



Eisai EMEA

NET ZERO REPORT

ANNUAL UPDATE | FY23

hvc

human health care

Executive Summary

| Reporting date: 1st April 2023 – 31st March 2024 (FY23)

| Publication date: October 2024

As Eisai EMEA continues its journey toward Net Zero emissions, FY23 presented both challenges and opportunities in their 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 Eisai EMEA made improvements in refining data accuracy, expanding low-carbon initiatives, and achieving reductions in critical areas.

In FY23, Eisai EMEA saw a 16% increase in emissions, primarily due to higher emissions from Purchased Goods and Services, Business Travel, and Transport. Variability in these categories was influenced by inflation, exchange rates, and purchasing patterns. Business Travel emissions rose by 73%, mainly from increased flights. Eisai EMEA is addressing this by expanding the use of low-carbon transport, including trains and electric vehicles.

Despite the overall increase, Eisai EMEA achieved reductions in several areas, including Capital Goods, Stationary Combustion, Refrigeration, and Waste, in part due to greater data accuracy and sustainability efforts. The significant reduction (60%) in Capital Goods emissions was a result of improved calculations that encompass all relevant geographies. In the coming years the company plans to further refine emissions calculations by incorporating activity-based data from suppliers.

Executive Endorsement

Eisai Europe Limited's Management Board have reviewed the high-level summary of Eisai Europe's FY23 Carbon footprint and Net Zero report, and are committed to the Net Zero targets and plans outlined.





About us

Eisai is a global leading research-based pharmaceutical company with a global network in Japan, EMEA, China, Americas and Asia & Latin America. Eisai EMEA's (including UK, EU, Middle East, Russia and Oceania) 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 their decision making.

Eisai EMEA has been strengthening their 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 of SDG's to align with their hhc focus.

Figure 1: Eisai EMEA's Global SDG Focus Goals



Commitment to Net Zero

Eisai EMEA¹ (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.

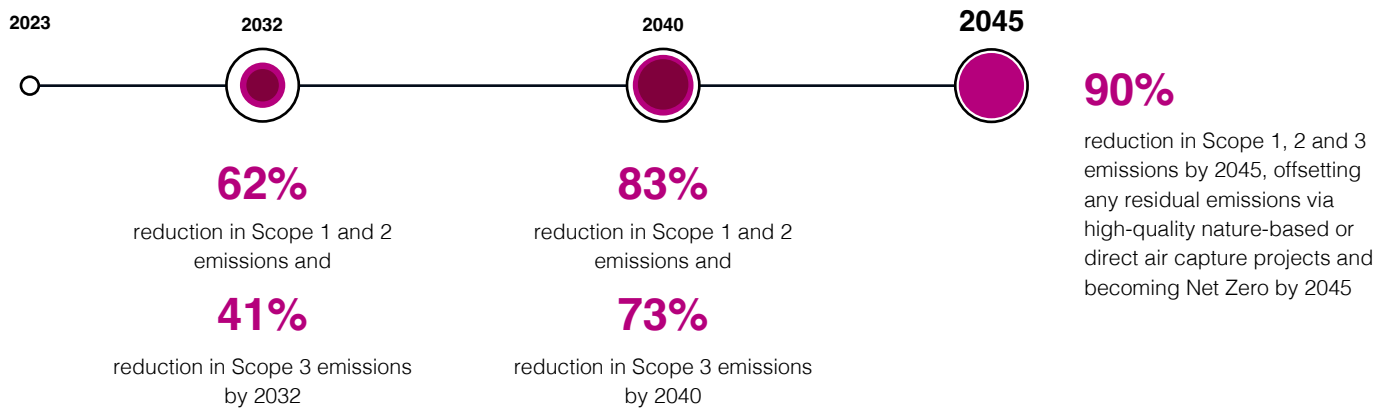
In alignment with the commitment to achieving Net Zero emissions, this year, Eisai EMEA has conducted a comprehensive Climate-related Financial Disclosure (CFD). This disclosure includes the organisation's governance around climate related risks and opportunities and the impacts of climate-related risks and opportunities on the organisation's businesses, strategy, and financial planning. This is another

step made in their journey toward transparency and accountability in addressing climate change impacts on business operations, financial health, and long-term sustainability. This report can be found in Eisai Europe Limited Statutory financial accounts.

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).
- 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:

