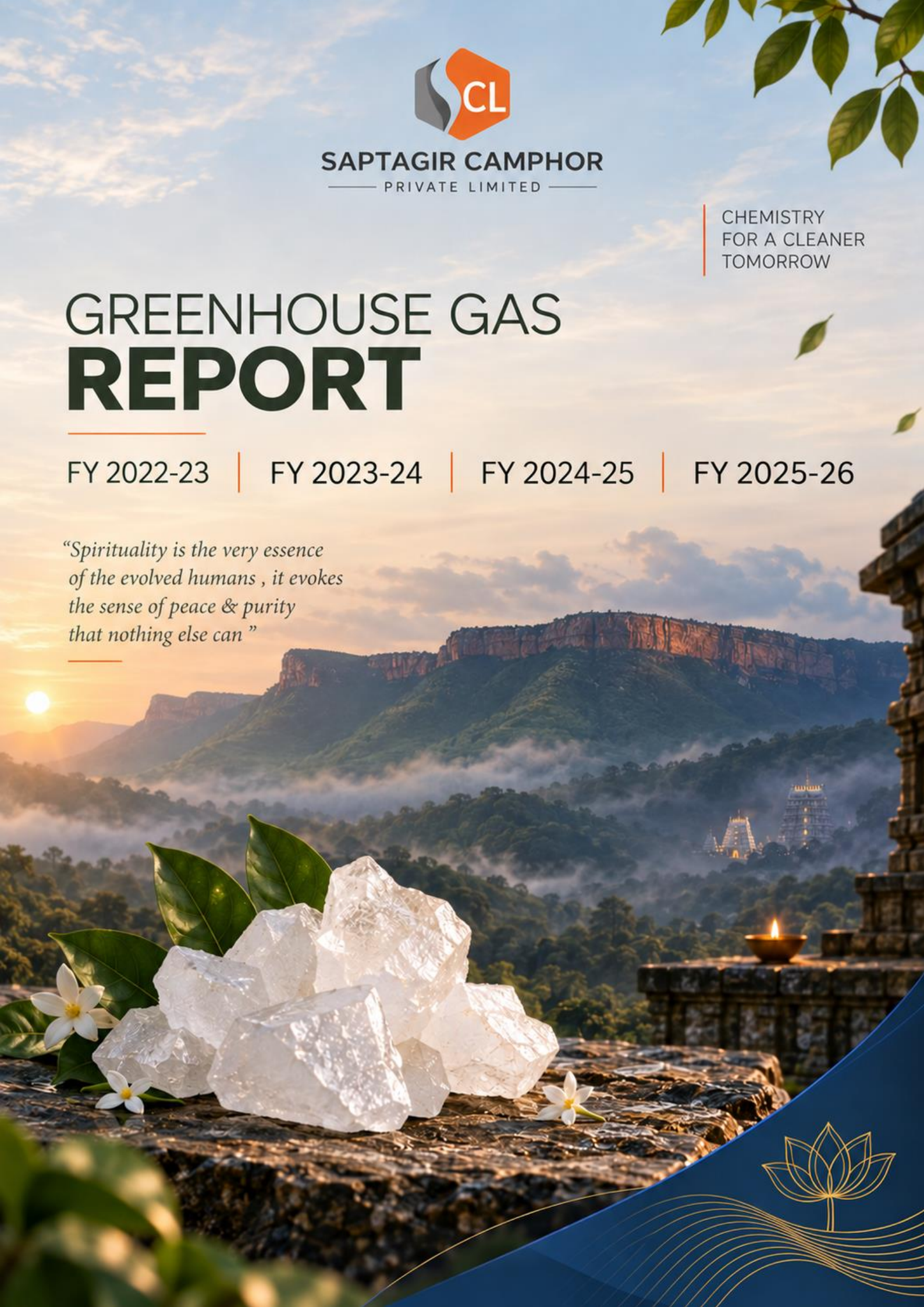
SAPTAGIR CAMPHOR
PRIVATE LIMITED

CHEMISTRY
FOR A CLEANER
TOMORROW

# GREENHOUSE GAS REPORT

FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26

*"Spirituality is the very essence of the evolved humans , it evokes the sense of peace & purity that nothing else can "*



# Contents

**About Saptagir Camphor Private Limited ..... 3**
Locations covered in the Report: ..... 3
**About this Report ..... 4**
Reporting Period & Boundary ..... 4
Reporting framework ..... 4
Emission Factors and Units ..... 4
Methodological Changes, Recalculation and Restatement of Reported Emissions ..... 4
Scope definitions ..... 5
**Executive Summary ..... 6**
**Scope 1: Direct Emissions ..... 7**
**Scope 2: Indirect Emissions from Purchased Electricity ..... 8**
**Scope 3: Other Indirect Emissions ..... 9**
Observations on activity data ..... 9
**Scope 3: Emissions by Category ..... 10**
**Detailed Breakdowns: Commute, Upstream and Downstream Transport ..... 11**
Employee commute ..... 11
Upstream and downstream transport ..... 11
**Renewable Electricity and Biogenic Emissions ..... 12**
Renewable electricity generation: avoided emissions ..... 12
Biogenic emissions from biomass ..... 12
**Emission Trends and Year-on-Year Analysis ..... 13**
**Key Observations ..... 14**
Key observations ..... 14
**Notes, Data Limitations and Abbreviations ..... 14**
Notes and data limitations ..... 14
Abbreviations ..... 14
Review Mechanism ..... 15
Report Review and Intended Use ..... 15

