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MITSUBA INDIA PRIVATE LIMITED

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Locations Covered

Unit-I(Chennai)plant :	Unit-II(Gurugram) Plant:	Unit-III (Pune) Plant:	Unit-IV(Ahmedabad)plant:
D8,SIPCOT Industrial Complex, Gummidipoondi-601 201.Tamilnadu,India.	Pathreri Village, Billaspur Tauru Road, Pathreri(po),Gurugram, Haryana-123 413.	Plot No.A41,Phase II, Khalumbre MIDC,Chakan, Taluka Khed,Dist Pune, Maharashtra- 410 501.	Plot No:AV-31 & AV-32, GIDC Estate,sanand-2, Ahmedabad, Gujarat- 382110.

GHG PERFORMANCE REVIEW REPORT

For the Period 1st April, 2024 to 31st March, 2025

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Designation : Chief Manager

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1. Introduction

MIPL is committed to minimizing its greenhouse gas (GHG) emissions across operations and supply chain while ensuring alignment with national and international climate goals. This performance review provides an overview of the company's latest GHG emission figures, progress against reduction targets, and planned strategies to accelerate decarbonization through responsible energy management and adoption of renewable energy.

2. GHG Emissions Inventory & Reporting Boundaries

Scope 1 (Direct Emissions): Fuel consumption in company vehicles, manufacturing equipment, and on-site combustion sources.

Scope 2 (Indirect Emissions): Purchased electricity for manufacturing operations and offices.

Scope 3 (Value Chain Emissions): Upstream (raw materials, supplier activities, logistics) and downstream (distribution, product usage, and end-of-life treatment).

3. GHG Emission Figures (Performance Review)

Calculation period: April 2024 to March 2025

All values are in MT CO2 e

GHG Emission Reporting Frequency: Annually

EMISSION	BASELINE 2023	CURRENT YEAR 2024
Scope 1	974.92	955.81
Scope 2	13025.59	12770.19
Scope 3	96783.01	94885.31
Scope 3 Upstream	39222.68	38453.61
Scope 3 Downstream	57560.33	56431.7
Total GHG Emission	**207566.53**	**203496.62**

4. SBTi based Targets

Scope	Current Emissions (tCO_2e, 2024-25)	SBTi Requirement	Proposed Target for MIPL	Target Year	Strategy
Scope 1 (Direct fuel & refrigerant use)	955.81	Reduce absolute emissions by 50% by 2035 (aligned with 1.5°C pathway)	Reduce to 480 tCO_2e by 2035	2035	Transition to renewable fuels, electrify fleet, improve energy efficiency in DG sets & boilers, refrigerant management (low-GWP gases).
Scope 2 (Purchased electricity)	12,770.19	Reduce emissions intensity by 50% by 2030, achieve 100% renewable electricity by 2035	50% reduction by 2030 (6,385 tCO_2e) and 0 tCO_2e by 2035	2030, 2035	Adopt renewable PPAs, rooftop solar at plants, RECs purchase, energy efficiency (LED, VFD, IoT energy mgmt).
Scope 3 Upstream (Purchased goods, logistics, waste, commuting, etc.)	38,453.61	Engage suppliers covering 67% of emissions by 2028 to set SBTs	Ensure key raw material suppliers adopt SBTi-aligned targets	2028	Supplier engagement program, green procurement standards, supplier scorecards, recycling partnerships.
Scope 3 Downstream (Distribution & use of sold products)	56,431.70	Reduce value-chain emissions intensity by 30% by 2035	Cut to 39,500 tCO_2e by 2035	2035	Optimize logistics (EV trucks, rail freight), collaborate with OEMs for fuel-efficient integration, lightweight design.
Total Scope 3	94,885.31	Overall 25–30% reduction by 2035 (1.5°C pathway)	Reduce to 66,400–71,000 tCO_2e by 2035	2035	Supply chain decarbonization, product redesign, recycling initiatives.
Overall Emissions	203496.62 (Scope 1+2+3)	Net-Zero commitment by 2050	Achieve Net-Zero by 2050, near-term milestone: 45% reduction by	2035, 2050	Deep decarbonization across supply chain, renewable energy, circular economy approach.