Figure 2: Eisai EMEA emissions reduction targets

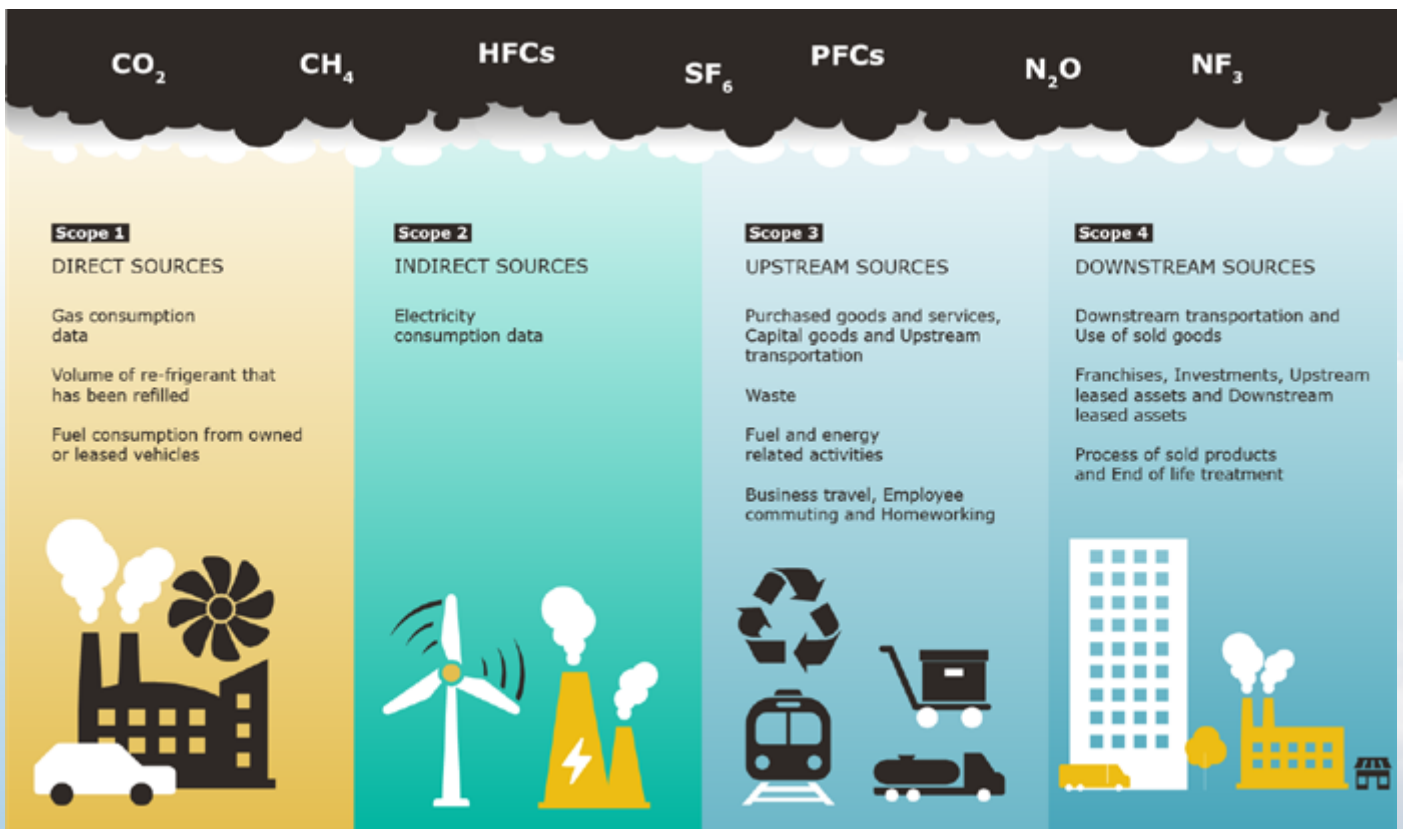


¹Eisai EMEA Affiliates are operating companies registered in the respective countries within the Eisai EMEA region. The region covers many markets including Australia, Austria, Belgium, Czech Republic/Slovakia, France, Germany, Israel, Italy, Netherlands, New Zealand, Nordics (including Denmark, Finland, Sweden, & Norway), Portugal, Russia, Spain, Switzerland, United Kingdom and Republic of Ireland.

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) and calculated their carbon footprint in line with the GHG protocol for that base year:
 - Scope 1**
 - i. Transport and gas
 - Scope 2**
 - i. Electricity
 - 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 3: Green House Gas Emissions per Scope

