GLS POLYFILMS

GHG EMISSION REPORT FY 2024-25

INTRODUCTION

IThe GLS Polyfilms Private Limited (GLS Polyfilms) was founded in 2022 under the diversified investments of GLS Group, which is one of India's leading multi-business conglomerates. GLS Polyfilms manufactures polyfilms for packaging of products, such as food products, beverages, automotive parts, industrial goods, pharmaceutical products, and other consumer goods and is consumed within India and exported to other Asian countries. GLS Polyfilms has only 1 plant, which is located adjacent to the NH 352 in the Rewari district of Haryana. Together with the Sustain Right, GLS Polyfilms has developed a sustainability strategy starting from 2022-23.

As a part of the strategy, we understand the climate impact of our operations and we are planning to lessen the negative impact of our emissions on the climate. The total Scope 1 and Scope 2 greenhouse gas emissions (GHGs) from the base year 2022-23 were 44840.19 tonne carbon dioxide equivalents (tCO2e). The aim of this report is to present the Scope 1 and Scope 2 GHG accounting of GLS Polyfilms' operations in 2024-25 based on actual activity data sets and compare improvement from base year. This year we are also initiating the calculation of our Scope 3 emissions.

Driven by our core values of creativity, innovation, and transparent communication, we are focused on decarbonising our operations across the globe. Our operations are guided by a strong sense of environmental stewardship, community enhancement, and technological excellence.

This Greenhouse Gas (GHG) Emissions Report represents our efforts to quantify and manage our climate impact in alignment with international standards and to support transparent reporting and sustainable growth. All percentage figures in this report reflect progress made in FY 2024-25.

The GHG accounting and reporting process has been conducted in alignment with the Greenhouse Gas Protocol. The system boundaries were defined using the operational control approach Scope 1, Scope 2 and various Scope 3 emissions across the value chain.

As GLS Polyfilms continue to grow, it is actively embedding sustainability into its operations. Efforts such as increased energy efficiency, digital monitoring, and strategic partnerships are underway to enhance environmental performance.

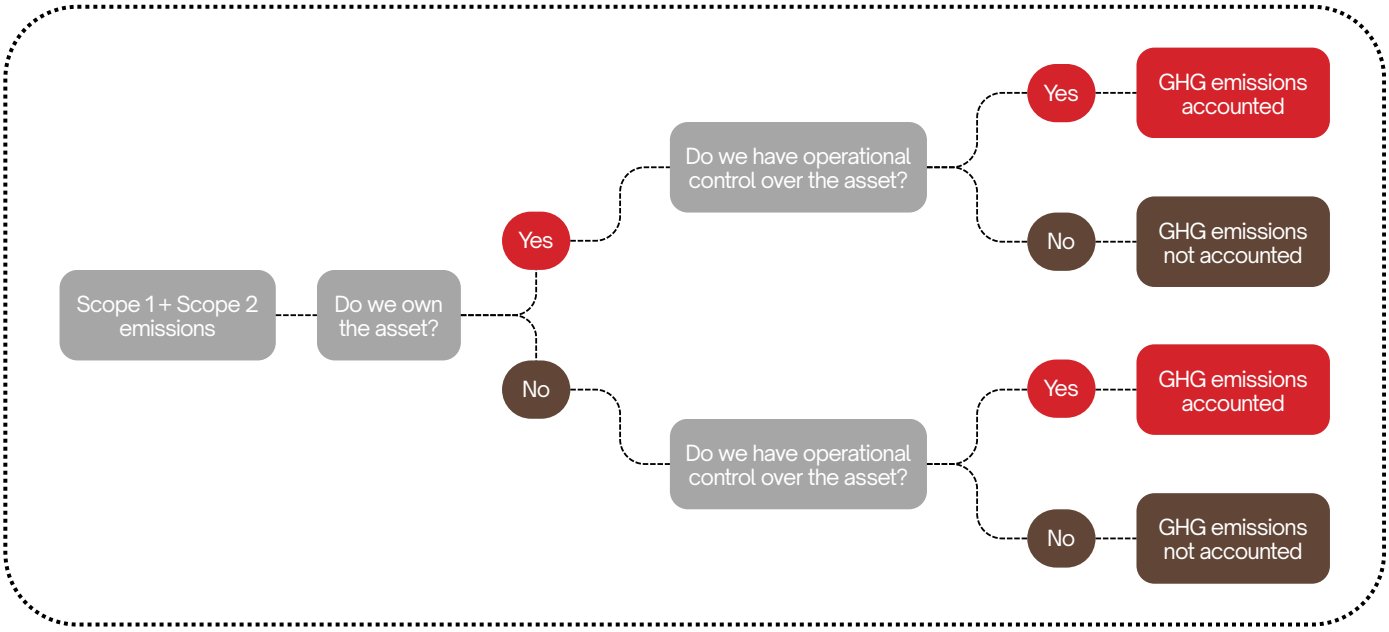
We remain committed to long-term climate responsibility, with plans to align with global climate frameworks and reduce its emissions in a phased, science-based manner, while continuing to deliver essential infrastructure solutions across its operations.

