

Carbon Reduction Plan for B. Braun Medical Ltd

SA-GB02-G-6-4-20-501-02-A-EN
 Valid From 27.03.2023
 Version 2.0
 Page 1 of 5

Supplier name. **B. Braun Medical Ltd (Companies House number 02296559)**
 Publication date. **17.04.2026**
 Reporting Year. **2025 (January to December inclusive)**

This plan is based upon Procurement Policy Notes (PPN) 06/21 & 006

Commitment to achieving Net Zero

B. Braun Medical Ltd is committed to achieving Net Zero emissions by 2045.

Baseline Emissions Footprint

Baseline emissions are a record of the greenhouse gases that have been produced in the past and were produced prior to the introduction of any strategies to reduce emissions.

Baseline emissions are the reference point against which emissions reduction can be measured.

Baseline Year 2019			
Additional Details relating to the Baseline Emissions calculations.			
The emission calculations followed the Greenhouse Gas Protocol guidance. All operational & financial activities have been considered. The emissions will be calculated in tonnes of carbon dioxide equivalent - tCO ₂ e. We used UK Government – Department BEIS, Conversion Factors.			
Scope 1 & 2			
Scope 1 & 2 Emissions are calculated annually in compliance to the Streamlined Energy & Carbon Reporting Regulation. Scope 1 & 2 use good energy usage and mileage (activity) data to calculate their associated emissions. We will use 2019 as our baseline as this is the baseline used for SECR.			
For Scope 3			
Good data for Scope 3 calculations are sparse/sporadic from our suppliers and contractors. We therefore are left with spend as primary source of initial Scope 3 GhG calculation for our base year and subsequent years, unless specified below.			
Baseline Year Emissions 2019:			
EMISSIONS	TOTAL (tCO₂e)		
Scope 1	1553 (using UK Government emissions factors)		
Scope 2	668 (UK Government emissions factors)		
Scope 3 (Including Sources)	5023	Cat4 Upstream	Source Spend using EEIO emission factors
	188	Cat5 Waste	Source Spend using EEIO emission factors
	531	Cat6 Business Travel	Sources, air miles (with radiative forcing), train miles, nights stayed using UK Government emissions factors, & Spend using EEIO emission factors
	525	Cat7 Commute	Source ONS Travel Survey ¹ – all Emissions Factors (includes working from home)
	0	Cat9 Downstream	Source Spend using EEIO emission factors
Total Emissions	8487 (includes the above 5 subset of Scope 3 & Scopes 1 & 2 only)		

¹ <https://www.gov.uk/government/statistics/national-travel-survey-2021>

² <https://ghgprotocol.org/corporate-standard>

³ <https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>

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SA-GB02-G-6-4-20-501-02-A-EN
 Valid From 27.03.2023
 Version 2.0
 Page 2 of 5

Reporting Year 2025		
EMISSIONS	TOTAL (tCO ₂ e)	
Scope 1	746	
Scope 2	547	
Scope 3 (Including Sources)	2761 Cat4 Upstream	Source Spend using DEFRA Factors by SIC Code
	52 Cat5 Waste	Weights for Commercial Combustion, recycled and glass using Government emissions factors, remainder
	640 Cat6 Business Travel	source Spend using DEFRA Factors by SIC Code Sources, air miles (with radiative forcing), train miles, nights stayed using UK Government emissions factors, Supplier tCO ₂ e & Spend using DEFRA Factors by SIC Code
	619 Cat7 Commute	All employee survey, using UK Government emissions factors – extrapolated (includes working from home)
	0 Cat9 Downstream	Source Spend using DEFRA Factors by SIC Code
Total Emissions	5365 (includes the above 5 subset of Scope 3 & Scopes 1 & 2 only)	

Comment/Context regarding the figures

In 2025 our calculations switched from EEIO emission factors to UK Government- DEFRA Factors by SIC Codes. In doing so this has drastically affected our Cat 04 calculation – though there is an element of less spend by millions of GBP, in this category.

Category 4 & 9 Upstream & Downstream Transportation and Storage. A 2262 tCO₂e decrease on the base year. All sales take place at ‘the customers door’, hence any associated transportation GhG to our customers is captured within Category 4 Upstream Transportation and Storage. Our expectations were that short-term this figure will increase proportionally to our sales (which it hasn’t this year!). Apart from the change in calculation and less spend we cannot explain this reduction.

Category 5 Waste. A 126 tCO₂e decrease on the base year. In 2021 our principal waste contractor was able to offer a customer hub to enable easy download of waste type/weights for some waste streams. The 2019 emissions were calculated by using spend only and EEIO emission factors. Weights for commercial industrial waste (EWC 20 01 01) and Recyclable – paper/card – and glass, were used using UK Government emission factors. Other waste types used spend with DEFRA Factors by SIC Code. In 2024 and onward for clinical waste, we exchanged spend and replaced with weights.

Category 6 Business Travel. We continue to use a travel-booking company to find/book travel via planes, trains, ferry and overnight hotel stay. This gives good data for calculations, using distance and number of nights. Our preferred taxi company supplied a kgCO₂e figure for the 1st time in 2025. Other business travel used spend and DEFRA Factors by SIC Code. Our 2025 figure is 140 tCO₂e higher than previous year.

