown.

# Our planet data

Table 1

	FY25	FY24	FY23	FY19
<b>Scope 1</b>				
Natural gas (kWh)	4,980,328	5,465,744	8,123,729	11,911,129
Natural gas (kgCO <sub>2</sub> e)	911,201	999,685	1,486,065	2,189,861
Fugitive emissions (kgCO <sub>2</sub> e)	258,133	48,677	102,900	148,248
KPMG owned/leased car travel (kWh)	329,755	436,955	534,491	^
KPMG owned/leased vehicles (kgCO <sub>2</sub> e) <sup>1</sup>	101,478 <sup>1</sup>	134,045 <sup>2</sup>	165,907 <sup>2</sup>	1,138,987 <sup>2</sup>
<b>Total – Scope 1 (kWh)</b>	<b>5,310,083</b>	<b>5,902,699</b>	<b>8,658,220</b>	<b>11,911,129</b>
<b>Total – Scope 1 (kgCO<sub>2</sub>e)</b>	<b>1,270,812</b>	<b>1,182,407<sup>2</sup></b>	<b>1,754,872<sup>2</sup></b>	<b>3,477,096<sup>2</sup></b>
<b>Scope 2</b>				
Electricity consumption (kWh)	17,140,116	19,356,734	20,652,457	23,382,774
Electricity emissions (location-based) (kgCO <sub>2</sub> e)	3,033,801	4,007,812	4,276,593	5,981,898
Electricity emissions (market-based) (kgCO <sub>2</sub> e)	0	0	0	1,117,083
<b>Total – Scope 2 (market-based) (kgCO<sub>2</sub>e)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,117,083</b>
<b>Total – Scope 1 &amp; 2 emissions (location-based) (kgCO<sub>2</sub>e)</b>	<b>4,304,613</b>	<b>5,190,219<sup>2</sup></b>	<b>6,031,465<sup>2</sup></b>	<b>9,458,994<sup>2</sup></b>
<b>Total – Scope 1 &amp; 2 emissions (market-based) (kgCO<sub>2</sub>e)</b>	<b>1,270,812</b>	<b>1,182,407<sup>2</sup></b>	<b>1,754,872<sup>2</sup></b>	<b>4,594,179<sup>2</sup></b>

Please refer to the reporting method statement for full definitions and methodologies.

^ SECR emission conversion factors for km to kWh were only introduced in 2020 in response to the requirements of the new Streamlined Energy and Carbon Reporting (SECR).

1 Inclusive of associated well-to-tank (WTT) and transmission and distribution (T&D) emissions.

2 In FY25 we updated and revalidated our science-based targets through Science Based Targets initiative. As part of this process, the reporting methodology for owned/leased vehicle, business travel and employee commuting was enhanced to include well-to-tank (WTT) and transmission and distribution (T&D) emissions within each category. Our Scope 3 WTT metric now only includes WTT from electricity and gas consumption and our Scope 3 T&D only includes T&D emissions from electricity consumption. Prior years' data for these categories have been restated for consistency with the updated approach. See [KPMG UK Planet Impact Report 2024](#) for previously reported figures.