# About Saptagir Camphor Private Limited

Saptagir Camphor Private Limited (SCPL) is an Indian specialty chemical manufacturer headquartered in Hyderabad, Telangana, with its principal manufacturing facility at Anantapur, Andhra Pradesh. Established in 1988 by Mr. R.S. Reddy, the company has grown into one of India's largest manufacturers of synthetic camphor and aromatic terpene chemicals, supplying customers in more than 50 countries across the fragrance and flavour, healthcare, wellness, personal care and industrial sectors.

| Particular | Details |
|---|---|
| Established | 1988 |
| Industry | Specialty chemicals (camphor, terpenes and aromatic chemicals) |
| Head office | Hyderabad, Telangana |
| Manufacturing facility | B. Kothapalli, Anantapur, Andhra Pradesh |
| Product portfolio | Camphor; flavour & fragrance chemicals; industrial chemicals |
| Global reach | 50+ countries |
| Quality & compliance | WHO-GMP certified; ISO 9001, ISO 14001, ISO 45001, ISO 27001, SA 8000 |
| Sustainability recognition | EcoVadis Gold; CDP Climate and Water "B"; TfS "Outstanding"; UN Global Compact participant |

Sustainability is integrated into SCPL's operations through energy efficiency, waste management, water use reduction, responsible sourcing and supply chain sustainability. This Greenhouse Gas (GHG) Report consolidates the company's emissions inventory for four financial years and forms part of that commitment to transparent environmental disclosure.

## Locations covered in the Report:

| Facility | Site | Locations |
|---|---|---|
| Saptagir Camphor Private Limited | Hyderabad | Vaishnavi's Cynosure, 5th Floor, Telecom Nagar, Gachibowli, Hyderabad – 500032 |
| | Andhra Pradesh | 13.5 Kms, Gooty Road, B. Kothapalli – 515731, Anantapur (Dist) A.P. INDIA |
| | Tamil Nadu | 3C/2, Mariamma Street, Near Teppakulam, New Ramnad Road, Madurai – 625009, TamilNadu, India. |
| | Tamil Nadu | No. 106/43B, Jeeva Nagar, (Velan Nagar 1st Street), E.N. Road, Korukkupet, Chennai – 600021, Tamil Nadu, India. |
| | Karnataka | No. 51, 5th Cross, 2nd Main Road, Chamarajpet, Bangalore – 560018 |
| | Andhra Pradesh | 54-3/1-5A, 9th Block, Plot No.44, 2nd Cross Rd, J. Auto Nagar, Auto Nagar, Vijayawada, Andhra Pradesh – 520007 |

# About this Report

## Reporting Period & Boundary

This report presents the greenhouse gas inventory of Saptagir Camphor Private Limited for four consecutive financial years: FY 2022-23, FY 2023-24, FY 2024-25 and FY 2025-26 (April to March). Emissions are reported in tonnes of carbon dioxide equivalent (tCO2e), and respective categorial activity data is presented in separate tabular forms.

The organisational boundary has been established using the operational control approach and includes the facilities and business activities under Saptagir Camphor Pvt. Ltd.'s operational control during the respective reporting periods.

The inventory covers Scope 1 direct GHG emissions, Scope 2 energy indirect GHG emissions and selected Scope 3 value chain emission sources for which activity data were available. Imported electricity and Renewable electricity emissions are calculated on location-based method.

GHG emissions have been quantified using a calculation-based approach, whereby relevant activity data are multiplied by applicable emission factors:

***GHG Emissions = Activity Data × Emission Factor***

## Reporting framework

- The inventory follows the ISO 14064 and GHG Protocol Corporate Accounting and Reporting Standard, with Scope 2 and Scope 3 categories classified in line with the GHG Protocol Scope 2 Guidance and Corporate Value Chain (Scope 3) Standard.
- Emissions are calculated as activity data multiplied by the applicable emission factor, using GHG Accounting method given in the ISO 14064 standard and GHG protocol standard. Activity categories follow standard fuel, vehicle, freight, waste, water and travel classifications.
- Renewable electricity generation (avoided emissions) and biogenic emissions from biomass are reported separately and are not included in the Scope 1, 2 and 3 totals.

