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GHG EMISSIONS
INVENTORY REPORT

FY 2022 – FY 2026

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CORPORATE GREENHOUSE GAS
INVENTORY STATEMENT

A quantified account of direct and indirect emissions, prepared under ISO 14064-1:2018 and the GHG Protocol Corporate Accounting and Reporting Standard.

Document Title		Corporate Greenhouse Gas Inventory – Transpek Industry Limited
Governing Standards		ISO 14064-1:2018 and the GHG Protocol Corporate Accounting and Reporting Standard
Entity Covered		Transpek Industry Limited
Sector		Specialty Chemicals – Chlorine & Sulphur Chemistry (Acid Chlorides, Alkyl Chlorides and Specialty Intermediates)
Site(s) Covered		Village Ekalbara, Padra Taluka, Vadodara District, Gujarat, India
Registered Office		4th Floor, Lilleria 1038, Gotri-Sevasi Road, Vadodara, Gujarat, India
Assessment Period		FY 2022-23 through FY 2025-26 (four financial years)
Revision		Rev. 1.0
Revision Statement		The report format has been revised from a presentation-based layout to a comprehensive document format. The revision includes restructuring of the content, enhancement of section organization, and incorporation of detailed narratives to improve readability, consistency, and alignment with professional GHG reporting practices. No changes have been made to the underlying methodology, activity data, calculations, or reported greenhouse gas emissions unless otherwise specified in subsequent revisions.
Revision No.	**Date**	
Publication Date		16th August 2026

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Introduction & Company Profile

Transpek Industry Limited, headquartered in Vadodara, Gujarat, has been engaged in the manufacture of chlorinated and sulphur based specialty chemicals since 1965. As a constituent of the Excel Group, the Company produces a broad range of acid chlorides, alkyl chlorides and related intermediates, among them Thionyl Chloride, Fatty acid chlorides and other speciality chemicals that feed into downstream pharmaceutical, agrochemical, polymer, dye, fragrance, surfactant and fine-chemical manufacturing.

The Company's customer base extends beyond India into Europe, North America, Asia and the Middle East, supported by an export track record spanning more than three decades.

This statement sets out Transpek's greenhouse gas emissions for its manufacturing operations at Village Ekalbara, Padra Taluka, Vadodara District, Gujarat, together with the corporate and logistics functions that support the site. Emissions have been quantified for this operational footprint in line with ISO 14064-1:2018 and the GHG Protocol Corporate Accounting and Reporting Standard, as set out in the sections that follow.

Objectives of the Assessment

In compiling this inventory, Transpek Industry Limited has sought to:

- Furnish a clear and consistent account of the Company's emissions across the four financial years FY 2022-23 through FY 2025-26.
- Fix FY 2022-23 as the reference year against which future emissions performance will be tracked.
- Demonstrate alignment with the quantification requirements set out in ISO 14064-1:2018.
- Strengthen internal decision-making around energy use, resource efficiency and process improvement.
- Equip the Company to respond to emissions related requests from customers, supply-chain partners and other interested parties.

Scope & Organizational Boundary

ISO 14064-1:2018 and the GHG Protocol Corporate Standard recognize three approaches for consolidating an organization's emissions: Equity Share, Operational Control and Financial Control. For this exercise, Transpek Industry Limited has applied the Operational Control approach, bringing into scope every source and activity over which it exercises operating authority.

The sites and functions covered under this boundary are listed below.

Location	Address
Manufacturing Site	Village Ekalbara, Padra Taluka, Vadodara District, Gujarat, India
Registered / Corporate Office	4th Floor, Lilleria 1038, Gotri-Sevasi Road, Vadodara, Gujarat, India

Boundary Exclusion

The GHG inventory includes only the Company's manufacturing facilities. Registered and corporate offices have been excluded as they accommodate a relatively small workforce, resulting in negligible energy consumption and associated GHG emissions. The exclusion of these offices is not expected to materially impact the overall GHG inventory.

Assessment Timeframe

Emissions have been quantified for four successive financial years, detailed in the table below.

Period	Coverage
FY 2022-23	1 April 2022 to 31 March 2023 (full year)
FY 2023-24	1 April 2023 to 31 March 2024 (full year)
FY 2024-25	1 April 2024 to 31 March 2025 (full year)
FY 2025-26	1 April 2025 to 31 March 2026 (full year)
Future Cycle	Annual, aligned to the Company's financial-year calendar

Methodology & Emission Factors

Calculation Approach

Transpek's inventory rests on an activity-based calculation method endorsed by the GHG Protocol Corporate Standard and ISO 14064-1:2018. Under this method, the emissions attributable to a given source are obtained by multiplying the relevant activity figure by an appropriate emission factor:

$$\textit{Emissions } (tCO_2e) = \textit{Activity Data} \times \textit{Emission Factor} \div 1000$$

Sources of Activity Data

Underlying activity figures have been drawn from utility metering records, fuel purchase logs, procurement ledgers, human resources records and logistics or operational data maintained across the relevant departments of the Company.

Reference Emission Factors

Emission factors applied throughout this inventory have been sourced from internationally recognized references, including the UK Government's GHG Conversion Factors for Company Reporting (DEFRA), the Central Electricity Authority (CEA) of India for grid electricity, guidance issued by the Intergovernmental Panel on Climate Change (IPCC), and the United Nations Framework Convention on Climate Change (UNFCCC) where applicable, so as to keep the figures consistent and verifiable.

Emissions Inventory & Results

The figures below set out Transpek's consolidated emissions across all four assessment years, arranged first as a combined overview and then broken down by Scope, in tonnes of carbon dioxide equivalent (tCO_2e).

Combined Overview, All Scopes

Reporting boundary: direct emissions (Scope 1), energy related indirect emissions (Scope 2), and other indirect / value chain emissions (Scope 3).

tCO_2e	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Direct Emissions (Scope 1)	1,189	393	198	192
Energy Indirect Emissions (Scope 2)	13,715	13,449	12,003	11,128
Other Indirect Emissions (Scope 3)	1,26,806	1,03,716	1,07,708	89,557
Combined Gross Emissions	**1,41,710**	**1,17,558**	**1,19,909**	**1,00,877**

Global Warming Potential (GWP) values used throughout this inventory are drawn from the IPCC Fifth Assessment Report (AR5) on a 100-year time horizon.