## Our planet data

Continued

Table 2

	FY25	FY24	FY23	FY19
<b>Scope 3</b>				
Air travel, including RF (kgCO <sub>2</sub> e) <sup>1</sup>	18,315,554 <sup>1</sup>	24,472,772 <sup>2</sup>	18,210,932 <sup>2</sup>	33,368,928 <sup>2</sup>
Air travel, excluding RF (kgCO <sub>2</sub> e) <sup>1</sup>	12,064,109 <sup>1</sup>	12,863,804 <sup>2</sup>	10,749,706 <sup>2</sup>	19,189,110 <sup>2</sup>
Rail travel (kgCO <sub>2</sub> e) <sup>1</sup>	987,390 <sup>1</sup>	964,228 <sup>2</sup>	867,574 <sup>2</sup>	1,821,621 <sup>2</sup>
Business-related car travel (kgCO <sub>2</sub> e) <sup>#,1</sup>	1,006,125 <sup>1</sup>	1,066,571 <sup>2</sup>	1,048,024 <sup>2</sup>	2,874,983 <sup>2</sup>
<b>Business travel – total, including RF (kgCO<sub>2</sub>e)<sup>1</sup></b>	<b>20,309,070<sup>1</sup></b>	<b>26,503,571<sup>2</sup></b>	<b>20,126,530<sup>2</sup></b>	<b>38,065,532<sup>2</sup></b>
<b>Business travel – total, excluding RF (kgCO<sub>2</sub>e)<sup>1</sup></b>	<b>14,057,625<sup>1</sup></b>	<b>14,894,603<sup>2</sup></b>	<b>12,665,303<sup>2</sup></b>	<b>23,885,714<sup>2</sup></b>
Transmissions and distribution – electricity (kgCO <sub>2</sub> e)	317,606	354,228 <sup>2</sup>	369,991 <sup>2</sup>	507,406 <sup>2</sup>
Well to tank – gas and electricity (kgCO <sub>2</sub> e)	1,005,233	1,130,440 <sup>2</sup>	1,029,938 <sup>2</sup>	257,639 <sup>2</sup>
Waste (kgCO <sub>2</sub> e)	4,340	6,619	24,514	42,047
Employee commuting (kgCO <sub>2</sub> e) <sup>1</sup>	2,608,338 <sup>1</sup>	2,942,851 <sup>2</sup>	2,470,598 <sup>2</sup>	7,303,680 <sup>3</sup>
<b>Total – Scope 3, including RF (kgCO<sub>2</sub>e)<sup>6</sup></b>	<b>24,244,588</b>	<b>30,937,709<sup>2</sup></b>	<b>24,021,570<sup>2</sup></b>	<b>46,176,305<sup>2</sup></b>
<b>Total – Scope 3, excluding RF (kgCO<sub>2</sub>e)<sup>6</sup></b>	<b>17,993,143</b>	<b>19,328,741<sup>2</sup></b>	<b>16,560,343<sup>2</sup></b>	<b>31,996,486<sup>2</sup></b>
<b>Total – Scopes 1, 2 &amp; 3, including RF (location-based) (kgCO<sub>2</sub>e)<sup>6</sup></b>	<b>28,549,201</b>	<b>36,127,928<sup>2,5</sup></b>	<b>30,053,034<sup>2,5</sup></b>	<b>55,635,299<sup>2,5</sup></b>
<b>Total – Scopes 1, 2 &amp; 3, including RF (market-based) (kgCO<sub>2</sub>e)<sup>6</sup></b>	<b>25,515,400</b>	<b>32,120,116<sup>2,5</sup></b>	<b>25,776,441<sup>2,5</sup></b>	<b>50,770,484<sup>2,5</sup></b>
<b>Total – Scopes 1, 2 &amp; 3, excluding RF (location-based) (kgCO<sub>2</sub>e)<sup>6</sup></b>	<b>22,297,756</b>	<b>24,518,960<sup>2,5</sup></b>	<b>22,591,808<sup>2,5</sup></b>	<b>41,455,480<sup>2,5</sup></b>
<b>Total – Scopes 1, 2 &amp; 3, excluding RF (market-based) (kgCO<sub>2</sub>e)<sup>6</sup></b>	<b>19,263,955</b>	<b>20,511,148<sup>2,5</sup></b>	<b>18,315,215<sup>2,5</sup></b>	<b>36,590,665<sup>2,5</sup></b>
<b>Scope 3 – Extended</b>				
Purchased goods and services (kgCO <sub>2</sub> e) <sup>4</sup>	-	47,531,161 <sup>5</sup>	44,472,580 <sup>5</sup>	71,086,673 <sup>5</sup>
Upstream transportation and distribution (kgCO <sub>2</sub> e) <sup>4</sup>	-	128,338 <sup>5</sup>	428,279 <sup>5</sup>	1,844,991 <sup>5</sup>
Homeworking (kgCO <sub>2</sub> e)	4,332,272	4,643,893	4,800,158	^

Please refer to the reporting method statement for full definitions and methodologies.

^ FY23 was the first year that we reported our Homeworking emissions.

# FY25 business-related car travel kWh = 3,296,315.

1 Inclusive of associated well-to-tank (WTT) and transmission and distribution (T&D) emissions.

2 In FY25 we updated and revalidated our science-based targets through Science Based Targets initiative. As part of this process, the reporting methodology for owned/leased vehicle, business travel and employee commuting was enhanced to include well-to-tank (WTT) and transmission and distribution (T&D) emissions within each category.

Our Scope 3 WTT metric now only includes WTT from electricity and gas consumption and our Scope 3 T&D only includes T&D emissions from electricity consumption. Prior years' figures for these categories have been restated for consistency with the updated approach. See [KPMG UK Planet Impact Report 2024](#) for previously reported figures.

3 2023 was the first year that we reported our Employee commuting emissions. For comparison, we have included emissions for our baseline year, 2019, in this report.

4 Purchased goods and services and Upstream transportation and distribution emissions are reported a year in arrears.

5 In FY25 we updated and revalidated our science-based targets through the Science Based Targets initiative. As part of this process, we re-calculated our FY19 baseline Purchased goods and services emissions and Upstream transportation & distribution emissions, using our current enhanced methodology. For comparison, FY23 has also been restated using this consistent methodology. See [KPMG UK Planet Impact Report 2024](#) for previously reported figures.

6 Emissions exclude Scope 3 – Extended categories, namely: Purchased goods and services and Upstream transportation and distribution, as reported a year in arrears, and Homeworking emissions as an optional disclosure.

