

CLIMATE ACTION PLAN

2025



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Introduction

At Skyscanner, we believe in a future where travel can be a force for good, connecting people and cultures. It is our hope that we, and our industry, can do so in a way that supports a net zero future.

With a company commitment to reach net zero by 2045 at the latest, we've spent the past year deepening our understanding of our environmental footprint, improving granularity of data where we could, and accelerating action across our business. We recognise that achieving net zero can't happen by working in isolation, so we've invested time in building frameworks to help this happen in conjunction with our suppliers and other third parties.

This Climate Action Plan update outlines our progress in 2024: how our emissions profile has evolved, the actions we've taken to reduce our impact, and our growing role in supporting system-wide transformation. We continue to align our efforts with the Science-Based Targets initiative (SBTi) and are focused on both operational changes and industry-wide collaboration.

Again, thank you for joining us on this journey.



Martin Nolan

Chief Legal Officer

Skyscanner Sustainability Executive Sponsor





Executive Summary

In 2024, we once again calculated our carbon footprint with the support of the climate advisory platform Watershed. We have followed the Greenhouse Gas (GHG) Protocol, which defines three scopes of emissions, and, in partnership with Watershed, mapped our business category and activity type to emissions factors (EFs).

By utilising activity-based, industry averages and (where available) supplier-specific EFs, Watershed measures emissions from our activities, and the value chain we influence, in tonnes of CO₂ equivalent (tCO₂e). This metric accounts for all major greenhouse gases – including methane and nitrous oxide – in addition to carbon dioxide.

Across the board, we've seen our emissions increase. This is down to several factors, including growth in our business and improvements to our data granularity and measurement methodologies. That granularity is something we'll continue to strive for, even if it results in increased reported emissions figures. Improving data quality doesn't increase our real-world emissions. Instead, it simply allows us to gain a better estimate. It's important we share the most accurate, truest picture, to improve transparency for our stakeholders and to enable us to identify and tackle our most significant sources of emissions. We also appreciate that as Skyscanner continues to be used by more people across the world, this will have a knock-on effect in increasing certain emissions points. As such, we'll continue to work with our supply chain, as well as improve platform efficiencies, with the goal of reducing emissions even as we continue to grow as a business.



Our Scope 1 emissions rose primarily due to improved data accuracy, particularly for gas usage in our Edinburgh office. Our Scope 2 emissions have also increased this year after consecutive years of decline. This was mainly down to both higher electricity use during refurbishment activities and overlapping leases due to an office move in Glasgow.

Most of our emissions (98.6%) continue to fall under Scope 3, typical for an asset-light business like ours. Our Scope 3 emissions grew from 21,716 tCO₂e in 2023 to 28,159 tCO₂e in 2024, largely driven by increased spend in Marketing and Capital Goods. However, when viewed through the lens of revenue intensity — emissions per unit of revenue — the picture is more balanced, with some months of 2024 performing better than previous years.

Looking ahead, we’re focused on several key strategies to reduce emissions and drive progress toward our 2045 net zero goal. We’ve included an overview of these in the ‘Actions’ section of this report.

