



Eisai EMEA

# NET ZERO REPORT

Annual Update | FY24

*hvc*

*human health care*

# Executive Summary

As Eisai EMEA continues its journey toward Net Zero emissions, FY24 presented both challenges and opportunities in its sustainability efforts. This report provides an overview of the carbon footprint for the year, highlighting key areas of progress and identifying where further improvements are needed.

This year, building on progress in previous years, Eisai EMEA made further improvements in refining data accuracy, expanding low-carbon initiatives, and achieving reductions in critical areas. One success story this year has been investment in biogas at the UK manufacturing site, which has contributed to a 48% reduction in overall Scope 1 emissions from the business' FY22 base year, and a 14% reduction in our total market-based emissions relative to FY23.

In FY24, we have recorded a modest 1% increase in total emissions compared to the FY22 baseline, a significant reduction in growth compared to FY23, which saw an 18%<sup>1</sup> increase. The main drivers of increased emissions were Business Travel (+19%), Employee Commuting (+35%), and Transport from owned and leased vehicles (+25%), all influenced by in-person business activities across our affiliates. Business Travel remained the largest contributor among these, with 84% of related emissions in this category coming from flights. Increases were also seen in Capital Goods, Upstream Transportation, and Fuel and Energy-Related Activities, with the latter two showing sharp rises due in part to strategic business activity and improved calculation methodologies.

Offsetting these increases, Eisai EMEA achieved meaningful reductions in other areas. The most notable was a 98% decrease in Stationary Combustion emissions, resulting from the switch to 100% biogas at our UK site, as mentioned above. Emissions from Purchased Goods and Services, the largest category (43% of total), also decreased by 3%, primarily due to methodology factors including adjustments for inflation, exchange rates, and our purchasing patterns.

Looking ahead, we will continue to enhance emissions reporting by planning to move towards activity-based data from key suppliers, particularly in our high-impact areas like Purchased Goods and Services and Capital Goods, as part of ongoing emissions measurement and reduction efforts under our Carbon Reduction Plan.

## Executive Endorsement

Eisai Europe Limited's Management Board have reviewed the high-level summary of Eisai Europe's FY24 Carbon footprint and Net Zero report and are committed to our approved Science based targets and Net Zero targets and plans outlined.



<sup>1</sup> Accounts for re-calculations to FY23 footprint this year due to improved data quality and to correct for minor calculation errors.



## About us

Eisai is a global leading research-based pharmaceutical company with affiliate operations across the globe in Japan, China, Asia & Latin America, North America, and, EMEA (the UK, Europe, Middle East, Russia & Oceania) and Africa. Eisai EMEA's corporate philosophy is to give first thought to patients and families and increase the benefits that health care provides to them. Under this philosophy, Eisai EMEA endeavours to become a human health care (hhc) company and this hhc principle guides all of our decision making.

Eisai EMEA has been strengthening our ESG initiatives over recent years, and includes reducing the burden on the global environment (environmental), improving access to medicine (social), and ensuring fairness and transparency of management (governance).

Eisai EMEA positions these efforts as being consistent with the Sustainable Development Goals (SDGs) advocated by the United Nations which aim to bring attention to and alleviate the major issues facing humanity. Eisai has chosen 10 SDG's to align with our hhc focus.

Figure 1: Eisai EMEA's Global SDG Focus Goals



# Commitment to Net Zero

Eisai EMEA<sup>2</sup> (Europe, Middle East, Africa) region incorporates drug discovery and development research as well as manufacturing and commercial offices across the region. Eisai EMEA's continued commitment is demonstrated through an open innovation drug discovery strategy, strategic partnership initiatives and an academic-industrial alliance.

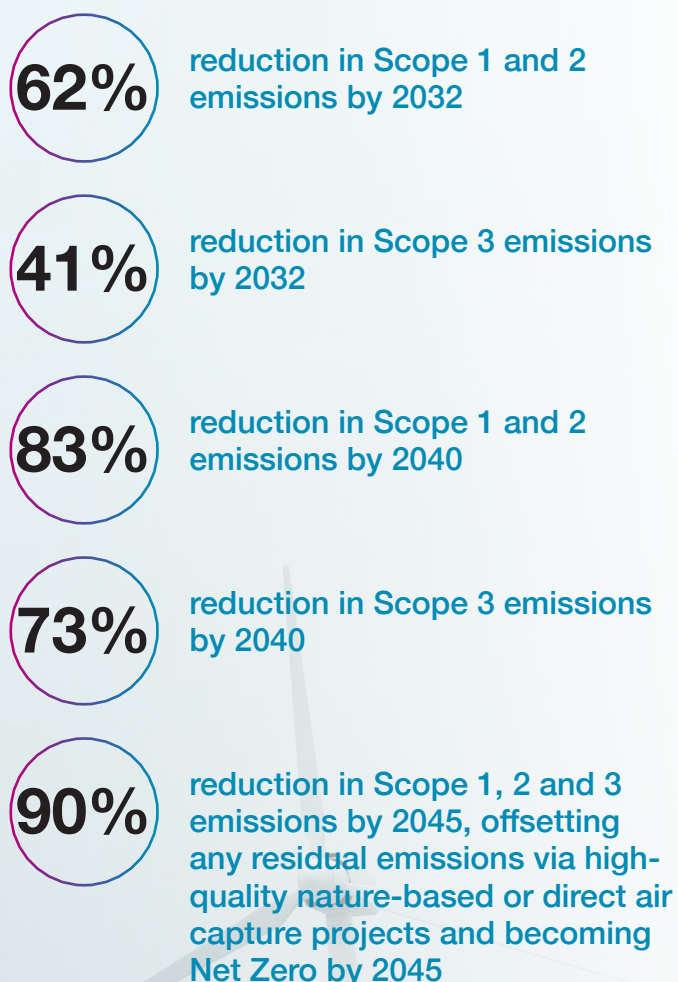
In alignment with the commitment to achieving Net Zero emissions, this year, for the second year, Eisai EMEA has conducted a comprehensive Climate-related Financial Disclosure (CFD) based on the UK Government's requirements. This disclosure includes the organisation's governance around climate related risks and opportunities, and the impacts of these issues on the organisation's businesses, strategy, and financial planning. In line with government guidance, the focus this year has been to conduct a refresh of last year's analysis to provide an update on risk mitigation actions and strategy and validate how the previously reported risks and opportunities may manifest under different future scenarios. This report can be found in Eisai Europe Limited Statutory financial accounts.

This is another step made in Eisai EMEA's efforts toward transparency and accountability in addressing climate change impacts on business operations, financial health, and long-term sustainability. The business is also tracking any upcoming regulatory changes, such as the planned UK Sustainability Reporting Standards (SRS)<sup>3</sup>, to determine how the approach to these topics should be evolved and improved in the future.

## Eisai EMEA Commitment to Net Zero

Eisai EMEA is committed to working to limit global warming to 1.5°C above pre-industrial levels, the threshold set by the Intergovernmental Panel on Climate Change (IPCC).

Eisai EMEA is committed to taking action to reduce carbon emissions and achieving Net Zero by 2045, five years earlier than the UK Government's and the EU's Net Zero target. Eisai EMEA will aim to reduce emissions year-on-year to achieve:



<sup>2</sup> Eisai EMEA Affiliates are operating companies registered in the respective countries within the Eisai EMEA region.

The region covers many markets including Australia, Austria, Belgium, Czech Republic/Slovakia, France, Germany, Israel, Italy, Netherlands, New Zealand, Nordics (including Denmark, Finland, Sweden, & Norway), Portugal, Russia, Saudi Arabia, Spain, Switzerland, United Kingdom and Republic of Ireland.