## Our planet data

Continued

Table 3

	FY25	FY24	FY23	FY19
<b>Intensity ratios<sup>7</sup></b>				
Full-time equivalent workers <sup>8</sup>	16,152	17,185	18,308	16,472
<b>Intensity ratio – Scopes 1 &amp; 2 (location-based) (kgCO<sub>2</sub>e/FTE)</b>	<b>267</b>	<b>302<sup>2,5</sup></b>	<b>329<sup>2,5</sup></b>	<b>574<sup>2,5</sup></b>
<b>Intensity ratio – Scopes 1, 2 &amp; 3 (location-based) (kgCO<sub>2</sub>e/FTE)</b>	<b>1,768</b>	<b>2,102<sup>2,5</sup></b>	<b>1,642<sup>2,5</sup></b>	<b>3,378<sup>2,5</sup></b>
<b>Additional disclosures</b>				
Water (litres)	74,115,594	77,490,667	82,524,115	96,244,248
Paper (sheets) <sup>9</sup>	3,548,100	2,986,150	3,858,375	35,808,000
<b>Waste</b>				
Total waste (kg)	796,809	990,506	1,151,907	1,969,074
Recycled waste (kg)	568,755	744,413	806,964	1,693,788
% waste recycled	71	75	70	86

Please refer to the reporting method statement for full definitions and methodologies.

<sup>2</sup> In FY25 we updated and revalidated our science-based targets through Science Based Targets initiative. As part of this process, the reporting methodology for owned/leased vehicle, business travel and employee commuting was enhanced to include well-to-tank (WTT) and transmission and distribution (T&D) emissions within each category. Our Scope 3 WTT metric now only includes WTT from electricity and gas consumption and our Scope 3 T&D only includes T&D emissions from electricity consumption. Prior years' figures for these categories have been restated for consistency with the updated approach. See [KPMG UK Planet Impact Report 2024](#) for previously reported figures.

<sup>5</sup> In FY25 we updated and revalidated our science-based targets through the Science Based Targets initiative. As part of this process, we re-calculated our FY19 baseline Purchased goods and services emissions and Upstream transportation & distribution emissions, using our current enhanced methodology. For comparison, FY23 has also been restated using this consistent methodology. See [KPMG UK Planet Impact Report 2024](#) for previously reported figures.

<sup>7</sup> Intensity ratio calculations are based upon data that includes radiative forcing (RF).

<sup>8</sup> This figure includes Partners, staff and contractors.

<sup>9</sup> This figure refers to the number of sheets of paper that were purchased and does not directly reflect the number of paper sheets used.

# Our planet impact reporting method statement

## Organisational boundaries

We have taken an operational control approach to our organisational boundary. This includes KPMG (UK) LLP activity in the UK and excludes Northern Ireland and the Channel Islands.

From FY24, the following entities and their related emissions, which make up a small proportion of our total emissions, have also been included:

- KPMG Crimsonwing Limited and KPMG Crimsonwing (Malta) Limited scope 1 natural gas, scope 2 electricity, scope 3 business-related travel, fuel and energy-related activities, employee commute, purchased goods and services (reported one year in arrears), homeworking and water consumption.
- KPMG Limited (Gibraltar) – scope 1 natural gas, scope 2 electricity and scope 3 energy related activities, business related travel, homeworking and water consumption.

## Approach to restatements and revised baselines

Our policy on environmental impact data is that we will:

- Correct any identified errors >5% of the individual KPIs.
- Conduct an annual review of changes to our operating structure and re- baseline (where required) using actual or estimated data if any of the changes, or the cumulative effect of the changes, are deemed to be quantitatively or qualitatively material.

## How we report our Key Performance Indicators (KPIs)

This section of the report outlines the basis of preparation of the key environmental performance indicators.

## Standards and guidance

Our methodology for the reporting of GHG emissions has been developed using the following guidance and standards:

- GHG Protocol standards and guidance, including the Corporate Standard, Scope 2 Guidance and Scope 3 Calculation Guidance;
- CDP Climate Change 2023 Reporting Guidance;
- Science Based Target initiative Guidance.

## Environmental overview

We report energy and GHG emissions data for the following indicators:

- Energy consumption by fuel source (in kWh).
- Energy consumption by type (in kWh).
- Renewable electricity consumption (as a percentage of total grid electricity supplied).
- Scope 1 GHG emissions (in kgCO<sub>2</sub>e) for gas, owned/leased vehicles and for fugitive emissions.
- Scope 2 GHG emissions (in kgCO<sub>2</sub>e) using both the location and market-based methods of calculation.



