



# Carbon Reduction Plan

Supplier name: ESAOTE EUROPE UK BRANCH (ESAOTE UK)

Publication date: 27/03/2024

## Commitment to achieving Net Zero

ESAOTE UK is committed to achieving Net Zero emissions by 2050.

## 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: 2023**

### **Additional Details relating to the Baseline Emissions calculations.**

Emissions data had not been published in previous years, hence the year 2023 was chosen as the reference year. The methodology for measuring our carbon footprint is in line with the GHG protocol and environmental reporting guidelines. Calculations have been made using a spreadsheet that takes into account the requirements of the GHG protocol and includes the UK government's emission factors. The base year is the starting point for pursuing the path and commitment to carbon neutrality.

Gases included in the study: CO<sub>2</sub>e (carbon dioxide equivalent), including: the greenhouse gases covered by the Kyoto Protocol (carbon dioxide [CO<sub>2</sub>], methane [CH<sub>4</sub>], nitrous oxide [N<sub>2</sub>O], hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], sulphur hexafluoride [SF<sub>6</sub>] and nitrogen trifluoride [NF<sub>3</sub>]).

Categories of GHG Protocol included:

Scope 1:

- Mobile Combustion



- Refrigeration system gas leaks

Scope 2:

- Electricity from the grid

Scope 3:

- Upstream Purchased goods
- Fuel and energy related activities – not included in Scope 1 and 2
- Waste generated in operations
- Business travel
- Downstream transportation and distribution

**Baseline year emissions: 2023**

EMISSIONS	TOTAL (tCO <sub>2</sub> e)
<b>Scope 1</b>	<b>13.6 (49.5%)</b> Mobile combustion: 7.8 tCO <sub>2</sub> e (28.4%) Fugitive emission: 5.8 tCO <sub>2</sub> e (21.1%)
<b>Scope 2</b>	<b>1.8 (6.5%)</b>
<b>Scope 3</b> <b>(Included Sources)</b>	<b>12.1 (44%)</b> Upstream transportation and distribution: not relevant (ESAOTE UK is a services organisation in the UK that provide services rather than goods and, as such, transportation and distribution of goods are not relevant to us) Upstream purchased goods: 0.62 tCO <sub>2</sub> e (2.3%) Commuting: see mobile combustion Business trips: 6.4 tCO <sub>2</sub> e (23.4%) Waste: 1.57 tCO <sub>2</sub> e (5.7%) Downstream transportation and distribution: 3.29 tCO <sub>2</sub> e (12%)



	Purchased products: 0.15 tCO <sub>2</sub> e (0.55%)
<b>Total Emissions</b>	<b>27.4 (100%)</b>

### Current Emissions Reporting

Reporting Year: 2023	
EMISSIONS	TOTAL (tCO <sub>2</sub> e)
<b>Scope 1</b>	<b>13.6 (49.5%)</b> Mobile combustion: 7.8 tCO <sub>2</sub> e (28.4%) Fugitive emission: 5.8 tCO <sub>2</sub> e (21.1%)
<b>Scope 2</b>	<b>1.8 (6.5%)</b>
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<b>Total Emissions</b>	<b>27.4 (100%)</b>