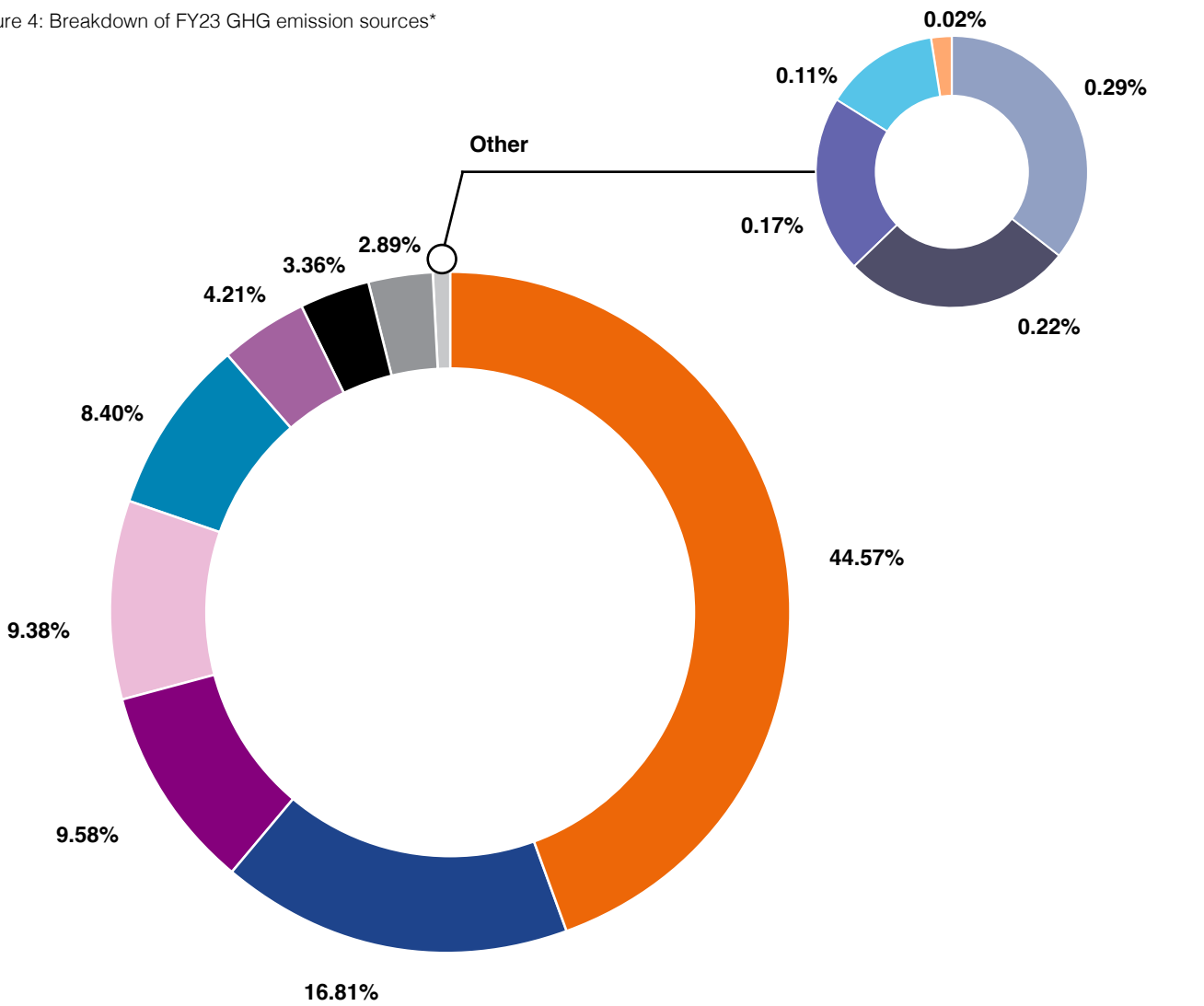




Emissions footprint for FY22 and FY23 across Eisai EMEA

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 the baseline year, also referred to as FY22. Eisai EMEA's FY22 baseline carbon emissions and FY23 (April 2023 – March 2024) footprint is as follows:

Figure 4: Breakdown of FY23 GHG emission sources*



- Scope 1: Stationary combustion
- Scope 1: Transport
- Scope 1: Refrigerants
- Scope 2: Electricity (market-based)
- Scope 2: Electricity (for EV's from Scope 1 transport)
- Scope 3: Cat 1: Purchased goods and services
- Scope 3: Cat 2: Capital goods
- Scope 3: Cat 3: Fuel and energy related activities
- Scope 3: Cat 4: Upstream transport
- Scope 3: Cat 5: Waste
- Scope 3: Cat 6: Business travel
- Scope 3: Cat 7: Employee commuting
- Scope 3: Cat 9: Downstream transport

*Scope 3 Category 12 is not included, as the value is less than 0.00%



Below is an itemised breakdown showing the amount of carbon emissions (tCO₂e) produced by each scope and category from FY22 and FY23 emissions calculations.

Figure 5: FY22 and FY23 emissions

Scope/Category	Item	FY22 Total tCO ₂ e	FY23 Total tCO ₂ e	% Change in tCO ₂ e from FY22
Scope 1				
Stationary combustion	Gas consumed	2,060.69	2,002.80	-3%
Transportation	Owned and leased vehicles	1,390.94	1,959.09	41%
Refrigerants	HVAC's	131.56	59.71	-55%
Scope 2				
Electricity (Location-based) ²	Purchased electricity, for own use (grid average)	1,618.57	1,716.35	6%
Electricity (Market-based) ³	Purchased electricity, for own use (specific contract)	32.96	46.66	42%
Electricity for EV's	Electricity for EV's from Scope 1 transport	-	36.01	-
Scope 3				
Category 1: Purchased goods and services	Goods and services	8,084.50	9,312.75	15%
Category 2: Capital goods	Capital Expenditure (CapEx)	1,522.35	603.16	-60%
Category 3: Fuel and energy related activities	WTT ⁴ & T&D losses ⁵ from electricity, stationary combustion of fuels and transport	716.51	879.50	23%
Category 4: Upstream transportation	Transport between tier 1 suppliers or paid transport for goods (upstream & downstream) WTW ⁶	745.54	701.36	-6%
Category 5: Waste	Waste generated in operations	32.33	23.43	-28%
Category 6: Business travel	Land and air travel for business purposes (including hotels) WTW	2,026.29	3,511.92	73%
Category 7: Employee commuting	Employees commuting to and back from work WTW including working from home	1,301.14	1,755.41	35%
Category 9: Downstream transportation	Emissions from products stored in hospitals and/or pharmacies	16.32	3.61	-78%
Category 12: End-of-life treatment of sold products	Waste disposal and treatment of products sold by Eisai EMEA (in the reporting year) at the end of their life	1.55	0.67	-57%
Total Gross Emissions (Location-based)		19,648.30	22,565.80	15%
Less emissions avoided by procurement of renewable electricity		1,585.61	1,669.69	
Total Gross Emissions (Market-based)		18,062.69	20,896.11	
Total Net Emissions		18,062.69	20,896.11	16%

² Location based represents emissions from electricity consumption based on grid average emissions

³ Market based represents emissions from electricity consumption based on specific energy contracts

⁴ WTT - Well-to-tank emissions. Emissions associated with the extraction, refinement, and transport of fuels before consumption

⁵ T&D losses – Transmission and distribution losses. Emissions associated with the energy lost during the transmission of electricity through the network

⁶ 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.