- Scope 3 GHG emissions (in kgCO<sub>2</sub>e) for business-related car travel, rail travel, air travel, employee commuting, homeworking, waste, fuel- and energy-related activities, upstream transportation and distribution and purchased goods and services – these categories are included based upon their materiality to business emissions, an assessment of which took place as part of our science-based target development and is reviewed annually.
- Total GHG emissions for scope 1 and 2 (in kgCO<sub>2</sub>e) for both location and market-based methods of calculation. Total GHG emissions for scope 1, 2 and 3 (in kgCO<sub>2</sub>e, excluding Purchased goods and services and Upstream transportation and distribution, as reported a year in arrears, and Homeworking emissions as an optional disclosure) for both location-based and market-based methods of calculation. Total annual GHG emissions per Full Time Equivalent worker (in kgCO<sub>2</sub>e/FTE). This includes partners, staff and contractors.

# Our planet impact reporting method statement

Continued

## Data gathering process and methods

We use an electronic data collection process to gather our data. Electricity, gas and water usage data is based on invoices direct from our utility suppliers or provided via our landlord for serviced or common area utility consumption. Where data does not match our reporting period exactly, we perform forecast calculations using extrapolation. Utilities data is based on invoiced figures available at the time of reporting and may be subject to future updates from suppliers. For sites where energy invoices are unavailable at the time of our reporting, we estimate this information based on typical site consumption from known data within our portfolio taking account of significant events which may impact on consumption patterns such as changes in floor area. Actual utility data is used wherever available.

We work with our landlords monthly to identify any data gaps and encourage comprehensive data collection. Air and Rail travel data is collated by KPMG's contracted travel management company in km and spend, with appropriate UK Government GHG Conversion Factors applied to the distance to calculate kgCO<sub>2</sub>e figures. Car and other Rail travel data is collated on our expenses platform in km (for car journeys only), start/end locations and spend. Emissions are calculated by applying appropriate UK Government GHG Conversion Factors to the distance to calculate kgCO<sub>2</sub>e figures. Waste data is provided by the KPMG Facilities team, received from the third-party contractors and landlords responsible for this, pertaining to office waste, furniture waste, archived paper destruction and paper consumption.

Where full-year office waste data is available, actual figures are used; where data is incomplete, an estimation based on the year to date average is applied, adjusting for any significant events. Waste data is based on invoiced figures available at the time of reporting and may be subject to future updates from suppliers.

Employee commuting data is taken from individual commute disclosures and office attendance records including entry pass data and desk bookings. The homeworking emissions calculation is based on internal management information gathered from our Global Pulse Survey (GPS) on the average number of days spent working from home by our colleagues and resource management reports.

In previous reporting periods, data on scope 3 purchased goods and services (PGS) was gathered from suppliers who completed the CDP Supply Chain module at our request, as well as from spend data supplied by KPMG's Procurement team via the procure-to-pay platform.

For the current reporting year, we have relied solely on a spend-based approach for all PGS emissions, consistent with our method for FY23 PGS emissions (reported in FY24), because supplier-specific emissions data from CDP was not available within our reporting timeframe. To perform these calculations, we utilised sectoral emission conversion factors provided by CDP. This same spend-based methodology was also adopted for calculating emissions from upstream transportation and distribution.

## Application of UK Government GHG Conversion Factors

Scope 1, scope 2 (location-based); and scope 3 business travel, employee commuting, homeworking, waste, transmission and distribution of electricity and well to tank emissions are calculated using the UK Government GHG Conversion Factors. Where the reporting year spans two calendar years, the emission conversion factor for the later year has been applied to the full reporting year.

### Scope 1

These are emissions within our direct control and include those from:

- Diesel, petrol and other fuel used by cars owned by KPMG or leased for six months or more.
- Natural gas used for space heating and hot water in our premises.
- Fugitive emissions from refrigerators under KPMG's engineering control.

We capture gas emissions from KPMG solely occupied areas and shared areas within our buildings (common parts).

As KPMG UK's car expense claims do not distinguish between fully electric and hybrid vehicles, all claims labelled 'Electric' are treated as hybrids. Emissions are therefore calculated using the Government's plug-in hybrid electric vehicle conversion factor.

Fugitive emissions from gas leaks in our office air-conditioning and refrigeration units are identified during maintenance, measured by the weight of refrigerant required to top up the equipment for the gases lost, and calculated using the gas weight (kg) and its Global Warming Potential (GWP).

### Scope 2

These are emissions from electricity purchased to power our offices.

We capture emissions from KPMG solely occupied areas and shared areas within our buildings (common parts).

We report two different scope 2 emission values: one using a 'location-based' method and one using a 'market-based' method.

The location-based method involves using an average emissions factor that relates to the grid on which energy consumption occurs. This usually relates to a country-level electricity emissions factor. The market-based method applies if the company has operations in any markets where there are Renewable Energy Guarantees of Origin (REGOs), Guarantees of Origin (GOs), or supplier-specific information is available. The method involves using an emissions factor that is specific to the electricity purchased.