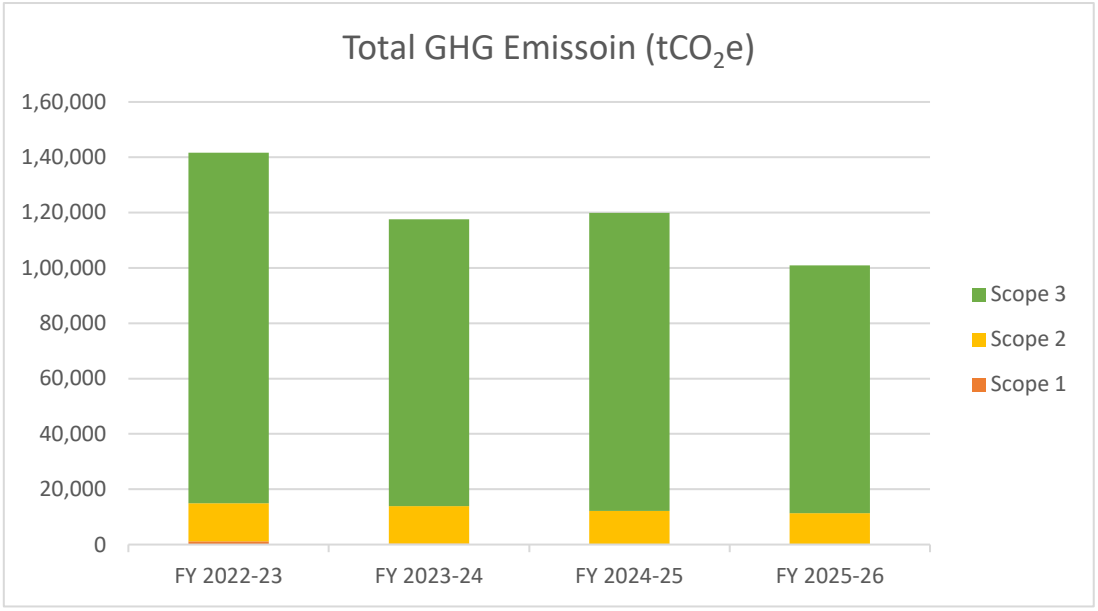


Chart 1: Overall emissions split across Scopes, FY 2022-23 to FY 2025-26

Greenhouse Gas Emission Intensity Metrics

In addition to reporting absolute greenhouse gas emissions, Transpek Industry Limited monitors greenhouse gas emission intensity to evaluate the carbon efficiency of its manufacturing operations. Emission intensity provides a normalized indicator by relating operational greenhouse gas emissions to production output, thereby enabling meaningful comparison of environmental performance across reporting years irrespective of changes in production volumes.
For this inventory, the emission intensity has been calculated using the Company's annual production volume (metric tonnes) and the combined Scope 1 and Scope 2 greenhouse gas emissions.

GHG Emission Intensity:

Reporting Year	Production (MT)	Total Scope 1 + 2 (tCO_2e)	GHG Intensity (tCO_2e/MT)
FY 2022-23	51,268	14,904.00	0.29
FY 2023-24	44,124	13,842.00	0.31
FY 2024-25	63,874	12,201.00	0.19
FY 2025-26	61,201	11,320.00	0.18

The Company's operational greenhouse gas emission intensity demonstrated an overall improvement during the reporting period. Following an increase from 0.29 tCO_2e/MT in FY 2022-23 to 0.31 tCO_2e/MT in FY 2023-24, primarily due to reduced production output while purchased electricity consumption remained relatively stable, emission intensity declined significantly over the subsequent years.

In FY 2024-25, emission intensity decreased to 0.19 tCO_2e/MT, reflecting a substantial increase in production together with significantly lower Scope 1 emissions. This improving trend continued in FY 2025-26, with emission intensity further reducing to 0.18 tCO_2e/MT, the lowest value recorded during the reporting period.

Overall, the reduction in emission intensity indicates that Transpek Industry Limited improved its operational carbon efficiency by producing a greater volume of products with comparatively lower greenhouse gas emissions per tonne of production. This trend reflects the Company's continued efforts to optimize manufacturing operations, improve energy performance, and reduce direct greenhouse gas emissions while maintaining production growth.

Direct Site Emissions (Scope 1)

Scope 1 covers emissions generated directly at Transpek's own sites – combustion of fuel oil, diesel and LPG for process heat and utilities, together with fugitive losses from refrigerant top-up in the facility's cooling equipment.

Activity data underlying Scope 1 emissions

Category	Unit	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Mineral Diesel	Tonnes	64.00	28.00	30.93	37.01
Fuel Oil	Tonnes	259.60	60.30	–	–
LPG	Tonnes	–	6.64	8.43	6.88
Refrigerant Top-up (HCFC-22 / R22)	kg	37.80	48.80	43.80	30.50

Resulting Scope 1 emissions (tCO_2e)

Category	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Mineral Diesel	235.05	89.71	97.10	118.59
Fuel Oil	887.22	198.70	–	–
LPG	–	19	24.00	20.23
Refrigerant Leakage	66.53	85.89	77.09	53.68
Scope 1 GHG Emission (tCO_2e)	**1,189**	**393**	**198**	**192**

From FY 2024-25 onward, Diesel is the leading Scope 1 source; fuel oil headed the list till FY 2023-24 but has since dropped out of the fuel mix entirely, a shift that accounts for much of the overall decline in Scope 1 emissions over the period.

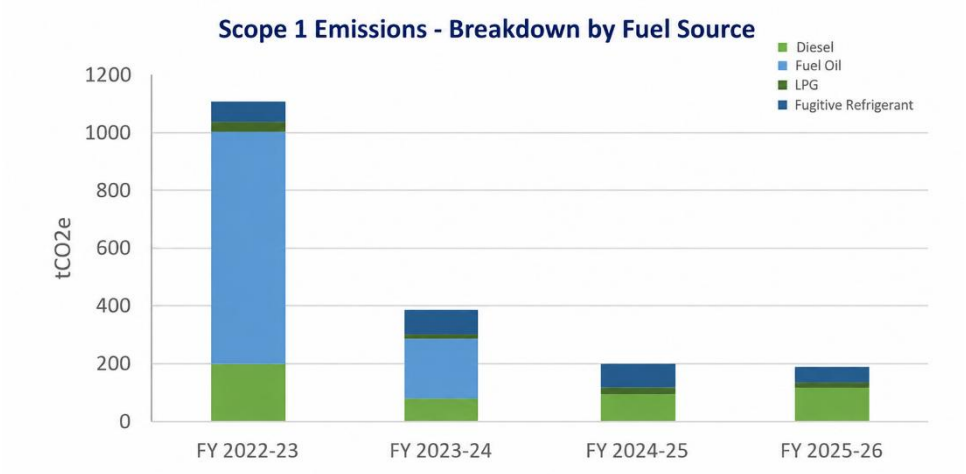


Chart 2: Scope 1 emissions, split by fuel source, FY 2022-23 to FY 2025-26

The biogenic CO_2 emissions presented below have not been included in the total GHG emissions inventory, as they represent carbon that was previously absorbed from the atmosphere during the growth of the biomass. These emissions are reported separately in accordance with GHG accounting principles and are excluded from the total emissions calculation.

Activity data of Biogenic Emissions of Scope 1 (Biomass Combustion) from financial year 2022-23 to financial year 2025-26:

Category	Unit	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Biomass: Wood pellets	Tonnes	12,726.00	15,082.00	13,080.26	11,953.32

Resulting emissions from Biomass Combustion (tCO_2e) from financial year 2022-23 to financial year 2025-26:

Category	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Biomass: Wood pellets	23,897	28,320	24,563	23,245

Purchased-Power Emissions (Scope 2)

Scope 2 covers the indirect emissions embedded in the grid electricity Transpek draws for its sites. These have been quantified on a location basis, applying the applicable Central Electricity Authority (CEA) grid factor for India; the Company has not identified any purchased steam, heat or cooling that would fall under this Scope.

