Climate Action Plan 2025

Skyscanner

Climate Action Plan 2025

Introduction 3

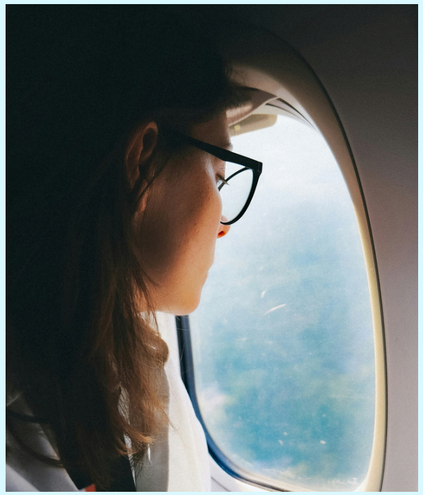
Our Numbers 4

Behind the Figures 12

Our Actions 16

Appendix 27

Travel is one of life's great joys, and we want it to stay that way for generations to come.



That means being honest about our impact, working to reduce it, and being transparent about the journey - including the parts that are still a work in progress.

This year has brought genuine headway in some areas of our Climate Action Plan, and harder questions in others. Our Glasgow office is now fully electric, which helped cut our direct (Scope 1) emissions by nearly a third. At the same time, our total footprint has grown - partly because our business has grown, and partly because we're measuring more of it more accurately than before. Better data sometimes means bigger numbers on the page, and we'd rather show you the fuller picture than a tidier one.

You'll find our full data in the pages that follow, alongside the actions we've taken in 2025 and the specific commitments we're making for the year ahead. We've tried to keep the language plain and the claims grounded in evidence; what we've done, what we've learned, and where we're heading next.

Thank you for reading.

Martin Nolan
Chief Legal Officer and Sustainability Executive Sponsor, Skyscanner

Our Numbers

Our Targets

We have three near-term targets, set from a 2023 baseline and aligned against the standards of the Science Based Targets initiative (SBTi).

Our long-term commitment is to reach net zero by 2045 at the latest, in line with SBTi's corporate net zero standard. Some of our near-term trajectories require more focus, and you'll find more detail on this in the data section of this report.

↓ **42%**

Absolute reduction in Scope 1 and 2 emissions by 2030

Cutting direct emissions from our office-based operational energy use

↑ **71%**

Suppliers by emissions to commit to science-aligned targets by 2029

Driving emissions reductions across our supply chain by encouraging suppliers to set targets and develop credible plans

↓ **25%**

Absolute reduction in corporate travel emissions

More considered business travel, supported by a commitment to scaling SAF investment

Our 2025 Emissions

Our total measured emissions in 2025 were 37,202 tCO_2e, up from 28,555 tCO_2e in 2024 - an increase of around 30%.

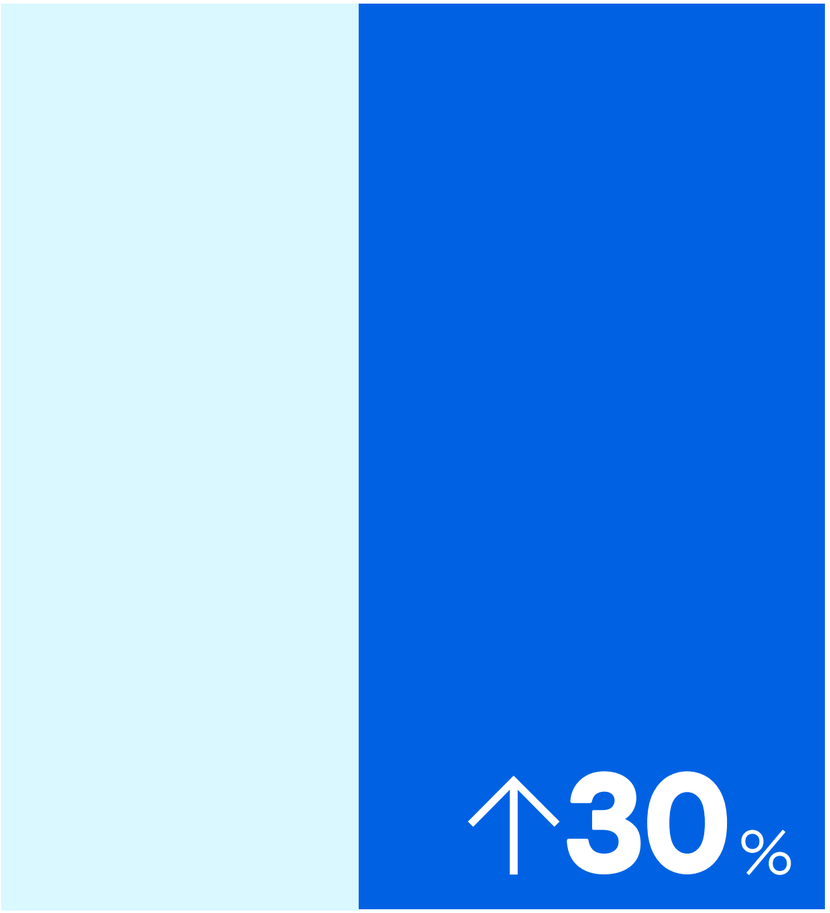
The picture is more nuanced than a single number suggests, and so it's important to explain the drivers behind the data.