<sup>3</sup> The UK SRS will be based on the International Sustainability Standards Board's (ISSB) climate-related disclosure standard (i.e. IFRS S2).

To achieve these goals, Eisai EMEA has taken the following actions:

1. Appointed an external specialist carbon consultancy to collate and verify data, calculate carbon emissions and advise on carbon reduction options
2. Set the base year (April 2022 – March 2023, also referred to as FY22) and calculated its carbon footprint in line with the GHG protocol for that base year:

**a. Scope 1**

- i. Transport, fuels for stationary combustion, and refrigerants

**b. Scope 2**

- i. Electricity, and heat and steam

**c. Scope 3**

Selected categories from the below based on materiality:

- i. 7 upstream categories
- ii. 2 downstream categories
3. Created a carbon reduction plan for each relevant Scope and category
4. Established a Net Zero target and committed to updating the carbon footprint annually

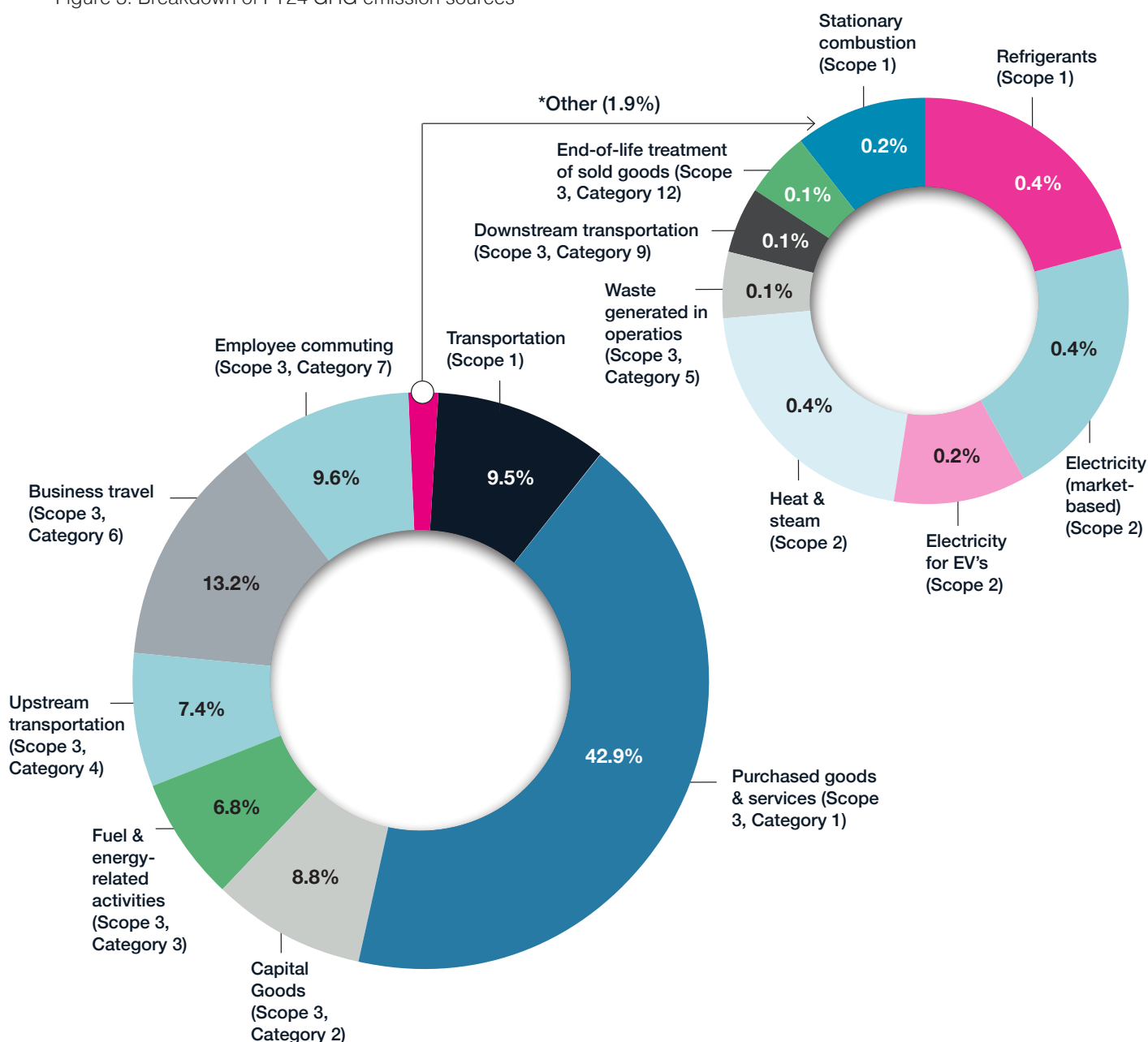
Figure 2. Sources of Greenhouse gas emissions by Scope and Category. Source: GHG Protocol



# Emissions footprint for FY22 (base year) and FY24 across Eisai EMEA

Baseline emissions are a record of the greenhouse gases that were produced in a previous year prior to the introduction of any strategies to reduce emissions. Baseline emissions are the reference point against which emissions reduction can be measured. Eisai EMEA have chosen April 2022 – March 2023 as baseline year, also referred to as FY22. Eisai EMEA's FY22 baseline carbon emissions and FY24 (April 2024 – March 2025) footprint is as follows:

Figure 3. Breakdown of FY24 GHG emission sources



Below is an itemised breakdown showing the amount of carbon emissions (tCO<sub>2</sub>e) produced by each scope and category from FY22 and FY24 emissions calculations.

Table 1 Carbon emissions (tCO<sub>2</sub>e) for FY22 and FY24

Scope/Category	Item	FY22 Total tCO <sub>2</sub> e	FY24 Total tCO <sub>2</sub> e	% change in tCO <sub>2</sub> e from FY22
<b>Scope 1</b>				
Stationary combustion	Gas consumed	2,060.69	45.06	-98%
Transportation	Owned and leased vehicles	1,390.94	1,740.35	25%
Refrigerants	HVAC's	131.56	81.34	-38%
<b>Scope 2</b>				
Electricity (Location-based) <sup>4</sup>	Purchased electricity, for own use (grid average)	1,618.57	1,667.37	3%
Electricity (Market-based) <sup>5</sup>	Purchased electricity, for own use (specific contract)	32.96	67.11	104%
Electricity for EV's	Electricity for EV's from scope 1 transport	-	33.02	N/A
Heat and steam	Purchased heat and steam from district heating systems, for own use (grid average)	-	66.46	N/A
<b>Scope 3</b>				
Category 1: Purchased goods & services	Goods and services	8,084.50	7,833.86	-3%
Category 2: Capital goods	Capital expenditure	1,522.35	1,605.01	5%
Category 3: Fuel & energy-related activities	WTT <sup>6</sup> & T&D losses <sup>7</sup> from electricity, stationary combustion of fuels and transport	716.51	1,233.15	72%
Category 4: Upstream transportation	Transport between tier 1 suppliers or paid transport for goods (upstream & downstream) WTW <sup>8</sup>	745.54	1,351.87	81%
Category 5: Waste generated in operations	Waste generated in operations	32.33	19.36	-40%
Category 6: Business travel	Land and air travel for business purposes (including hotels) WTW	2,026.29	2,405.78	19%
Category 7: Employee commuting	Employees commuting to and back from work WTW including working from home	1,301.14	1,753.58	35%
Category 9: Downstream transportation	Emissions from products stored in hospitals and/or pharmacies	16.32	16.98	4%
Category 12: End-of-life treatment of sold goods	Waste disposal and treatment of products sold by Eisai (in the reporting year) at the end of their life	1.55	13.26	755%
<b>Total Gross Emissions (Location-based)</b>		<b>19,648.30</b>	<b>19,866.46</b>	<b>1%</b>
Difference between location based and market-based emissions		1,585.61	1,600.26	-1%
<b>Total Gross Emissions (Market-based)</b>		<b>18,062.69</b>	<b>18,266.20</b>	<b>1%</b>
Less carbon offsets		18,062.69	18,266.20	1%
<b>Total Net Emissions</b>		<b>18,062.69</b>	<b>20,896.11</b>	<b>16%</b>

