

CrossCountry 2025/2026 Emissions Report



**Our
Values**



We **care**
passionately



We make the
difference



We do the
right thing

crosscountry



Executive Summary

CrossCountry plays a crucial role in the UK's transport system by providing a lower-carbon alternative to road and air travel. In 2025/26, we expanded services to provide more journey options and additional seats across the network. Total vehicle miles increased by 10.4%, but total Scope 1, 2 and 3 emissions remained broadly stable at 279,409 tCO₂e, representing a small year-on-year increase of 0.15%. CrossCountry increased mileage and passenger service offering while keeping overall emissions broadly stable.

Rail travel on the CrossCountry network remains materially more carbon efficient than equivalent road transport. In FY2025/26, CrossCountry services were calculated to be 2.47 times more carbon efficient than equivalent road travel, reinforcing the role of rail in supporting lower-carbon long-distance travel.

CrossCountry's total carbon intensity – measured as emissions per passenger kilometre – reduced from 85.25 gCO₂e per passenger kilometre in FY2024/25 to 79.63 gCO₂e per passenger kilometre in FY2025/26. This represents a 6.59% year-on-year reduction and shows that each passenger kilometre travelled became less carbon intensive, reinforcing CrossCountry's role in providing lower-carbon transport alternatives for passengers across England, Scotland and Wales.

The most significant emissions reductions were in Scope 3 purchased goods and services, which reduced by 32.2%, and Scope 2 electricity, which reduced by 42.6% following improved electricity data monitoring. Waste emissions and business travel emissions also reduced materially. These reductions were partly offset by increases in traction diesel and fuel- and energy-related emissions, driven mainly by higher service mileage and associated fuel use.

Contents

Executive Summary.....	2
Methodology.....	3
Breakdown by Scope.....	4
Total Emissions	5
Carbon Intensity.....	7
Changes in emissions	8
Decrease in emissions.....	8
Increase in emissions	9
Our Strategy	10
Carbon Reduction Plan	10
Scope 1.....	10
Scope 2.....	10
Scope 3.....	10
Appendix	11
Appendix A: Assumptions	11
Appendix B: Rail replacement split as per RCAF guidance	11

Methodology

In May 2025, CrossCountry achieved a validated near-term Science Based Target (SBT) against the Corporate Net Zero Standard v1.2. Using the operational control approach within the GHG Protocol, the scope and boundaries were established, considering CrossCountry's operations and the Rail Safety and Standards Board (RSSB)'s Rail Carbon Accounting Framework (RCAF) guidance. The process included collecting and checking activity data across all relevant emissions scopes for the baseline year (2023/24) and calculating the associated carbon emissions using DEFRA / DESNZ emissions factor databases. This process established a carbon baseline for CrossCountry and the subsequent near-term targets using the Science Based Targets initiative's (SBTi's) framework, forms and tools.

This report follows the same process for the current year, 2025/26, using the same guiding principles, scope and boundaries. The main reporting adjustment in 2025/26 is that F-gas emissions are no longer reported within the main inventory in line with RCAF operational control guidance; instead, these are reported as optional and out-of-scope emissions.

Scope of Emissions

Breakdown by Scope

CrossCountry's scope of carbon emissions includes the following:

Scope	Category	Description	Main inventory	Optional / out-of-scope
Scope 1	-	Direct emissions	Natural gas and diesel consumption	F-gas fugitive emissions
Scope 2	-	Indirect energy emissions	Grid electricity	-
Scope 3	Category 1	Purchased goods and services	Purchased goods and services and water supply	-
Scope 3	Category 3	Fuel- and energy-related activities	Well-to-tank emissions from natural gas, diesel and electricity, including transmission and distribution emissions	-
Scope 3	Category 5	Waste generated in operations	Solid waste and wastewater	-
Scope 3	Category 6	Business travel	Flights and employee mileage	Hotel stays
Scope 3	Category 7	Employee commuting	Employee commuting	Homeworking
Out of scopes	-	Biogenic emissions	-	Biogenic content of liquid fuels

Table 1 (above): Breakdown of emissions inventory

Optional Emissions

Additional optional emissions, calculated but outside the minimum reporting boundary as defined in the SBTi submission, include hotel stays under Scope 3 Category 6 (business travel), homeworking under Scope 3 Category 7 (employee commuting), and F-gas emissions. In line with RCAF operational control guidance, F-gas emissions are not included within the main Scope 1 inventory for 2025/26; however, CrossCountry will continue to calculate and report them as optional emissions to maintain transparency and support comprehensive emissions management.