Alongside an increase in marketing spend, we can also attribute increases to improvements in how we measure our footprint. In many areas, having higher quality data has resulted in an emission increase versus last year's estimate.

Key

- 2024 (tCO_2e)
- 2025 (tCO_2e)

Total Emissions



Scope 1–3

Scope 1

2024	2025
174	125 ↓28%

Scope 2

2024	2025
221	229 ↑3.6%

Scope 3

2024	2025
28,159	36,848 ↑30.8%

Scope 1

Direct Emissions

These are emissions we produce directly – mainly natural gas and refrigerants in our offices.

This is an area we can directly 'own' and make improvements; we're pleased to say our emissions here have dropped by nearly a third.

Our Glasgow office completing a switch away from gas heating to electric in 2025 was a key driver of this reduction.

2024	2025
174	125
	↓28%

Key

- 2024 (tCO_2e)
- 2025 (tCO_2e)

Scope 2

Purchased Energy

This covers the emissions from the electricity and heating we buy.

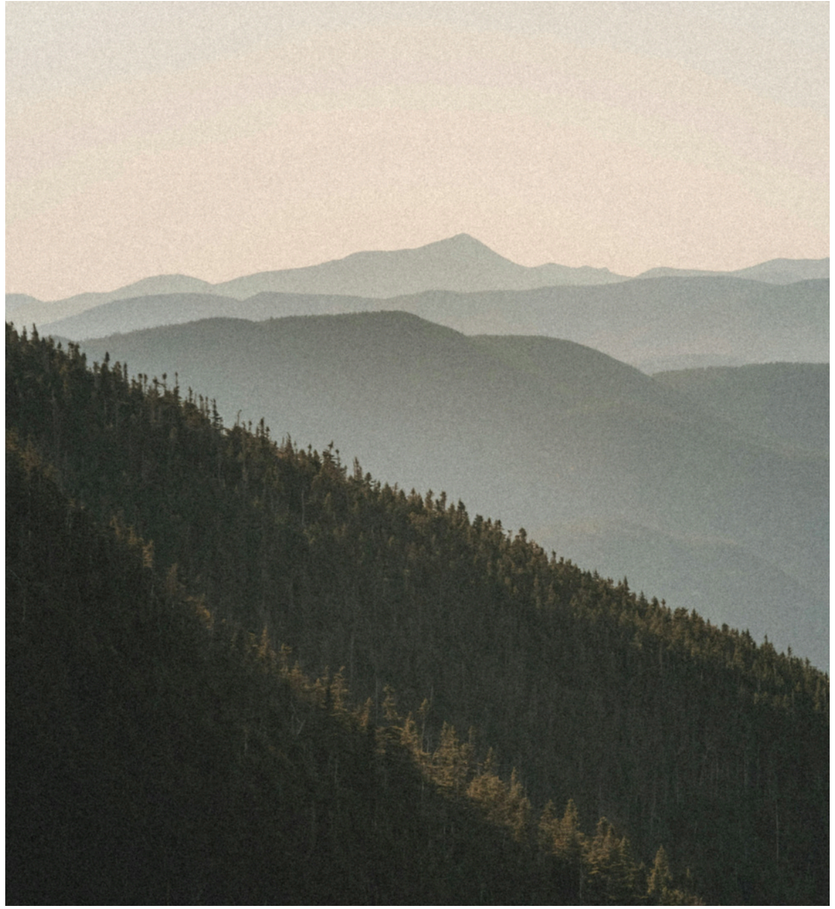
We use both market and location-based emissions, dependent on the office.
The modest increase reflects two transitional factors: higher electricity usage in Glasgow (market-based) as we completed the switch away from gas, and refurbishment in Edinburgh (market-based) that temporarily increased energy use during construction.
A summer heatwave also affected our London office energy usage. In the final quarter of the year we introduced several additional energy-saving measures, including closing one of the London office floors on a Friday (a day with reduced office attendance in our hybrid-working model).