<sup>4</sup> Location-based represents emissions from electricity consumption based on grid average emissions

<sup>5</sup> Market-based represents emissions from electricity consumption based on specific energy contracts

<sup>6</sup> WTT – Well-to-tank emissions. Emissions associated with the extraction, refinement, and transport of fuels before consumption

<sup>7</sup> T&D losses – Transmission and distribution losses. Emissions associated with the energy lost during the transmission of electricity through the network

<sup>8</sup> WTW – Well-to-wheel emissions. Includes emissions associated with the extraction, refinement, transport, and consumption of fuels

To further understand emissions, intensity ratios have been calculated to allow tracking of emissions as the business grows and develops.

Table 2 Carbon intensity Ratios

Intensity ratios	FY22 Gross emissions (Location-based)	FY22 Gross emissions (Market-based)	FY24 Gross emissions (Location-based)	FY24 Gross emissions (Market-based)
tCO <sub>2</sub> e per m <sup>2</sup>	0.60	0.55	0.78	0.72
tCO <sub>2</sub> e per employee (End of year)	17.29	15.91	13.56	12.47
tCO <sub>2</sub> e per £ million turnover	32.13	29.10	34.51	31.73

When calculating carbon emissions, the GHG Protocol Corporate Accounting and Reporting Standard states that a company must set its organisational boundaries.<sup>9</sup> This can be done either by an “Equity Share” or “Control” approach. The Equity Share approach reflects a company’s economic interests and percentage ownership of companies or subsidiaries to assign GHG emissions. The Control approach can follow two routes and defines the boundary by looking at either how much Financial or Operational Control a company has.

To fully cover all operations and subsidiaries, Eisai EMEA have selected the Operational Control method when setting the organisational boundary, which will cover 100 percent of the GHG emissions over which it has operational control. The Operational boundary will include all three Scopes as outlined by the GHG Protocol.

Eisai EMEA’s emissions are reported in tCO<sub>2</sub>e and have been calculated utilising the following formula:

$$\text{Source emissions data} \times \text{conversion factor}^* = \text{total source emissions}$$

$$\text{Source unit} \times (\text{tCO}_2\text{e/unit}) = \text{tCO}_2\text{e}$$



<sup>9</sup> <https://ghgprotocol.org/corporate-standard>

\* Conversion factors are primarily derived from the latest:

- UK Government GHG conversion factors for company reporting
- DEFRA (Department for Environmental, Food and Rural Affairs)
- Environmentally extended input-output (EEIO) tables
- EPA

# Summary of changes in emissions from FY22 to FY24

This year, Eisai EMEA has seen continued shifts in emissions trends, with several categories contributing to a small overall increase in emissions (+1%) between FY22 and FY24. The key trends in FY24, focusing on the categories which make up over 5% of the total footprint, are summarised below.

This represents a notable improvement compared to FY23, which saw an 18% increase from the FY22 baseline. Additionally, our total market-based emissions in FY24 are 14% lower than last year, highlighting progress in our emissions reduction efforts (see Appendix for full comparison against FY23 results).

To improve accuracy this year, Eisai EMEA has continued to work closely with its affiliates to refine data collection and remove double-counting, particularly in overlapping categories such as purchased goods and services and business travel. We also plan to further improve data quality by transitioning to activity-based data from key suppliers, particularly for our purchased goods and services and capital goods calculations, building on the progress made to date.

Sustainability remains central to our strategy, with continuous efforts underway to reduce emissions while strengthening the quality and coverage of reporting. These actions are described later in this report as part of our Carbon Reduction Plan.

## Categories with increasing emissions

The most significant emission increases from the base year occurred across the following categories:

### **Scope 3: Category 6 Business travel (13% of total emissions, 19% increase, +379 tCO<sub>2</sub>e):**

Emissions from business travel rose by 19% from the base year, driven primarily by increased air travel, with 84% of emissions in this category coming from flights. This reflects in-person business activities across our affiliates. We are mitigating these emissions by promoting train travel where possible and encouraging low-carbon transport routes.

### **Scope 3: Category 7 Employee commuting (10% of total emissions, 35% increase, +452 tCO<sub>2</sub>e):**

Commuting emissions increased by 35% between FY22 and FY24. This rise is largely due to a greater reliance on cars – for example, at our UK site, car commuting grew from ~70% to ~90% of employees. Car travel is significantly more carbon-intensive than public transport.

### **Scope 1 Transportation – owned and leased vehicles (10% of total emissions, 25% increase, +349 tCO<sub>2</sub>e):**

Emissions rose by 25%, mainly due to increased petrol and diesel mileage, which accounted for 89% of emissions in this category. However, there was also a notable increase in our EV/hybrid usage, reflected in higher electricity emissions, as we continue transitioning our fleet to low-carbon vehicles, and offer these vehicles under salary sacrifice schemes for our employee commuting.

### **Other categories with notable increases:**

#### **Scope 3: Category 2 Capital goods (9% of total emissions, 5% increase, +83 tCO<sub>2</sub>e):**

Growth was driven by higher capital spending in the UK and the opening of a new office in Saudi Arabia, requiring significant investment in infrastructure and equipment.

#### **Scope 3: Category 4: Upstream transportation (7% of total emissions, 81% increase, +606 tCO<sub>2</sub>e):**

This spike reflects expanded logistics activity, particularly due to one-time strategic product transitions at key affiliates and increased flight mileage in the UK.

#### **Scope 3: Category 3 Fuel & energy-related activities (7% of total emissions, 72% increase, +517 tCO<sub>2</sub>e):**

Although Scope 1 and 2 emissions themselves remained relatively stable (excluding stationary combustion, where there was a large decrease), this increase stems from an updated calculation methodology, aimed at reducing underreporting of our upstream emissions.

## Categories with decreasing emissions

While several categories saw emissions increase, these were offset by reductions in others – primarily smaller contributors (e.g. refrigerants and waste) – resulting in a net overall increase of just 1% relative to the base year across our entire footprint. The most notable reductions occurred in the following areas:

### **Scope 3: Category 1 Purchased goods & services (43% of total emissions, 3% decrease, -251 tCO<sub>2</sub>e):**

Emissions in this category, which is the largest within our footprint, decreased by 3% this year. This reduction is largely driven by the spend-based calculation methodology, which can be influenced by factors such

as inflation, exchange rates, supplier pricing, purchasing patterns, and industry-average emissions factors. These variables have been reflected in our calculations through adjustments for both changing inflation and exchange rates.

### **Scope 1 Stationary combustion (0% of total emissions this year, 98% decrease, -2,016 tCO<sub>2</sub>e):**

Emissions have dropped by 98%, from 2,060.69 tCO<sub>2</sub>e in FY22 (11% of total) to just 45.06 tCO<sub>2</sub>e. This significant reduction is the result of our transition to 100% biogas at our UK site. Additional initiatives, such as upgrading our energy metering system, replacing laboratory freezers, and improving chiller efficiency, are also underway to further enhance energy performance here.



# Emissions methodology - Inclusions within FY22 to 24 emissions:

## Scope 1

Scope 1 sources included in the inventory are onsite (or “stationary”) combustion, mobile fuel combustion from leased and owned vehicles, generator fuel and fugitive emissions of refrigerant gasses.

