

RENEWABLE ENERGY

We aim for all new cars we sell from 2035 to be BEV but there will still be Bentley ICE vehicles on the road. Given our ambitious decarbonisation goals, it is important that we continue our efforts to make all our vehicles, no matter their age, as sustainable as possible.

Transitioning from internal combustion technologies and eliminating emissions presents a range of challenges that require us to maintain a powerful focus on renewable energy solutions.

Progress on sustainable fuels

We have made progress on sustainable fuels, with efforts to integrate second-generation biofuels and eFuels into our strategy. We are considering a mass balancing approach for renewable fuels, to ensure that equivalent renewable energy is added to the grid or supply chain.

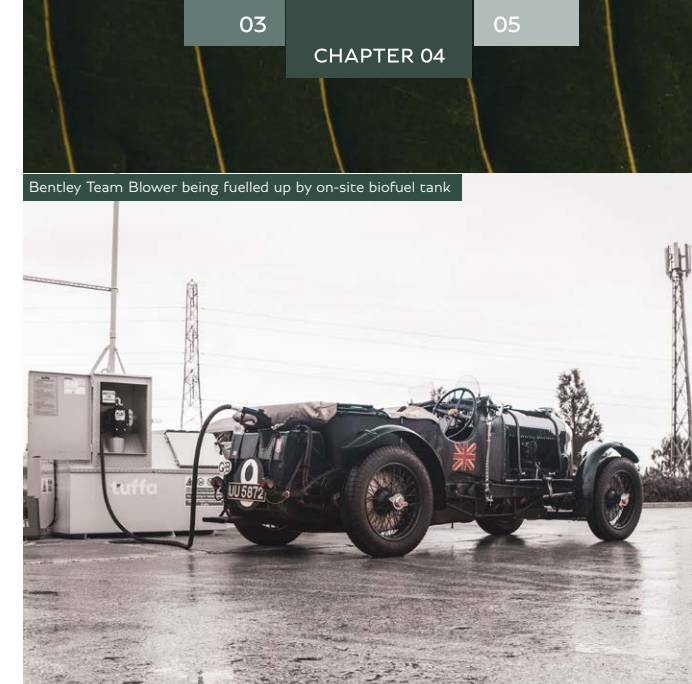
In our own logistics operations, the certified biofuels we use in our vehicles to move parts between our factory and the Winsford warehouse help us to achieve an 83 per cent reduction in greenhouse gas emissions compared to non-bio alternatives. Our biofuels are also used on our heritage fleet and we continue to explore the use of eFuels for our R&D fleet in the next three to five years.

In 2024, we forged new partnerships with fuel suppliers to investigate and promote the use of renewable fuels such as eFuels and biofuels. While the focus remains on electrifying our fleet, our strategy encourages the adoption of sustainable fuels as a transitional measure to support PHEVs and existing ICE vehicles still on the road. There are already some early adopters of renewable fuels, including private collectors. These eFuels are part of a sustainable portfolio and we would only recommend using sustainable fuels produced from locations where renewable energy is abundant. We promote the use of eFuels through world-first Bentley events like our eFuel powered [Global Media Drive](#), which aim to encourage their adoption, and advocate for legislative support for them.

Additionally, we have established partnerships with external developers of renewable fuels and continue to provide feedback to help improve compatibility and performance.

We have successfully tested R75 (75 per cent renewable) eFuels and engaged customers on their merits. We will continue with customer events that educate on the potential for renewable fuels to support CO₂ reduction and sustainability efforts.

Internally, we have promoted collaboration across teams to ensure that renewable energy efforts align with our strategic goals. This has included emphasising the need for cross-function input into renewable fuel testing, product launches, and customer engagement events. Teams have also increased their research on and forecasts for mileage and energy usage, for better alignment with our renewable fuel strategy.



Bentley Team Blower being fuelled up by on-site biofuel tank

Robert Savin
Product Line
Director, Connected
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Strategy / Innovation
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KEY FACTS FROM BENTLEY'S GLOBAL MEDIA DRIVE EVENT

93% 

drop in vehicle emissions over the course of the event, due to eFuel and renewable electricity*

Environmentally focused



100% renewably-powered hotel, sustainable charging, no single-use plastic, recycled paper, and food waste monitoring

Carbon offset



CO₂ from international flights to be offset using carbon credits

*Comparison of the total tonnes of CO₂ incurred via vehicle emissions on the drive route between the launch of the Bentayga EWB in 2022 (3.42) and the launch of the fourth generation Continental GT Speed (0.24).

OUR ENERGY CONSUMPTION AND EMISSIONS IN NUMBERS

Location-based emissions



9,260 tonnes

2023: 9,902 tonnes

In 2024, we reduced total Scope 1 and 2 (location-based) emissions by 6 per cent, from 9,902 tonnes in 2023 to 9,260 tonnes, driven by energy efficiency improvements, operational enhancements, and reduced on-site fuel consumption. Scope 1 emissions fell by 18 per cent, reflecting efforts to cut fuel use, while Scope 2 emissions dropped three per cent, aided by a cleaner electricity mix and energy-saving measures. However, emissions intensity (location-based) increased from 0.77 tCO₂e per vehicle to 0.82 tCO₂e, due to a 13 per cent drop in vehicle production, spreading emissions over fewer cars. Our market-based emissions remained stable, reflecting a continued commitment to lower-carbon electricity. Meanwhile, biogenic CO₂ emissions fell by seven per cent, reinforcing our focus on energy efficiency. We remain committed to further reducing our carbon footprint, expanding renewable energy use, enhancing production efficiency, and advancing our long-term sustainability goals.

[Click here for more data](#)

Total energy consumption



113,824 MWh

2023: 119,884 MWh

In 2024, we reduced our total energy consumption by five per cent, from 119,884 MWh in 2023 to 113,824 MWh, reflecting ongoing efficiency improvements and sustainable energy management. Our reliance on non-renewable fuels continued to decline, with petrol consumption down six per cent and natural gas use falling by 39 per cent. Diesel and diesel oil usage also decreased, and Liquefied Petroleum Gas (LPG) was no longer used in 2024.

[Click here for more data](#)

Renewable energy



67,771 MWh

2023: 73,206 MWh

Renewable energy remains a key focus, with biogas continuing to form a major part of our energy mix. While its consumption decreased by seven per cent to 67,771 MWh, we remain committed to maximising renewable energy use.

[Click here for more data](#)

Electricity consumption



41,172 MWh

2023: 41,181 MWh

Electricity consumption remained stable at 41,172 MWh, suggesting that overall reductions were driven primarily by lower fuel use rather than changes in power demand. We will continue to focus on improving energy efficiency, reducing fossil fuel dependency, and advancing our decarbonisation strategy.

[Click here for more data](#)