## Emission Factors and Units

Activity data, including fuel consumption in litres, electricity usage in kWh, travel distance in km, and other relevant quantities, has been converted into tonnes of carbon dioxide equivalent (TCO2Eq) using internationally recognised emission factors, including DEFRA and CEA grid emission factors, as applicable to the respective activities. All emissions are presented in metric tonnes of CO2 equivalent (TCO2Eq), while consumption data is reported in its original activity units, such as litres, kWh, km, kg, and tonnes, based on the data recorded in SCPL's internal data collection systems.

## Methodological Changes, Recalculation and Restatement of Reported Emissions

For the current reporting cycle, certain methodological changes have been implemented to improve the consistency, transparency and alignment of the GHG calculations with the applicable reporting methodology.

### 1. Change in Emission Factors – Upstream and Downstream Emissions

For selected upstream and downstream Scope 3 categories, the emission factors used in the previous reporting cycle have been replaced with the emission factors adopted for the current reporting cycle. The previously reported activity data for these categories has therefore been recalculated using the updated emission factors. As a result, the emissions reported in $tCO_2e$ for these categories may differ significantly from the values presented in the previous reporting cycle. The difference is attributable, in part, to the change in emission factors and the resulting recalculation of the reported activity data and should not be interpreted solely as an increase/decrease in the organization's underlying activity or actual emissions.

### 2. Separate Reporting of Biogenic $CO_2$ Emissions

In the previous reporting cycle, biogenic $CO_2$ emissions arising from relevant biomass related activities were included within the reported Scope 1 emissions. For the current reporting cycle, these biogenic $CO_2$ emissions have been identified and presented separately from the Scope 1 fossil emissions, in accordance with the applicable GHG reporting methodology. To maintain consistency and improve comparability across the reporting period, the biogenic $CO_2$ emissions have also been separately presented for the historical reporting years covered by this report. Accordingly, the Scope 1 values presented in the current report for previous reporting years may differ from the corresponding Scope 1 values presented in earlier GHG reports.

This difference represents a methodological reclassification of previously reported emissions and does not necessarily indicate a change in the underlying activity or actual emissions. The current report therefore presents the historical Scope 1 emissions on a consistent basis, with biogenic $CO_2$ emissions disclosed separately and excluded from the reported total of Scope 1 fossil emissions.

These methodological updates have been applied to the reporting period and relevant historical years covered by this report to improve consistency, transparency and year-on-year comparability.

## Scope definitions

| Scope | Definition | Categories reported |
|---|---|---|
| Scope 1 | Direct emissions from sources owned or controlled by SCPL | Stationary combustion (LPG, diesel); mobile combustion (company vehicles); fugitive emissions (refrigerants) |
| Scope 2 | Indirect emissions from purchased electricity | Imported (grid) electricity |
| Scope 3 | Other indirect emissions in the value chain | Employee commute; transmission & distribution loss; upstream transport; downstream transport; waste disposal; water supply and treatment; business travel (air, land) |

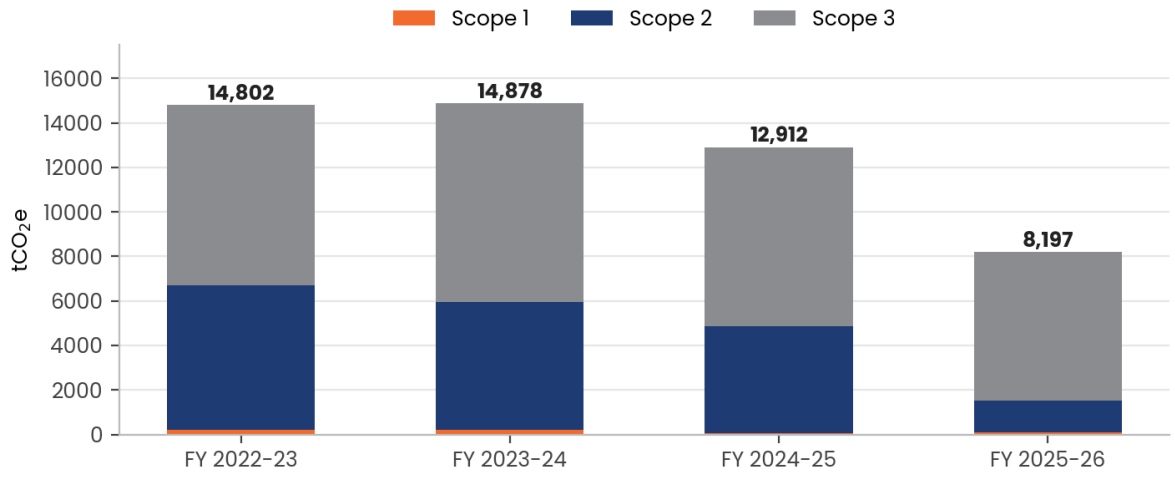
# Executive Summary

SCPL's total reported emissions were 8,197 tCO2e in FY 2025-26, compared with 14,802 tCO2e in FY 2022-23, a reduction of 44.6% over the four year period. The decline is driven mainly by a sharp fall in Scope 2 emissions as grid electricity was displaced by renewable generation, together with lower Scope 1 fuel use and reduced waste and freight emissions.