5. Emissions Reduction Plan

5.1 Energy Efficiency and Renewable Energy

The company aims to accelerate the energy transition by integrating renewable electricity into operations, targeting 30% renewable sourcing by 2027 and 50% by 2030. Energy-intensive equipment across plants will be phased out and replaced with high-efficiency, low-carbon alternatives to reduce overall consumption. A structured approach based on ISO 50001 standards will be adopted by 2026 to institutionalize energy management, ensuring continuous monitoring, optimization, and reporting of performance. These measures will not only reduce greenhouse gas emissions but also lower operational costs, enhance energy security, and support long-term resilience against regulatory, market, and climate-related risks.

5.2 Scope 1 Reduction

To address direct emissions, the company is implementing a phased fleet transition strategy, ensuring 25% of vehicles are electric or hybrid by 2027 and 60% by 2030. Diesel-powered machinery will be replaced with low-emission or electric alternatives, reducing combustion-related carbon footprints. Preventive maintenance programs will be expanded to enhance equipment efficiency, minimize fuel wastage, and extend asset life. This approach balances cost-effectiveness with long-term sustainability, aligning with global decarbonization commitments. By prioritizing electrification and operational efficiency, the company seeks to achieve measurable reductions in Scope 1 emissions while promoting innovation, safety, and resilience within its operational ecosystem.

5.3 Scope 2 Reduction

The company is committed to reducing purchased electricity emissions by deploying renewable energy solutions and optimizing consumption. A major initiative includes installation of rooftop solar systems across facilities with a combined MW capacity by 2028. Complementing this, long-term green power purchase agreements will ensure access to clean energy while providing cost predictability. Regular energy audits, conducted every two years, will help identify opportunities to maximize savings and efficiency. These actions are designed to strengthen the company's renewable energy portfolio, reduce dependency on fossil fuels, and create a structured roadmap for achieving its medium- and long-term Scope 2 reduction goals.

5.4 Scope 3 Reduction

Recognizing that supply chain and downstream emissions form the largest part of its carbon footprint, the company has initiated a comprehensive Scope 3 reduction strategy. By 2028, at least 60% of raw material suppliers will be required to set science-based targets aligned with GHG reduction pathways. Logistics optimization through route rationalization and increased reliance on rail transport will further cut transport-related emissions. Collaboration with OEMs will focus on developing lightweight, energy-efficient automotive components that reduce lifetime vehicle emissions. This integrated approach promotes supplier accountability, strengthens customer relationships, and demonstrates leadership in value chain decarbonization.

6. Budget Allocation for GHG Management

A dedicated annual budget of INR has been committed to support GHG management and decarbonization initiatives. The allocation is designed to accelerate the transition to low-carbon operations: 50% will be directed toward renewable energy deployment, including solar power and green power agreements; will be invested in energy efficiency upgrades, including equipment modernization and audits; and will focus on supplier decarbonization programs and logistics optimization. This structured investment strategy reflects the company's recognition of sustainability as a business-critical priority, ensuring both climate impact reduction and long-term financial resilience.

7. Governance & Management Team Commitment

Strong governance ensures accountability in driving GHG reduction initiatives. Oversight is provided by the ESG & Sustainability Steering Committee, chaired by the Chief Sustainability Officer, which sets strategy and monitors progress. A dedicated GHG Management Team supports execution by handling data collection, performance tracking, and project implementation. To reinforce accountability, 15% of senior management's annual performance bonuses are directly linked to GHG reduction outcomes, embedding climate responsibility into decision-making. This governance framework ensures consistent progress toward targets, promotes organizational alignment, and positions the company as a leader in sustainable, transparent, and performance-driven climate action.

8. Emissions Reduction Plan & Time-Bound Actions

Scope 1 Emissions

- **Fuel Combustion in Generators (30th June, 2025)**
Diesel consumed in backup power generation for manufacturing facilities contributes to Scope 1 emissions. Action: Transition to hybrid or renewable backup systems.

- **Company-Owned Vehicles (24th April, 2026)**
Emissions from petrol/diesel used in logistics vans, forklifts, and official transport fleet. Action: Phased fleet electrification.

- **Manufacturing Process Emissions (31st December, 2025)**
Direct GHG emissions from heating, molding, or material processing activities. Action: Replace with low-carbon technologies.

- **On-Site Fuel Usage (28th July, 2026)**
LPG, CNG, or other fuels used in production equipment and heating systems. Action: Fuel substitution with biofuels/renewables.

- **Refrigerant Leakage (7th February, 2024)** Release of high-GWP refrigerants from air-conditioning and refrigeration systems. Action: Switch to low-GWP refrigerants, enhance leak detection.