BOUNDARIES

To determine our organizational boundaries of GHG accounting, both the operational control and financial control approaches were examined and we used the operational control approach for reporting our GHG emissions. It represent the most proactive approach to measuring and reporting GHG emissions.

Under the control approach, Infocepts has accounted for 100% of the GHG emissions from operations over which it has control. We have included all operating entities under our organisational boundary for GHG emission reporting based on the following rules:

- 12-months data set: The operating entities that are operational in the reporting year. This is so that each entry in the GHG emission reporting has a full 12-months data.
- Machines, Equipment and Vehicles: GHG emissions from machines, equipment and vehicles that are operated and managed by us has been reported based on measurements of consumption.



Through this approach, Infocepts has accounted for the GHG Emissions (Scope 1 and Scope 2) from activities in operating entities over which it has Operational Control.

METHODOLOGY

The GHG accounting and reporting procedure is based on the GHG Protocol, the most widely used international accounting tool for government and business leaders to understand, quantify, and manage greenhouse gas emissions.

The GHG accounting was based on the GHG Protocol's principles of

- **Relevance:** An appropriate inventory boundary that reflects the GHG emissions of the company and serves the decision-making needs of users.
- **Completeness:** Accounting all emission sources within the chosen inventory boundary. Any specific exclusion is disclosed and specified.
- **Consistency:** Meaningful comparison of information over time and transparently documented changes to the data.
- **Transparency:** Data inventory sufficiency and clarity, where relevant issues are addressed in a coherent manner.
- **Accuracy:** Minimised uncertainty and avoided systematic over or under-quantification of greenhouse gas emissions.

EMISSION FACTORS

The emissions are calculated based on GHG protocol and ISO14064. Publicly available data (local/international) and internal assumptions are used for estimating CO2 emission. These factors were chosen from reliable and globally recognized sources based on the type of emissions being calculated.

For emissions from fuels used in company-owned vehicles and equipment (like diesel, petrol, LPG, etc.), we have used global average emission factors from DEFRA 2025.

For electricity bought from the grid, we used a location-based approach. The emission factor for the same was referred from India's CEA Grid Emission Factor Report (Version 20).

For indirect emissions related to our supply chain, we used a global average method, for calculating emissions from Category 1 & 2. The emission factors came from the Ecoinvent 3.11 database. For other categories like waste, travel, transport, and employee commuting, we used global average emission factors from DEFRA 2025.

INCLUSIONS AND EXCLUSIONS

When setting project boundaries for GHG accounting, it's important to consider limitations and exclusions which can include temporal constraints, geographical boundaries, methodological challenges, and exclusions based on the project's scope and nature. Transparently documenting these limitations helps ensure accurate and reliable GHG accounting results.