| 8,197 | -44.6% | -77.7% | 6.09 GWh |
|---|---|---|---|
| Total emissions FY 2025-26 (tCO2e) | Total vs FY 2022-23 | Scope 2 vs FY 2022-23 | Renewable electricity generated FY 2025-26 |

**Table 1: Total emissions by scope (tCO2e)**

| Scope | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 |
|---|---|---|---|---|
| Scope 1: Direct | 226.06 | 212.30 | 72.97 | 91.27 |
| Scope 2: Purchased electricity | 6,485.46 | 5,743.20 | 4,774.41 | 1,446.32 |
| Scope 3: Value chain | 8,090.83 | 8,922.25 | 8,064.90 | 6,659.48 |
| **Total** | **14,802.35** | **14,877.75** | **12,912.27** | **8,197.08** |




## Highlights

- **Scope 3 is the largest source** at 81.2% of FY 2025-26 emissions, dominated by upstream and downstream freight (90.8% of Scope 3).
- **Scope 2 fell by 77.7%** from 6,485 to 1,446 tCO2e as imported electricity dropped from 9.21 million kWh to 2.04 million kWh.
- **Scope 1 fell by 59.6%** from 226.1 to 91.3 tCO2e, led by lower fuel use in stationary equipment and heavy goods vehicles.
- **Renewable generation has scaled each year,** from nil in FY 2022-23 to 6.09 million kWh in FY 2025-26, avoiding 4,324.80 tCO2e in the latest year.

# Scope 1: Direct Emissions

Scope 1 covers direct emissions from fuel burned in SCPL's own equipment and vehicles, and from refrigerant releases. It is the smallest of the three scopes, contributing about 1% of the inventory in FY 2025-26.

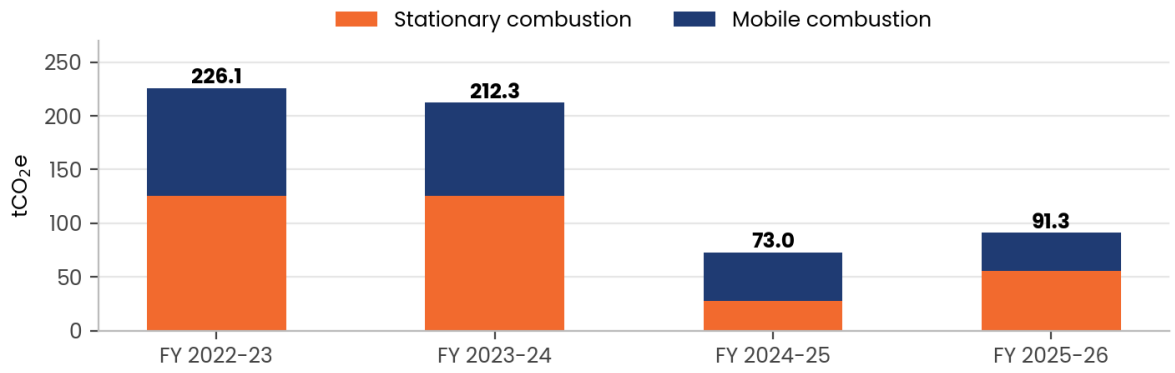
**Table 2: Scope 1 consumption (activity data)**

| Activity | Unit | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 |
|---|---|---|---|---|---|
| Stationary – LPG | litres | 78.40 | 111.72 | 0 | 57 |
| Stationary – Diesel (mineral) | litres | 47,190 | 47,190 | 10,500 | 20,870 |
| Mobile – Diesel vans, Class II | km | 21,501 | 17,980 | 19,940 | 14,249 |
| Mobile – HGV rigid diesel (>3.5–7.5 t) | km | 193,465 | 161,582 | 71,704 | 61,530 |
| Mobile – Refrigerated HGV diesel (>3.5–7.5 t) | km | 0 | 0 | 6,480 | 0 |
| Mobile – Petrol vans, Class I | km | 20,743 | 29,635 | 12,792 | 9,012 |
| Mobile – Diesel vans, Class I | km | 0 | 0 | 0 | 3,942 |
| Fugitive – Refrigerant (CO2) | kg | 20 | 15 | 0 | 0 |