- **Compressed Air Systems (24th September, 2027)**

Leakage and inefficiencies in fossil fuel-driven compressors. Action: Replace with electric/efficient compressors.

- **Welding & Fabrication (27th May, 2026)**

Use of fuel gases (e.g., acetylene, propane) in welding and fabrication processes. Action: Optimize fuel mix, adopt electric welding.

- **Testing & QA Labs (30th June, 2027)**

Direct emissions from gas cylinders and fuel-based testing equipment. Action: Transition to electric-powered test rigs.

- **Emergency Equipment (30th December, 2025)**

Fuel combustion from fire pumps, emergency generators, and safety drills. Action: Deploy hybrid/emission-free safety systems.

- **Preventive Maintenance Gaps (22nd April, 2024)**

Under-maintained equipment increases fuel wastage and emissions. Action: Strengthen preventive maintenance schedules.

Scope 2 Emissions

- **Purchased Grid Electricity (16th July, 2027)**

Primary source of indirect emissions from power supplied by local utilities. Action: Secure long-term green power purchase agreements.

- **Electricity for Manufacturing Operations (9th August, 2024)**

High energy demand for molding, assembly, and process equipment. Action: Process optimization and renewable integration.

- **Lighting Systems (21st February, 2026)**

Electricity **demand** for lighting across production floors, warehouses, and offices. Action: Transition to 100% LED with smart controls.

- **Heating, Ventilation & Air Conditioning (15th October, 2027)**

Energy demand for HVAC in offices and production facilities. Action: Adopt energy-efficient HVAC systems with smart thermostats.

- **Compressed Air Systems (18th April, 2025)**

Electricity used for electric-driven compressors in production. Action: Implement VFD controls and demand-side management.

- **Pumping & Water Systems (20th May, 2027)**

Electricity use for pumping water, coolant circulation, and utilities. Action: Upgrade to high-efficiency motors.

- **IT & Office Equipment** Energy **consumed** by computers, servers, and office devices. Action: Implement IT energy management policies.

- **Electric Material Handling Equipment (28th October, 2026)**

Forklifts, pallet movers, and trolleys powered by electricity. Action: Use energy-efficient charging practices.

- **Renewable Electricity Purchases (31st July, 2027)**

Indirect emissions offset via rooftop solar and RECs. Action: Expand capacity to meet 50% of energy demand by 2030.

- **Transmission & Distribution Losses (29th December, 2024)**

Grid-level T&D losses associated with purchased electricity. Action: On-site solar and storage to minimize dependency.

Scope 3 Emission

- **Purchased Goods & Raw Materials (20th March, 2024)**Emissions from production of raw materials (plastics, steel, packaging). Action: Engage suppliers with science-based targets.

- **Capital Goods (29th May, 2027)**

Emissions from production and transport of machinery and equipment purchased. Action: Favor low-carbon suppliers.

- **Upstream Transportation & Distribution (29th December, 2025)**

Emissions from supplier shipments of raw materials. Action: Optimize logistics, shift to rail/green transport.

- **Waste Generated in Operations (24th April, 2024)**

GHGs from disposal of plastic scrap, packaging, and general waste. Action: Strengthen recycling and zero-waste programs.

- **Business Travel (19th August, 2027)**

Employee air, rail, and road travel for business purposes. Action: Promote virtual meetings and low-carbon travel.

- **Employee Commuting (26th December, 2024)** Daily staff travel using personal/public transport. Action: Encourage EV adoption, carpooling, and shuttle services.

- **Downstream Transportation & Distribution (15th February, 2025)**

Delivery of finished products to customers/OEMs. Action: Collaborate with logistics partners on green fleets.

- **Use of Sold Products (12th June, 2026)**

Energy consumed during assembly/use of products by customers. Action: Design lighter, more efficient fasteners.

- **End-of-Life Treatment of Products (26th September, 2024)**

Disposal, recycling, or incineration of products post-use. Action: Promote circular economy and recyclability.

- **Supplier & Customer Engagement Gaps (29th December, 2027)**

Lack of full alignment on science-based targets across the value chain. Action: Supplier training and customer co-innovation programs.

8. Conclusion

MIPL has demonstrated consistent progress toward its GHG reduction goals, with current reductions aligning with or exceeding pro-rata targets. The company's dedicated budget, governance structure, and performance-linked management incentives ensure accountability and momentum. With robust time-bound action plans in place, MIPL is well-positioned to achieve its 2030 decarbonization targets while reinforcing its ESG commitments.