### Location-based emissions

Emissions are calculated using a kWh to kgCO<sub>2</sub>e conversion factor provided by UK Government GHG Conversion Factors.

# Our planet impact reporting method statement

Continued

## Renewable electricity definition (for market-based emissions)

Our figures for renewable electricity include all renewable electricity from third-party renewable suppliers which is traceable to KPMG through a signed contract or provision of surrendered renewable energy certificates (RECs). KPMG assess all market-based emissions against GHG Protocol Scope 2 Guidance in alignment with standard reporting methodology.

## Scope 3

As part of developing our science-based targets, we conducted an in-depth analysis of our scope 3 emissions. These are indirect emissions that we do not directly control but that we may be able to influence.

Scope 3 emissions reporting includes emissions from our suppliers in providing us with goods and services; as well as business travel, employee commuting, homeworking, transmission and distribution of electricity, indirect supply of fuel (well to tank), waste and upstream transportation and distribution.

## Business travel

Reported business travel emissions are inclusive of well-to-tank (WTT) emissions for all business travel categories and transmission & distribution (T&D) emissions for electric and hybrid business-related car travel. Prior to FY25, WTT and T&D emissions were reported separately in combined WTT and T&D figures. For FY25, we have improved our reporting methodology to include WTT and T&D emissions related to air travel, rail travel and car

travel within each of the reported travel category emissions. Metrics for previous years have been updated within this report in line with the new methodology for comparability.

## Business travel – air

Air travel emissions are calculated using the number of kilometres travelled by colleagues for business purposes, per haul and class of travel.

As of FY25, we report air travel both including and excluding Radiative Forcing (RF). Reporting excluding RF allows us to demonstrate CO<sub>2</sub>e reduction progress against our Science Based Target, while reporting including RF provides a more comprehensive picture of the impact of flying.

A small number of flights are booked independently and expensed either because: there are specific airlines which cannot be put through the travel management company or a small number of journeys made using private airplanes. These flights do not include distance details and comprise of 2.49% of total air travel. This falls below our 5% materiality threshold, therefore these journeys have been excluded for reporting purposes.

## Business travel – car

Business-related car travel emissions are calculated using the number of kilometres travelled by colleagues for business purposes.

KPMG-owned and leased vehicle emissions are captured as scope 1 while emissions from personal cars are reported as scope 3.

Taxis are not included due to lack of available data on distance travelled.

## Business travel – rail

Rail travel emissions are calculated using the number of kilometres travelled by colleagues for business purposes, for both national and international rail journeys, taken from our expenses and travel management company data.

Journeys booked independently do not report the distance travelled. Using the to and from stations, we estimate the distance using easting and northing points from the station/tube attributes table. Emissions are calculated using this estimated distance.

For instances where it is not possible to estimate the distance based on the method above, we calculate the emissions (<1% of total rail) based on the expense amount using intensity factors calculated on journeys where the distance is known.

## Business travel – other

There are instances where KPMG employees submit expense claims without assigning a 'public transport type' to their journey. In these cases, we assume the type of journey based on the vendor type, to and from location, transaction currency and description. Where a journey cannot be grouped into a type using the aforementioned criteria, we assume it is a rail journey for prudence.

Business travel by bus, boat, ferry and taxi make up a small proportion of total travel and are not within scope for our reporting.

For business travel claims submitted in accordance with our Expense Policy, it is possible that in some cases, employees will exclude the distance of their usual commute when making an expense claim. Therefore, this would not be included within the

business travel emissions figure, nor would it be included in the employee commute figure.

## Fuel and energy related emissions

Well-to-tank (WTT) relates to the upstream scope 3 emissions associated with extraction, refining and transportation of raw fuel sources to the point of consumption. We report a combined WTT figure which covers WTT emissions from scope 1 natural gas, scope 2 electricity (location-based) and transmission and distribution losses from electricity. WTT is calculated using the kWh consumption multiplied by the UK Government GHG conversion factor. Prior to FY25, combined WTT emissions also included WTT emissions related to air travel, rail travel and car travel. For FY25, we have improved our reporting methodology to include WTT emissions related to travel within each of the reported travel category emissions, including owned and leased vehicles. Metrics for previous years have been updated within this report in line with the new methodology for comparability.

Transmission and distribution of electricity loss (T&D) is the scope 3 emissions associated with grid losses, which is the energy loss that occurs in getting the electricity from the power plant to our offices. It is calculated by multiplying the kWh of electricity consumption multiplied by the UK Government GHG conversion factor for T&D electricity. For FY25, we have improved our reporting methodology to include T&D emissions related to owned/leased vehicles and business-related car travel within each of these two metrics. Metrics for previous years have been updated within this report in line with the new methodology for comparability.