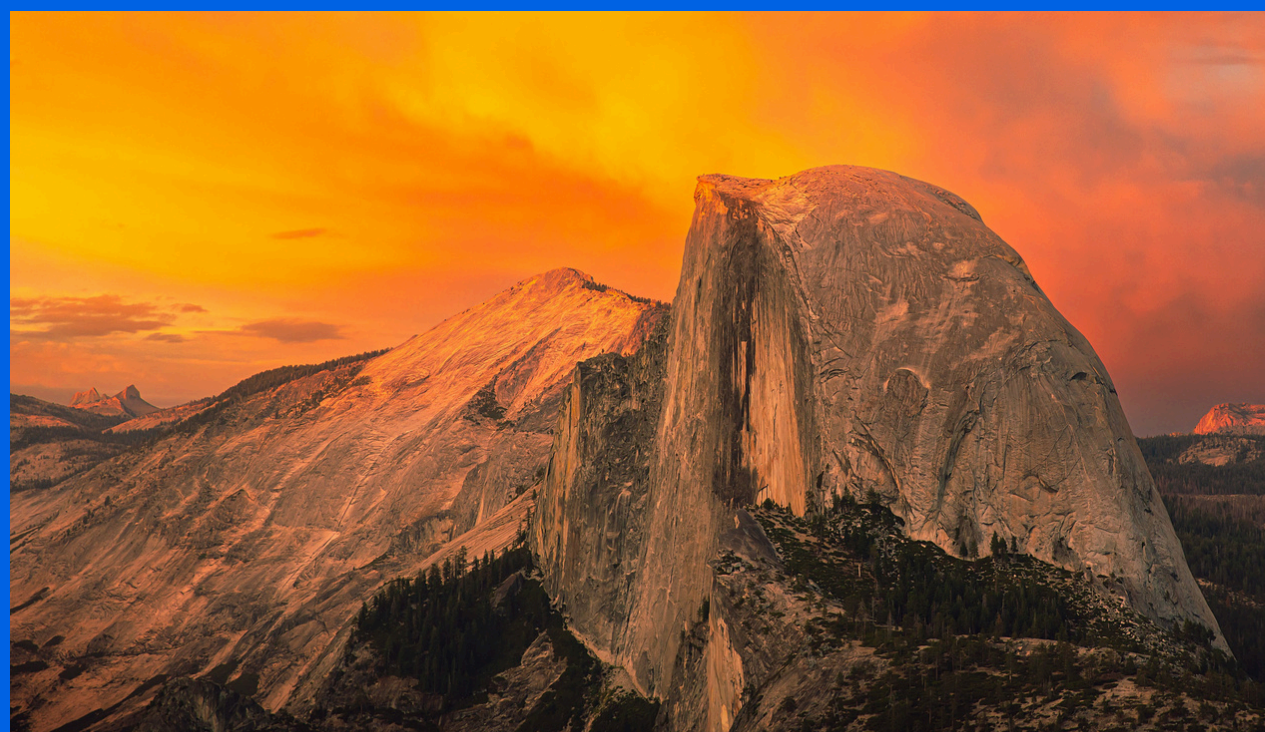
Our Scope 3 emissions

21,716 tCO₂e
2023

28,159 tCO₂e
2024



OUR TARGETS



Our Targets

We remain committed to our science-aligned near-term targets (from a 2023 baseline year):

Our emission reduction plan is informed by our footprint and where we should focus our efforts to achieve our net zero goals. These near-term targets for reducing our emissions are in line with the Science Based Target Initiative's (SBTi) standards. You can read more detail on what these near-term targets entail in [last year's Climate Action Plan Update](#).

42%

absolute reduction in Scope 1 and 2 emissions by 2030

71%

engagement of suppliers by emissions to set science-aligned targets by 2029

25%

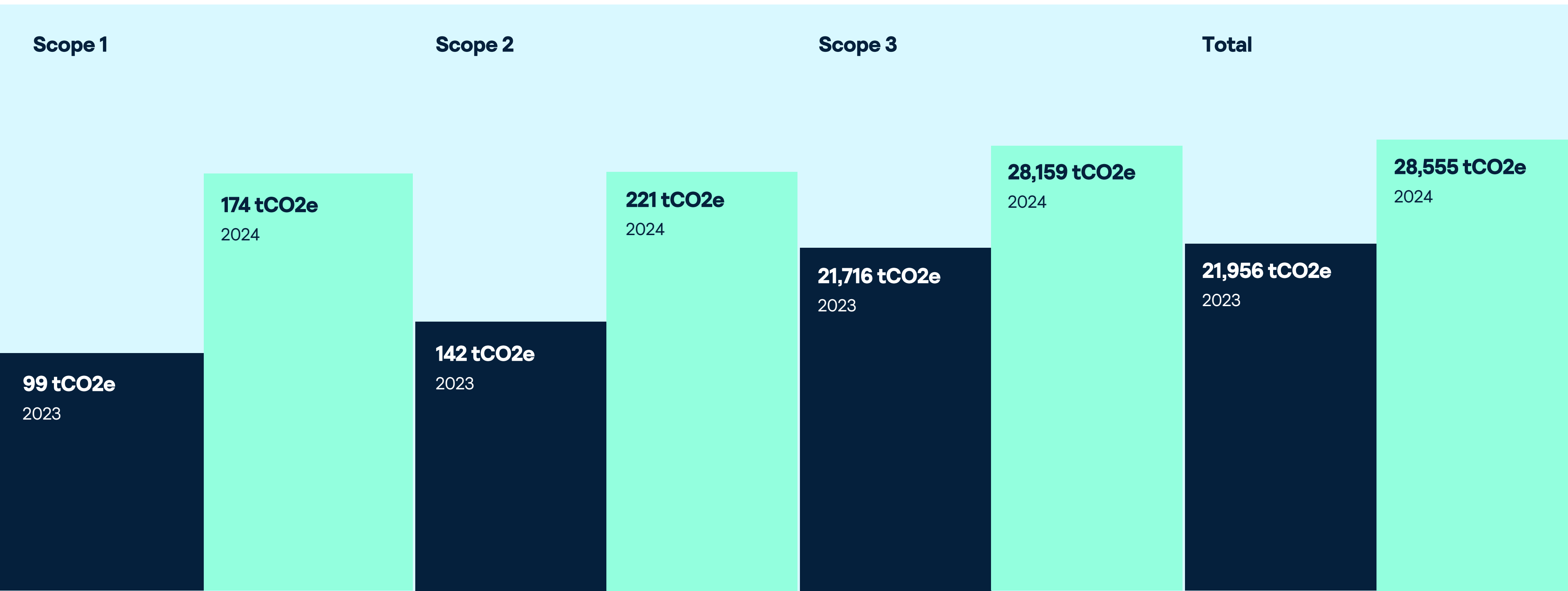
absolute reduction in Corporate Travel emissions by 2030