**Table 3: Scope 1 emissions (tCO2e)**

| Emission source (tCO2e) | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 |
|---|---|---|---|---|
| Stationary – LPG | 0.12 | 0.17 | 0.00 | 0.09 |
| Stationary – Diesel (mineral) | 125.50 | 125.52 | 27.95 | 55.55 |
| Mobile – Diesel vans, Class II | 3.74 | 3.20 | 3.75 | 2.74 |
| Mobile – HGV rigid diesel (>3.5–7.5 t) | 92.90 | 77.85 | 34.94 | 30.46 |
| Mobile – Refrigerated HGV diesel (>3.5–7.5 t) | 0.00 | 0.00 | 3.76 | 0.00 |
| Mobile – Petrol vans, Class I | 3.78 | 5.54 | 2.57 | 1.81 |
| Mobile – Diesel vans, Class I | 0.00 | 0.00 | 0.00 | 0.62 |
| Fugitive – Refrigerant (CO2) | 0.02 | 0.02 | 0.00 | 0.00 |
| **Total Scope 1** | **226.06** | **212.30** | **72.97** | **91.27** |

***Note:*** *Biogenic $CO_2$ emissions are reported separately and excluded from the Scope 1 total for all historical and current reporting years. Therefore, Scope 1 values may differ from those reported in previous GHG reports.*




Scope 1 emissions declined from 226.06 tCO2e in FY 2022-23 to 91.27 tCO2e in FY 2025-26 (-59.6%). Diesel used in stationary equipment fell from 47,190 litres to 20,870 litres, reduction in the usage of company owned vehicles resulted in the reduction of total distance covered, which in turn fell from 235,709 km to 88,732 km, cutting the associated emissions by about 56% and 62.3% respectively. LPG and refrigerant contributions are negligible.

# Scope 2: Indirect Emissions from Purchased Electricity

Scope 2 covers emissions from grid electricity purchased and consumed at SCPL's facilities, calculated using the location based method. It was the largest source of emissions in FY 2022-23 and has seen the steepest reduction as renewable electricity generation has ramped up.

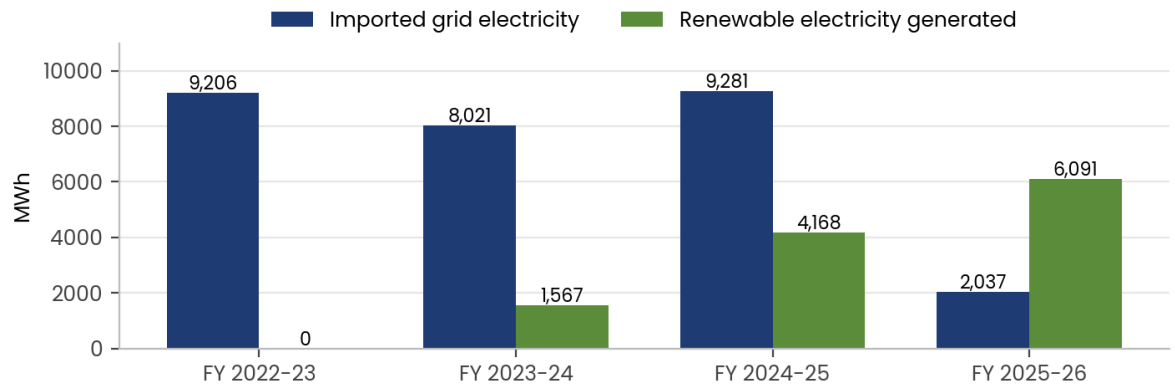
**Table 4: Scope 2 consumption (activity data)**

| Activity | Unit | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 |
|---|---|---|---|---|---|
| Imported electricity | kWh | 9,205,936 | 8,021,227 | 9,281,276 | 2,037,075 |

**Table 5: Scope 2 emissions (tCO2e)**

| Emission source (tCO2e) | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 |
|---|---|---|---|---|
| Imported electricity | 6,485.46 | 5,743.20 | 4,774.41 | 1,446.32 |
| **Total Scope 2** | **6,485.46** | **5,743.20** | **4,774.41** | **1,446.32** |

**Imported grid electricity versus renewable electricity generated (MWh)**




Imported electricity fell by 77.9%, from 9,205,936 kWh in FY 2022-23 to 2,037,075 kWh in FY 2025-26, and Scope 2 emissions fell by 77.7% over the same period. Over the same years, renewable electricity generation grew from nil to 6,091,269 kWh, as detailed in the renewable electricity section of this report.

# Scope 3: Other Indirect Emissions

Scope 3 covers indirect emissions across SCPL's value chain and represents the largest share of the inventory (81.2% in FY 2025-26). Nine categories are reported: employee commute, transmission & distribution loss, upstream and downstream transport, waste disposal, water supply, water treatment, and business travel by air and land.