GLS Polyfilms has included emissions from stationary combustion, mobile combustion, processes and leakages under the Scope 1 and emissions from purchased electricity under the Scope 2.

Under scope 3, we have included emissions from purchased goods and services, capital goods, fuel and energy related activities, upstream transportation and distribution, waste generated in operations,

Extrapolation has been used for estimation of emissions from business travel, employee commute, and downstream transportation and distribution, due to lack of resources and unavailability of reliable data.

The emissions from upstream leased assets, downstream leased assets, processing of sold goods, use of sold goods, end-of-life treatment, downstream leased assets, franchises and investments have been excluded due to:

- non-applicability of the emissions to the nature of business
- inclusion of the emissions in Scope 1

We have conducted training and workshops for our employees to promote sustainable practices, efficient usage of machinery and equipment, and waste reduction techniques as a part of its sustainability strategy.

RESULTS

GLS Polyfilm's total greenhouse gas (GHG) emissions for the reporting period are 49,765.87 tCO_2e. Emissions are dominated by Scope 3 (53.21%), followed by Scope 2 (38.73%), while Scope 1 contributes 8.06% of the total footprint. This profile indicates that the organisation's climate impact is driven largely by value-chain activities and purchased electricity, with a comparatively smaller share from direct on-site emissions.

Compared with last year, the organisation's emissions profile has shifted markedly away from Scope 2 dominance toward a more value-chain–driven footprint. Last year, emissions were reported only under Scope 1 (8,434.96 tCO_2e; 18.81%) and Scope 2 (36,405.23 tCO_2e; 81.19%), with Scope 2 clearly the primary hotspot. In the current year, Scope 1 has reduced to 4,012.15 tCO_2e (8.06%) and Scope 2 has reduced to 19,272.29 tCO_2e (38.73%) indicating improved performance.

Scope-wise results

Scope 1: Scope 1 emissions total 4,012.15 tCO_2e (8.06%) and are almost entirely attributable to stationary combustion (4,011.91 tCO_2e; 8.06%), with process emissions contributing only 0.24 tCO_2e (~0.00%). This suggests that Scope 1 reductions will primarily depend on fuel efficiency, fuel switching, and improved combustion management in stationary sources.

Emission Categories	Emissions (tCO2e)	Share
Scope 1	**4012.15**	**8.06%**
Stationary Combustion	4011.91	8.06%
Process Emission	0.24	0.00%
Scope 2	**19272.29**	**38.73%**
Scope 3	**26481.43**	**53.21%**
Grand Total	**49765.87**	**100%**

RESULTS

Scope 2: Scope 2 emissions total 19,272.29 tCO_2e (38.73%) and arise entirely from purchased electricity. As the second-largest contributor overall, electricity consumption is a major hotspot and a clear priority for abatement through demand reduction, energy efficiency measures, and transition to lower-carbon electricity supply options where feasible.

Emission Categories	Emissions (tCO2e)	Share
Scope 1	**4012.15**	**8.06%**
Scope 2	**19272.29**	**38.73%**
Purchased Electricity	19272.29	38.73%
Scope 3	**26481.43**	**53.21%**
Grand Total	**49765.87**	**100%**

Scope 3: Scope 3 emissions are the largest share at 26,481.43 tCO_2e (53.21%), demonstrating that the organisation's footprint is predominantly driven by value-chain activities. The key contributors are Category 9 – Downstream Transportation and Distribution (9,925.56 tCO_2e; 19.94% of total) and Category 1 – Purchased Goods & Services (8,261.39 tCO_2e; 16.60% of total), highlighting that distribution networks and supplier-related emissions are the main drivers of overall impact.

Secondary but still material Scope 3 sources include Category 3 – Fuel and Energy Related Activities (4,331.20 tCO_2e; 8.70%) and Category 4 – Upstream Transportation and Distribution (3,741.87 tCO_2e; 7.52%), reinforcing the importance of energy supply-chain impacts and inbound logistics. Other categories contribute marginally such as Employee Commute (207.98 tCO_2e; 0.42%), Waste (9.28 tCO_2e; 0.02%), Business Travel (3.83 tCO_2e; 0.01%), and Capital Goods (0.32 tCO_2e) and should be maintained for completeness and trend tracking, but they are not expected to drive major reductions compared to the top hotspots.