## Scope 2

Purchased electricity was the only identified Scope 2 emissions source both for use in premises & company-controlled EV’s, whilst purchased heat and steam is additionally used at premises by some of our affiliates. Per the GHG Protocol Scope 2 Guidance, Scope 2 electricity emissions have been calculated and reported using two separate methodologies:

- A location-based method reflecting the average emissions intensity of grids on which energy consumption occurs.
- A market-based method reflecting emissions from the electricity that Eisai EMEA has purposefully chosen via energy procurement activities. This accounts for energy purchased from green energy suppliers.

## Scope 3

**Category 1: Purchased goods & services** – Includes all upstream (i.e., cradle-to-gate) emissions from the production of goods and services purchased by Eisai EMEA in the reporting year.

**Category 2: Capital Goods** – Includes all upstream (i.e., cradle-to-gate) emissions from capital good expenditure purchased by Eisai EMEA in the reporting year.

**Category 3: Fuel & energy-related activities** – This relates to transportation and distribution losses, and the well-to-tank emissions for all fuels consumed as a result of Eisai EMEA’s operations

- Well-to-tank emissions account for all the emissions related to the extraction, production, and shipping of fuels excluding only the direct combustion of the fuel. (e.g., fuel consumed by Eisai EMEA’s owned or leased premises/vehicles)

- Transmission losses account for all the energy that is lost between the electricity production in the powerplant and when it is used (e.g., resistance in power lines)

**Category 4: Upstream transportation** – The warehousing and transport of goods from Tier 1 suppliers paid for by Eisai EMEA, the calculation includes well to wheel emissions.

- The distance-based method has been used, which provides increased accuracy in reporting for Eisai EMEA, given that many of Eisai EMEA’s shipments require only part of the available space in a vehicle/ vessel, not the whole space as assumed by alternative and less accurate calculation methodologies.

**Category 5: Waste generated in operations** – Includes emissions from third-party disposal and treatment of waste generated in Eisai EMEA’s owned or controlled operations in the reporting year

- The ‘waste-type-specific’ method has been utilised, which involves using emission factors for specific waste types and waste treatment methods

**Category 6: Business travel** – Includes emissions from the transportation of employees for business-related activities in vehicles owned or operated by third parties, such as aircraft, trains, buses, and passenger cars. This also includes emissions resulting from hotel stays resulting from business-related trips

- The distance-based method has been used, which involves determining the distance and mode of business trips, and then applying the appropriate emission factor for the mode used where possible
- The number of nights stayed in hotels has been used to calculate the emissions

**Category 7: Employee commuting** – Includes emissions from the transportation of employees between their homes and Eisai EMEA’s offices. Emissions from employee commuting may arise from car, bus, train, or Taxi travel. Additionally included in these emissions are the energy consumption and waste production which occur from employees working from home in this category

- In the UK and Australia primary data was collected from the employee commuting survey.
- In the rest of EMEA the average-data method was used, involving estimating emissions from employee commuting and working from home emissions based on average (e.g., national) data on commuting patterns.
- In future years the plan is to supplement the above EMEA countries with employee travel surveys which collect data from employees on commuting patterns (e.g., distance travelled, and mode used for commuting) and apply the appropriate emission factors for the modes used using the distance-based method.

**Category 9: Downstream transportation** – Includes Products stored in hospitals and/or pharmacies

- This category was calculated by estimating the average annual volume the products sold in the relevant reporting Financial Year would take up in a hospital / pharmacy and the energy it would take to heat that space and therefore the emissions created from this.

**Category 12: End-of-life treatment of sold goods** – All waste from products such as packaging has been calculated using the 'waste-type-specific' method, where waste has been separated based on packaging and disposal stream.

## Emissions methodology – non-material exclusions for FY22 to FY24 emissions:

**Scope 3 Category 8: Upstream leased assets** is excluded, as no assets are leased

**Scope 3 Category 10: Processing of sold products** is excluded, as sold products are consumed

**Scope 3 Category 11: Use of sold products** is excluded, as sold products are consumed

**Scope 3 Category 13: Downstream leased assets** is excluded, as any assets that are leased to other companies are operated in Eisai EMEA's facilities, and as such, the energy consumption is covered in the Scope 1 and 2 emissions

**Scope 3 Category 14: Franchises** is excluded, as the company does not operate franchises

**Scope 3 Category 15: Investments** is excluded, as Eisai EMEA does not have any investments whereby it provides capital or offer financing as a service

# Emissions Reduction Targets

In order to continue the progress to achieving Net Zero, Eisai EMEA has mapped out and planned a number of positive actions to achieve the following carbon reduction targets:

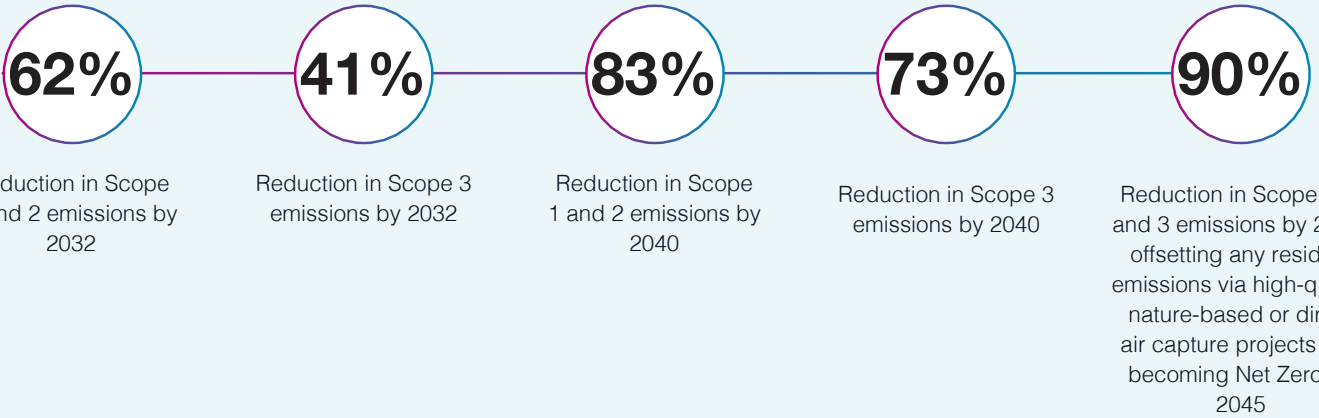
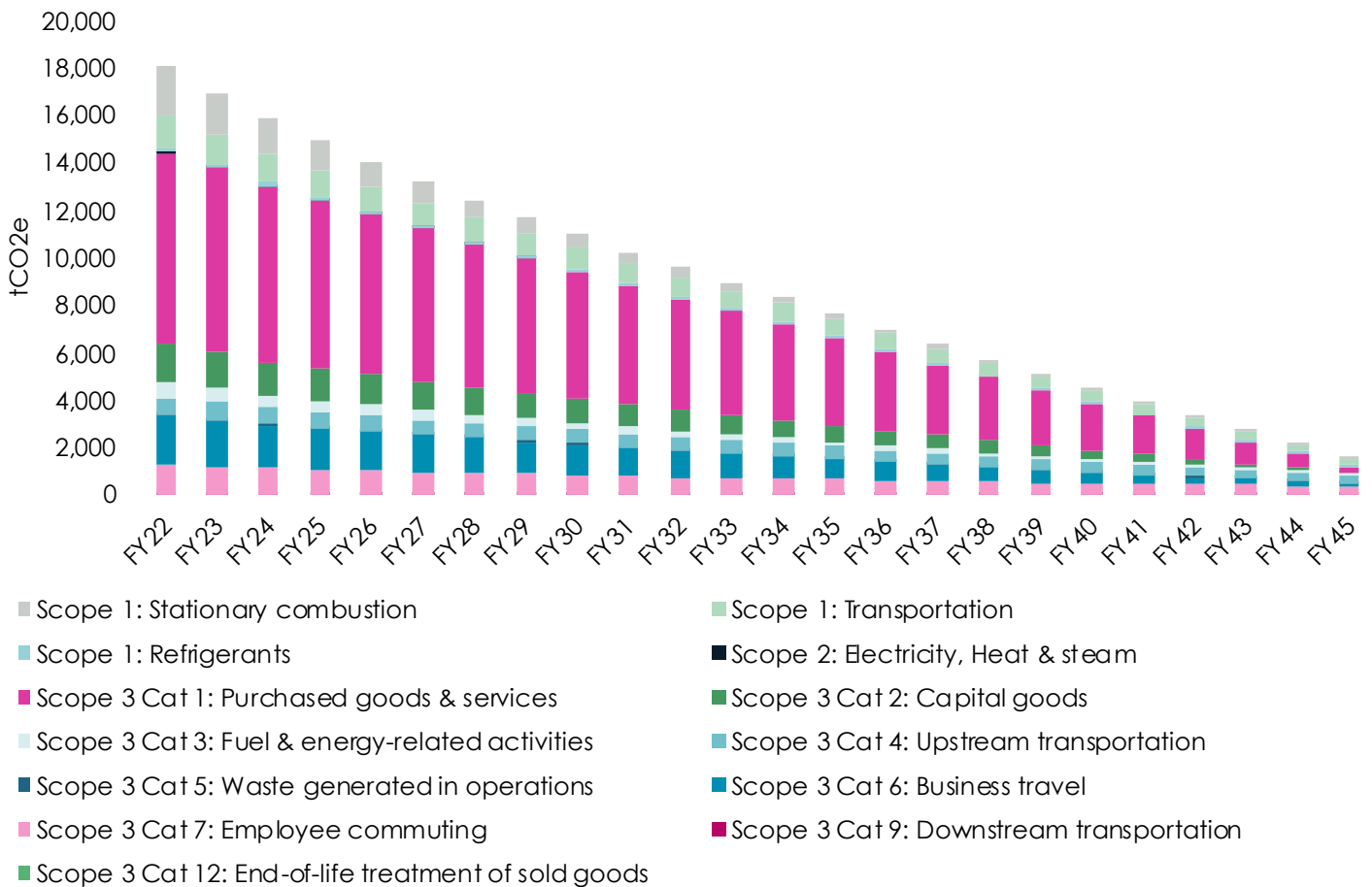