We continue to purchase energy attribute certificates (EACs) to cover electricity consumption in offices where direct renewable procurement isn't available. We report our Scope 2 figures without deducting the EACs, because we think it's more meaningful to show our actual consumption and focus on reducing it at source, rather than adjusting the numbers on paper.

2024	2025
221	229
	↑3.6%

Key

- 2024 (tCO_2e)
- 2025 (tCO_2e)



Scope 3

Our Value Chain

This is by far the largest part of our footprint, at around 99% of our total emissions.

Scope 3 covers everything that happens across our supply chain and the wider ecosystem we're part of: the companies we work with, the tools we use, and the impact of people using our product. Across the next few pages, you'll find further detail on the key drivers of our Scope 3 emissions. A full Scope 3 breakdown can be found in the appendix.

2024	2025
28,159	36,848
	↑30.8%

Key

- 2024 (tCO_2e)
- 2025 (tCO_2e)

Scope 3.1

Purchased Goods & Services

Total

2024	2025	
16,660	24,461	↑47%

of which:	2024	2025
Marketing	10,583	17,019
Goods & Services	3,998	3,769
Cloud Services	1,784	2,610
Other (travel-related costs, office supplies, construction)	297	1,115

Scope 3.2

Capital Goods

Total

2024	2025	
6,411	6,359	↑0.8%

of which:	2024	2025
Office Construction*	5,547	5,071
Captial Equipment and Hardware**	862	1,287

Key

- 2024 (tCO_2e)
- 2025 (tCO_2e)

* Including Edinburgh refurbishment ** Employee Laptop Refresh

Scope 3.6

Corporate Travel

Total

2024	2025	
2,595	3,472	↑34%

of which:		
Flights	2,404	3,089
Ground Transportation	120	230
Accomodations	69	126
Other	2	27

Scope 3.7

Employee Commute

Total

2024	2025	
1,258	995	↓21%

of which:		
Commuting	964	631
Home Working	294	364

Scope 3.11

Use of Sold Products*

Total

2024	2025	
1,034	1,354	↑31%

Key

- 2024 (tCO_2e)
- 2025 (tCO_2e)

*Measures emissions associated with the operation and use of the Skyscanner platform by our travellers.

Behind the Figures

Behind the numbers

Looking at our biggest emissions increases in 2025, our marketing spend, corporate travel, capital equipment and cloud services all stand out.

Marketing Emissions

Our marketing emissions grew by 61% to 17,019 tCO_2e, representing around 46% of our total footprint. This was primarily driven by an increase in marketing spend in line with our advertising and campaign budgets; namely, an increased spend on large campaigns and third-party agencies. As a growing business with substantial market share, finding a solution to these increases is not easy.

We plan to address this through supplier engagement, seeking to reduce the emissions intensity of our spend, obtaining better data and (where more accurate alternatives exist), making a shift away from spend-based calculation methods.

Engaging our agencies and media suppliers directly will help us understand the activity behind the spend. This means that any future reductions in marketing budget or carbon-intensive activity are reflected accurately in our footprint, rather than masked by a purely financial measure.

Over time, we expect a combination of richer data and closer supplier collaboration will provide a more reliable baseline and clearer levers for reducing marketing emissions, even as the business continues to grow.

Cloud Services

Cloud services emissions increased 46% year on year. This is primarily down to increased cloud usage. We are pleased to have moved from spend-based and electricity-based estimation to using far more accurate direct consumption data from AWS. We also improved compute efficiency across 2025.

↑46%

Increased year on year.

Business Travel Emissions

Business travel emissions increased by 34%. This is down to a combination of factors, including increased travel and better granularity of captured business travel data. An 11% increase in headcount from 2024 to 2025 (thus an increase in numbers who may need to undertake business travel) also contributed. The granularity of data is particularly important to note: using AI, we were able to fill data gaps in some corporate travel areas, allowing a much more accurate picture and resulting in an increased number. The data also includes small uplifts in spend with mobility and immigration services.