Figure 6: FY22 and FY23 Intensity ratio's

Intensity ratios	FY22 Gross emissions (Location-based)	FY23 Gross emissions (Location-based)	FY22 Gross emissions (Market-based)	FY23 Gross emissions (Market-based)
tCO ₂ e per m ²	0.60	0.92	0.55	0.85
tCO ₂ e per employee (End of year)	17.29	15.74	15.91	14.57
tCO ₂ e per £ million turnover	32.13	39.10	29.10	36.20

When calculating carbon emissions, the GHG Protocol Corporate Accounting and Reporting Standard states that a company must set its organisational boundaries.⁷ 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 of their operations and subsidiaries, Eisai EMEA have selected the Operational Control method when setting organisational boundary which will cover 100 percent of the GHG emissions over which Eisai EMEA has operational control. The Operational boundary will include all three Scopes as outlined by the GHG Protocol. Eisai EMEA’s emissions are reported in tCO₂e and have been calculated utilising the following formula:

Source emissions data x conversion factor* = total source emissions

Source unit x (tCO₂e/unit) = tCO₂e

* Conversion factors are primarily derived from the latest:

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

⁷ <https://ghgprotocol.org/corporate-standard>

This year Eisai EMEA has seen a 16% increase in overall emissions from FY22 to FY23. This increase is due to an increase in emissions from Purchased Goods and Services, Business Travel, Transport and employee commuting. Purchased Goods and Services has been calculated using a spend based method, this category can fluctuate year on year. The variability in this category is due to this method being subject to inflation and exchange rates (the effects of this have been mitigated by including inflation and relevant exchange rates in the calculations), supplier pricing, changes in purchasing patterns and industry average emissions factors.

This variability can also be seen in reverse in the large reduction (60%) of Capital Goods emissions that is also calculated through a spend based method. In FY23, the calculation was improved versus FY22 to fully cover all relevant geographies.

Additionally, this year Eisai EMEA has increased data capture accuracy through working more closely with the affiliates in EMEA and avoided double counting by excluding data where associated emissions are accounted for in other categories such as business travel and upstream transport. To increase the accuracy of emission calculations further next year Eisai EMEA plans to use activity based data from specific suppliers.

In Business Travel there has been a rise in emissions, with emissions from flights accounting for 60% of the emissions in Category 6 Business Travel. From

FY22 to FY33 the emissions from flights have risen by 33%, largely due to an increase in the number of flights taken in FY23 versus FY22. In efforts to mitigate emissions from business travel Eisai EMEA significantly increased the use of trains, where possible, and will continue to encourage low carbon transport routes in its operations. Emissions from owned and leased vehicles increased across the majority of EMEA, as reported mileage from these vehicles increased across EMEA operations. Although this was a result of an increase usage of petrol and diesel there was a substantial increase in mileage from EVs, in futures years it is expected that the usage of EVs to progressively increase and petrol and diesel cars to decrease. This year Eisai EMEA also split out the calculation of electricity used in plug in hybrids and EVs so in future years the emissions from activity can be disaggregated and analysed to demonstrate potential carbon savings.

Eisai EMEA achieved reductions in its emissions in Stationary Combustion, Refrigeration, Capital Expenditure, Waste, Downstream Transport and End-of-life of sold goods. In End-of-life of sold goods this reduction was achieved by increasing the quality of data capture which allowed the packaging of products waste streams to be identified and emissions calculated accordingly. Reduction in emissions from refrigeration was due to the UK reducing the leakages of refrigeration gasses in chillers. Eisai EMEA are continuously assessing processes and operations from a sustainability view with the aim of reducing emissions.



Re-baselined figures

The FY22 figures have been re-baselined due to updates in various categories, including corrections to calculation errors and improvements in data quality. While these adjustments have resulted in some significant changes, Eisai EMEA remains committed to and confident in achieving the Science Based Targets initiative (SBTi) emissions reductions /targets and continues to meet the required SBTi reporting criteria.

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

Figure 7: FY22 emissions submitted to SBTi and FY22 recalculated emissions

Scope/Category	Reason for change	FY22 emissions submitted to SBTi tCO ₂ e	FY22 recalculated emissions tCO ₂ e	Change between original FY22 SBTi emissions and recalculated FY22 emissions tCO ₂ e	% Change from SBTi emissions to the recalculated emissions	% Overall change
Scope 1						
Stationary combustion	Input data updated	2,042.95	2,060.69	17.74	0.87%	0%
Scope 2						
Electricity (Location-based) ²	Update to calculation error	31.58	32.96	1.38	4.36%	0%
Scope 3						
Category 1: Purchased goods and services	Update to calculation error and increased information on data that resulted in exclusions being made where data was captured in other calculation categories	6,290.48	8,084.50	1,794.02	28.52%	11%
Category 4: Upstream transportation	Increase in coverage of transport boundaries to include land transport in country of origin	438.76	745.54	306.77	69.92%	2%
Category 5: Waste	Input data updated by increased data quality and coverage	25.91	32.33	6.42	24.77%	0%
Category 6: Business travel	Update to calculation error	2,265.52*	1,976.36*	-289.15	-12.76%	-2%
Category 7: Employee commuting	Updated calculations to assume office-based staff only commute into the office 50% of the week	1,392.89*	1,147.48*	-245.41	-17.62%	-2%
Category 9: Downstream transportation	Input data updated by increased data quality	7.41	16.32	8.91	120.19%	0%
Category 12: End-of-life treatment of sold products	Updated data to use absolute figures	1.54	1.55	0.01	0.89%	0%
Total Gross Emissions		16,258.44	17,859.09	1,600.65	9.85%	

*The emissions for business travel and employee commuting does not include emissions from hotels or employees working from home. This is an optional disclosure under SBTi for comparison and is not included in these SBTi numbers.