2024 Emissions

We continued to reduce operational emissions where possible, and have made significant strides in working with suppliers to better understand and influence our value chain’s impact.

↑ 32%

In 2024, our total measured emissions rose by 32% compared to 2023.



Scope 1 & 2

Scope 1 and 2 emissions cover emissions from sources that an organisation owns or controls directly and indirectly – like gas (direct) or electricity (indirect).

Scope 1: 174 tCO ₂ e	+77%
Scope 2: 221 tCO ₂ e	+56%

In 2024, we were able to increase the granularity of our gas data for our Edinburgh office, where previously we had used estimates by our building management. Our new Glasgow office, which we moved into in late 2024, does not use gas heating and so we expect to see a reduction in Scope 1 emissions in next year's footprint.

We've seen a Scope 1 increase of 77% and a Scope 2 increase of 56% versus last year's estimated data. This is due to a combination of having now secured granular consumption data, and out-of-hours work for our large office refurbishment. The latter is a one-off increase. With two Glasgow offices being leased for a period while we fitted out our new, all-electric office, this also increased our totals. Now, our new Glasgow office runs entirely on renewable electricity, using a VRV air conditioning system which has improved efficiency benefits, reducing carbon impact. We should see the positive impact of this in next year's reporting.

When looking at market-based versus location-based emissions, we see a year on year increase in market-based emissions (142 tCO₂e in 2023 to 221 tCO₂e in 2024), and a decrease in location-based emissions (298 tCO₂e in 2023 to 242 tCO₂e in 2024). To note, emissions stated in the diagram to the left are market-based. Location-based reporting calculates emissions based on the average emission intensity of the power grid a company is physically connected to. Market-based reporting reflects emissions from the specific electricity a company purchases. It follows that some market-based emissions will reduce due to renewable energy sources in some offices. We continue to purchase energy attribute certificates (EACs) in proportion to our electricity consumption to neutralise emissions in those markets where direct renewable electricity procurement isn't available. We don't show our Scope 2 emissions as 0 tCO₂e (as they would be with the EACs applied) in this report, as we want to maintain our focus on implementing energy efficiency measures to reduce our consumption at source and procuring clean power where possible.



Scope 3

Scope 3 emissions make by far the biggest contribution to our overall carbon footprint. The GHG Protocol splits the Scope 3 emissions further into sub-categories. The relevant Scope 3 categories for Skyscanner include the below.

Scope 3.1 Purchased Goods & Services		+31%	16,660 tCO ₂ e
Scope 3.2 Capital Goods		+108%	6,411 tCO ₂ e
Scope 3.3 Fuel & Energy Related Activities		-9%	104 tCO ₂ e
Scope 3.5 Waste		-30%	75 tCO ₂ e
Scope 3.6 Travel		-14%	2,928 tCO ₂ e
Scope 3.7 Employee Commuting		-5.4%	1,258 tCO ₂ e
Scope 3.8 Upstream Leased Assets		-9.8%	22 tCO ₂ e
Scope 3.11 Use of Sold Products		+4.9%	1,034 tCO ₂ e



Scope 3

Scope 3 emissions are those that arise across our value chain. They're not in our direct control or 'owned' by us. Thus, addressing these types of emissions requires close collaboration with our suppliers to reduce their emissions, as well as changes to our own business decisions. These include selecting lower-carbon products and services, improving procurement practices, and supporting our internal teams to make lower emission choices when building our product and campaigns. We continue to work with our suppliers to set science-aligned targets to support them in reducing their own emissions and in their own net zero journeys. This is a recognised strategy for lowering a business's carbon footprint and is aligned to the requirements for SBTi accreditation. Our Procurement team has been trained on how to incorporate sustainability into supplier performance management conversations with our top strategic suppliers.