1.1.1 Out-of-scope emissions

Biogenic CO₂ emissions are reported as 'out-of-scope' emissions; they must be reported separately from direct Scope 1 emissions. For CrossCountry, they represent 'net zero' emissions as it is assumed that the fuel source itself absorbed an equivalent amount of emissions during the growth phase as it emits during combustion.

Total Emissions

The total emissions for 2025/26 are 279,409 tCO₂e, excluding optional and biogenic emissions. The key hotspot areas remain Scope 1 traction diesel, Scope 3 Category 1 purchased goods and services, and Scope 3 Category 3 fuel- and energy-related emissions. The emissions split is shown in Figure 1.

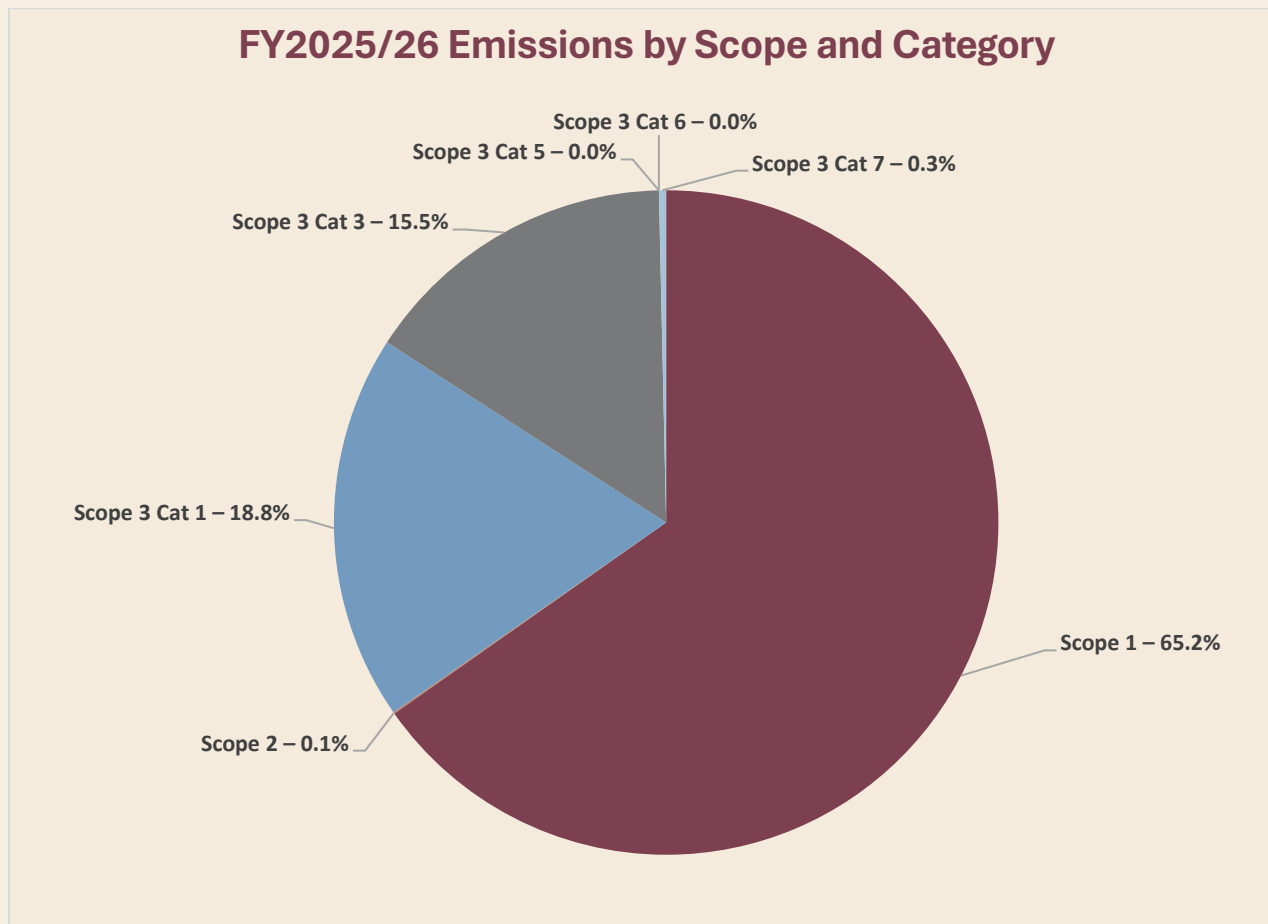


Figure 1 (above): CrossCountry 2025/26 GHG emissions for all scopes of emissions (excluding optional/out-of-scope emissions)

In 2024/25 total emissions were **278,988 tCO₂e**. 2025/26 emissions were **279,409 tCO₂e**, representing a small year-on-year increase of 0.15% (Table 2).