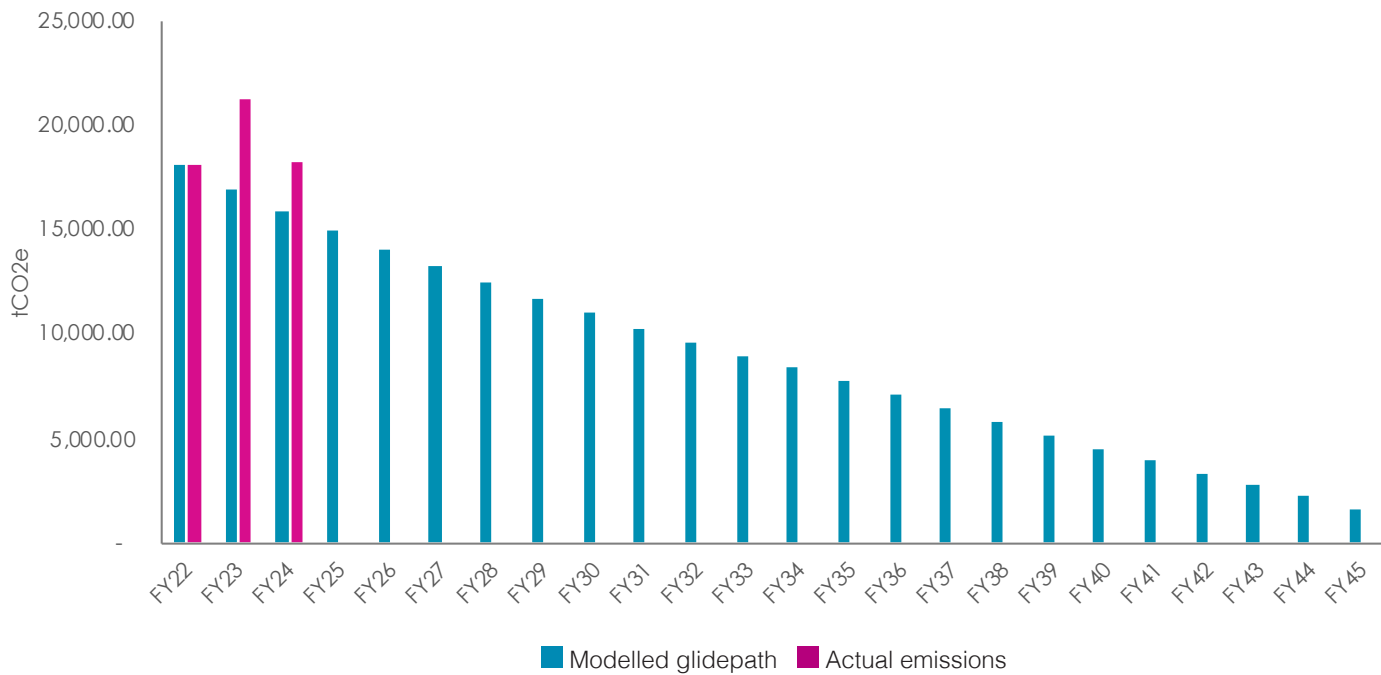
Figure 4. Carbon Emissions Glidepath tCO<sub>2</sub>e



Please note the FY22 (base year) figures were re-baselined in FY23 to correct calculation errors and improve data quality, reinforcing Eisai EMEA's commitment to achieving the Science Based Targets initiative (SBTi) emissions reduction goals. The updated glidepath confirmed that, despite these adjustments, Eisai EMEA remains aligned with SBTi targets, including a 62% reduction in Scope 1 and 2 emissions by 2032, a 41% reduction in Scope 3 emissions by 2032, and ultimately reaching a 90% reduction in all scopes by 2045.

Although there has also been some re-calculation of certain emissions categories (as described earlier in the report) within the FY23 inventory this year to correct for errors, the changes only account to around 2% of the original footprint, and thus further amendments to the glidepath are not necessary.

Figure 5. Eisai's Net Zero modelled glidepath (blue) and actual emissions (pink)



Eisai EMEA's approach is to focus efforts on reducing carbon emissions, wherever possible. However, as a large proportion of its carbon emissions lie within Scope 3, it is difficult to reduce these emissions within the short term, as these are within the supply chain where Eisai EMEA has influence but not control over the activity. To try and reduce these emissions, Eisai EMEA will use its purchase power and choice of suppliers to encourage the correct carbon reducing behaviour within the supply chain.