**Table 6: Scope 3 consumption (activity data)**

| Activity | Unit | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 |
|---|---|---|---|---|---|
| Employee commute (motorbike & car) | km | 178,175 | 511,342 | 533,550 | 533,404 |
| Transmission & distribution loss | kWh | 9,205,936 | 8,021,227 | 9,281,276 | 2,037,075 |
| Upstream transport (HGV & cargo ship) | km | 45,419 | 44,867 | 89,461 | 80,782 |
| Downstream transport (HGV & cargo ship) | km | 312,335 | 320,146 | 298,648 | 287,565 |
| Waste disposal | tonnes | 1,273 | 1,227 | 1,137 | 1,063 |
| Water supply | Cubic meters | 46,950 | 44,508 | 42,980 | 38,588 |
| Water treatment | million litres | 18.11 | 19.34 | 18.98 | 19.57 |
| Business travel – air | km | 116,508 | 277,280 | 213,157 | 55,006 |
| Business travel – land (bus & rail) | km | 54,988 | 47,184 | 49,370 | 83,401 |

***Note:*** *Updated emission factors have been applied, and the activity data has been recalculated for upstream and downstream emissions across all reporting years. Therefore, the reported values may differ from those presented in previous GHG reports.*

## Observations on activity data

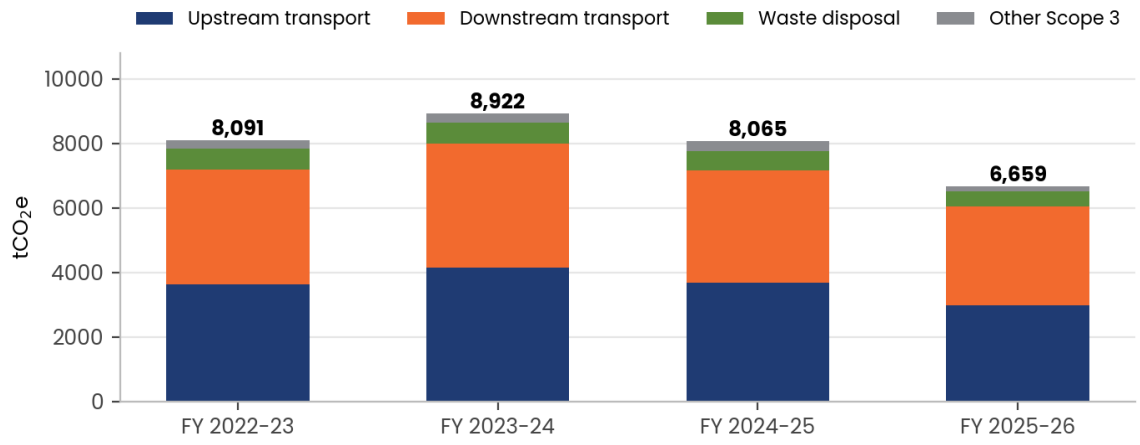
- Waste sent for disposal declined 16.5%, from 1,273 tonnes in FY 2022-23 to 1,063 tonnes in FY 2025-26 due to process optimization.
- Water supplied reduced by 17.8%, from 46,950 $m^3$ to 38,588 $m^3$ due to vacuum pump optimization, while treated water volume remained broadly stable at 18 to 20 million litres.
- Employee commute distance rose from 178,175 km to 533,404 km, mainly through motorbike travel (155,354 km to 510,720 km).
- Air travel distance peaked at 277,280 km in FY 2023-24 and fell to 55,006 km in FY 2025-26, while land travel (bus and rail) rose to 83,401 km.

# Scope 3: Emissions by Category

**Table 7: Scope 3 emissions (tCO2e)**

| Emission source (tCO2e) | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 |
|---|---|---|---|---|
| Employee commute (motorbike & car) | 16.74 | 44.42 | 46.21 | 46.38 |
| Transmission & distribution loss | 173.07 | 150.80 | 174.49 | 38.30 |
| Upstream transport (HGV & cargo ship) | 3,622.55 | 4,138.77 | 3,673.53 | 2,980.28 |
| Downstream transport (HGV & cargo ship) | 3,555.53 | 3,849.13 | 3,495.27 | 3,067.45 |
| Waste disposal | 666.03 | 641.09 | 593.78 | 449.93 |
| Water supply | 7.19 | 6.81 | 6.58 | 7.14 |
| Water treatment | 3.64 | 3.83 | 3.53 | 3.34 |
| Business travel – air | 41.57 | 82.63 | 65.60 | 59.63 |
| Business travel – land (bus & rail) | 4.51 | 4.77 | 5.91 | 7.04 |
| **Total Scope 3** | **8,090.83** | **8,922.25** | **8,064.90** | **6,659.48** |

***Note:*** *Updated emission factors have been applied, and the activity data has been recalculated for upstream and downstream emissions across all reporting years. Therefore, the reported values may differ from those presented in previous GHG reports.*




Scope 3 emissions were 6,659 tCO2e in FY 2025-26, down 17.7% from 8,091 tCO2e in FY 2022-23 and down 25.3% from the FY 2023-24 peak of 8,922 tCO2e. Upstream transport (2,980 tCO2e) and downstream transport (3,067 tCO2e) together account for 90.8% of the total, followed by waste disposal at 449.93 tCO2e (6.8%).

Waste disposal emissions fell by 32.4% (666.03 to 449.93 tCO2e), and transmission & distribution loss emissions fell by 77.9% in line with lower imported electricity. All other categories together contribute less than 3% of Scope3.