Category	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Grid Electricity Drawn (kWh)	1,67,09,600	1,63,84,760	1,65,10,508	1,56,72,592

Category	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Scope 2 GHG Emission (tCO_2e)	**13,715**	**13,449**	**12,003**	**11,128**

Scope 2 emissions have stayed within a fairly narrow band across the four years, moving in step with grid power drawn; the peak occurred in FY 2024-25, followed by a decline in FY 2025-26 as electricity purchases eased.

Value-Chain Emissions (Scope 3)

Scope 3 captures indirect emissions arising outside Transpek's direct ownership or control – principally the chemicals and packaging it purchases, inbound and outbound freight, staff travel and commuting, canteen consumption, waste handling, water services, and losses on the electricity grid.

Activity data underlying Scope 3 emissions

Category	Unit	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Purchased Goods – Chemicals	kg	6,14,80,257	4,84,97,680	4,92,30,549	4,16,04,475
Purchased Goods – Plastic & Metal	tonnes	264.34	232.94	273.63	269.93
Downstream Freight – Cargo Ship	km	2,43,845	2,36,534	2,39,583	2,35,798
Downstream Freight – HGV (Diesel)	km	8,556	8,556	8,174	8,400
Upstream Freight – Cargo Ship	km	49,074	64,699	45,631	1,83,195
Upstream Freight – HGV (Diesel)	km	9,505	9,277	9,547	8,446

Category	Unit	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Grid Transmission & Distribution Loss	kWh	1,67,09,600	1,63,84,760	1,64,78,599	1,56,72,592
Staff Commute – Bus	km	2,76,000	2,76,000	2,76,000	2,76,000
Staff Commute – Car (Petrol)	km	2,76,952	2,98,740	3,27,648	3,31,552
Staff Commute – Motorbike	km	38,95,200	38,82,600	32,35,600	33,92,000
Site Waste – Plastics	tonnes	71.76	89.38	62.82	48.64
Site Waste – Commercial & Industrial	tonnes	1,720.90	1,756.77	1,215.32	772.29
Canteen Consumption – Breakfast	meals	2,08,297	1,93,302	1,55,699	1,86,807
Canteen Consumption – Vegetarian Meal	meals	1,11,002	1,11,936	1,12,316	1,12,587
Municipal Water Supply	cubic metres	2,33,668	2,09,872	2,11,153	1,81,371
Effluent / Water Treatment	million litres	53.75	51.94	49.98	43.26
Air Travel (Domestic & International)	km	1,94,782	1,66,286	1,88,558	2,48,072
Rail Travel	km	6,884	8,711	6,311	11,511
Hotel Accommodation	Nights per room	54	61	44	95

Resulting Scope 3 emissions (tCO_2e)

Category	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Purchased Goods – Chemicals	1,03,338.21	85,613.48	88,094.10	73,133.92
Purchased Goods – Plastic & Metal	999.37	954.05	1,101.66	1,059.86
Downstream Freight – Cargo Ship	8,266.11	6,849.55	7,606.90	6,893.01
Downstream Freight – HGV (Diesel)	4,795.27	3,385.66	3,713.09	2,711.96
Upstream Freight – Cargo Ship	555.45	545.55	480.02	3,908.20
Upstream Freight – HGV (Diesel)	5,699.70	3,279.66	3,908.204	2,138.98
Staff Commute – Bus	1,075.74	1,075.74	1,117.25	1,189.89
Staff Commute – Car (Petrol)	50.96	54.97	58.13	56.30
Staff Commute – Motorbike	323.54	322.49	268.75	281.74
Site Waste – Plastics	1.53	1.56	0.40	0.23
Site Waste – Commercial & Industrial	775.87	735.99	497.21	324.09
Canteen Consumption – Breakfast	174.97	162.37	130.79	156.92
Canteen Consumption – Vegetarian Meal	316.36	319.02	320.10	320.87
Grid Transmission & Distribution Loss	314.14	308.03	309.80	294.64
Ground Water through Borewell at the site	46.97	39.34	32.33	34.70
Effluent / Water Treatment	10.82	10.26	9.28	7.39
Air Travel (Domestic & International)	53.10	50.05	53.71	26.91
Rail Travel	2.74	2.93	1.65	3.06
Hotel Accommodation	5.61	5.55	3.68	5.43
Scope 3 GHG Emission (tCO_2e)	**1,26,806**	**1,03,716**	**1,07,708**	**89,557**

Purchased chemicals and packaging consistently make up the single largest share of Scope 3 emissions, at roughly 82–84% in every year assessed. Outbound and inbound freight form the next-largest block, a reflection of the Company's logistics-heavy, export oriented model; staff commuting and waste handling remain comparatively minor by contrast.

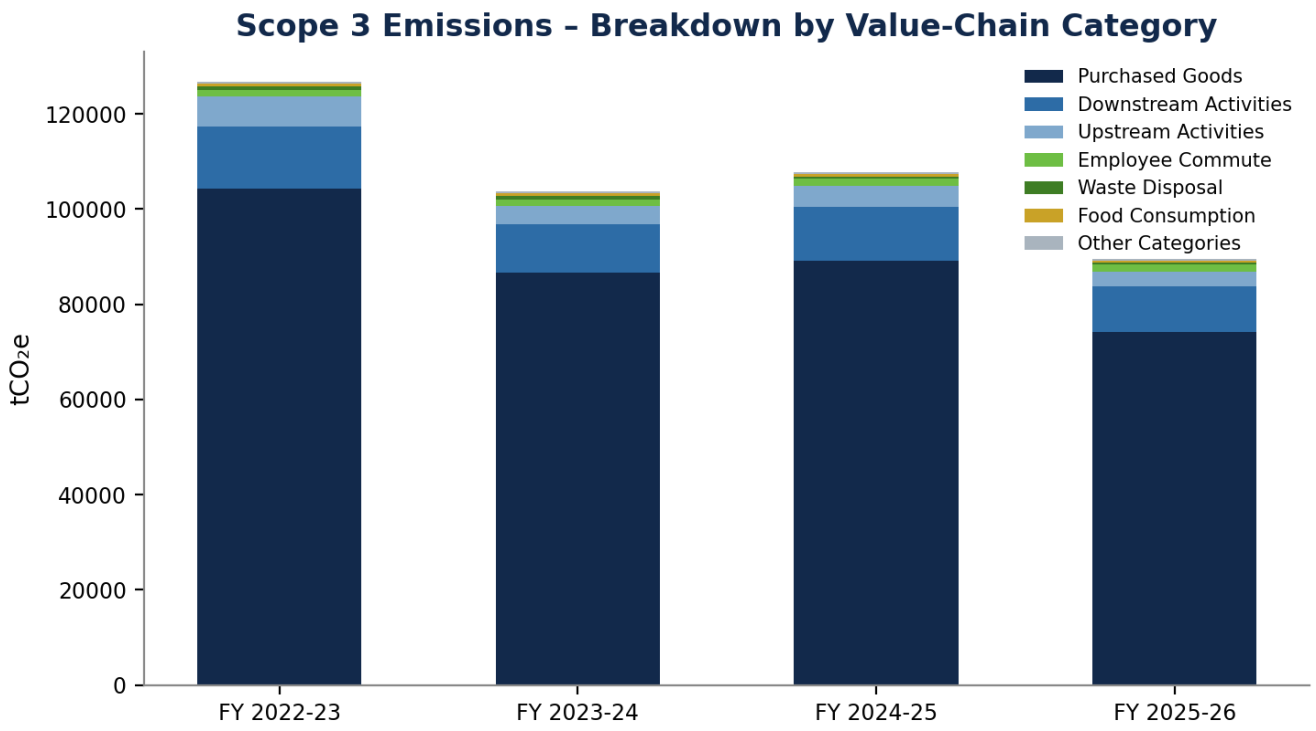


Chart 3: Scope 3 emissions, split by value-chain category, FY 2022-23 to FY 2025-26