# Carbon emissions reduction plan

As a responsible business, Eisai EMEA has for many years had a focus on the environment and reducing carbon emissions. To support this carbon emissions reduction plan, we have outlined below ideas and initiatives to be considered for future implementation as we work towards our ambitions of achieving Net Zero by 2045:



## SCOPE 1: Stationary combustion (gas consumed)

- In FY24, Eisai EMEA replaced natural gas purchasing with biofuel at the UK site, which is evident when comparing the FY23 and FY24 carbon footprints – for example, this has led to a ~98% change in the emissions for this category, with emissions in the UK decreasing by ~1,935 tCO<sub>2</sub>e between years
- Across our affiliates, Eisai EMEA endeavours to liaise with Landlords of our leased sites to encourage the replacement of brown gas consumption with renewable gas consumption
- Reduce reliance on gas use and review if gas boilers could be replaced with electrical heating systems such as air source heat pumps, infra-red panels, electric storage heaters etc. where practical
- Investigate new technologies as they become available and consider installing these where practical (e.g., hydrogen powered boilers)
- Undertake energy surveys as and when required to identify capital expenditure (CapEx) opportunities that may enhance energy savings



## SCOPE 1: Transportation (owned and leased vehicles)

- Phase out diesel and petrol-owned and leased vehicles and move to electric vehicles (EV) where practical
  - Where moving to EV's is not practical switch to hybrid vehicles.
  - Prior to FY24, transitioning activities from diesel and petrol vehicles to hybrid and electric vehicles commenced. During FY24, these transitioning activities have expanded to various affiliates within the Eisai EMEA region, for example diesel vehicles in France were switched to hybrid, which has led to a marked reduction in transport emissions for this affiliate.
- Ensure EV's are charged using green electricity sources where possible including encouraging Landlords of leased sites to install charging points at their sites which are supplied with green electricity contracts



## SCOPE 1: Refrigerants

Operations in the UK are aiming to divert away from high GWP refrigerant gases (e.g. R134a) historically used in primary chillers, to R132 (used in FY24) and R1234ze which have much lower GWPs. As most Eisai EMEA offices are leased, at these locations it is assumed that emissions from refrigerant gases will remain the same, and further investigation is required to determine any new technologies that are or will become available for the Landlords to consider implementing to reduce emissions.

We will endeavour to reduce impact where possible by:

- Avoiding emissions through improved leak tightness; consider fitting leak-detection systems and following a regular maintenance schedule; encouraging Landlords of leased sites to review leak tightness of their buildings
- Ensuring correct end-of-life treatment of refrigerant gases; recover and dispose of refrigerant gases correctly when maintaining, upgrading or decommissioning a system at our owned site and encourage Landlords to undertake the correct end-of-life treatment at our EMEA region affiliate offices
- Substituting refrigerants with other less harmful substances e.g., refrigerant gas with zero ozone depletion potential (ODP) and low global warming potential (GWP) where practical, with our Landlords of our leased sites encouraged to review this at their locations
- When renewing HVAC systems, consideration and review to be given to the most efficient systems (including encouraging Landlords of our leased sites to consider and review):
  - Investigating systems using least damaging refrigerant gasses with low potential leakage
  - Installing new systems may offer energy savings as well as next generation refrigerants (HFOs (hydrofluoro-olefins) and natural refrigerants)
- Limiting use of refrigeration / air conditioning systems where practical



## SCOPE 2: Electricity

For affiliates that were able to provide primary electricity consumption data, the majority of the electricity contracts used are 100% green. The installation of solar panels are also being considered in the UK, and across the rest of EMEA, the business will liaise with Landlords to encourage them to move all remaining brown contracts to green by 2030. Outside of this, operations will further endeavour to reduce electricity consumption via the following:

- Energy efficiency guides to facilitate positive behavioural change
- Ensuring energy efficient systems are used wherever possible e.g., replacing lights with LED and using passive infra-red sensors (PIRs)
- Energy surveys will be undertaken at sites consuming large amounts of electricity to identify CapEx opportunities that may enhance energy savings
- Sustainability action groups to be appointed to gather ideas from colleagues across the organisation. These ideas will be collated and shared, supplemented by what is considered to be best practice e.g., gathering up-to-date monthly energy performance data to provide feedback wherever possible
- Liaise with Landlords and encourage them to investigate opportunities to install green energy onsite where practicable (e.g., solar panels, wind turbines)



## SCOPE 3 Category 1 & 2: Purchased goods & services and Capital Goods

Eisai EMEA realises that much of the GHG reductions in this category will happen because of suppliers reducing their carbon emissions and becoming more carbon aware as the business progresses towards Net Zero 2045.

The business will be working to drive sustainability through the supply chain, by engaging with all suppliers to understand their carbon footprint as it relates to Eisai EMEA. This will include:

- Working with existing suppliers to collaboratively ensure they are aligned to Eisai EMEA's Net Zero ambitions
- Encouraging the supply chain to actively work towards Net Zero and ensuring new suppliers are aligned to Eisai EMEA's ambition, by supporting suppliers to meet their carbon reduction targets

To try and enact positive change on suppliers Eisai EMEA have in FY24 commenced a journey to implement Eco Vadis across the EMEA business. This will be a phased rollout approach over the coming years, for all suppliers for the UK and all affiliates within the EMEA region.

The business has made strong progress towards this in FY24 including:

- New suppliers being invited to undertake the Eco Vadis assessment
- Rollout of Eco Vadis commenced to UK suppliers
- Participation in the Eco Vadis EV Sector initiative programme has been investigated for consideration to join this initiative



## SCOPE 3 Category 4: Upstream transportation

Eisai EMEA understands that by prioritising low carbon transportation, there can be a significant impact in reducing this category. Consideration will be given to achieving this with the current logistics and distribution network across the region. Further carbon reduction measures will also be implemented as lower carbon transport technologies emerge.



## SCOPE 3 Category 5: Waste

Eisai EMEA already follows the waste hierarchy where a preference is given in order to:

- Prevent the generation of waste through efficiencies in processes
- Re-use waste where possible
- Recycle waste wherever possible
- Residual waste to be incinerated and energy recovery systems in place to limit the volume of waste that goes to landfill
- Work towards eliminating disposal to landfill in EMEA affiliates through monitoring of waste streams and using sustainable waste providers



## SCOPE 3 Category 6: Business travel

- Continued development into existing and new technology (such as video conferencing tools) to minimise business travel wherever possible
- Reviewing and implementing policies where practical which prioritise carbon-reducing travel modes (for example using rail over air)
- Liaising with travel supplier partner programmes to support with the transition to Net Zero
- Encourage the uptake of EV vehicles where practical, with infrastructure support such as charging points
- Improving data integrity to ensure emissions are accurate and appropriate targets are set and monitored



## SCOPE 3 Category 7: Employee commuting and homeworking

Whilst Eisai EMEA recognises that it cannot directly control what modes of travel employees use, or the homeworking habits they follow, the business strives to encourage employees to join the sustainable journey. They aim to achieve this by:

- Sending a travel survey to employees to understand how they currently get to and from work
  - In FY24, as occurred in previous years, travel surveys were conducted in the UK, Ireland, and for FY24, expanded into the Australian affiliate of the EMEA region, and these travel surveys received between ~55-70% response rates from office-based/hybrid working employees in these countries.
  - For the first time, the surveys also included questions on home electricity and gas, and whether the contracts used by employees are non-renewable or renewable, to aid in calculating emissions from homeworking. This could also be expanded to cover waste and water usage in the future.
  - Travel surveys will be further expanded in a phased approach to all remaining EMEA region affiliates over the next few years.
- Implementing a green travel plan (will vary by affiliate), with initiatives such as:
  - Cycle-to-work schemes
  - Car sharing arrangements
  - Communication and education on public transport alternatives
  - Supporting electric vehicles / bicycles through appropriate infrastructure at affiliate locations where practical
  - Incentives for sustainable commuting where applicable
- Continuing to promote awareness of energy consumption and efficiency measures, by implementing a campaign for reducing homeworking carbon footprint.
- Encouraging employees to switch to renewable home energy tariffs where possible



## SCOPE 3 Category 9: Downstream transportation

Engagement with pharmacies and hospitals to understand their carbon footprint for this category, and work with pharmacies and hospitals to collaboratively move towards more sustainable energy procurement as part of Net Zero programmes.