# Our planet impact reporting method statement

Continued

## Employee commuting emissions

Employee commuting emissions are calculated from individual commute disclosures, including a daily pass completed when entering the office, as well as office attendance records, including entry pass data and desk bookings. Journey distances are multiplied by the relevant UK Government GHG Conversion Factors for each transport mode.

To ensure completeness, office entry records are matched to individual commute disclosures; if a daily pass is missing, journey details are taken from the most recent pass pertaining to the same journey type for that employee, or, if unavailable, the office average is applied.

For FY25, we have improved our reporting methodology to include WTT and T&D emissions related to commute journeys in the reported commute emissions. Reported commute emissions for previous years have been updated within this report in line with the new methodology for comparability.

## Scope 3 – Extended

### Homeworking emissions

Homeworking emissions represent the energy consumption associated with our employees working from home. Total emissions are calculated using the total number of FTE homeworking hours multiplied by the UK Government GHG Conversion Factors for homeworking which includes energy consumption from heating and office equipment. We use internal management information gathered from our Global People Survey (GPS) on the average number of days spent working remotely

by our colleagues and resource management reports, to estimate the total homeworking hours.

### Number of working hours available

Total working hours is calculated using our FTE headcount and total available working hours, which is based on contracted hours after adjusting for timesheet hours charged to non-working days or days spent offsite including (but not limited to) annual leave, sick leave, training and volunteering hours and then adding on a proportion of overtime hours.

### Purchased goods and services, and Upstream transportation and distribution

Scope 3 purchased goods and services (PGS) emissions data is reported a year in arrears and is based on spend data, captured primarily through our procure-to-pay platform. For the current reporting year, we have applied a spend-based methodology over the spend data, using sectoral averages published on the CDP Supply Chain portal to calculate emissions.

From FY25 onwards, emissions from purchased water are included within the purchased goods and services category. Additionally, emissions from mailroom services – operated by a third party within our offices – have been reclassified from upstream transportation and distribution to purchased goods and services. Prior-year figures for these categories have been restated to include these emissions, to ensure comparability. In addition, we have aligned prior-year procurement spend category mappings with our current methodology for CDP sector classification to ensure year-on-year comparability.

## CDP sector average emissions factors

CDP owns and controls one of the largest databases of primary corporate environmental data in the world and has used the data disclosed to them to curate a list of sector average emissions.

Each category of KPMG supplier spend for the reporting period is mapped against the most relevant CDP Industry, Activity Group or Activity. In the instances where CDP does not have an average emissions factor for the most granular level (Activity), the next tier up is used (Activity Group). KPMG spend for each supplier is then multiplied against the CDP scope 1&2 and scope 3 emissions factors to calculate KPMG emissions related to the purchase of that product or service.

### Historic methodology

Historically, PGS emissions have been reported using the following hybrid approach. However, in the current reporting year we have reported purely in line with the spend-based method for 100% of PGS emissions, due to CDP's supplier-specific emissions data not being available in line with our reporting timeframe. This is in line with the approach taken for FY23 PGS emissions (reported in FY24). We aim to return to the below hybrid approach in future years, provided CDP's timelines align with our reporting timeframe:

#### 1. Supplier allocated emissions

Historically, where suppliers had allocated emissions to KPMG through the CDP Supply Chain module, these were used.

#### 2. Supplier data disclosed through CDP

Through the CDP Supply Chain programme, suppliers submit primary emissions and performance data. Historically, where suppliers had not allocated emissions to KPMG, but had responded to CDP, their disclosed emissions and revenue (in conjunction with data obtained through supplier engagement) were used to calculate a supplier-specific intensity factor for their scope 1, scope 2 and scope 3 emissions.

This was then multiplied by KPMG spend with the supplier to calculate the emissions that should be allocated to KPMG. If a supplier disclosure was incomplete, the remaining emissions were calculated using the sector average spend-based approach.

Where available, the disclosed market-based scope 2 emissions were used to reflect renewable electricity purchases. Location-based scope 2 emissions were used in the instances that suppliers had not disclosed market-based scope 2 emissions.

#### 3. Spend-based emission calculation

Where supplier-specific emissions and/or revenue were not available, emissions were calculated using the CDP sector average emissions factors.

We will continue to review scope 3 emissions reporting as reporting requirements evolve.

## Our planet impact reporting method statement

Continued

### Waste data

Waste data is sourced monthly from approved waste management contractors and landlords, covering individual waste streams such as general waste, dry mixed recycling (DMR), glass, food, confidential paper, and refurbishment waste. Weights are reported as actuals where available, or estimated using industry averages for container sizes and the number of collections made. Recycling data includes uncontaminated recyclable materials (including DMR, glass, food waste, cardboard and confidential paper), supported by documentation from our waste broker and landlords, confirming this material was recycled. Waste sent for Energy from Waste (EfW) is excluded from recycling figures, with supporting documentation confirming EfW as the end fate for general waste.