Scope 3 Sub-Category Detail

The tables and charts below expand each Scope 3 value chain category shown above into its own consumption and emissions record, so that individual activity trends can be reviewed alongside the consolidated Scope 3 tables and Chart 3.

Purchased Goods

Consumption and resulting emissions – Purchased Goods

Item	Unit	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Purchased Goods – Chemicals	kg	6,14,80,257	4,84,97,680	4,92,30,549	4,16,04,475
Purchased Goods – Plastic & Metal	tonnes	264.34	232.94	273.63	269.93
Emissions (tCO_2e)	**tCO_2e**	**1,04,337.58**	**86,567.53**	**89,195.76**	**74,193.79**

Purchased chemicals, plastics and metals remain the largest single contributor to Scope 3 emissions, consistently accounting for 82–83% of the value chain total across all four years. Emissions from this category fall 28.9% between FY 2022-23 and FY 2025-26, moving in step with lower chemical procurement volumes.

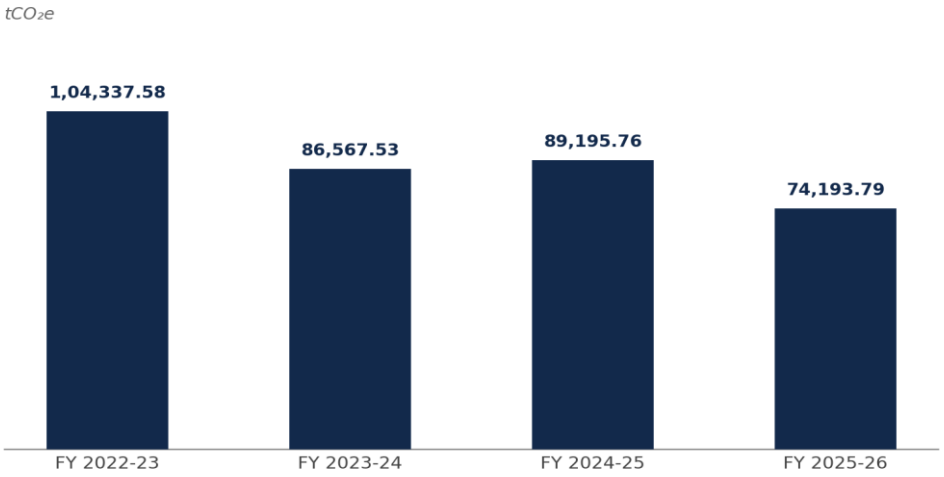


Chart 4: Purchased Goods emissions, FY 2022-23 to FY 2025-26

Downstream Freight

Consumption and resulting emissions – Downstream Freight

Item	Unit	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Downstream Freight – Cargo Ship	km	2,43,845	2,36,534	2,39,583	2,35,798
Downstream Freight – HGV (Diesel)	km	8,556	8,556	8,174	8,400
Emissions (tCO_2e)	**tCO_2e**	**13,061.39**	**10,235.21**	**11,319.99**	**9,604.98**

Downstream freight emissions eased 26.5% over the assessment period and have held at roughly 10–11% of Scope 3 emissions in every year, making this the second largest value chain category.

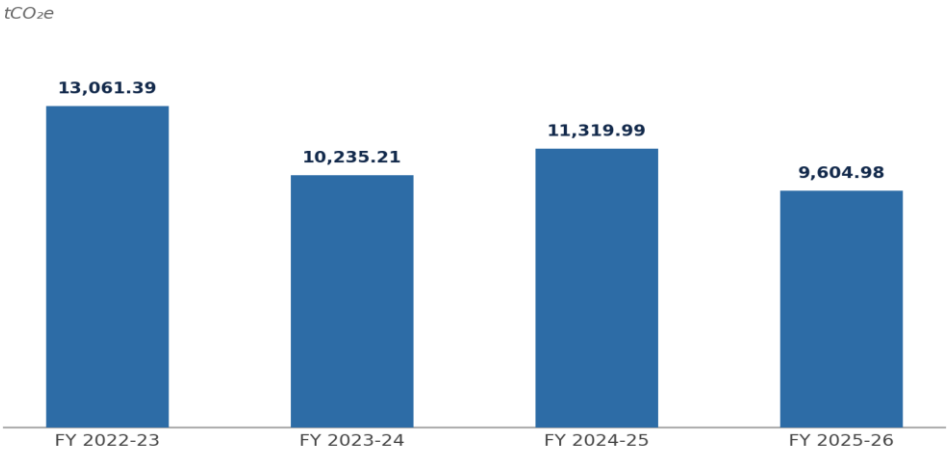


Chart 5: Downstream Freight emissions, FY 2022-23 to FY 2025-26

Additional detail – Tonnage moved, Downstream Freight

Item	Unit	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Downstream Freight – Cargo Ship	Tonnes	25,230	21,551	23,994.31	21,715
Downstream Freight – HGV (Diesel)	Tonnes	72,583	53,604	82,221.29	73,462
Total (Tonnes)	**Tonnes**	**97,813**	**75,155**	**1,06,215.60**	**95,177**

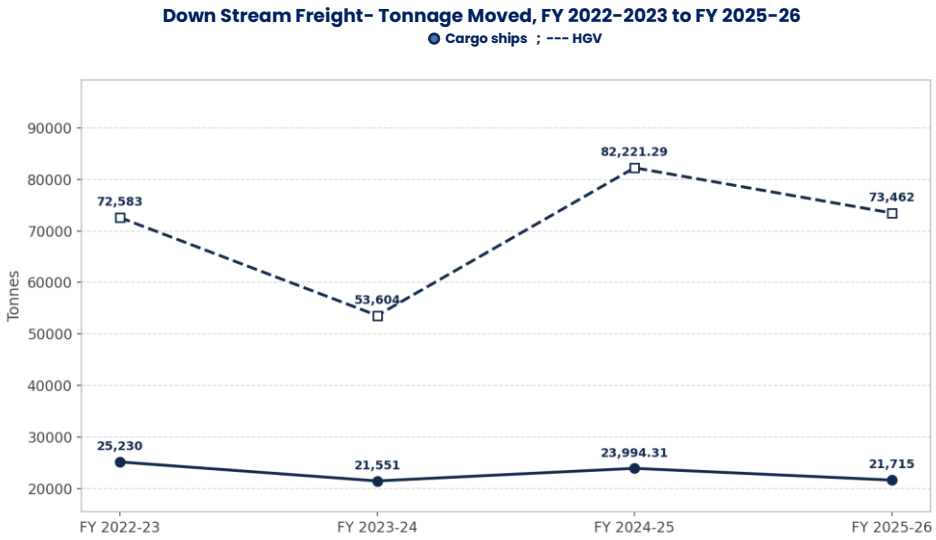


Chart 6: Downstream Freight – tonnage moved, FY 2022-23 to FY 2025-26

Tonnage moved by outbound cargo ship held broadly steady, while HGV (diesel) tonnage peaked in FY 2024-25 before easing back in FY 2025-26; HGV consignments continue to account for the larger share of downstream freight weight.