Emissions methodology: Inclusions within FY23 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. However, per the GHG Protocol Scope 2 Guidance, Scope 2 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 and 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 and energy-related services

Fuel and energy-related services - 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

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 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 & distribution

Includes Products stored in hospitals and/or pharmacies.

- This category was calculated by estimating the average annual volume the products sold in FY23 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 products

- 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 FY23 emissions:

Scope 3

Category 8: Upstream leased assets

Is excluded from FY23 emissions, as no assets are leased.

Category 10: Processing of sold products

Is excluded from FY23 emissions as sold products are consumed.

Category 11: Use of sold products

Is excluded from the FY23 emissions as sold products are consumed.

Category 13: Downstream leased assets

Is excluded from FY23 emissions, as any asset 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.

Category 14: Franchises

Is excluded from FY23 baseline emissions, as Eisai EMEA does not operate franchises.

Category 15: Investments

Is excluded from FY23 baseline emissions, as Eisai EMEA do not have any investments whereby, they provide capital or offer financing as a service.

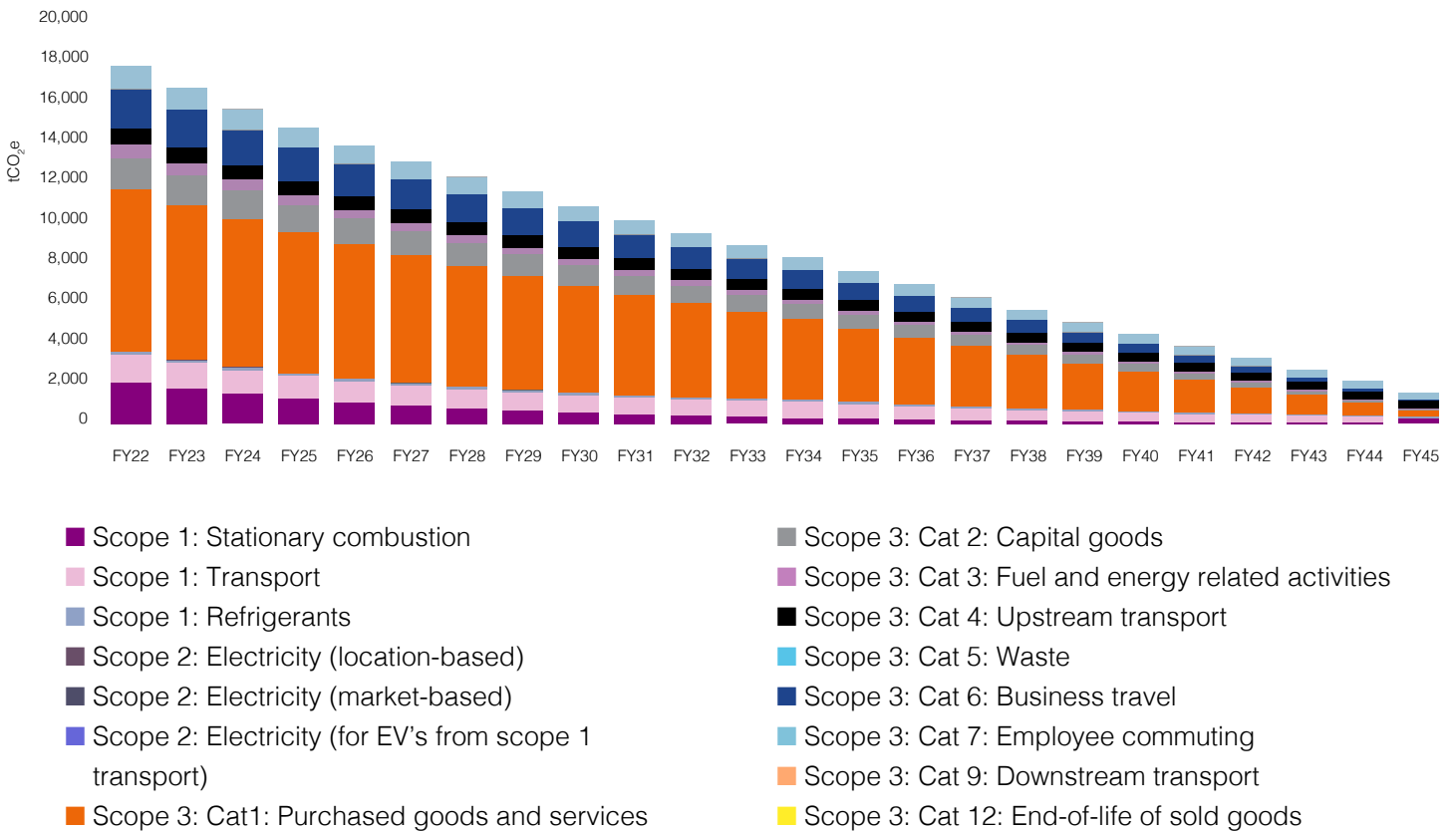


Emission reduction targets

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:

- ✓ **62% reduction in Scope 1 and 2 emissions by 2032**
- ✓ **41% reduction in Scope 3 emissions by 2032**
- ✓ **83% reduction in Scope 1 and 2 emissions by 2040**
- ✓ **73% reduction in Scope 3 emissions by 2040**
- ✓ **90% reduction in Scope 1, 2 and 3 emissions by 2045, offsetting any remaining residual emissions via high-quality nature-based offset projects and becoming Net Zero by April 2045**

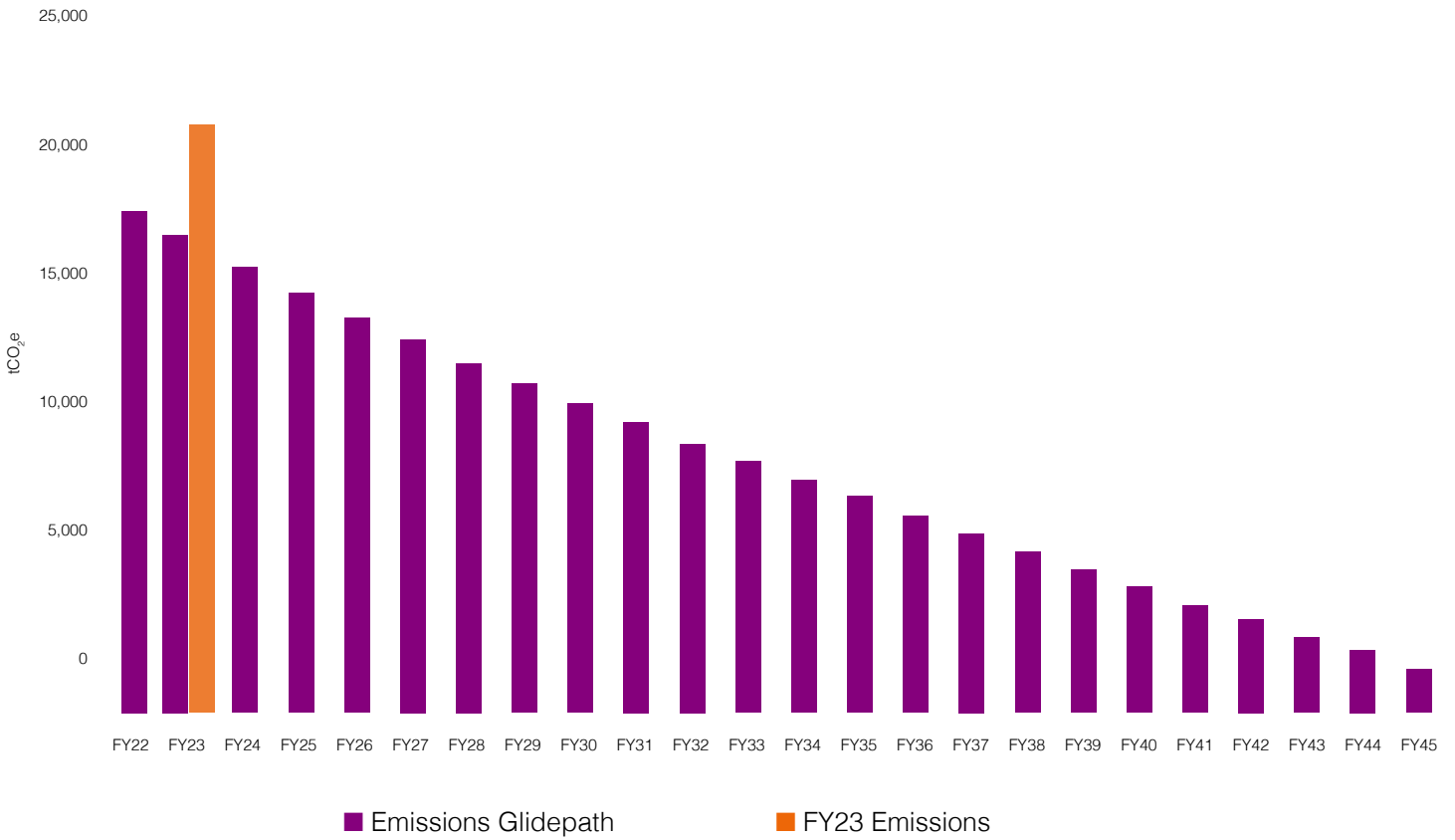
Figure 8: Carbon Emission re-baselined Glidepath tCO₂e



The FY22 figures have been re-baselined 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 glide path confirms 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.



Figure 9: FY23 re-baselined Glidepath



Eisai EMEA’s approach is to focus their efforts on reducing carbon emissions, wherever possible. However, as a large proportion of their 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 their purchase power and choice of suppliers to encourage the correct carbon reducing behaviour within their supply chain.