RESULTS

Emission Categories	Emissions (tCO2e)	Share
Scope 1	**4012.15**	**8.06%**
Scope 2	**19272.29**	**38.73%**
Scope 3	**26481.43**	**53.21%**
CAT 1 - Purchased Goods & Services	8261.39	16.60%
CAT 2 - Capital Goods	0.32	0.00%
CAT 3 - Fuel and Energy Related	4331.20	8.70%
CAT 4 - Upstream Transportation and Distribution	3741.87	7.52%
CAT 5 - Waste Generation	9.28	0.02%
CAT 6 - Business Travel	3.83	0.01%
CAT 7 - Employee Commute	207.98	0.42%
CAT 9 - Downstream Transportation and Distribution	9925.56	19.94%
Grand Total	**49765.87**	**100%**

Key takeaways

Overall, the inventory shows that emissions reduction efforts should be prioritised around:

- Scope 3 logistics emissions, particularly downstream transportation (Cat 9) and upstream transportation (Cat 4),
- Procurement-related emissions (Cat 1) through supplier engagement and low-carbon sourcing, and
- Scope 2 purchased electricity through efficiency and cleaner electricity sourcing.

Scope 1 reductions remain relevant, but given its smaller share, the highest near-term impact will come from addressing purchased electricity and value-chain hotspots.

CONCLUSION

Overall, the current-year inventory indicates a clear shift in the emissions profile, with total emissions driven primarily by Scope 3 (53.21%) and Scope 2 purchased electricity (38.73%), while Scope 1 contributes a smaller but still meaningful share (8.06%). Compared to last year when emissions were dominated by Scope 2 and Scope 3 was not reflected the current results highlight that the organisation's most material climate risks and reduction opportunities now sit across the value chain and electricity procurement, rather than only direct fuel use.

Recommendations:

- Tackle the biggest Scope 3 hotspots first: Focus on Category 9 (Downstream Transportation & Distribution) and Category 1 (Purchased Goods & Services), as these are the largest drivers. Establish a targeted supplier and logistics engagement program, prioritising the top suppliers and lanes that account for most spend/volume, and set minimum data and emissions-performance requirements in procurement and logistics contracts.

- Reduce Scope 2 through efficiency + cleaner electricity: Since purchased electricity is a major contributor, implement a structured program combining energy efficiency (e.g., process optimisation, maintenance improvements, load management) with cleaner electricity sourcing options such as renewable electricity procurement where feasible. Track progress monthly using energy intensity KPIs and site-level action plans.

- Optimise inbound and outbound logistics: For upstream and downstream transport categories, work with logistics partners to shift to lower-carbon modes where possible, improve load factors, reduce empty runs, optimise routing, and evaluate fleet fuel-switch options. Require regular emissions reporting from transport providers to improve calculation accuracy and accountability.

- Strengthen Scope 1 controls for sustained reductions: With stationary combustion accounting for almost all Scope 1 emissions, prioritise combustion efficiency, preventive maintenance, fuel quality management, and feasibility of fuel switching to lower-carbon alternatives. Where relevant, introduce energy and fuel KPIs tied to operational performance reviews.

- Improve data quality and year-on-year comparability: Given the change in scope coverage versus last year, document boundary and methodology clearly, establish an auditable evidence repository, and implement a consistent calculation approach to ensure future comparisons reflect real performance changes rather than reporting changes. Over time, move key Scope 3 categories from spend-based estimates to supplier/primary activity data for higher accuracy.

By prioritising electricity, logistics, and supplier-related emissions while strengthening governance and data systems, the organisation can deliver meaningful near-term reductions and build a credible foundation for long-term decarbonisation and external stakeholder confidence.