SONOSCANNER
Premium Diagnostic Ultrasound

CONÇU ET FABRIQUÉ EN FRANCE

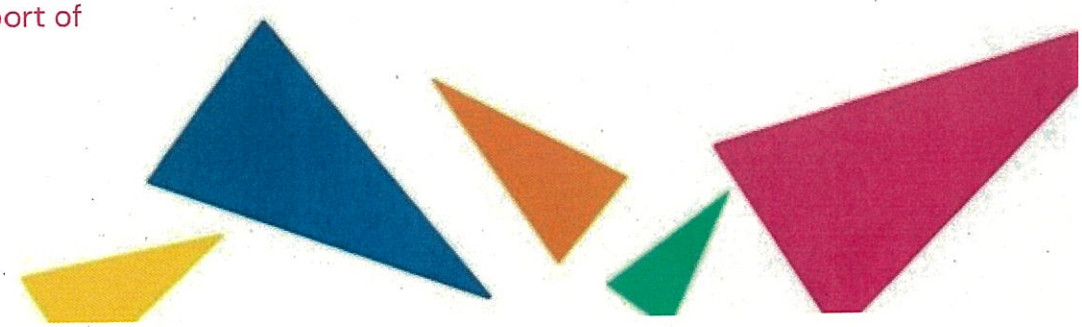
Carbon Reduction Plan

Sonoscanner SARL

Reporting Period:
2025 (January to December)

Produced with the support of

LITMUS Sustainability



Our Commitment to Net Zero

Sonoscanner SARL is committed to achieving Net Zero emissions by 2050.

Baseline Year

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: 2025 (January to December)

Additional Details relating to the Baseline Emissions calculations.

Sonoscanner SARL's baseline emissions include Scope 1 and 2 and mandatory PPN 006 Scope 3 categories: Fuel and Energy Related Activities, Upstream Transport, Waste, Employee Commuting, Business Travel, and Downstream Transport. Our organisational boundary was defined using the operational control approach, covering all global emissions in the above categories.

The Stationary Combustion activity category was not applicable to our organisation because we do not use gas or any other fossil fuels on our site in France. Business Travel emissions cover flights and trains only.

To better reflect our real-world environmental impact, our commuting emissions included estimated homeworking, and we used local and life cycle emission factors wherever possible.

Some emissions in our baseline year were calculated using estimated volumes and/or spend-based data where more accurate information was not available. We are committed to continuous improvement in our emissions data, and recalculation of previous years will be implemented in future reports if necessary to maintain an effective base year comparison.

Emissions	Total (tCO_2e)
Scope 1	**41.82**
Scope 2	**3.90** location-based
Scope 3	**38.38**
Total Emissions	**84.10** location-based

Baseline Year Emissions Breakdown

Scope 1	Tonnes CO_2e[1]
1.1 Stationary Combustion	0.00
1.2 Mobile Combustion	41.82
1.3 Fugitive Emissions	0.00
1.4 Process Emissions	Excluded (not applicable)
Scope 2	
2.1 Electricity (location based)	3.90
2.1 Electricity (market based)	N/A
2.2 Heat and Steam	Excluded (not applicable)
Scope 3 (Upstream)	
3.1 Purchased Goods & Services	Excluded (applicable but not reported)
3.2 Capital Goods	Excluded (applicable but not reported)
3.3 Fuel & Energy Related Activities	13.36
3.4 Upstream Transportation & Distribution	8.76
3.5 Waste Generated in Operations	0.11
3.6 Business Travel	12.73
3.7 Employee Commuting & Homeworking	3.37
3.8 Upstream Leased Assets	Excluded (not applicable)
Scope 3 (Downstream)	
3.9 Downstream Transportation & Distribution	0.05
3.10 Processing of Sold Products	Excluded (not applicable)
3.11 Use of Sold Products	Excluded (applicable but not reported)
3.12 End-of-Life Treatment of Sold Products	Excluded (applicable but not reported)
3.13 Downstream Leased Assets	Excluded (not applicable)
3.14 Franchises	Excluded (not applicable)
3.15 Investments	Excluded (not applicable)

[1] Due to rounding, breakdown figures may not add up exactly to the total stated emissions.