Carbon emission 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 a detailed carbon emissions reduction plan has been implemented, the key actions of which are summarised below:



Scope 1: Stationary combustion

- In FY24 Eisai EMEA replaced natural gas purchasing with biofuel at the UK site, this will be reflected within the data when undertaking the FY24 carbon footprint update report in 2025
- Across EMEA, Eisai will progressively replace brown gas consumption with renewable gas consumption
- Reduce reliance on gas use and replace gas boilers 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 install these where practical (e.g., hydrogen powered boilers)
- Ensure that all facilities use minimal heating by making sure buildings are fully insulated
- Identify sites with high gas consumption and perform energy surveys to identify capital expenditure (capex) opportunities



Scope 1: Transport (owned and leased vehicles)

- Move diesel and petrol-owned and leased vehicles to electric vehicles (EV) where practical
- Where moving to EV's is not practical switch to hybrid vehicles
- Provide driver training on how to drive more efficiently to reduce emissions
- Install telematics where feasible to gather granular data on driver performance to issue further guidance
- Ensure EV's are charged using green electricity sources where possible including installing charging points at their sites which are supplied with green electricity contracts



Scope 1: Refrigerants

The UK are diverting away from previous refrigerant gas used in primary chillers, from R134a to R1234ze which has a much lower GWP. Across EMEA offices are rented, it is assumed in these areas emissions from refrigerant gases will remain the same due to requiring further investigation of any new technologies that are or will become available to reduce emissions, we will endeavour to reduce impact where possible:

- Avoid emissions through improved leak tightness; consider fitting leak-detection systems and following a regular maintenance schedule
- Ensure correct end-of-life treatment of refrigerant gases; recover and dispose of refrigerant gases correctly when maintaining, upgrading or decommissioning a system
- Substitute refrigerants with other less harmful substances e.g., refrigerant gas with zero ozone depletion potential (ODP) and low global warming potential (GWP) where practical
- When renewing HVAC systems, choose the most efficient systems:
 - Investigate 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)
- Limit use of refrigeration / air conditioning systems where practical



Scope 2: Electricity

The majority the electricity contracts are 100% green, the installation of solar panels are being considered in the UK, across EMEA remaining brown contracts will move across to green by 2030 and operations will endeavour to reduce electricity consumption via the following:

- Energy efficiency guides will be issued to all site staff to facilitate positive behavioural change
- Sustainability action groups at each site will be gathering up-to-date monthly energy performance data to provide feedback
- Ensure the use energy efficient systems 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
- 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 practices
- Investigate opportunities to install green energy onsite where practicable (e.g., solar panels, wind turbines)



Scope 3: Category 1 & 2: Purchased goods and 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 Eisai EMEA progresses towards Net Zero 2045. To try and enact positive change on suppliers Eisai EMEA will:

Begin implementing Eco Vadis sustainability assessments. Over the next 4 years Eisai EMEA will be working with the supply chain to drive sustainability through the supply chain. As part of this Eisai EMEA will engage 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
- Ensuring supply chain is actively working towards Net Zero and ensuring new suppliers are aligned to Eisai EMEA's ambition, supporting suppliers to meet their carbon reduction targets



Scope 3: Category 4: Upstream transportation

Eisai EMEA understands that by prioritising low carbon transportation, there can be 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
- Eliminate disposal to landfill in all 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)
- 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

Whilst Eisai EMEA cannot control employee commuting habits, Eisai EMEA recognises that they cannot directly influence what modes of travel employees use, therefore employees are encouraged to join the sustainable journey. They will endeavour to achieve this by:

- Sending a travel survey to employees to understand how they currently get to and from work
- Implementing a green travel plan, 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



Scope 3 category 9: Downstream transportation and distribution

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

- Aim to keep packaging to a minimum to reduce the waste packaging of products
- Aim to increase the recyclability of packaging of medicines

Conclusion

Eisai EMEA have built on their existing FY22 carbon emissions reduction plan in FY23 across their regions and will continue to calculate their carbon footprint annually each year. Eisai EMEA will continue to track how they are performing against their SBTi verified targets and, where necessary, adjust plans and methods to ensure they stay on track to meet their Net Zero target.

Eisai EMEA will continue to improve data integrity, including data gathering methods and improve calculation accuracy wherever possible.

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



Appendix

Figure 11: Eisai EMEA FY23 tCO2e 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	Spain	Switzerland	Eisai EMEA Total tCO ₂ e
Scope 1																
Stationary combustion	1,943.09	-	-	5.82	2.12	-	43.44	-	0.02	-	-	-	-	-	8.31	2,002.80
Transport	48.59	52.21	108.35	55.18	-	322.02	462.89	37.81	154.38	76.29	108.91	38.02	129.26	335.38	29.80	1,959.09
Refrigerants	57.76	0.06	0.09	0.05	0.02	0.47	0.37	0.02	0.18	0.04	0.08	0.05	0.20	0.24	0.07	59.71
Scope 2																
Electricity (Location-based) ²	1,647.54	11.93	3.38	0.41	3.37	2.48	17.33	2.31	4.32	0.73	0.05	1.96	10.67	9.80	0.05	1,716.35
Electricity Market-based ³	-	-	3.38	-	2.01	17.75	-	2.01	-	0.94	-	-	12.65	-	7.91	46.66
Electricity for EV's from Scope 1 transport	0.21	-	2.08	0.92	-	-	23.01	2.14	-	2.31	5.32	-	-	-	0.01	36.01
Scope 3																
Purchased goods & services	6,051.07	109.65	123.06	532.92	31.81	667.10	535.00	82.47	22.54	51.11	272.38	74.27	218.76	477.57	63.06	9,312.75
Capital goods	560.76	-	0.17	-	-	0.64	3.49	24.22	-	-	12.21	-	-	-	1.68	603.16
Fuel & energy related activities	333.70	14.22	27.82	15.05	4.45	85.89	131.86	11.94	40.86	20.61	30.20	10.30	47.83	81.56	23.19	879.50
Upstream transport	673.22	0.68	0.03	0.02	0.07	16.50	0.71	0.01	0.71	0.02	0.54	0.12	7.59	1.12	0.03	701.36
Waste	10.22	1.11	0.53	0.29	0.19	0.02	4.10	0.58	2.03	0.25	0.58	0.29	0.98	1.74	0.53	23.43
Business travel	1,404.01	248.07	41.59	1.07	2.48	236.84	137.87	16.82	132.00	13.73	116.33	1.88	907.48	220.83	30.92	3,511.92
Employee commuting	1,411.69	21.22	10.15	5.54	3.69	62.75	78.43	11.07	38.76	4.61	11.07	6.92	46.14	33.22	10.15	1,755.42
Downstream transport	3.61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.61
End-of-life treatment of sold goods	0.09	0.05	0.01	0.01	0.02	0.01	0.08	0.01	0.07	0.01	0.04	0.02	0.09	0.14	0.02	0.67
Total	12,494.41	447.27	317.26	616.87	46.86	1,409.99	1,421.27	189.09	391.54	169.94	557.68	131.86	1,370.99	1,151.80	179.28	