Scope 1 emissions make up the largest portion of CrossCountry's footprint, accounting for 65.2% of total emissions in FY2025/26. Scope 3 Category 1 purchased goods and services remains the second largest category at 18.8%, followed by Scope 3 Category 3 fuel- and energy-related emissions at 15.5%. Together, these three areas account for more than 99% of CrossCountry's reported Scope 1, 2 and 3 emissions.

Emissions Tables

Scope / category (aligned with SBTi submission)	FY 2024/25 emissions (tCO ₂ e)	FY 2025/26 emissions (tCO ₂ e)	FY 2025/26 % of total emissions	% change
Traction scope 1 (diesel)	160,732.52	182,243.87	65.2%	13.4%
Non-traction scope 1 (natural gas)	139.11	22.13	0%	-84.1%
Scope 2	364.13	208.98	0%	-42.6%
Scope 3 Cat 1: PGS	77,470.46	52,559.74	18.8%	-32.2%
Scope 3 Cat 3: Fuel and energy related emissions	39,207.26	43,398.54	15.5%	10.7%
Scope 3 Cat 5: Waste in operations	115.73	2.71	0%	-97.7%
Scope 3 Cat 6: Business travel	5.81	4.40	0%	-24.3%
Scope 3 Cat 7: Employee commuting	952.48	969.07	0%	1.7%
Total S1	160,871.64	182,266.00	58%	13.3%
Total S2	364.13	208.98	0%	-42.6%
SubTotal S1 and S2	161,235.77	182,474.98	58%	13.2%
Total S3	117,751.74	96,934.47	42%	-17.7%
Total S1, S2 and S3	278,987.51	279,409.45	100%	0.15%

Table 2 (above): Emissions comparison from FY2024/25 to FY2025/26 (tCO₂e)

Scope / category (additional, optional emissions)	FY2023/24 emissions (tCO ₂ e)	FY2024/25 emissions (tCO ₂ e)	FY2025/26 emissions (tCO ₂ e)	% change
Scope 1: Non-traction (F-gases)	117.00	132.68	0.13	-99.9%
Scope 3 Cat 6: Business travel (hotel stays)	84.00	62.00	57.10	-7.9%
Scope 3 Cat 7: Employee commuting (homeworking)	182.00	184.00	296.04	60.9%

Table 3 (above): Additional, optional emissions – beyond minimum reporting boundary

Scope / category	FY2024/25 emissions (tCO ₂ e)	FY2025/26 emissions (tCO ₂ e)	% change
Out-of-scope: Biogenic CO ₂ emissions	10,436.89	10,060.38	-3.6%
Out-of-scope: Biogenic CO ₂ removals	10,436.89	10,060.38	-3.6%
Out-of-scope: Net biogenic CO₂ emissions	0.00	0.00	0.0%