Capital Equipment Emissions

Capital equipment emissions increased by 49%, largely due to laptops being replaced across our business. Reflective of equipment life-cycles, we expect this figure to decrease dramatically in our next report.

All old technology at Skyscanner is given a second life with charities like The Turing Trust. The Turing Trust repurposes our old IT equipment for use in schools in Malawi and the UK.

Better data in many areas is supporting a more accurate picture of our emissions. Often this means we're seeing emissions increase in areas where we've previously had less accurate estimates based on spend.

Conversely, in some areas this improved granularity is giving us a clearer picture of where we have lower emissions than estimated.

This includes employee commuting, which is down 21% thanks to a dedicated commuter survey that told us the majority of our people walk, cycle or use public transport.

Our next focus for data granularity will be waste and utility audits, and upstream assets – for example, green lease agreements that allow us to capture actual energy consumption data from our leased properties rather than relying on floor-area or spend-based proxies.

By working with landlords to access metered utility data, we expect to refine our estimates for these assets significantly over the coming year. In doing so, we'll be able to replace assumptions with measured activity data.

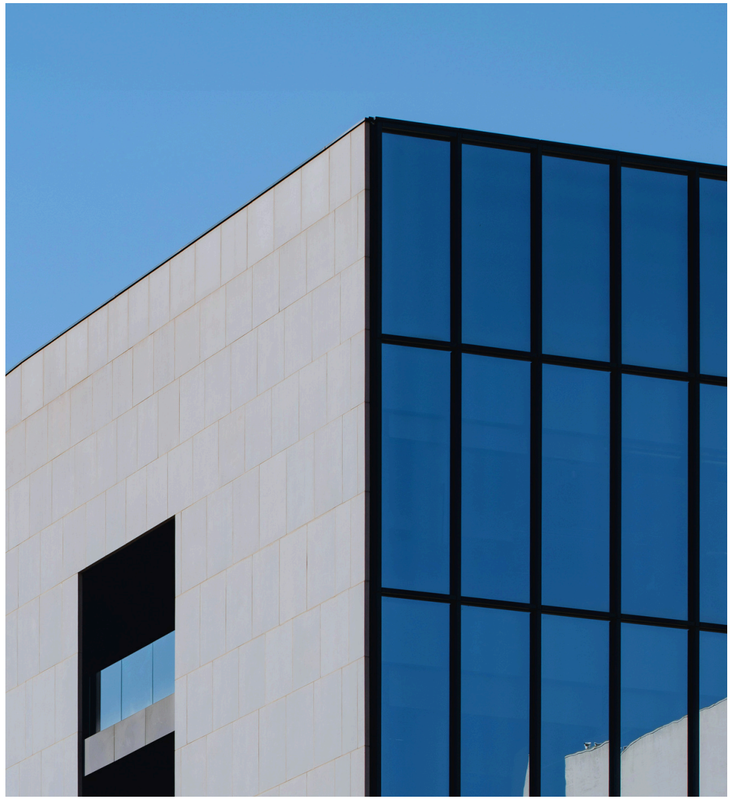
A Note on AI

The rapid growth of AI across our products and working practices has introduced a new dimension to our emissions profile, and one that the industry is still learning how to measure reliably.

We're engaging with our cloud and AI partners to push for better reporting standards, and we'll incorporate AI-specific emissions into our reporting once we can do so with detail and confidence.

Finally, we're investing in clean energy projects through our carbon credit portfolio, helping support the clean energy transition needed to power AI responsibly.

Our Actions



Offices and Energy

In order to preserve energy, we've taken the approach of closing one of our floors in our London office on Fridays (a day of lower attendance). We did similarly in our Edinburgh office over the December festive period. We are exploring options to replicate this approach in other office locations.

We've continued to roll out smart energy monitoring, motion-sensor lighting, and locked temperature settings in meeting rooms across our offices. Server room temperatures in most UK offices have been raised from 20°C to 22°C. While a small change, this saves approximately 2,500 kWh per year, roughly equivalent to the annual electricity use of an average UK home.

Our Glasgow office now runs entirely on renewable electricity, using a VRV air conditioning system with improved efficiency.

Platform Efficiency

In 2025, Skyscanner's Production Platform teams made significant strides in reducing the environmental impact of our cloud computing platform.

