



Total Emission (tCO₂e)
2,953.17

Carbon Offsets Purchased(tCO₂e)
2,928.45

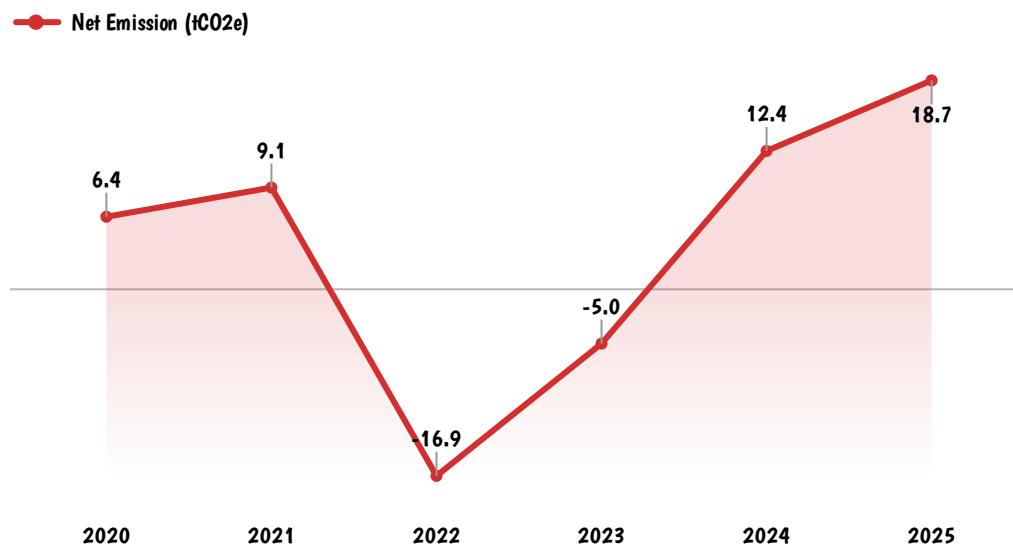
Net Emission (tCO₂e)

Country

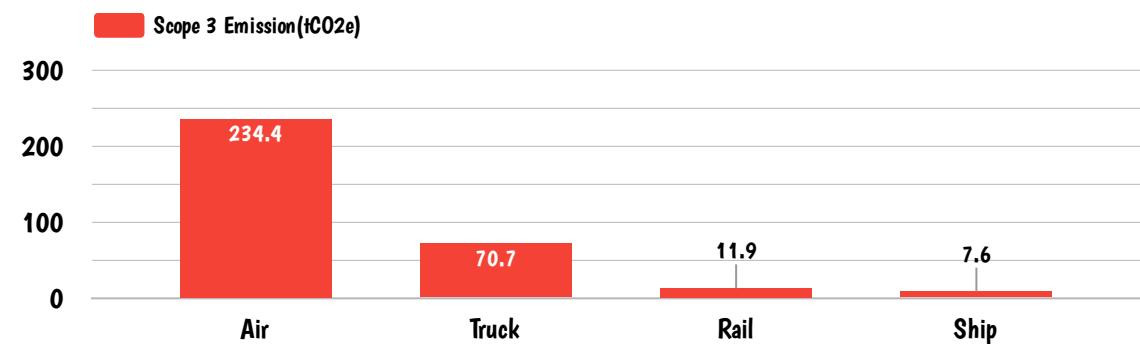
24.72

City

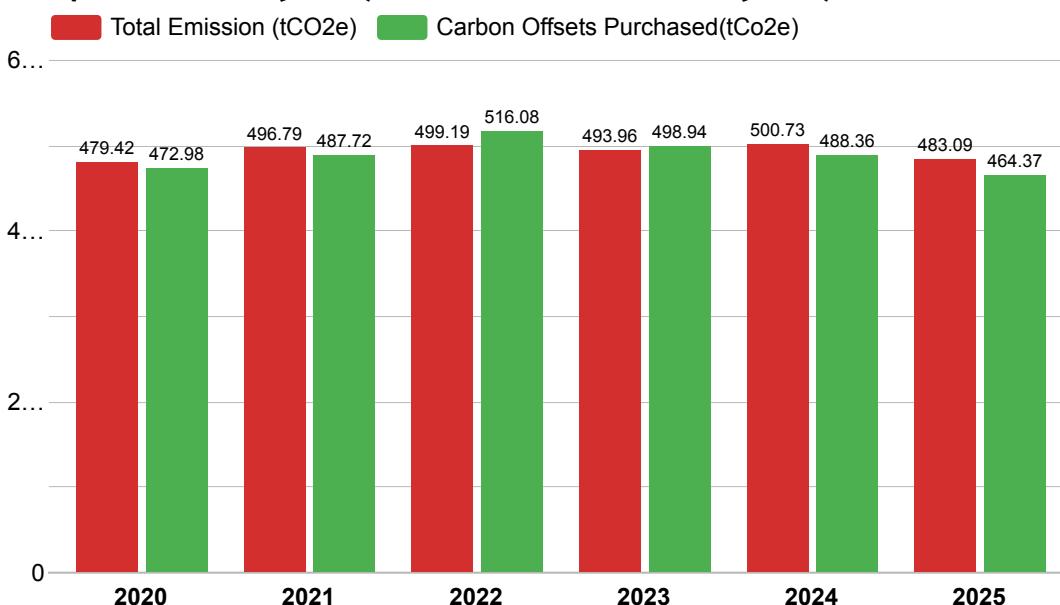
Yearly Net Emission (tCO₂e)



Scope 3 Emission(tCO₂e) by Transportation mode



Yearly Total Emission (tCO₂e) Vs Carbon Offsets Purchased(tCO₂e)



Yearly Emission by Scope

Year	Scope 1 Emissions (tCO ₂ e)	Scope 2 Emissions(tCO ₂ e)	Scope 3 Emission(tCO ₂ e)
2020	146.5	279.4	53.4
2021	155.0	289.4	52.5
2022	153.2	285.2	60.8
2023	152.5	280.2	61.3
2024	169.8	283.8	47.1
2025	162.3	271.5	49.4
Grand total	939.2	1,689.4	324.5



Business question.

- 1.What is the environmental footprint net emission(tC02e) of the organisation over a 6-year period, using 2020 as the base year?
- 2.Which scope contribute the most to the organisation's total emission (tC02e)?
- 3.Whose means of transportation have a significant impact on scope 3 emission(tC02e)?

Insights

Analysis shows gross emission (tCO₂e) across the reporting period remained relatively stable, the net negative emission(tCO₂e) recorded in 2022 and 2023 were driven by higher level of carbon offsets purchased (tCO₂e) in those years, rather than sustained reduction in gross emission(tCO₂e).

Scope 2 emission (tCO₂e) consistently represented the largest share of total emission across the assessed period, driven by electricity consumption throughout the 8 office locations.

It can also be denoted that air transport contributes the most to scope 3 emission(tCO₂e), making up 78.25% of its total over the 6-year period.

Recommendations:

- There is a need to set a medium-term emission reduction target for the future, translating the target into annual milestones rather than a yearly change, this will help to have a planned reduction.
- Implement a consistent energy monitoring framework across all eight locations, strategically reduce scope 2 emissions(tCO₂e),for example, introduce minimum efficiency standards for lighting, office equipment, HVAC etc.
- Implement a sustainable procurement and logistics policy that mandate a "purchase well in advance" and a "sea first" or "rail first" for non-urgent supplies .