Our Scope 3.1 emissions have increased by 31%. To some extent, this is a reflection of improved supply chain reporting through both a new pilot and enhanced data collection. However, it's also due to an increase in expanded marketing campaigns, where we've spent more with third parties. We've also seen a 4.9% increase in the Use of Sold Products category, as we're used by more travellers from more locations across the globe. This category has additionally been subject to a changed calculation methodology for greater accuracy.

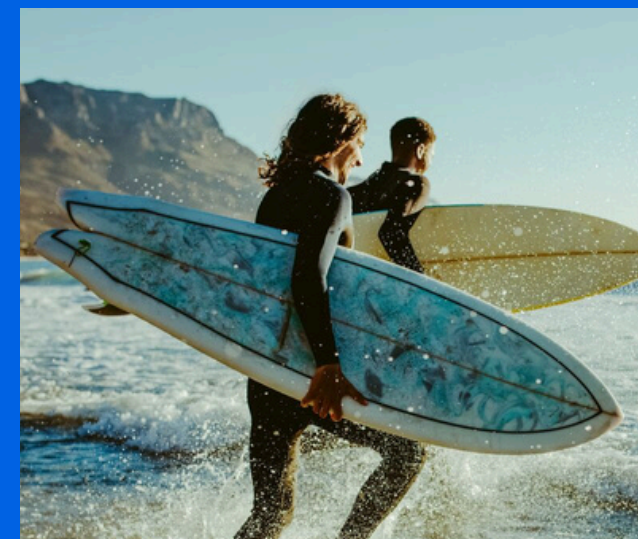
While we've seen an increase in Use of Sold Products emissions, we've seen a 12% decrease in our emissions associated with our Cloud Services. This is due to the hard work of our Engineering teams in optimising compute resource utilisation (more details on which can be found in the 'Actions' section of this report).

We've seen a large spike in the Capital Goods category under Scope 3.2. This is due to one-time refurbishments for our Edinburgh and Glasgow offices.

Corporate Travel emissions show a 14% decrease, but this is more likely attributable to reduced granularity in internal travel expense data—such as incomplete indirect flight data—rather than a true reduction in emissions, an issue we are working to address.

While representing a much smaller portion of our overall footprint, we continue to make progress in areas like office waste management and employee commuting, both of which have seen year-on-year reductions, despite an increase in headcount.





OUR ACTIONS



Our Actions

In 2024 we made progress across multiple areas of our climate strategy and continued to embed sustainability across our operations, products and partnerships.

Workplace energy efficiencies

Energy efficiency measures have been implemented in many of our global offices, and an ESOS Action Plan has been submitted to the UK Environment Agency, outlining key initiatives we're taking to reduce energy use. Although this is a UK scheme, where possible, we are replicating these energy efficiency measures across our global locations. For example, raising server-room temperature settings from 20°C to 22°C in most UK offices is expected to reduce our energy consumption by approximately ~2,500 kWh annually. 2,500 kWh is about the annual electricity usage of a UK home, and the emissions savings are similar to those produced from driving a car from Edinburgh to Paris and back again.

Plans are also in place to lock temperature settings in meeting rooms to maintain efficiency. In our Edinburgh office, we've made significant upgrades, installing new heating, ventilation and air conditioning systems that are already delivering improved energy performance. These systems include smart zone controls that allow us to reduce energy use in unoccupied areas. Most offices are equipped with smart lighting, motion sensors, and smart energy meters that help us monitor and adjust electricity usage in real time.



Platform energy efficiencies

Our Engineering team has driven substantial sustainability improvements this year. Our Production Platform team (a team responsible for several key services and platforms that support Skyscanner's operations) engaged with AWS to identify opportunities for more efficient computing. Throughout 2024, they made our compute infrastructure more energy-efficient by transitioning Kubernetes nodes to AWS Bottlerocket OS, migrating to ARM-based AWS Graviton instances, making enhancements to our AWS Batch processing environment, and streamlining traffic management using Istio's multi-cluster model. These changes have improved performance, security, and reduced energy consumption, paving the way to lower-carbon Cloud computing.

Supply chain and supplier engagement

Given that most of our emissions fall under Scope 3 — largely generated through our suppliers and partners — we've focused efforts on reducing emissions across our value chain. We're working to engage our top-emitting partners and suppliers in measuring and reducing their carbon impact. Using Watershed's platform, we've begun to collate emissions data from certain top-emitting third parties. This allows us in turn to introduce supplier-specific emission factors, which will enable more precise data reporting and granularity for our Scope 3 footprint. As part of our long-term strategy, we're encouraging our suppliers to adopt science-based targets and supporting them on their own net zero journeys.