## SCOPE 3 Category 12: End-of-life treatment of sold goods

Eisai EMEA will aim to keep packaging to a minimum to reduce the waste associated with products, whilst also investigating ways to increase the recyclability of the packaging used.

## Conclusion

Eisai EMEA has built on its existing FY22 and FY23 carbon emissions reduction plans in FY24 across its region and will continue to calculate its carbon footprint annually each year. The business will also continue to track how it is performing against its SBTi verified targets and, where necessary, adjust plans and methods to ensure it stays on track to meet its Net Zero target. This will include continuous improvement of data integrity, including data gathering methods and enhancements to calculation accuracy, wherever possible.

Eisai EMEA will continue to do all it can to minimise its emissions and do its part to minimise the negative effects of climate change on the planet.

# Appendix

## Part 1 – Re-baselined figures

There was no re-baselining of the FY22 figures in FY24, but some minor changes have been made to the last year of reporting (FY23) due to corrections to calculation errors and improvements in data quality.

The full updated footprint for FY23 can be found in Part 2 – FY23 Reporting Update of the Appendix.

Updated Scopes / Categories can be found in the following table:

Table 3 FY23 re-calculated emissions

Scope/Category	Reason for change	FY23 emissions tCO <sub>2</sub> e	FY23 re-calculated emissions tCO <sub>2</sub> e	Change between original FY23 and re-calculated FY23 emissions tCO <sub>2</sub> e	% Change between original FY23 and re-calculated FY23 emissions	% Overall change in context of original FY23 footprint
<b>Scope 1</b>						
Refrigerants	Updated due to calculation error	59.71	80.65	20.94	35%	<1%
<b>Scope 2</b>						
Electricity and heat/steam (Market-based)	Updated due to transposition error in report	46.66	32.96	-13.70	-29%	<1%
<b>Scope 3</b>						
Cat 1: Purchased goods & services	Updated due to calculation error	9,312.75	9,312.97	0.22	<1%	<1%
Cat 2: Capital goods	Updated due to calculation error	603.16	903.78	300.62	50%	1%
Cat 3: Fuel & energy-related activities	Updated due to calculation error	879.50	865.93	-13.57	-2%	<1%
Cat 6: Business travel	Updated due to calculation error	3,511.92	3,591.58	79.66	2%	<1%
<b>Totals</b>		<b>14,413.70</b>	<b>14,787.87</b>	<b>374.17</b>	<b>3%</b>	<b>2%</b>

## Part 2 – EISAI EMEA FY22 to FY24 tCO<sub>2</sub>e Breakdown

Table 4 Eisai EMEA FY22, FY23, FY24 GHG Inventories

Scope/Category	FY22 Total tCO <sub>2</sub> e	FY23 Total tCO <sub>2</sub> e	FY24 Total tCO <sub>2</sub> e
<b>Scope 1</b>			
Stationary combustion	2,060.69	2,002.80	45.06
Transportation	1,390.94	1,959.09	1,740.35
Refrigerants	131.56	80.65*	81.34
<b>Scope 2</b>			
Electricity (Location-based) <sup>4</sup>	1,618.57	1,716.35	1,667.37
Electricity (Market-based) <sup>5</sup>	32.96	32.96*	67.11
Electricity for EV's	-	36.01	33.02
Heat and steam	-	-	66.46
<b>Scope 3</b>			
Cat 1: Purchased goods & services	8,084.50	9,312.97*	7,833.86
Cat 2: Capital goods	1,522.35	903.78*	1,605.01
Cat 3: Fuel & energy-related activities	716.51	865.93*	1,233.15
Cat 4: Upstream transportation	745.54	701.36	1,351.87
Cat 5: Waste	32.33	23.43	19.36
Cat 6: Business travel	2,026.29	3,591.58*	2,405.78
Cat 7: Employee commuting	1,301.14	1,755.41	1,753.58
Cat 9: Downstream transportation	16.32	3.61	16.98
Cat 12: End-of-life treatment of sold goods	1.55	0.67	13.26
<b>Total Gross Emissions (Location-based)</b>	<b>19,648.30</b>	<b>22,953.65</b>	<b>19,866.46</b>
Difference between location-based and market-based emissions	<b>1,585.61</b>	<b>1,683.39</b>	<b>1,600.26</b>
<b>Total Gross Emissions (Market-based)</b>	<b>18,062.69</b>	<b>21,270.26</b>	<b>18,266.20</b>

\*Re-calculated in FY24 due to calculation errors

<sup>4</sup> Location-based represents emissions from electricity consumption based on grid average emissions

<sup>5</sup> Market-based represents emissions from electricity consumption based on specific energy contracts

## Part 3 – Eisai EMEA FY24 tCO<sub>2</sub>e by Affiliate and Scope & Category

Table 5 Eisai EMEA FY24 tCO<sub>2</sub>e by Affiliate and Scope & Category

Scope/Category	UK & Ireland	Australia & New Zealand	Austria	Belgium	Czech Republic & Slovakia	France	Germany	Israel	Italy	Netherlands	Nordics	Portugal	Russia	Saudi Arabia	Spain	Switzerland	Eisai EMEA Total tCO <sub>2</sub> e
<b>Scope 1</b>																	
Stationary	8.80	11.73	–	5.82	2.25	–	–	–	–	4.65	–	–	4.44	–	–	7.38	45.06
Transportation	32.31	44.46	61.41	35.68	46.52	250.70	511.88	9.26	262.81	65.80	80.64	51.66	113.28	–	142.28	31.65	1,740.35
Refrigerants	57.84	1.19	1.08	0.59	0.23	3.26	4.39	1.07	2.46	0.47	0.96	0.58	1.98	1.64	2.85	0.75	81.34
<b>Scope 2</b>																	
Electricity (Location-based) <sup>4</sup>	1,553.60	17.45	3.12	0.43	2.83	3.59	16.98	14.83	4.32	0.76	0.25	2.98	26.92	8.45	10.41	0.44	1,667.37
Electricity Market-based) <sup>5</sup>	–	–	–	–	3.22	4.75	–	22.13	–	1.20	–	–	26.92	8.45	–	0.44	67.11
Electricity for EV's from Scope 1 transportation	8.00	–	0.67	2.31	0.56	0.30	11.91	0.54	–	3.70	4.57	0.34	–	–	–	0.11	33.02
Heat and steam	–	–	8.10	–	–	–	32.79	–	18.39	–	7.19	–	–	–	–	–	66.46
<b>Scope 3</b>																	
Cat 1: Purchased goods & services	5,236.78	100.25	75.21	50.40	20.89	963.47	284.39	31.60	233.18	33.93	205.03	43.49	157.86	15.23	332.49	49.66	7,833.86
Cat 2: Capital goods	1,529.56	10.28	0.36	–	–	1.66	3.36	0.31	–	–	–	0.79	–	56.33	–	2.35	1,605.01
Cat 3: Fuel & energy-related activities	718.99	18.69	19.79	11.27	13.06	67.46	153.01	5.79	72.66	20.14	25.73	13.85	41.53	2.62	39.15	9.40	1,233.15
Cat 4: Upstream transportation	894.74	1.60	0.10	0.06	0.27	431.76	2.74	0.03	2.70	0.10	1.62	0.47	3.79	6.95	4.82	0.11	1,351.87
Cat 5: Waste	5.93	0.26	0.50	0.27	0.23	0.24	3.83	0.54	1.80	0.23	0.59	0.36	2.22	0.41	1.49	0.50	19.36
Cat 6: Business travel	1,293.94	191.60	37.02	11.23	1.38	155.52	90.08	25.62	86.75	8.11	94.57	2.13	133.78	29.94	199.60	44.50	2,405.78
Cat 7: Employee commuting	1,161.76	23.15	17.47	9.53	7.94	98.48	135.02	19.06	63.54	7.94	20.65	12.71	76.25	14.30	68.30	17.47	1,753.58
Cat 9: Downstream transportation	0.16	0.09	0.01	0.02	0.05	15.10	0.12	0.01	0.14	0.03	0.07	0.03	0.19	0.64	0.32	0.03	16.98
Cat 12: End-of-life treatment of sold goods	0.08	0.03	0.01	0.01	0.02	12.47	0.07	0.01	0.07	0.01	0.03	0.01	0.09	0.22	0.11	0.01	13.26
<b>Total Gross emissions (Market-based)</b>		<b>403.32</b>	<b>221.74</b>	<b>127.19</b>	<b>96.62</b>	<b>2,005.16</b>	<b>1,233.59</b>	<b>115.98</b>	<b>744.49</b>	<b>146.31</b>	<b>441.66</b>	<b>126.42</b>	<b>562.34</b>	<b>136.72</b>	<b>791.42</b>	<b>164.34</b>	<b>18,266.20</b>