Category 7 Employee Commute. Figures for 2019 used an ONS National Travel Survey¹ using FTEs. For 2025 we used the results of a granular-comprehensive employee survey, where 402 (375 in 2024) out of 869 FTEs (46%) responded. We have 303 additional FTEs than our 2019 base year. We continued to ask for ‘market

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SA-GB02-G-6-4-20-501-02-A-EN
 Valid From 27.03.2023
 Version 2.0
 Page 3 of 5

segment' for the employee's car. Data was extrapolated to the FTE. We see an increase of 94 tCO₂e on the 2019 base year, probably due to increase in FTEs who work at the head office site. Our mileage to work (and back) has increased on 2024 adding a further 415859 miles, but still lower than the 2023 mileage of 4149219 miles. 74% of commute tCO₂e originates from a petrol and diesel car. 11% of tCO₂e originates from BEV vehicles. Any remaining data used spend with DEFRA Factors by SIC Code.

Emissions reduction targets

To continue our progress to achieving Net Zero, we have adopted the following carbon reduction targets.

- Set a target and commit to reduce our Gross Greenhouse-Gas Scope 1 and 2 Carbon Dioxide emissions by 50% by the end of 2030, and aim to become Net Zero for all emissions by 2045
- Only purchase 100% Renewable Electricity effectively making associated Scope 2 emissions Net Zero

Last year we projected that our Scope 1 & 2 carbon emissions target would decrease in 2025 to 1615 tCO₂e. In 2025 the total scope 1 & 2 GhG was 1293 tCO₂e, 322 tonnes less than the target. This is a 42% reduction on the base year 2019.

This means the 'next three year' target (by the end of yr2028) 1312 tCO₂e has been achieved. Further reduction will be tough, as our company car mileage has now reached 2019 levels following the pandemic and reducing further, we'll need PHEV drivers to move to BEVs.

We have seen company car associated GhG move from Scope 1 – due to fossil-fuelled vehicles, to Scope 2 – EVs & PHEVs. This will mean Scope 1 should lessen, but Scope 2 increase – but by a smaller amount.

Progress against these targets can be seen in the graph below:



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SA-GB02-G-6-4-20-501-02-A-EN
Valid From 27.03.2023
Version 2.0
Page 4 of 5

Carbon Reduction Projects

Completed Carbon Reduction Initiatives

The following environmental management measures and projects have been completed or implemented since the yr2019 baseline. The carbon emission reduction (for Scopes 1 & 2 only) achieved by these schemes equate to 928 tCO₂e, a 42% reduction against the yr2019 baseline.

Details of some of our completed carbon reduction projects.

- Created a Sustainability Steering Committee (now the Sustainability Leadership Team) who give advice to the UK Executive Committee/Board, who then give direction to the SLT on future direction/plans.
- Created an Energy Policy (created in 2021), reviewed annually - (Feb 2026) – via SLT.
- Only purchased Renewable Electricity (effectively making the majority of Scope 2 Net Zero).
- Created 4 project groups looking at immediate sustainability activities.
- Continued to swap-out old fluorescent lamps for LED in work areas – completed in 2025.
- Company Car Policy amended to contain entirely BEVs – Battery Electric Vehicles and PHEVs Plug-in Hybrid Electric Vehicles, and Hybrids, phasing out our (only) fossil fuelled (ICE) cars over the next 4 years.
- Improve our Building Management System's with better controls and programming.
- Installed additional submeters in buildings at the head office site to better monitor and understand usage.
- Sustainability Steering Committee (SSC) – transforms into the Sustainability Leadership Team (SLT). Similar people – same function and direction.
- Upgraded the HQ site's Distribution Centre's – main electrical distribution board (allowing further electrical work – install solar & EV chargers to take place afterwards)
- Green light received at the end of 2024 – regarding CAPEX for installation of Solar Panels at our head office Sheffield site.
- Installed solar panels to our Sheffield, Unit 2 and Distribution Centre's roofs. Expected to produce at least 20% of our annual electricity consumption – thereby lowering our Scope 2 GhG.
- Obtained kgCO₂e amounts from our preferred taxi operator (instead of spend data for Cat06).

Details of any likely/proposed future carbon reduction projects.

- Continue to purchase 100% renewable electricity.
- Annually review and where required update our Energy Policy.
- Improved energy monitoring and building management system integration. With a specific focus on CAPS facility and greater control over air handling systems to dial back the number of cycles during non-production periods.
- DC – roller shutter doors, improved pedestrian access, heat curtain to the outside, monitor improvements during hot weather period to better target future efficiency improvements.
- Continued improvements in our Company Car Fleet. Greater investigation into the composition of our company car fleet looking at barriers to uptake of EVs. Additional investigation given to the continued improvement of our on-site EV charging capacity (across all sites).
- Investigate the expansion of our solar capacity.

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Version 2.0
Page 5 of 5

Declaration and Sign Off

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 & PPN 006 and associated guidance and reporting standard for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard² and uses the appropriate Government emission conversion factor (for that year) or spend emission factors (EEIO emission factors yr2019, DEFRA Factors by SIC Code from yr2025) for greenhouse gas company reporting³.

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard⁴.

This Carbon Reduction Plan has been reviewed and signed off by the board of directors (or equivalent management body).

Signed on behalf of the B. Braun Medical Ltd:

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Mr Craig Cannings
Managing Director
Date: 17/04/2026



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Mr Richard Wood
Operations Director

Version 1.0

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