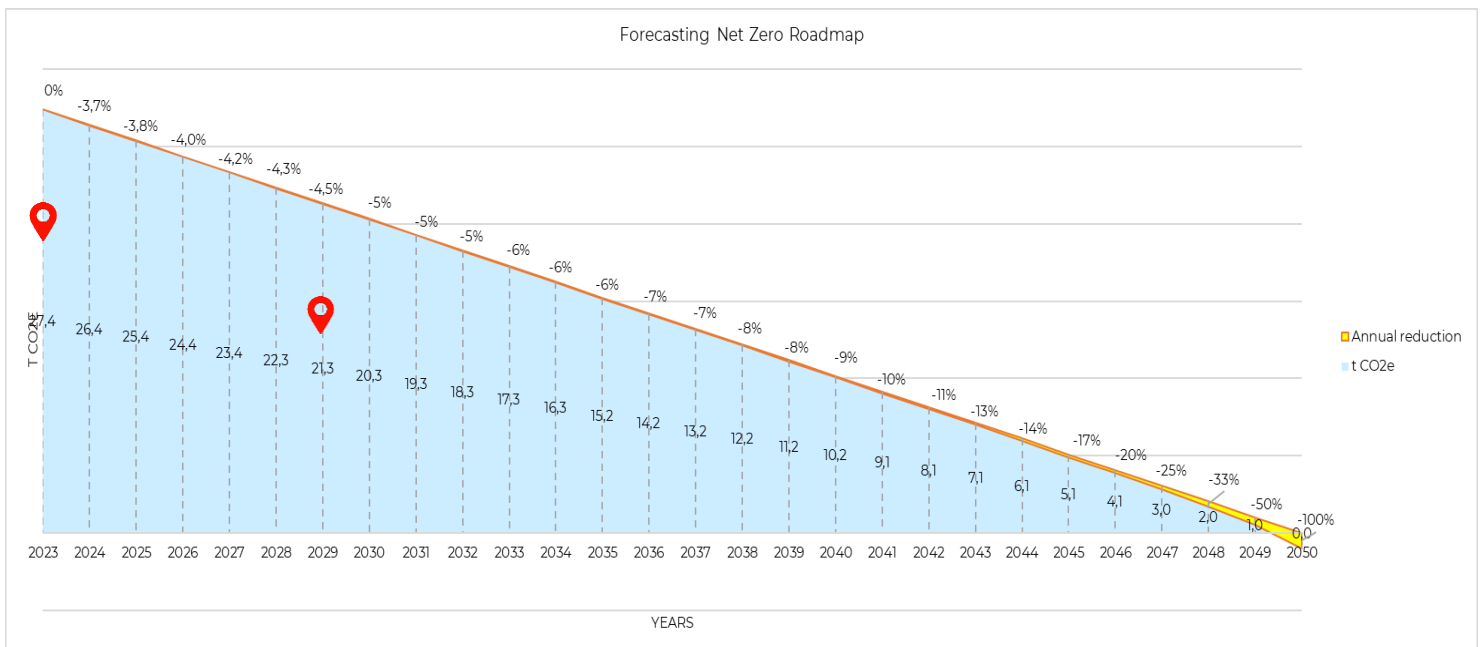
### Emissions reduction targets

ESAOTE UK has no previous emission reduction commitments, as this is the first carbon footprint calculation. However, the base year has identified the most critical areas to act on from here on. In order to achieve net zero, starting in base year 2023 with a 2050 target, we have identified several areas for action. We envisage actions that can have a positive impact in both the short and medium to long term, reducing emissions by at least 22% in six years. We envisage actions that can be not only technological (replacement of equipment, reduction of resource use, optimisation) but also managerial. These activities combined will ensure a synergy effect in line with our goal of reducing and neutralising our annual emissions.

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

We project that carbon emissions will decrease over the next six years to 21.3 tCO<sub>2</sub>e by 2029. This is a reduction of 22%. The forecasts can be summarised as follows:

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



year	t CO <sub>2</sub> e	Annual reduction
2023	27,4	0%
2024	26,4	-3,7%
2025	25,4	-3,8%



2026	24,4	-4,0%
2027	23,4	-4,2%
2028	22,3	-4,3%
2029	21,3	-4,5%
2030	20,3	-5%
2031	19,3	-5%
2032	18,3	-5%
2033	17,3	-6%
2034	16,3	-6%
2035	15,2	-6%
2036	14,2	-7%
2037	13,2	-7%
2038	12,2	-8%
2039	11,2	-8%
2040	10,2	-9%
2041	9,1	-10%
2042	8,1	-11%
2043	7,1	-13%
2044	6,1	-14%
2045	5,1	-17%
2046	4,1	-20%
2047	3,0	-25%
2048	2,0	-33%
2049	1,0	-50%
2050	0,0	-100%

## Carbon Reduction Projects

### Completed Carbon Reduction Initiatives

The following environmental management measures and projects have been completed or implemented since the 2023 baseline. The carbon emission reduction achieved by these schemes equate to 21.3 tCO<sub>2</sub>e, a 22%ge reduction against the 2023 baseline and the measures will be in effect when performing the contract.