Upstream Freight

Consumption and resulting emissions – Upstream Freight

Item	Unit	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Upstream Freight – Cargo Ship	km	49,074	64,699	45,631	1,83,195
Upstream Freight – HGV (Diesel)	km	9,505	9,277	9,547	8,446
Emissions (tCO_2e)	**tCO_2e**	**6,255.15**	**3,825.21**	**4,388.22**	**3,055.62**

Upstream freight emissions declined 51.2% from FY 2022-23 to FY 2025-26, even as upstream cargo ship tonne-kilometres rose sharply in FY 2025-26; the category's share of Scope 3 emissions narrowed from 4.9% to 3.4% over the period.

Note for KM increased in the year 2025-26: *1) Due to current geopolitical war situation in middle east since last more than one year most of lines are taking a long and safer route which has impacted average km e.g. European has started taking route via South Africa.*
2) Formerly we were importing appx 400 Mt IPA per month which is now procured locally.

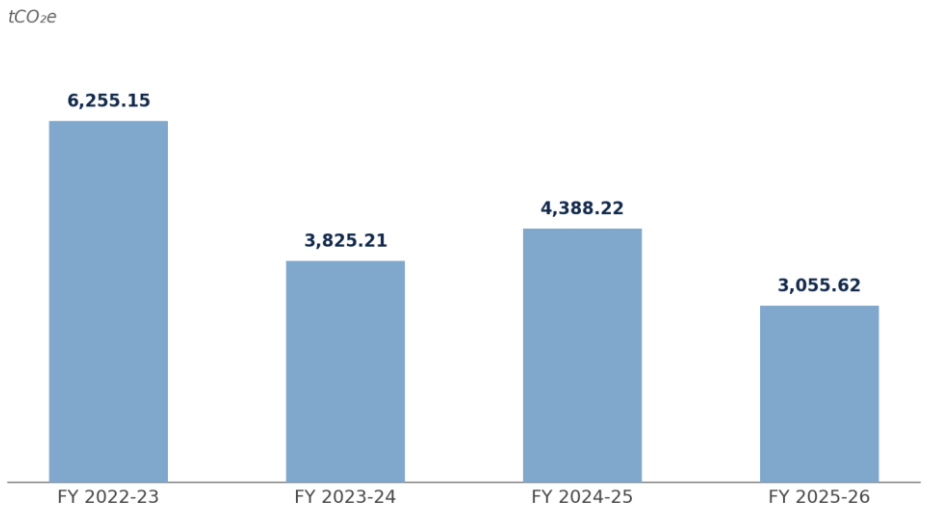


Chart 7: Upstream Freight emissions, FY 2022-23 to FY 2025-26

Additional detail – Tonnage moved, Upstream Freight

Item	Unit	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Upstream Freight – Cargo Ship	Tonnes	8,988	7,162	8,503	3,762
Upstream Freight – HGV (Diesel)	Tonnes	79,391.24	50,897	74,124.41	64,203
Total (Tonnes)	**Tonnes**	**88,379.24**	**58,059**	**82,627.41**	**67,965**

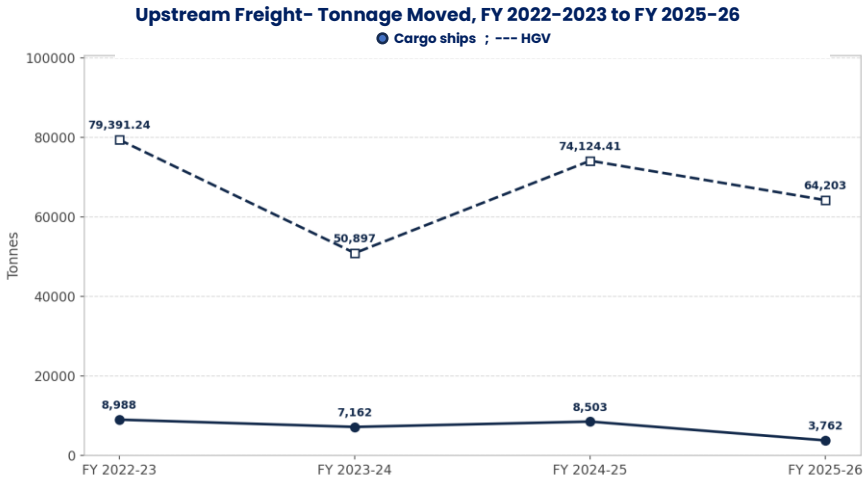


Chart 8: Upstream Freight – tonnage moved, FY 2022-23 to FY 2025-26

Upstream cargo ship tonnage fell sharply in FY 2025-26 even as the corresponding tonne-kilometres rose, pointing to longer average haul distances per tonne shipped; HGV (diesel) tonnage remains the dominant contributor in every year.

Staff Commuting

Consumption and resulting emissions – Staff Commuting

Item	Unit	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Staff Commute – Bus	passenger.km	2,76,000	2,76,000	2,76,000	2,76,000
Staff Commute – Car (Petrol)	km	2,76,952	2,98,740	3,27,648	3,31,552
Staff Commute – Motorbike	km	38,95,200	38,82,600	32,35,600	33,92,000
Emissions (tCO_2e)	**tCO_2e**	**1,450.24**	**1,453.20**	**1,444.12**	**1,527.93**

Staff commuting emissions have stayed relatively stable, edging up 5.4% over the period despite a dip in FY 2024-25; the category's share of Scope 3 emissions rose slightly from 1.1% to 1.7%.