# Detailed Breakdowns: Commute, Upstream and Downstream Transport

This section splits the employee commute and freight categories reported in Tables 6 and 7 by mode of transport.

## Employee commute

### Table 8: Employee commute consumption (km)

| Activity | Unit | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 |
|---|---|---|---|---|---|
| Motorbike | km | 155,354 | 488,448 | 510,727 | 510,720 |
| Cars | km | 22,821 | 22,894 | 22,823 | 22,684 |

### Table 9: Employee commute emissions (tCO2e)

| Emission source (tCO2e) | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 |
|---|---|---|---|---|
| Motorbike | 12.90 | 40.57 | 42.42 | 42.49 |
| Cars | 3.84 | 3.85 | 3.79 | 3.90 |
| **Total employee commute** | **16.74** | **44.42** | **46.21** | **46.38** |

## Upstream and downstream transport

### Table 10: Upstream and downstream transport consumption (km)

| Activity | Unit | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 |
|---|---|---|---|---|---|
| Upstream – HGV (diesel) | km | 9,364 | 8,812 | 12,978 | 11,534 |
| Upstream – Cargo ship | km | 36,055 | 36,055 | 76,483 | 69,248 |
| Downstream – HGV (diesel) | km | 54,163 | 38,003 | 37,199 | 32,775 |
| Downstream – Cargo ship | km | 258,172 | 282,143 | 261,449 | 254,790 |

### Table 11: Upstream and downstream transport emissions (tCO2e)

| Emission source (tCO2e) | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 |
|---|---|---|---|---|
| Upstream – HGV (diesel) | 2,114.93 | 2,323.73 | 1,914.55 | 1,324.36 |
| Upstream – Cargo ship | 1,507.62 | 1,815.04 | 1,758.98 | 1,655.91 |
| Downstream – HGV (diesel) | 2,817.47 | 2,701.74 | 2,238.16 | 1,797.51 |
| Downstream – Cargo ship | 738.09 | 1,147.40 | 1,257.11 | 1,269.94 |

# Renewable Electricity and Biogenic Emissions

The following items are reported separately from the Scope 1, 2 and 3 totals, in line with GHG Protocol guidance on avoided and biogenic emissions.

## Renewable electricity generation: avoided emissions

**Table 12: Renewable electricity generated (consumption data)**

| Activity | Unit | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 |
|---|---|---|---|---|---|
| Renewable electricity generated | kWh | 0 | 1,567,372 | 4,167,577 | 6,091,269 |

**Table 13: Avoided emissions from renewable electricity (tCO2e)**

| Emission source (tCO2e) | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 |
|---|---|---|---|---|
| Avoided emissions | 0.00 | 1,122.00 | 3,029.80 | 4,324.80 |

Renewable electricity generation began in FY 2023-24 with 1,567,372 kWh and reached 6,091,269 kWh in FY 2025-26, avoiding 4,324.80 tCO2e in that year. The cumulative avoided emissions across the reporting period are 8,476.60 tCO2e. Avoided emissions are not deducted from the reported Scope 2 total.

## Biogenic emissions from biomass

**Table 14: Biomass consumption (activity data)**

| Activity | Unit | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 |
|---|---|---|---|---|---|
| Biomass – wood chips | tonnes | 16,815 | 16,058 | 16,010 | 16,833 |

**Table 15: Biogenic emissions from biomass (tCO2e)**

| Emission source (tCO2e) | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 |
|---|---|---|---|---|
| Biogenic emissions | 682.37 | 660.45 | 684.67 | 736.13 |

Biomass (wood chips) use remained stable at about 16,000 to 16,800 tonnes per year. Biogenic emissions were 736.13 tCO2e in FY 2025-26, up 7.9% from FY 2022-23, and are reported outside the scope totals.

# Emission Trends and Year-on-Year Analysis

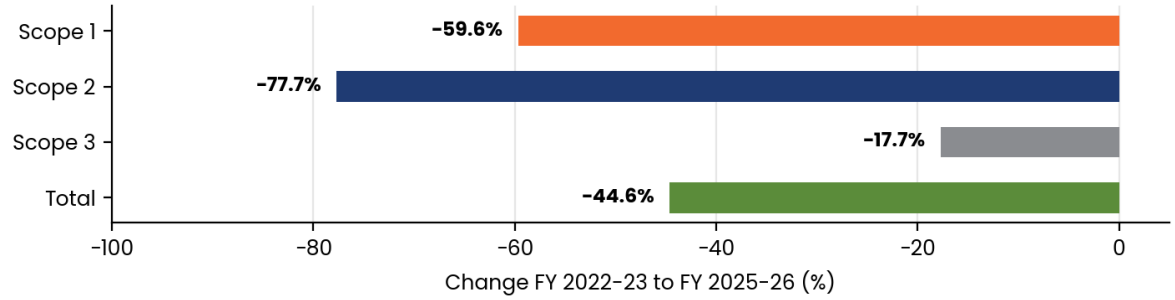
**Table 16: Year-on-year change in emissions**