We modernised our deployment and management systems by replacing older, resource-intensive tools with more efficient, cloud-native solutions, cutting down on the background computing power needed to keep our services running.

We also transitioned our core systems to run on the latest generation of energy-efficient servers, which deliver the same performance while using less electricity. Alongside this, we introduced smarter ways to match computing resources to actual demand, reducing unnecessary over-provisioning.

Collectively, these efforts have delivered reductions in both our energy consumption and carbon footprint, while maintaining the reliability and quality our travellers expect.

Product

We continue to promote lower-impact travel choices in our product, including rail alternatives and less-visited destinations.

Our Underrated Destinations feature remains popular, and we incorporate overtourism and travel research data into our yearly 'Travel Trends' campaign.

32%

report that overcrowding has negatively impacted their travel experience; the effects of overtourism are already being felt.

AI

While we work to obtain better data on our AI-specific emissions, we've shared guidance to all teams as to how to use AI efficiently and mindfully.

That means choosing the right-sized model for the task rather than defaulting to the most powerful one, being deliberate about when AI is actually the right tool, designing leaner prompts, caching and batching to avoid redundant processing, factoring compute footprint into design reviews, and, where workloads allow, selecting cloud regions with cleaner electricity grids.

Supply Chain

Most of our emissions sit in our supply chain, so this is where sustained progress matters most. We continue to work with Watershed's platform to gather emissions data directly from our highest-emitting suppliers, moving from generic industry estimates toward supplier-specific figures.

We continue to work with our Procurement team on how to integrate sustainability into supplier conversations. We actively encourage our top suppliers to measure and disclose emissions, as well as set targets.

Trains

We've launched rail travel in select markets (UK, Spain, Italy, Germany and South Korea) to help travellers compare journey time, price and other factors like luggage allowance or city-centre arrival alongside flights.

Train journeys typically have a smaller carbon footprint than flying; industry data from the International Energy Agency indicates rail emissions per passenger kilometre are on average around one-fifth those of air travel, though this varies by route, operator and the local electricity grid.

Sustainable Aviation Fuel

We partnered with SkyNRG in 2019 joining its Board Now programme and supporting the development and scale-up of Sustainable Aviation Fuel (SAF). Excitingly, SkyNRG's DSL-01 facility in the Netherlands is currently under construction.

In 2025, we allocated SAF certificates (SAFc) covering around a third of our corporate travel flight emissions. SAF purchases reduce the carbon intensity of aviation fuel, but does not make any individual flight carbon neutral. Skyscanner purchases SAF so we can reduce the impact of our own corporate travel, as well as help drive supply of SAF for the future.

Our SAF purchase is not reflected in the data shared here within our business travel emissions. Instead, we include SAF in our portfolio because we believe scaling the supply of lower-carbon fuels is a necessary part of decarbonising aviation, and not because it offsets our footprint in full.

Carbon Removals and Credits

We have continued to build a credible, footprint-aligned portfolio by working with Frontier to invest in permanent carbon removal technologies. In 2025 our portfolio delivered 34 credits (representing 34 tonnes CO2e). We also maintain investments in advanced market commitments for high-quality carbon removals.

This covers a range of other credible removal and reduction projects including biochar, enhanced rock weathering, regenerative agriculture, and methane reduction. Often these projects have co-benefits for the communities within which they operate. Our approach here is consistent: carbon credits complement, rather than replace, the work of reducing emissions in our own operations and value chain.

We use carbon credits to address residual emissions we cannot yet eliminate, focussing on projects with strong scientific backing and independent verification.

Partnerships and External Engagement

We've deepened our relationship with Travel Forward, with the aim of cross-industry collaboration on shared climate challenges in tourism and aviation.

We also continue to support the UnTours Foundation's Reset Tourism Fund, which invests in innovative tourism businesses that prioritise fair trade, economic justice, and sustainability.

In 2025, two new projects received support through Skyscanner's funding: Dos Aguas Lodge, Colombia, and the social enterprise Caldera Impact, in Vanuatu.

External Engagement

Dos Aguas

Skyscanner has donated $60,000 to this project in Rincón del Mar, Colombia, demonstrating how tourism can become a net-positive force for ecosystems, local culture, and economic opportunity.

"We've always known that Dos Aguas was more than a hotel. When the fire took it away, we understood the truth of this: Dos Aguas belongs to the people of Rincón del Mar. A project that proves tourism can be an engine of regeneration, where the community is protagonist of its own future. The Reset Tourism Fund isn't just helping us rebuild our walls. It's giving us the chance to keep proving that responsible travel is not only possible, it is necessary."