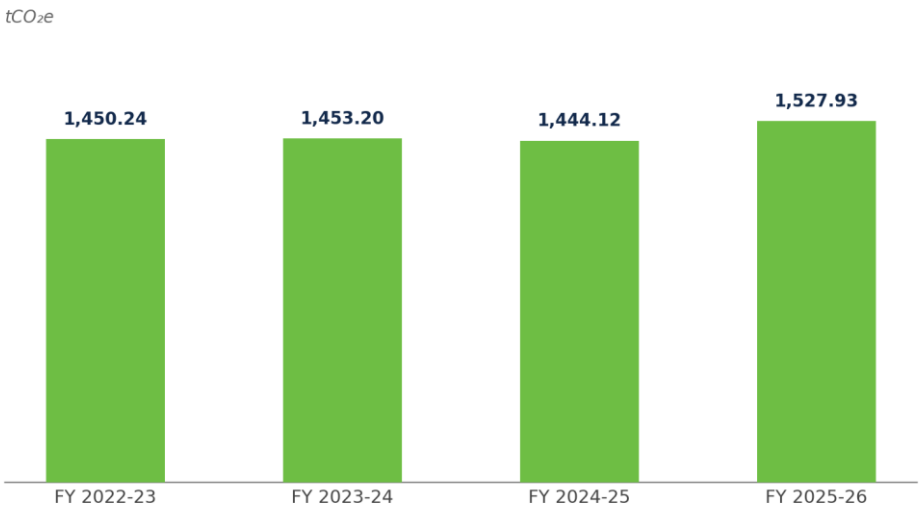


Chart 9: Staff Commuting emissions, FY 2022-23 to FY 2025-26

Additional detail – Number of passengers, Staff Commute (Bus)

Item	Unit	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Staff Commute – Bus	No. of Passengers	~480	~480	~480	~480

Note: *The number of employees using company-operated buses is presented as an approximate annual average (~480 employees) across all reporting years. Minor variations in employee participation were not considered material and therefore did not significantly affect the calculated GHG emissions, ensuring consistency and comparability of the reported results.*

Site Waste Disposal

Consumption and resulting emissions – Site Waste Disposal

Item	Unit	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Site Waste – Plastics	tonnes	71.76	89.38	62.82	48.64
Site Waste – Commercial & Industrial	tonnes	1,720.90	1,756.77	1,215.32	772.29
Emissions (tCO_2e)	**tCO_2e**	**777.40**	**737.55**	**497.61**	**324.32**

Site waste disposal emissions fell 58.3% over the four years – the steepest decline of any Scope 3 category – as volumes of commercial and industrial waste dropped markedly in FY 2024-25 and FY 2025-26.

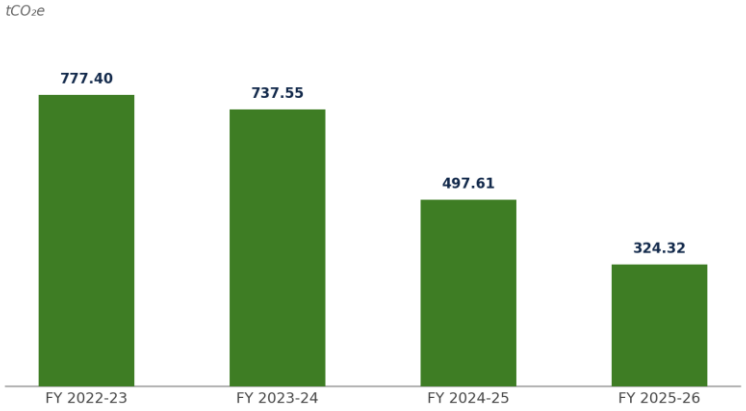


Chart 10: Site Waste Disposal emissions, FY 2022-23 to FY 2025-26

Canteen / Food Consumption

Consumption and resulting emissions – Canteen / Food Consumption

Item	Unit	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Canteen Consumption – Breakfast	meals	2,08,297	1,93,302	1,55,699	1,86,807
Canteen Consumption – Vegetarian Meal	meals	1,11,002	1,11,936	1,12,316	1,12,587
Emissions (tCO_2e)	**tCO_2e**	**491.33**	**481.39**	**450.89**	**477.79**

Canteen and food related emissions have remained broadly flat, within a narrow band of 451–491 tCO_2e across the four years, and continue to represent well under 1% of Scope 3 emissions.

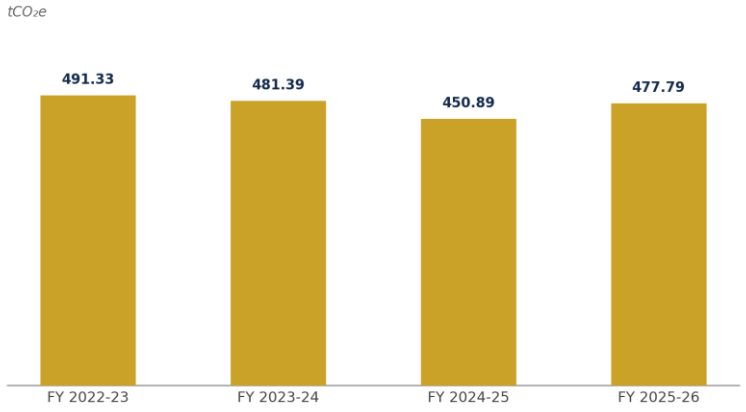


Chart 11: Canteen / Food Consumption emissions, FY 2022-23 to FY 2025-26

Grid Transmission & Distribution Loss

Consumption and resulting emissions – Grid Transmission & Distribution Loss

Item	Unit	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Grid Transmission & Distribution Loss	kWh	1,67,09,600	1,63,84,760	1,64,78,599	1,56,72,592
Emissions (tCO_2e)	**tCO_2e**	**314.14**	**308.03**	**309.80**	**294.64**

Emissions from grid transmission and distribution losses tracked overall electricity purchases closely, easing 6.2% over the period and remaining a minor share (around 0.3%) of Scope 3 emissions.

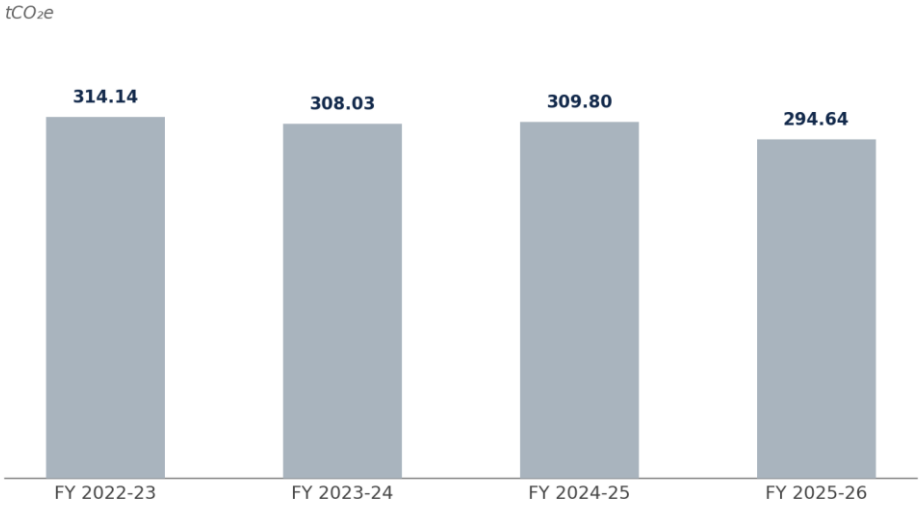


Chart 12: Grid Transmission & Distribution Loss emissions, FY 2022-23 to FY 2025-26

Borewell water Supply

Consumption and resulting emissions – Borewell water Supply

Item	Unit	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Municipal Water Supply	cubic metres	2,33,668	2,09,872	2,11,153	1,81,371
Emissions (tCO_2e)	**tCO_2e**	**46.97**	**39.34**	**32.33**	**34.70**

Borewell water supply emissions fell 26.1% between FY 2022-23 and FY 2025-26, consistent with the decline in water drawn over the same period; the category contributes less than 0.1% of Scope 3 emissions.