Current Emissions Reporting

Current Year: 2025 (January to December)	
Additional Details relating to the Current Year emissions calculations.	
We are committed to continuous improvement in our emissions data, and recalculation of previous years will be implemented in future reports if necessary to maintain an effective base year comparison.	
Emissions	**Total (tCO_2e)**
Scope 1	**41.82**
Scope 2	**3.90** location-based
Scope 3	**38.32**
Total Emissions	**84.10** location-based

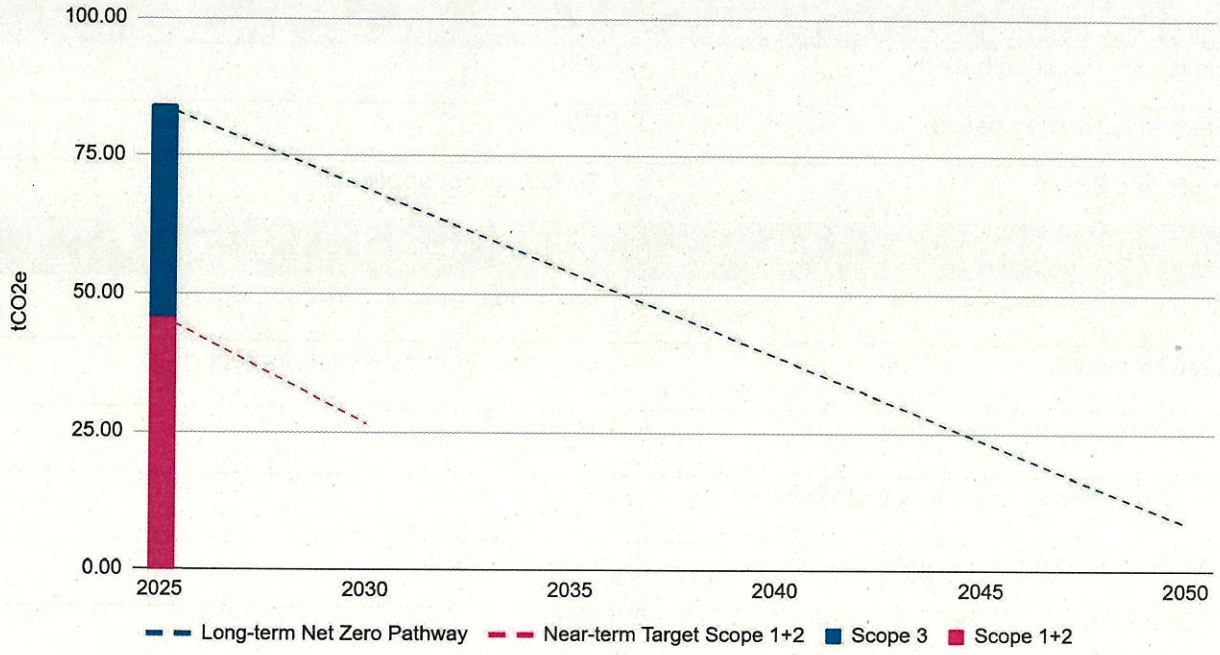
Current Year Emissions Breakdown

Scope 1	Tonnes CO_2e
1.1 Stationary Combustion	0.00
1.2 Mobile Combustion	41.82
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3.15 Investments	Excluded (not applicable)

Emissions Reduction Targets

We have committed to a long-term target of achieving net zero by 2050. In practice, this equates to a 90% absolute reduction in Scope 1, 2 and 3 emissions by 2050 from our 2025 baseline. The remaining 10% of emissions will be balanced by emissions removals to achieve net zero.