² Location based represents emissions from electricity consumption based on grid average emissions

³ Market based represents emissions from electricity consumption based on specific energy contracts



Part 2 - Eisai EMEA FY23 tCO₂e 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.

Figure 12: UK & Ireland affiliate breakdown

Scope/Category	UK	Ireland	Total tCO ₂ e
Scope 1			
Stationary combustion	1,943.09	-	1,943.09
Transport	41.69	6.90	48.59
Refrigerants	57.76	-	57.76
Scope 2			
Electricity (Location-based)	1,647.54	-	1,647.54
Electricity (Market-based)	-	-	-
Electricity for EV's from Scope 1 transport	0.12	0.09	0.21
Scope 3			
Cat 1: Purchased goods and services	6,051.07	-	6,051.07
Cat 2: Capital goods	560.76	-	560.76
Cat 3: Fuel & energy related activities	331.99	1.71	333.70
Cat 4: Upstream transportation	673.22	-	673.22
Cat 5: Waste	10.22	-	10.22
Cat 6: Business travel	1,403.52	0.49	1,404.01
Cat 7: Employee commuting	1,411.69	-	1,411.69
Cat 9: Downstream transport	3.61	-	3.61
Cat 12: End-of-life treatment of sold goods	0.09	-	0.09
Total			12,494.41



Figure 13: Australia a& New Zealand affiliate breakdown

Scope/Category	Australia	New Zealand	Total tCO ₂ e
Scope 1			
Stationary combustion	-	-	-
Transport	52.21	-	52.21
Refrigerants	0.06	-	0.06
Scope 2			
Electricity (Location-based)	11.93	-	11.93
Electricity (Market-based)	-	-	-
Electricity for EV's from Scope 1 transport	-	-	-
Scope 3			
Cat 1: Purchased goods and services	102.07	7.57	109.65
Cat 2: Capital goods	-	-	-
Cat 3: Fuel & energy related activities	14.22	-	14.22
Cat 4: Upstream transportation	0.68	-	0.68
Cat 5: Waste	1.11	-	1.11
Cat 6: Business travel	247.27	0.80	248.07
Cat 7: Employee commuting	21.22	-	21.22
Cat 9: Downstream transport	-	-	-
Cat 12: End-of-life treatment of sold goods	0.05	-	0.05
Total			447.27



Figure 14: Czech Republic & Slovakia affiliate breakdown

Scope/Category	Czech Republic	Slovakia	Total tCO ₂ e
Scope 1			
Stationary combustion	2.12	-	2.12
Transport	-	-	-
Refrigerants	0.02	-	0.02
Scope 2			
Electricity (Location-based)	3.37	-	3.37
Electricity (Market-based)	2.01	-	2.01
Electricity for EV's from Scope 1 transport	-	-	-
Scope 3			
Cat 1: Purchased goods and services	26.69	5.11	31.81
Cat 2: Capital goods	-	-	-
Cat 3: Fuel & energy related activities	4.45	-	4.45
Cat 4: Upstream transportation	0.06	0.01	0.07
Cat 5: Waste	0.19	-	0.19
Cat 6: Business travel	2.05	0.43	2.48
Cat 7: Employee commuting	3.69	-	3.69
Cat 9: Downstream transport	-	-	-
Cat 12: End-of-life treatment of sold goods	0.01	0.01	0.02
Total			46.86



Figure 15: Sweden, Denmark, Finland & Norway affiliate breakdown

Scope/Category	Sweden	Denmark	Finland	Norway	Total tCO ₂ e
Scope 1					
Stationary combustion	-	-	-	-	-
Transport	-	-	-	108.91	108.91
Refrigerants	-	-	-	0.08	0.08
Scope 2					
Electricity (Location-based)	-	-	-	0.05	0.05
Electricity (Market-based)	-	-	-	-	-
Electricity for EV's from Scope 1 transport	-	-	-	5.32	5.32
Scope 3					
Cat 1: Purchased goods and services	10.09	9.83	8.05	244.42	272.38
Cat 2: Capital goods	-	-	-	12.21	12.21
Cat 3: Fuel & energy related activities	-	-	-	30.20	30.20
Cat 4: Upstream transportation	0.06	0.29	0.03	0.16	0.54
Cat 5: Waste	-	-	-	0.58	0.58
Cat 6: Business travel	17.84	23.26	10.35	64.88	116.33
Cat 7: Employee commuting	-	-	-	11.07	11.07
Cat 9: Downstream transport	-	-	-	-	-
Cat 12: End-of-life treatment of sold goods	0.01	0.01	0.02	0.01	0.04
Total					557.68



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