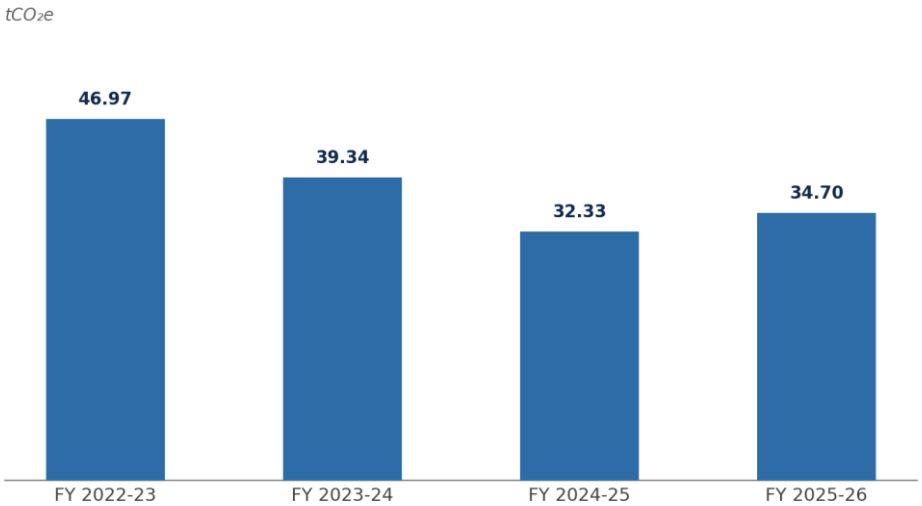


Chart 13: Borewell water Supply emissions, FY 2022-23 to FY 2025-26

Effluent / Water Treatment

Consumption and resulting emissions – Effluent / Water Treatment

Item	Unit	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Effluent / Water Treatment	million litres	53.75	51.94	49.98	43.26
Emissions (tCO_2e)	**tCO_2e**	**10.82**	**10.26**	**9.28**	**7.39**

Effluent and water-treatment emissions declined 31.7% over the four years alongside lower treated volumes, and remain a negligible share (under 0.1%) of Scope 3 emissions.

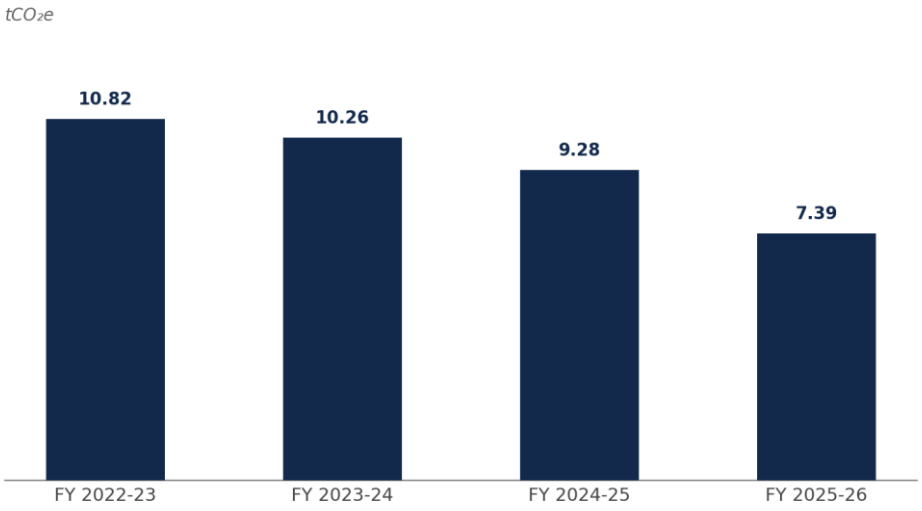


Chart 14: Effluent / Water Treatment emissions, FY 2022-23 to FY 2025-26

Air Travel

Consumption and resulting emissions – Air Travel

Item	Unit	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Air Travel (Domestic & International)	passenger.km	1,94,782	1,66,286	1,88,558	2,48,072
Emissions (tCO_2e)	**tCO_2e**	**53.10**	**50.05**	**53.71**	**26.91**

Air travel emissions fell 49.3% between FY 2022-23 and FY 2025-26, even though passenger-kilometres flown were highest in FY 2025-26; the category continues to account for well under 0.1% of Scope 3 emissions.

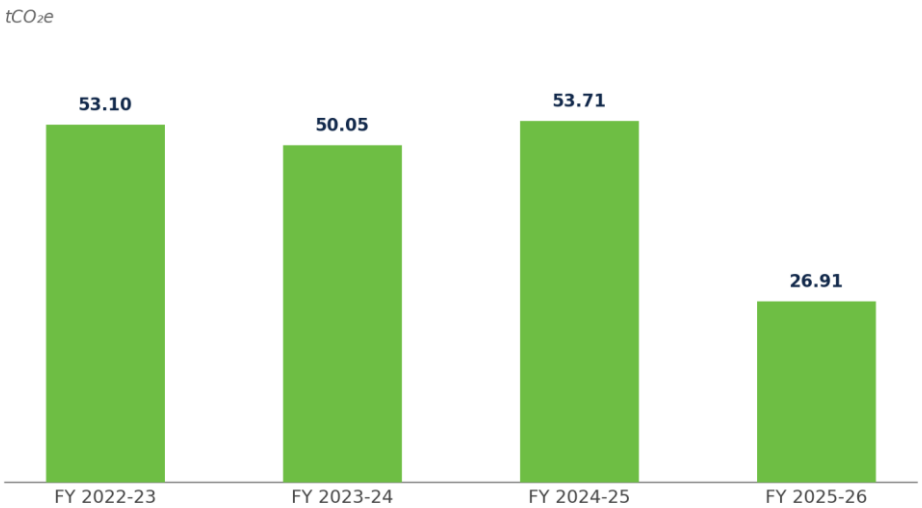


Chart 15: Air Travel emissions, FY 2022-23 to FY 2025-26

Additional detail – Number of passengers, Air Travel

Item	Unit	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Air Travel (Domestic & International)	No. of Passengers	230	152	138	114

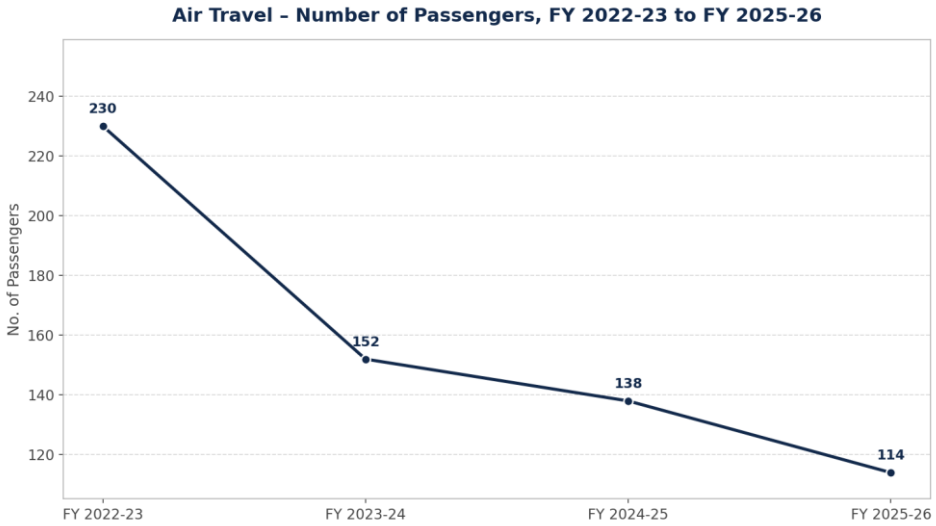


Chart 16: Air Travel – number of passengers, FY 2022-23 to FY 2025-26

The number of employees flying for business purposes fell steadily from 230 in FY 2022-23 to 114 in FY 2025-26, even though passenger-kilometres flown rose in the final year, implying longer average trip distances per traveller.