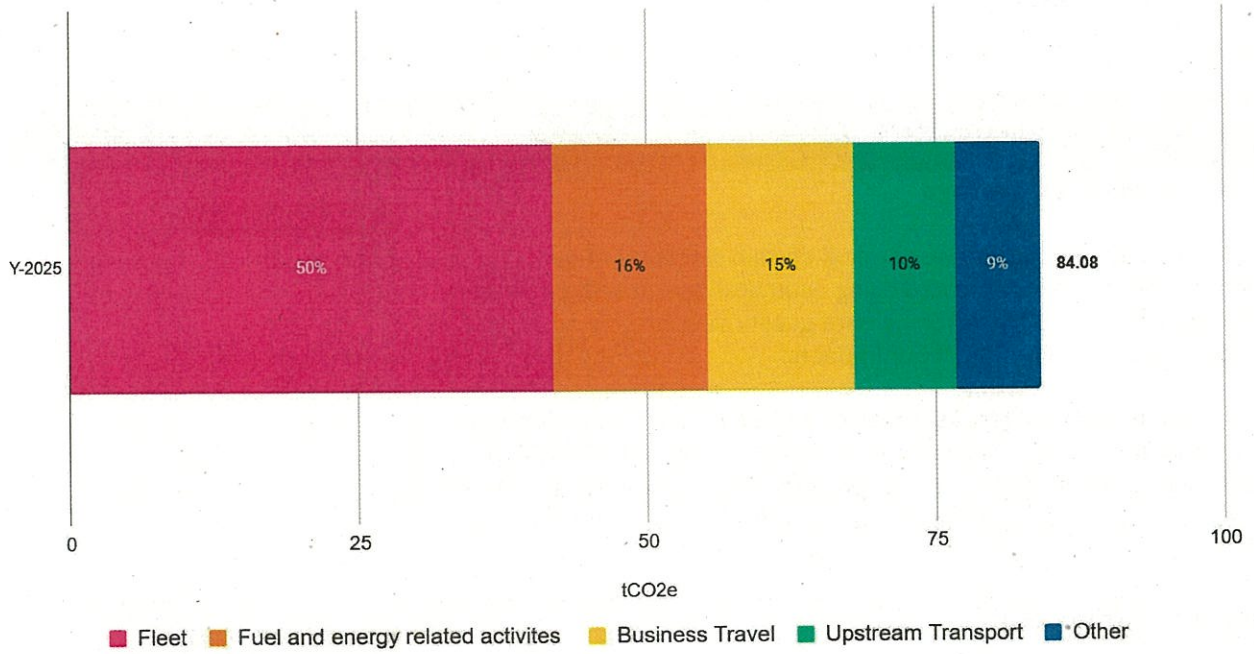
We have also set a near-term target of a 42% reduction in Scope 1+2 emissions by 2030 from our 2025 baseline. Our annual emissions reduction targets are set out in the charts below.



Scope	Baseline Year (2025)	Current Year (2025)
Scope 1	**41.82**	**41.82**
Scope 2	**3.90** location-based	**3.90** location-based
Scope 3	**38.38**	**38.38**
Total	**84.10** location-based	**84.10** location-based

Carbon Reduction Projects

We are committed to taking action to bring down our emissions in-line with our near-term and long-term targets. A materiality analysis of our baseline and current year emissions, showing the key contributors to our carbon footprint, is shown in the chart below.



Current & Completed Carbon Reduction Initiatives

We have completed or are currently working on the following measures:

Measure Description	GHG Category
Sustainable Commuting Due to our site's location in Paris, our staff almost exclusively commute by bicycle or the metro. These forms of transport have a far lower impact than using internal combustion engine cars and have made commuting only a minor part of our overall carbon footprint.	Commuting

Battery EV Deliveries In our baseline year, over half a tonne of components delivered to our site in France were sent via electric van. As more of transportation is electrified over the coming years, we expect to see our Transportation & Distribution emissions reduce significantly.	Transport & Distribution

Future Initiatives

To keep on track to our targets we are committing to implementing the following initiatives in future:

Measure Description	GHG Category
Data Quality & Coverage While overall data quality was strong, certain elements of our footprint had to be calculated using estimates and industry averages. We are committed to improving data quality year on year to provide a more accurate reflection of our impacts. In addition, some material sources of emissions, such as the carbon embodied in our purchased goods and services and the emissions associated with the usage of our products by customers, have not yet been calculated. Addressing this is a priority for future reporting periods.	Cross-cutting
Fleet Electrification Within our direct emissions (Scope 1 and 2), the largest single source of impact is petrol consumption across our company fleet. During the reporting period, over 20,000 litres were used across our seven vehicles. As these vehicles reach the end of their operational life, we will explore transitioning to hybrid or fully electric models, which would reduce per-mile emissions by approximately 40% and 70% respectively compared with a standard petrol vehicle. A full transition would enable us to reach our near-term target by 2030.	Mobile Combustion
Reduction in Air Freight Due to the nature of our business, air freight is sometimes required for upstream transportation. This accounts for over 10% of our annual emissions and has an impact roughly 50 times greater than sea freight; had these journeys been made by sea, the associated emissions would have fallen from 8 tCO_2e to 0.15 tCO_2e. We are therefore committed to reducing our reliance on air freight wherever feasible, working across our supply chain to manage requirements and set clear expectations on lead times.	Transport & Distribution

Declaration and Sign Off

This Carbon Reduction Plan has been completed in accordance with 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 standard[1] and uses the appropriate Government emission conversion factors for greenhouse gas company reporting[2].

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) Standard[3].

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

Signed on behalf of Sonoscanner SARL:

Name: RICHARD ETIENNE

Position: COO

Date: 26/01/2026

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[1] https://ghgprotocol.org/corporate-standard
[2] https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting
[3] https://ghg protocol.org/standards/scope-3-standard

This Carbon Reduction Plan was produced with the support of Litmus Sustainability.