Dania
Dos Aguas

Partnership

Caldera Impact

We've supported the Vanuatu-based social enterprise Caldera Impact with $20,000. It works with Pacific Island communities to develop community-led tourism experiences centred on sport, culture, and local identity.

"The support received through the Reset Tourism Fund has been instrumental in helping Caldera Impact strengthen and scale its community-led tourism model in Vanuatu.

This funding is helping us consolidate the impact of the Yasur Volcano Run and our previous races, expand our work with fragile island communities, and build the foundation for long-term trail-based tourism that creates both climate and livelihood benefits.

Marc
Caldera Impact

Through this support, Caldera Impact is generating tangible social, environmental, and economic outcomes by creating local income opportunities, strengthening community leadership, supporting trail restoration and stewardship, and increasing the visibility of remote island destinations.

It is also giving Caldera Impact the stability to refine and grow this model in Vanuatu, with the potential to expand it to other South Pacific islands facing similar challenges and opportunities."

01

Partnership

Canary Islands Regenerative Tourism Framework

We're supporters of the REGNEXT Canary Islands Regenerative Tourism Framework, a strategic initiative by the Government of the Canary Islands, and participate in the Commission of the Alliance for Regenerative Tourism. The initiative has established a voluntary, publicly governed financing mechanism to channel contributions into tangible ecological restoration projects.

02

Partnership

Invisible Cities

We're delighted to partner with grassroots tourism project, Invisible Cities. This social enterprise trains people who have experienced homelessness to become walking tour guides in their own cities.

03

Partnership

Glasgow Declaration on Climate Action in Tourism

We're a signatory to the Glasgow Declaration on Climate Action in Tourism, committing to reporting on our progress towards Net Zero on an annual basis.

Internal Engagement

Learning and Development

We continue to run sustainability talks and lunch-and-learn sessions across our offices.

We run environmental volunteering days and delivered greenwashing awareness training across teams. Our Product Design team continued to integrate sustainable design principles into development, supported by targeted training.

Climate-Related Financial Disclosures Framework

In 2025 we completed a trial run of the UK's Climate-Related Financial Disclosures framework ahead of our mandated reporting obligation.

A cross-functional working group assessed the climate risks and opportunities we face, and a physical desktop risk assessment was completed for all our office locations. Findings are included in Skyscanner Holdings Limited's FY25 Annual Report.

Appendix

Methodology Note

Our emissions are calculated annually with the support of Watershed, following the GHG Protocol Corporate Standard.

We use a combination of activity-based data, industry averages, and (where available), supplier-specific emissions factors. All figures are reported in tonnes of CO_2 equivalent (tCO_2e), covering the seven greenhouse gases covered by the Kyoto Protocol.

Our Scope 2 figures are reported on a market-based basis, reflecting the electricity we actually purchase rather than a grid average. We purchase energy attribute certificates (EACs) in markets where direct renewable procurement isn't available, but we do not deduct these from our reported Scope 2 figures.

Scope 3 in Detail

Category

3.1 Purchased Goods & Services	16,660	24,461	+47%
Marketing	10,583	17,019	+61%
Goods & Services	3,998	3,769	−5.7%
Cloud Services	1,784	2,610	+46%
Corporate Travel	2,598	4,292	+65%
3.2 Capital Goods	6,411	6,359	−0.8%
Offices (Including Edinburgh refurbishment)	5,966	5,840	−2%
Capital Equipment (Laptops etc)	862	1,287	+49%
3.3 Fuel & Energy Related Activities	104	107	+2.8%
3.4 Upstream Transportation & Distribution*	No data available	5	No data available
3.5 Waste	75	77	+3%
3.6 Corporate Travel	2,595	3,472	+34%
3.7 Employee Commuting	1,258	995	−21%
3.8 Upstream Leased Assets	22	19	−14%
3.11 Use of Sold Products	1,034	1,353	+31%

Key

- 2024 (tCO_2e)
- 2025 (tCO_2e)
- Change

*The 2025 footprint includes a new category; Upstream Transportation & Distribution. This category was not included in 2024 due to lack of data. As no prior year data is available, no year-on-year comparison is presented.

Contact

For questions about this report, please contact:

sustainability@skyscanner.net

Skyscanner