### Paper data

Paper data relates to the number of sheets of paper purchased within the reporting period substantiated by procurement records.

### Water data

Water data relates to consumption of water through actual data from metered supplies. We capture emissions from KPMG solely occupied areas and shared areas within our buildings (common parts).

Where actual data is unavailable, estimates are based on typical office consumption using known data from bills provided by landlord managing agents.



# Independent limited assurance report to KPMG LLP



Grant Thornton UK LLP (“Grant Thornton” or “we”) were engaged by KPMG LLP (“KPMG”) to provide limited assurance over the Subject Matter Information described below.

## Limited assurance conclusion

Based on the work we have performed and the evidence we have obtained, nothing has come to our attention that causes us to believe that the Subject Matter Information has not been prepared, in all material respects, in accordance with the Reporting Criteria.

This conclusion is to be read in the context of what we say in the remainder of this report.

## Subject Matter Information

The scope of our work was limited to assurance over selected aspects of the KPMG UK Planet Impact Report (“the Report”) for the year ended 30 September 2025 listed in Appendix 1 to our report (“the Subject Matter Information”).

Our assurance does not extend to any other information that may be included in the Report for the current year or for previous periods unless otherwise indicated.

## Reporting Criteria

The Reporting Criteria used for the measurement or evaluation of the Subject Matter Information and to form our judgements are KPMG’s Our planet impact reporting method statement included in the Report (“the Reporting Criteria”).

## Inherent limitations

The absence of a significant body of established practice on which to draw to measure or evaluate the Subject Matter Information allows for different, but acceptable, measurement or evaluation techniques and can affect comparability between entities and over time. In particular we draw attention to the methodological and assumption-based limitations KPMG have disclosed in the Reporting Criteria.

## Members’ responsibilities

The Members of KPMG are responsible for:

- the design, implementation and maintenance of internal control relevant to the preparation and presentation of Subject Matter Information that is free from material misstatement, whether due to fraud or error;
- selecting and/or establishing suitable Reporting Criteria;
- measuring or evaluating and presenting the Subject Matter Information in accordance with the Reporting Criteria; and
- the preparation of the Report and the Reporting Criteria and their contents.

## Our responsibilities

We are responsible for:

- planning and performing the engagement to obtain limited assurance about whether the Subject Matter Information has been prepared in accordance with the Reporting Criteria;
- forming an independent limited assurance conclusion, based on the work we have performed and the evidence we have obtained; and
- reporting our limited assurance conclusion to KPMG.

## Our independence, professional standards and quality management

We complied with the independence and other ethical requirements of the Code of Ethics for Professional Accountants issued by the International Ethics Standards Board for Accountants which includes independence and other requirements founded on fundamental principles of integrity, objectivity, professional competence and due care, confidentiality and professional behaviour.

We apply International Standard on Quality Management (ISQM) (UK) 1, “Quality Management for Firms that Perform Audits or Reviews of Financial Statements, or Other Assurance or Related Services Engagements” and accordingly we maintain a comprehensive system of quality management including documented policies and procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

## Independent limited assurance report to KPMG LLP

Continued



### Assurance standards and level of assurance

We performed a limited assurance engagement in accordance with International Standard on Assurance Engagements 3000 (Revised) "Assurance Engagements other than Audits and Reviews of Historical Financial Information" ("ISAE 3000 (Revised)") and where relevant, International Standard on Assurance Engagements 3410 – "Assurance of Greenhouse Gas Statements" ("ISAE 3410"), issued by the International Auditing and Assurance Standards Board (IAASB). These standards require that we plan and perform this engagement to obtain limited assurance about whether the Subject Matter Information is free from material misstatement.

A limited assurance engagement is substantially less in scope than a reasonable assurance engagement in relation to both the risk assessment procedures, including an understanding of internal control, and the procedures performed in response to the assessed risks which vary in nature from, and are less in extent than for, a reasonable assurance engagement.

Consequently, the level of assurance obtained in a limited assurance engagement is substantially lower than the assurance that would have been obtained had a reasonable assurance engagement been performed. Accordingly, we do not report a reasonable assurance conclusion.

### Work performed

Considering the circumstances of the engagement our work included, but was not restricted to:

- assessing the suitability of the Reporting Criteria as the basis of preparation for the Subject Matter Information;

- assessing the risk of material misstatement of the Subject Matter Information, whether due to fraud or error, and responding to the assessed risk as necessary in the circumstances;
- conducting interviews with relevant KPMG management and examining selected documents to obtain an understanding of the processes, systems and controls in use for measuring or evaluating, recording, managing, collating and reporting the Subject Matter Information;
- evaluating the competence and independence of the KPMG ESG Assurance Team who performed their own selected limited substantive testing on the Subject Matter Information, including agreeing a selection of the Subject Matter Information to corresponding supporting information;
- reperformance of a selection of the KPMG ESG Assurance Team's limited substantive testing;
- performing selected limited substantive testing including agreeing a selection of the Subject Matter Information to corresponding supporting information;
- considering the appropriateness of a selection of selected carbon conversion factor calculations, other unit conversion factor calculations and other calculations used by KPMG to prepare the Subject Matter Information including by reference to widely recognised and established conversion factors;
- evaluating the overall presentation of the Subject Matter Information; and
- reading the Report and narrative accompanying the Subject Matter Information in the Report with regard to the Reporting Criteria, and for consistency with our findings.

### Intended use of this report

This limited assurance report, including our conclusion, is made solely to KPMG in accordance with the terms of the agreement between us. Our work has been undertaken so that we might state to KPMG those matters we are required to state to them in an independent limited assurance report and for no other purpose. We have not considered the interest of any other party in the Subject Matter Information. To the fullest extent permitted by law, we do not accept or assume responsibility and deny any liability to any party other than KPMG for our work or this report, including our conclusion.

*Grant Thornton UK LLP*

Grant Thornton UK LLP  
Chartered Accountants  
London

15 January 2026

The maintenance and integrity of KPMG's website is the responsibility of the Members; the work carried out by us does not involve consideration of these matters and, accordingly, we accept no responsibility for any changes that may have occurred to the reported Subject Matter Information, the Report or the Reporting Criteria presented on KPMG's website since the date of our limited assurance report.

# Independent limited assurance report to KPMG LLP

Continued



## Appendix 1

### Underlying Subject Matter

	Units	Subject Matter Information
Total Scope 1 – Natural gas, KPMG owned/leased vehicles and fugitive emissions	(kg CO2e)	1,270,812
Scope 2 – Electricity emissions [location-based]	(kg CO2e)	3,033,801
Scope 2 – Electricity emissions [market-based]	(kg CO2e)	0
Total – Scope 1 & 2 emissions [location-based]	(kg CO2e)	4,304,613
Total – Scope 1 & 2 emissions [market-based]	(kg CO2e)	1,270,812
Scope 3 – Emissions from business related car, rail and air travel (including radiative forcing)	(kg CO2e)	20,309,070
Scope 3 – Emissions from business related car, rail and air travel (excluding radiative forcing)	(kg CO2e)	14,057,625
Scope 3 – Well to tank	(kg CO2e)	1,005,233
Scope 3 – Transmission and distribution electricity	(kg CO2e)	317,606
Scope 3 – Homeworking emissions	(kg CO2e)	4,332,272
Scope 3 – Employee commuting	(kg CO2e)	2,608,338
Scope 3 – Waste	(kg CO2e)	4,340
Scope 3 – Purchased goods and services (reported one year in arrears)	(kg CO2e)	47,531,161
Scope 3 – Upstream transportation and distribution (reported one year in arrears)	(kg CO2e)	128,338
Total Scope 3, excluding: Purchased goods and services, Upstream transportation and distribution and Homeworking (including RF)	(kg CO2e)	24,244,588
Total Scope 3, excluding: Purchased goods and services, Upstream transportation and distribution and Homeworking (Excluding RF)	(kg CO2e)	17,993,143
Total – Scope 1, 2 & 3 emissions, excluding Purchased goods and services, Upstream transportation and distribution and Homeworking [location-based] (Including RF)	(kg CO2e)	28,549,201
Total – Scope 1, 2 & 3 emissions, excluding Purchased goods and services, Upstream transportation and distribution and Homeworking [market-based] (Including RF)	(kg CO2e)	25,515,400
Total – Scope 1, 2 & 3 emissions, excluding Purchased goods and services, Upstream transportation and distribution and Homeworking [location-based] (Excluding RF)	(kg CO2e)	22,297,756
Total – Scope 1, 2 & 3 emissions, excluding Purchased goods and services, Upstream transportation and distribution and Homeworking [market-based] (Excluding RF)	(kg CO2e)	19,263,955
Intensity ratio – Scopes 1 & 2 [location based]	(kgCO2e/FTE)	267
Intensity ratio – Scopes 1, 2 & 3, excluding Purchased goods and services, Upstream transportation and distribution and Homeworking [location-based]	(kgCO2e/FTE)	1,768
Total – Scope 1 – Natural gas and KPMG owned/leased car travel	(kWh)	5,310,083
Total – Scope 2 – Electricity consumption	(kWh)	17,140,116
Total – Scope 3 – Business-related car travel	(kWh)	3,296,315
Total water consumption	(litres)	74,115,594
Total paper usage	(sheets)	3,548,100
Total waste	(kg)	796,809
Recycled waste	(kg)	568,755
% waste recycled	(%)	71



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