Rail Travel

Consumption and resulting emissions – Rail Travel

Item	Unit	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Rail Travel	passenger.km	6,884	8,711	6,311	11,511
Emissions (tCO_2e)	**tCO_2e**	**2.74**	**2.93**	**1.65**	**3.06**

Rail travel emissions rose 11.7% over the four years, tracking higher passenger-kilometres travelled in FY 2025-26; this remains the smallest Scope 3 category, at a fraction of 0.1% of the total.

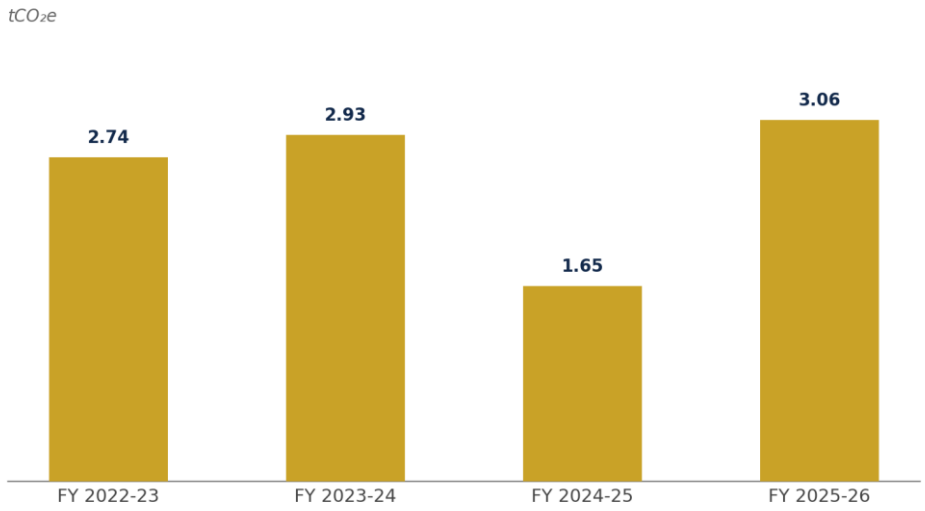


Chart 17: Rail Travel emissions, FY 2022-23 to FY 2025-26

Additional detail – Number of passengers, Rail Travel

Item	Unit	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Rail Travel	No. of Passengers	56	66	34	91



Chart 18: Rail Travel – number of passengers, FY 2022-23 to FY 2025-26

Rail passenger numbers dipped in FY 2024-25 before rising to their highest level of the assessment period in FY 2025-26, tracking the corresponding increase in rail passenger-kilometres and emissions.

Hotel Accommodation

Consumption and resulting emissions – Hotel Accommodation

Item	Unit	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Hotel Accommodation	Nights per room	54	61	44	95
Emissions (tCO_2e)	**tCO_2e**	**5.61**	**5.55**	**3.68**	**5.43**

Hotel accommodation emissions were broadly flat, dipping 3.2% overall despite nights per room rising sharply in FY 2025-26 compared with FY 2024-25; this category also represents under 0.1% of Scope 3 emissions.

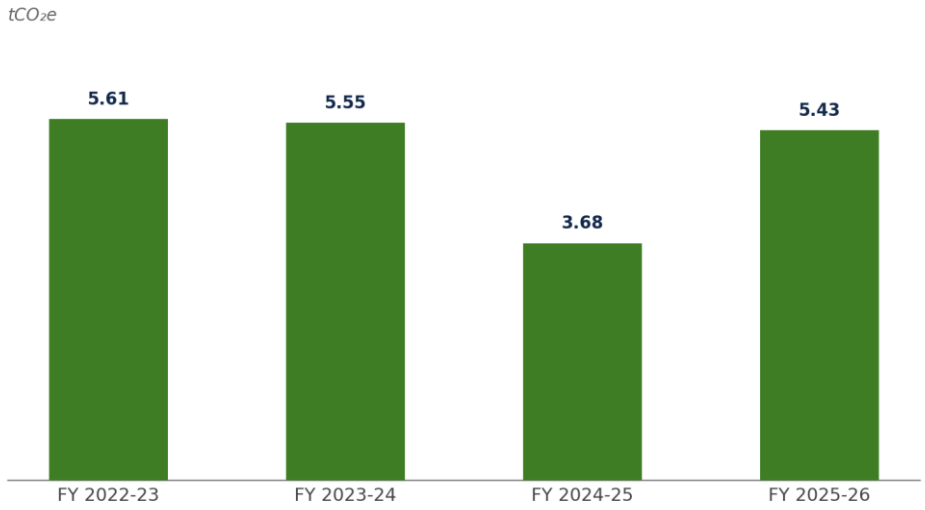


Chart 19: Hotel Accommodation emissions, FY 2022-23 to FY 2025-26

Summary of Findings

Across the four years covered by this exercise, Transpek's combined emissions have moved as follows (figures in tCO_2e):

Scope	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Scope 1	1,189	393	198	192
Scope 2	13,715	13,449	12,003	11,128
Scope 3	1,26,806	1,03,716	1,07,708	89,557
Combined Total	**1,41,710**	**1,17,558**	**1,19,909**	**1,00,877**

Total emissions eased between FY 2022-23 and FY 2023-24, chiefly on the back of lower Scope 3 procurement volumes, before climbing again in FY 2024-25 and settling back down in FY 2025-26. Value-chain (Scope 3) emissions remain in every year by far the largest contributor to the Company's overall footprint; emissions from the Company's own site (Scope 1) and from purchased electricity (Scope 2) together account for a comparatively minor share of the total.

FY 2022-23 has been fixed as the base year against which Transpek will track its emissions performance going forward. This inventory is intended to serve as a dependable reference point for that ongoing monitoring, and as a foundation for the Company's continuing efforts on sustainability and operational efficiency.

Review mechanism:

This report will be reviewed annually by the Sustainability Officer, or earlier if required, to assess progress against the organization’s GHG emission reduction objectives, evaluate the effectiveness of the measures implemented, and identify opportunities for further improvement.

Approved By:

Name: Vijay S. Patel

Role: Sr. Manager

Function: Quality Management

Date: 07.05.2026

Signature:

Company Seal:

