

About the 2006 Report

Reporting profile [GRI 3.1 – 3.4]

This is the sixth annual sustainability performance report for AMEC plc and is the third in-depth on line report.

To view previous reports, please go to www.amec.com/about_amec/sustainabilityreports. For more information, please contact AMEC's Sustainability Programme Manager, Linzie Forrester at linzie.forrester@amec.com

Report scope and boundary [GRI 3.5 – 3.8]

AMEC's sustainability programme is based on the company's Guiding Principles, which reflect the organisation's significant economic, environment, and social impacts AMEC must manage in the long term and which relate to wider sustainable development concerns. It is the Guiding Principles which have determined the topics covered in this report. Click here for more information on AMEC's Guiding Principles. (put a pdf copy of the GP's in related information)

Consulting with major stakeholders, including the employees, major clients and the socially responsible investment (SRI) community, has influenced the content of the report over the last six years. AMEC has also taken into consideration aspects of the Association of British Insurer's new disclosure guidelines and the revised 2006 Global Reporting Initiative (GRI).

AMEC identified a sub-set of GRI indicators to use for tracking and reporting purposes and these have been included once again in the 2006 performance report. AMEC has chosen not to disclose on all core GRI indicators but to publish results on those determined by the stakeholder(s) and the company to be of most value. The company will continue to review the value of these indicators and make the necessary changes or additions as the programme evolves.

The performance report covers the whole of the organisation, excluding AMEC Spie Rail UK where AMEC has a 50 per cent share in the business. This report does not include AMEC Spie which was sold in May 2006.

Data normalisation and compatibility [GRI 3.9 – 3.11]

Data presented in this report is normalised using internationally recognised protocols e.g. OSHA accident rates, DEFRA conversion calculations for CO₂ and where stated GRI protocols.

In line with any major entity, the shape of the organisation is continually changing to reflect the changes within the markets that AMEC serves. In the main, these changes have minimal affect on the underlying trends and data set that are used to analyse and track performance of AMEC and divestiture is balanced by acquisition.

During 2006 AMEC sold the AMEC Spie business and its 50 per cent share of the AMEC Spie Rail UK business (retaining the whole of AMEC Spie Capag). This is a significant divestiture which reduces the workforce from around 40,000 down to 21,000 and as expected this has had a significant impact on key performance indicators that AMEC used to track the performance across the business.

For comparability purposes where appropriate, 2005 data has been recalculated to be directly comparable with the 2006 structure (i.e. excluding the AMEC Spie business and organised into the operational structure). This will be clearly identified in the key performance indicator information within this report.

In line with the reorganisation, which began during 2006 and is on-going, data is presented by operation. Prior to this report it had been presented as regional data. However, operational data organisation is far more useful in communication performance to AMEC's employees and is therefore more valuable to this stakeholder group. Again, where appropriate to do so, 2005 data has been reorganised to allow for direct comparison to the 2006 data.