In the future we hope to implement further measures such as:

The main impact of the organisation's emissions is attributable to consumption from the use of company cars (28.4%) and business travel (15.6%).

Starting from the base year 2023 and the main emission sources, the following emission reduction and saving actions have been identified. The following actions will be implemented from now on and monitored annually:



(a) Short-term interventions (1-2 years)

1. Request periodic leakage control (technological intervention).

Refrigerant gases are one of the categories to be monitored to ensure no leaks from air conditioning systems. The release of these substances into the environment is in fact highly polluting. We therefore foresee an increased frequency of leakage control and routine and periodic maintenance of these air conditioners.

2. Require purchase of electricity from renewable energy (technological intervention)

Purchasing electricity from renewable sources is the first step towards more responsible consumption of the energy we use. We therefore plan to switch to 100 per cent renewable electricity and avoid contributing to the use of fossil fuels.

3. Reduce paper use and purchase recycled paper (technological intervention)

Office purchases, although they do not have a large impact on the total carbon footprint, are one of the points on which we want to intervene by raising awareness among ESAOTE UK employees. We want to reduce the consumption of purchased resources and prefer, where possible, to use recycled raw materials (e.g. non-virgin printing paper).

4. Reduce plastic items from stationery (technological intervention)

We want to eliminate the purchase of disposable plastic items for stationery, and at the same time reduce the use of stationery that is not strictly necessary.

5. Environmental policies (management intervention)

We plan from now on, in the short term to implement a series of environmental policies to be required of our employees. Specifically: increase agile working days (benefit for the reduction of business travel and commuting), when possible; to favour, when possible, videoconferences instead of face-to-face meetings, both for employees and service providers; to envisage a travel policy (favouring the use of trains instead of planes and requiring to concentrate and optimise travel) and a car policy for owned vehicles. Finally, require training hours on stationery saving and proper waste disposal.

6. Improving the quality of primary data (management intervention)

Although not a technological intervention, improving data retrieval and avoiding estimates ensures more accurate monitoring. Mapping a measured data certainly allows the company to intervene more easily to reduce consumption. For this reason, we plan from now on to avoid estimates on the company's own consumption, where possible.

7. Evaluation of suppliers (management intervention)

We plan to start mapping the environmental practices of our suppliers. As a first step, we plan to monitor the type of vehicles and fuel used by our transporters of goods (upstream and downstream).



b) Medium-term intervention (within 2 years)

1. (Technological intervention) Need to replace neon lights with LED systems.
2. (Technological intervention) Increase vehicle load capacity, aiming for full load. capacity for freight transport (from logistics hub to customers).
3. (Management intervention) Mapping good practices of the logistics provider.
4. (Management intervention) Disseminate an awareness letter on trip management to our suppliers.
5. (Management intervention) Provide training/awareness-raising hours for employees on the correct disposal of office waste, in order to encourage proper waste separation.

c) Medium- to long-term intervention

1. (Technological intervention) Replace the two diesel cars with a hybrid alternative (car policy).
2. (Management intervention) Require your logistics supplier to use fuels with a lower environmental impact (HVO/LNG).
3. (Management intervention) Evaluate suppliers according to their ESG commitments.
4. For residual emissions that cannot be reduced, provide offsetting through the purchase of carbon credits.



## Declaration and Sign Off

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 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<sup>1</sup> and uses the appropriate Government emission conversion factors for greenhouse gas company reporting<sup>2</sup>.

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<sup>3</sup>.

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

### Signed on behalf of the Supplier:

#### ESAOTE EUROPE UK BRANCH

Date: 27/03/2024

JAMES DAVIES



Country Business Director UK&I

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<sup>1</sup><https://ghgprotocol.org/corporate-standard>

<sup>2</sup><https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>

<sup>3</sup><https://ghgprotocol.org/standards/scope-3-standard>