Table 4 (above): Out of scopes emissions

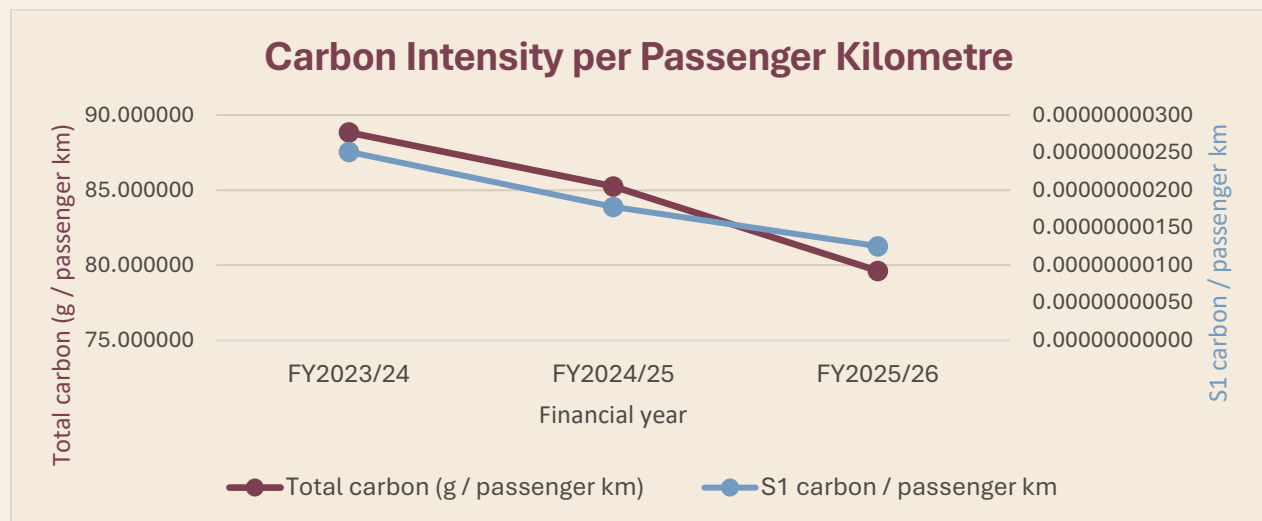
Carbon Intensity

Carbon intensity provides a clearer view of emissions performance by considering emissions in relation to the level of passenger activity delivered. For 2025/26, the most useful measure is total carbon intensity per passenger kilometre, as this demonstrates the carbon efficiency of CrossCountry operations and supports comparison with other modes of transport.

During 2025/26, CrossCountry delivered a significant uplift in services and passenger activity. Total reported Scope 1, 2 and 3 emissions increased by only 0.15%, while passenger kilometres increased by 7.22%. As a result, CrossCountry's total carbon intensity improved, reducing from 85.25 gCO₂e per passenger kilometre in FY2024/25 to 79.63 gCO₂e per passenger kilometre in FY2025/26. This represents a 6.59% year-on-year reduction.

Carbon intensity metric	2023/24	2024/25	2025/26	YoY change
Total carbon intensity (gCO ₂ e/passenger km)	88.84	85.25	79.63	-6.59%

Table 5 (above): Total carbon intensity per passenger kilometre



This is a positive trend for CrossCountry. It shows that, while absolute emissions remain influenced by service levels, mileage and fuel use, each passenger kilometre travelled is becoming less carbon intensive. This reflects more efficient and responsible use of resources over the last three years.

Changes in emissions

Where a change of more than 5% is observed between FY2024/25 and FY2025/26, further analysis has taken place. There are material year-on-year movements in Scope 1 traction diesel, non-traction Scope 1 natural gas, Scope 2 electricity, Scope 3 Category 1 purchased goods and services, Scope 3 Category 3 fuel- and energy-related emissions, Scope 3 Category 5 waste in operations, and Scope 3 Category 6 business travel.

Decrease in emissions

Scope 1: Non-traction Natural Gas

Non-traction Scope 1 emissions reduced from 139.11 tCO₂e in FY2024/25 to 22.13 tCO₂e in FY2025/26, a decrease of 84.1%. This is primarily because F-gas emissions are no longer reported within the main inventory in line with RCAF operational control guidance. F-gas emissions are now reported separately as optional emissions, while the main non-traction Scope 1 category reflects natural gas only.

Scope 2: Electricity

Scope 2 electricity emissions reduced from 364.13 tCO₂e in FY2024/25 to 208.98 tCO₂e in FY2025/26, a decrease of 42.6%. This reduction is linked to better consumption data from dedicated electricity meters, improving the accuracy of reporting compared with previous reliance on landlord-provided data and estimates. This improvement also reflects investments into lower carbon technologies, such as PIR lighting sensors.

Scope 3 Category 1: Purchased goods and services

Scope 3 Category 1 purchased goods and services emissions reduced from 77,470.46 tCO₂e in FY2024/25 to 52,559.74 tCO₂e in FY2025/26, a decrease of 32.2%. This reduction is driven by better decision making through the supply chain, and reduction in associated emissions factors.

Scope 3 Category 5: Waste in operations

Scope 3 Category 5 waste emissions reduced from 115.73 tCO₂e in FY2024/25 to 2.71 tCO₂e in FY2025/26, a decrease of 97.7%. This reduction reflects improved categorisation of waste treatment routes, including separate reporting of incineration and recycling rather than treating waste streams as a single mixed category.