| Scope | FY 2022-23 | FY 2023-24 vs prior | FY 2024-25 vs prior | FY 2025-26 vs prior | FY 2025-26 vs FY 2022-23 |
|---|---|---|---|---|---|
| Scope 1 | – | -6.1% | -65.6% | +25.1% | -59.6% |
| Scope 2 | – | -11.4% | -16.9% | -69.7% | -77.7% |
| Scope 3 | – | +10.3% | -9.6% | -17.4% | -17.7% |
| **Total** | **–** | **+0.5%** | **-13.2%** | **-36.5%** | **-44.6%** |

**Table 17: Share of total emissions by scope**

| Scope | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 |
|---|---|---|---|---|
| Scope 1 | 1.5% | 1.4% | 0.5% | 1.1% |
| Scope 2 | 43.8% | 38.6% | 37.0% | 17.7% |
| Scope 3 | 54.7% | 60.0% | 62.5% | 81.2% |

**Change in emissions, FY 2022-23 to FY 2025-26**




Total emissions were broadly flat between FY 2022-23 and FY 2023-24 (+0.5%), then fell 13.2% in FY 2024-25 and a further 36.5% in FY 2025-26. The mix of emissions has shifted markedly: Scope 2 accounted for 43.8% of the total in FY 2022-23 but only 17.6% in FY 2025-26, while Scope 3 rose from 54.7% to 81.2%, so value-chain freight and waste now define the company's footprint.

# Key Observations

## Key observations

- Total emissions have decreased by 44.6% since FY 2022-23, from 14,802 to 8,197 tCO2e.
- Electricity decarbonisation is the single largest driver of reduction: Scope 2 emissions are down 77.7% as renewable generation replaced grid supply.
- Freight is the dominant remaining source: upstream and downstream transport contribute 6,048 tCO2e, or 73.8% of total FY 2025-26 emissions.
- Waste disposal is the third largest source at 449.93 tCO2e and has fallen every year of the reporting period.
- Scope 1 is small (about 1% of the total) and has been more than halved since FY 2022-23.

# Notes, Data Limitations and Abbreviations

## Notes and data limitations

- All emissions are expressed in tonnes of CO2 equivalent (tCO2e) as calculated by the GHG accounting methods stated in GHG Protocol. Totals may differ slightly from the sum of rounded values shown.
- Scope 3 covers the nine categories listed in this report. Other Scope 3 categories are not currently reported.
- Upstream and downstream freight emissions are calculated from transport distance and freight activity for road (HGV) and sea (cargo ship) movements.
- Avoided emissions from renewable electricity and biogenic emissions from biomass are shown separately and are excluded from the scope totals.
- Year-on-year changes reflect both operational changes and changes in activity levels and data coverage.

## Abbreviations

| Term | Meaning | Term | Meaning |
|---|---|---|---|
| GHG | Greenhouse gas | HGV | Heavy goods vehicle |
| tCO2e | Tonnes of carbon dioxide equivalent | kWh / MWh / GWh | Kilowatt-hour / megawatt-hour / gigawatt-hour |
| CO2 | Carbon dioxide | LPG | Liquefied petroleum gas |
| T&D | Transmission and distribution | km | Kilometre |
| SCPL | Saptagir Camphor Private Limited | $m^3$ | Cubic metre |
| FY | Financial year (April to March) | MT | Metric tonne |

Saptagir Camphor Private Limited

**CHEMISTRY FOR A CLEANER TOMORROW**

Head office: Hyderabad, Telangana, India

Manufacturing facility: B. Kothapalli, Anantapur, Andhra Pradesh, India

www.sclgroup.in

## Review Mechanism

This report will undergo an annual review by the Sustainability Officer, or more frequently where necessary, to monitor progress towards the organization's GHG emission reduction objectives, assess the effectiveness of measures undertaken, and identify potential areas for further improvement.

## Report Review and Intended Use

This report is based on activity data maintained across Saptagir Camphor Pvt. Ltd.'s manufacturing and business facilities. The data has been calculated in accordance with the methodologies, standards, and emission factors described in "About the Report" section and has been subject to internal review prior to its issuance.

The report is intended to support internal management review and voluntary disclosure to customers, business partners, and other relevant stakeholders. The reported figures represent the data available at the time of preparation and may be reviewed and updated in future reporting cycles as measurement practices, data coverage, and applicable emission factors continue to evolve.

| | |
|---|---|
| **Prepared by** | Sustainability / EHS Team |
| **Reviewed by** | U.Md. Haneef |
| **Designation** | Factory Manager |
| **Date** | 5/10/2026 |
| **Sign & Stamp** | For SAPTAGIR CAMPHOR PRIVATE LIMITED<br>(U.Md. Haneef)<br>Factory Manager |