Our Actions

Product updates

In conjunction with Travalyst's Travel Impact Model ([TIM](#)), we have migrated to the latest TIM version (version 2.0), increasing accuracy in our product. This means our flights labelling now takes into account more accurate fuel burn data, more accurate representation of flight paths and a better allocation of emissions between passengers and cargo.

We've also continued to promote lower-impact travel by highlighting rail alternatives and less-visited destinations. Our 'Underrated Destinations' feature remains one of the most popular in our 'Everywhere' search tool, and we now incorporate over-tourism and related travel research data into our regular traveller trends PR campaigns.

Our Actions

Carbon Credits and Investments

While our primary focus is reducing operational emissions, we also recognise the value of credible removals and offsetting as part of a global net zero transition. Our carbon portfolio supports a mix of emerging and established solutions. We continue to partner with Frontier to accelerate permanent carbon removal technologies between now and 2030. To address 100% of our Scope 1 emissions, we've maintained our commitment to purchasing high-quality carbon removals.

Through Watershed's carbon RFP, we have newly committed to investing in Mati Carbon, an enhanced rock weathering project in India. We opened a new office in New Delhi, India in 2024, so we were especially keen to support a local project in that market. Our portfolio also includes credits from biochar, regenerative agriculture, and methane reduction projects.

Additionally, we support SkyNRG's efforts to scale Sustainable Aviation Fuel (SAF) and have reduced our corporate travel emissions by purchasing 191 metric tonnes of SAF — covering 20% of our flight-related emissions. We also continue to purchase EACs to cover emissions generated in offices where clean energy isn't directly available.

Climate-Related Financial Disclosures

In early 2025, we undertook a trial run of the UK's Climate-Related Financial Disclosures framework, ahead of our mandated reporting obligation in 2026. We convened a cross-functional working group to assess the climate risks and opportunities Skyscanner faces. A physical desktop risk assessment was also completed for all our office locations. The findings and mitigation actions developed from this exercise will be included in Skyscanner Holdings Limited's FY24 Annual Report.



Partnerships and External Engagement

We've strengthened our collaboration with leading organisations driving change across the travel and sustainability sectors. As well as our participation in SkyNRG's Board Now programme scaling Sustainable Aviation Fuel, we've also deepened our relationship with the Travel Foundation, with the aim of cross-industry collaboration to address shared climate challenges in the airline and tourism sectors.

We're proud to partner with the UnTours Foundation, which recently surpassed its initial \$1.5 million fundraising target to support innovative tourism businesses that prioritise fair trade, economic justice, and sustainability. Skyscanner's financial contribution supports UnTours' mission to provide affordable, flexible capital to entrepreneurs across the world. Two projects supported by Skyscanner's funding are Purple Elephant Ventures and Playa Viva. Purple Elephant Ventures (PEV), is a Nairobi-based venture studio driving innovation in regenerative tourism, preserving natural ecosystems and empowering local communities. Playa Viva is a leading example of regenerative tourism, located on Mexico's Pacific coast. This eco luxury resort not only minimises its environmental impact but actively restores the surrounding ecosystem.

Our Actions

“We are deeply grateful for this investment made possible by Skyscanner, which empowers us to accelerate our mission of creating meaningful community, honoring place, and providing a regenerative travel experience that not only transforms travelers but also preserves and restores land and life. The funds provided specifically were used to upgrade our solar energy system. We are 100% off-grid, providing a model for zero emissions hospitality energy solutions. Ultimately, this funding allows us to scale our efforts and inspire more people to embrace travel that gives back to the planet and local communities. Together, we are building a future where travel fuels positive change and leaves a lasting positive impact on the world.”

David Leventhal
Operations Manager, Playa Viva

Our Actions

Internal engagement

Internally, we've hosted regular sustainability themed talks, driven environmental volunteering days and delivered greenwashing training across teams. Our Product Design team are beginning to integrate sustainable design principles into development, supported by targeted training.



Looking Ahead

We continue to build on the foundations we've set by making practical progress across key areas of our climate strategy. We'll reduce our internal energy use through ongoing efficiency gains, while prioritising the scale-up of our supply chain pilot, engaging our highest-emitting suppliers and encouraging them to measure and cut their own emissions.

We're also working to improve climate transparency in our product by exploring ways to give travellers clearer, more consistent emissions information. As part of our broader sustainability approach, we'll continue exploring opportunities to support regenerative travel—particularly through partnerships and funds that back community-focused and lower-impact tourism.

Finally, we recognise that our climate targets may need to evolve. As our understanding improves and science-based guidance is updated, we may revise our near-term targets to ensure they remain robust and aligned with best practice. In doing so, we'll follow guidance from SBTi, and as a business are committed to working towards a future where travel can be a force for good