Scope 3 Category 6: Business travel

Scope 3 Category 6 business travel emissions reduced from 5.81 tCO₂e in FY2024/25 to 4.40 tCO₂e in FY2025/26, a decrease of 24.3%. As flight mileages are estimated to be the same as the previous year (see assumptions), the reduction is driven mainly by changes in the applicable emissions factor.



Increase in emissions

Scope 1: Traction Diesel

CrossCountry's total vehicle miles increased from 74,917,693 miles in FY2024/25 to 82,703,492 miles in FY2025/26, a rise of 10.4%. Traction diesel emissions increased from 160,732.52 tCO₂e to 182,243.87 tCO₂e, a rise of 13.4%. This was driven by the increase in mileage and a 2.3% increase in the relevant emissions factor.

The increase in mileage supported higher passenger activity across the network. CrossCountry services were estimated to be 2.47 times more carbon efficient than equivalent road transport during FY2025/26. Based on the additional passenger kilometres delivered, the growth in rail travel avoided an estimated 17,775 tCO₂e compared with equivalent road journeys. This is broadly comparable to the annual carbon absorption of over 700,000 trees.

Scope 3 Category 3: Fuel- and energy-related emissions

Scope 3 Category 3 fuel- and energy-related emissions increased from 39,207.26 tCO₂e in FY2024/25 to 43,398.54 tCO₂e in FY2025/26, an increase of 10.7%. This movement is driven largely by the increase in traction diesel use associated with higher operated mileage, as these emissions relate to the upstream extraction, production and transport of fuel and energy.



Our Strategy

CrossCountry is committed to achieving Net Zero and continues to deliver its Sustainability Strategy, which sets out our long-term plan across three pillars: People, Places and Planet. As part of this commitment, we are taking forward a clear programme of actions to reduce emissions across our operations and supply chain.

Carbon Reduction Plan

Scope 1

To reduce emissions from traction diesel, CrossCountry is progressing plans for future fleet upgrades, working closely with the Department for Transport. In parallel, we are exploring the use of Hydrotreated Vegetable Oil (HVO) as a lower-carbon alternative to conventional diesel, supporting long-term reductions in traction emissions as services continue to expand.

We will also ensure that any new rolling stock is reported under Scope 3 Category 2: Capital Goods in line with RCAF guidance, strengthening the accuracy and completeness of our emissions reporting.

Scope 2

For Scope 2 electricity emissions, CrossCountry is strengthening the accuracy, completeness and long-term management of energy data across all sites. We have installed smart energy meters network-wide to ensure that reporting reflects real-time consumption instead of historical averages or delayed landlord-provided invoices. This investment supports our ability to track energy use accurately and target reductions effectively.

CrossCountry has also established a dedicated budget and site-energy reduction programme aimed at systematically lowering emissions from buildings. This programme includes measures such as heating improvements, PIR-controlled lighting, improved insulation, and the exploration of on-site renewable generation where feasible.

Scope 3

For Scope 3 purchased goods and services, we are improving the quality of data by moving from spend-based to activity-based reporting wherever possible. This shift will be supported through enhanced engagement with key suppliers to improve data availability, strengthen emissions reporting and identify reduction opportunities across the supply chain.

Appendix

Appendix A: Assumptions

For the data calculations, several assumptions have been made:

- For the calculation of carbon absorbed by trees for offset emissions, it is assumed each tree absorbs 25kg of CO₂e per year.
- F-gas emissions are no longer included in the FY2025/26 main inventory in line with RCAF operational control guidance; however, they will continue to be calculated and reported as optional emissions.
- Commuting and homeworking data is calculated by applying travel habit assumptions to available employee commute data. The same broad methodology has been applied for FY2025/26 to maintain consistency with prior year reporting. Changes in working days and reporting-year activity have been reflected in the FY2025/26 calculations where relevant.
- No new flight data is available for the 2025/26 year. There have been no material changes to the use of flights or business travel policy, therefore the flight mileage is assumed to be the same as 2024/25.

Appendix B: Rail replacement split as per RCAF guidance

Scope / category	FY2023/24 emissions (tCO ₂ e)	FY2024/25 emissions (tCO ₂ e)	FY2025/26 emissions (tCO ₂ e)
Scope 3 Cat 1: PGS	47,692.67	70,494.69	48,137.24
Scope 3 Cat 4: Upstream Transportation and Distribution	12,733.10	7,249.46	4,422.50

Table 6 (above): Rail replacement split as per RCAF guidance