<sup>4</sup> Location-based represents emissions from electricity consumption based on grid average emissions

<sup>5</sup> Market-based represents emissions from electricity consumption based on specific energy contracts

## Part 4 – Eisai EMEA FY24 tCO<sub>2</sub>e Grouped Affiliate Breakdown

Please note within partnered affiliate countries there is sometimes data overlap where the data has been collected for both countries and not separated. The emissions with a '-' shows the emissions that have been covered by the lead partner country.

### UK & Ireland

Table 6 UK & Ireland emissions breakdown

Scope/Category	UK	Ireland	Total
<b>Scope 1</b>			
Stationary combustion	8.80	-	8.80
Transportation	32.31	-	32.31
Refrigerants	57.84	-	57.84
<b>Scope 2</b>			
Electricity (Location-based) <sup>4</sup>	1,553.60	-	1,553.60
Electricity (Market-based) <sup>5</sup>	-	-	-
Electricity for EV's	7.25	0.74	8.00
Heat and steam	-	-	-
<b>Scope 3</b>			
Cat 1: Purchased goods & services	5,236.78	-	5,236.78
Cat 2: Capital goods	1,529.56	-	1,529.56
Cat 3: Fuel & energy-related activities	718.75	0.24	718.99
Cat 4: Upstream transportation	894.74	-	894.74
Cat 5: Waste	5.93	-	5.93
Cat 6: Business travel	1,293.57	0.36	1,293.94
Cat 7: Employee commuting	1,161.76	-	1,161.76
Cat 9: Downstream transportation	0.15	0.01	0.16
Cat 12: End-of-life treatment of sold goods	0.08	0.01	0.08

<sup>4</sup> Location-based represents emissions from electricity consumption based on grid average emissions

<sup>5</sup> Market-based represents emissions from electricity consumption based on specific energy contracts

## Australia & New Zealand

Table 7 Australia and New Zealand emissions breakdown

Scope/Category	Australia	New Zealand	Total
<b>Scope 1</b>			
Stationary combustion	11.73	-	11.73
Transportation	44.46	-	44.46
Refrigerants	1.19	-	1.19
<b>Scope 2</b>			
Electricity (Location-based) <sup>4</sup>	17.45	-	17.45
Electricity (Market-based) <sup>5</sup>	-	-	-
Electricity for EV's	-	-	-
Heat and steam	-	-	-
<b>Scope 3</b>			
Cat 1: Purchased goods & services	93.64	6.61	100.25
Cat 2: Capital goods	10.28	-	10.28
Cat 3: Fuel & energy-related activities	18.69	-	18.69
Cat 4: Upstream transportation	1.56	0.04	1.60
Cat 5: Waste	0.26	-	0.26
Cat 6: Business travel	190.55	1.05	191.60
Cat 7: Employee commuting	23.15	-	23.15
Cat 9: Downstream transportation	0.08	-	0.09
Cat 12: End-of-life treatment of sold goods	0.03	-	0.03

<sup>4</sup> Location-based represents emissions from electricity consumption based on grid average emissions

<sup>5</sup> Market-based represents emissions from electricity consumption based on specific energy contracts

## Czech Republic & Slovakia

Table 8 Czech Republic and Slovakia emissions breakdown

Scope/Category	Czech Republic	Slovakia	Total
<b>Scope 1</b>			
Stationary combustion	2.25	-	2.25
Transportation	46.52	-	46.52
Refrigerants	0.23	-	0.23
<b>Scope 2</b>			
Electricity (Location-based) <sup>4</sup>	2.83	-	2.83
Electricity (Market-based) <sup>5</sup>	3.22	-	3.22
Electricity for EV's	0.56	-	0.56
Heat and steam	-	-	-
<b>Scope 3</b>			
Cat 1: Purchased goods & services	16.03	4.85	20.89
Cat 2: Capital goods	-	-	-
Cat 3: Fuel & energy-related activities	13.06	-	13.06
Cat 4: Upstream transportation	0.24	0.04	0.27
Cat 5: Waste	0.23	-	0.23
Cat 6: Business travel	1.00	0.38	1.38
Cat 7: Employee commuting	7.94	-	7.94
Cat 9: Downstream transportation	0.03	0.02	0.05
Cat 12: End-of-life treatment of sold goods	0.01	0.01	0.02

<sup>4</sup> Location-based represents emissions from electricity consumption based on grid average emissions

<sup>5</sup> Market-based represents emissions from electricity consumption based on specific energy contracts

## Nordics (encompassing Sweden, Denmark, Finland & Norway)

Table 9 Nordics - Sweden, Denmark, Finland & Norway emissions breakdown

Scope/Category	Sweden	Denmark	Finland	Norway	Total
<b>Scope 1</b>					
Stationary combustion	-	-	-	-	-
Transportation	80.64	-	-	-	80.64
Refrigerants	0.96	-	-	-	0.96
<b>Scope 2</b>					
Electricity (Location-based) <sup>4</sup>	0.25	-	-	-	0.25
Electricity (Market-based) <sup>5</sup>	-	-	-	-	-
Electricity for EV's	4.57	-	-	-	4.57
Heat and steam	7.19	-	-	-	7.19
<b>Scope 3</b>					
Cat 1: Purchased goods & services	173.79	12.78	8.31	10.14	205.03
Cat 2: Capital goods	-	-	-	-	-
Cat 3: Fuel & energy-related activities	25.73	-	-	-	25.73
Cat 4: Upstream transportation	0.60	0.17	0.71	0.14	1.62
Cat 5: Waste	0.59	-	-	-	0.59
Cat 6: Business travel	41.18	18.41	26.94	8.04	94.57
Cat 7: Employee commuting	20.65	-	-	-	20.65
Cat 9: Downstream transportation	0.01	0.01	0.04	0.01	0.07
Cat 12: End-of-life treatment of sold goods	0.01	-	0.02	-	0.03

<sup>4</sup> Location-based represents emissions from electricity consumption based on grid average emissions

<sup>5</sup> Market-based represents emissions from electricity consumption based on specific energy contracts



**London Office:**

Waterloo House,  
207 Waterloo Road,  
London, SE1 8XD

**Paris Office:**

6 rue du Général Foy, 75008 Paris

[info@sustainable-advantage.com](mailto:info@sustainable-advantage.com)  
[sustainable-advantage.com](http://sustainable-advantage.com)  
0203 544 2030