Fannin (UK) Limited – Carbon Footprint Statement and Net Zero Carbon Reduction Plan, In-line with PPN 006

Publication Date: 03/08/2026

This PPN 006 details emissions associated with Fannin (UK) Limited, which incorporates Stroud, Espiner and VacSax.

About Us

Fannin (UK) Limited supplies medical devices, medicines and diagnostic products to healthcare professionals across the UK. Our portfolio supports clinical specialties including anaesthesia, critical care, surgery, urology and gastroenterology, helping healthcare teams manage illness and deliver effective patient care.

We are committed to delivering effective patient services while managing the environmental impact of its operations. Our Carbon Reduction Plan sets out how we intend to reduce greenhouse gas emissions, use resources more efficiently and integrate lower-carbon practices into day-to-day activities. In doing so, we aim to contribute to the broader transition towards a more sustainable model of healthcare delivery.

Our previous Carbon Reduction Plans used FY2019 as the baseline year, with emissions reported annually thereafter. For this declaration, we have established a new baseline year to provide a more complete and representative basis for monitoring future performance and progress towards our carbon reduction commitments. The new baseline reflects the broader organisational and emissions scope captured within the 2025 dataset, together with the increased use of activity-based calculation methodologies.

Commitment to Achieving Net Zero

Fannin (UK) Limited is committed to achieving Net Zero emissions by 2045.

During 2025, Scope 3 emissions, those arising from the wider value chain, constituted 87.72% of the total emissions. The single largest contributor among all in-scope categories was Scope 3 *Upstream Transportation and Distribution* emissions, accounting for 60.02% of the total footprint. Progress towards our Net Zero ambitions will therefore depend significantly on reducing emissions associated with logistics and distribution activities, including through lower-emission transport options and continued monitoring of supplier-related data. Additional reductions across Scopes 1, 2, and 3 are expected through broader industry and legislative changes, and will be supported by ongoing collaboration with suppliers, operational enhancements, and updates to internal policies.

Although this reporting year establishes a new baseline, Fannin (UK) Limited has already taken steps to reduce its environmental impact and embed more sustainable practices. This baseline will support clearer tracking of future progress and continued development of emissions reduction initiatives.

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.

<table>
<tr><td colspan="2">Baseline Year: 1st January 2025 to 31st December 2025</td></tr>
<tr><td colspan="2">Additional Details relating to the Baseline Emissions calculations.</td></tr>
<tr><td colspan="2">This year establishes a new baseline, since the calculations support a more comprehensive assessment of emissions, predominantly based on activity-based data. Projections have been developed based on expected business growth and calculated using the operational control approach.</td></tr>
<tr><td colspan="2">Baseline year emissions:</td></tr>
<tr><td>EMISSIONS</td><td>TOTAL (tCO2e)</td></tr>
<tr><td>Scope 1</td><td>96.60</td></tr>
<tr><td>Scope 2</td><td>1.54 (market-based)
139.24 (location-based)</td></tr>
<tr><td>Scope 3
(Included Sources)</td><td>703.00
This includes the emissions from the following required sources of Scope 3:
• Upstream Transportation and Distribution
• Waste Generated in Operations
• Business Travel
• Employee Commuting
• Downstream Transportation and Distribution</td></tr>
<tr><td>Total Emissions</td><td>801.44 (tCO_2e) (market-based)</td></tr>
</table>

Current Emissions Reporting

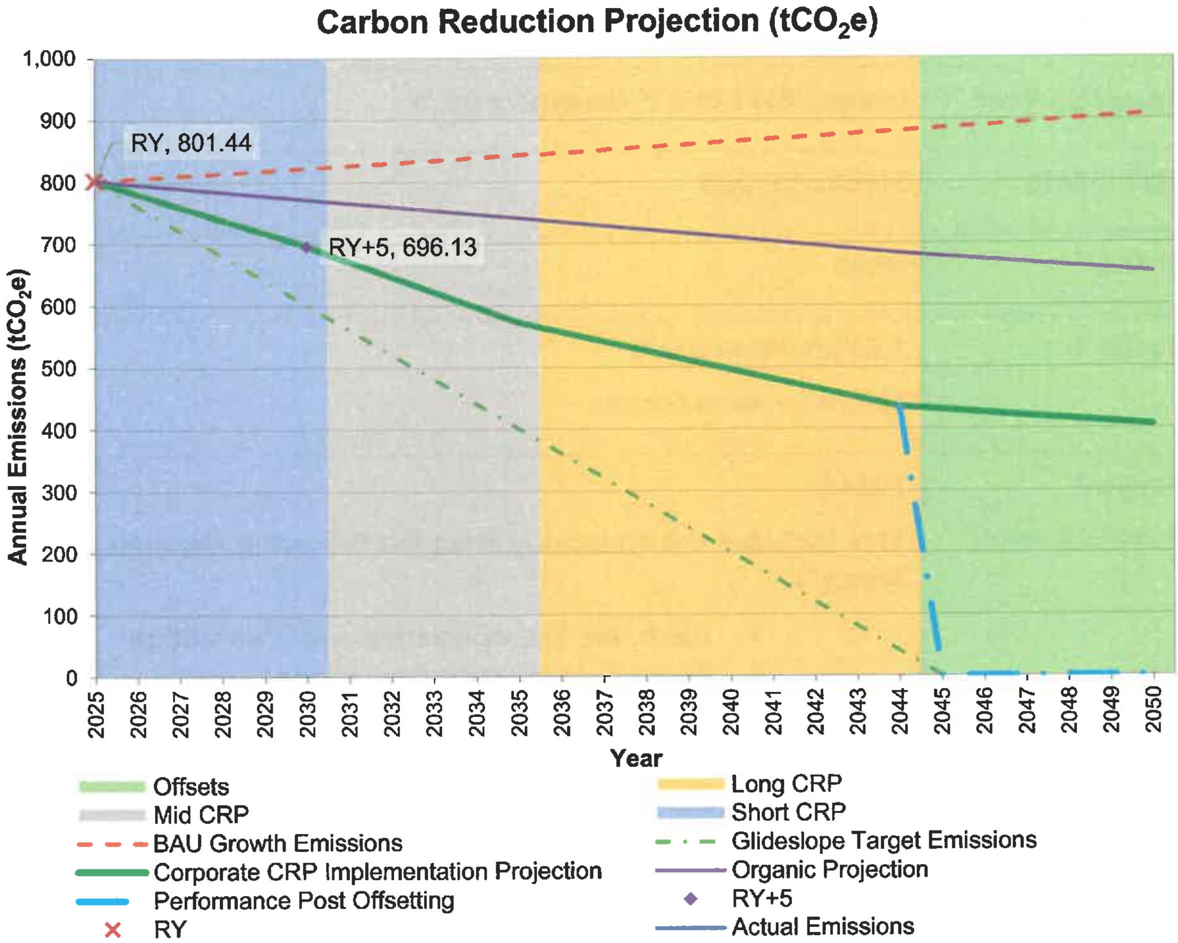
Reporting Year: 1st January 2025 to 31st December 2025	
EMISSIONS	**TOTAL (tCO_2e)**
Scope 1	**96.60**
Scope 2	**1.54 (market-based)** 139.24 (location-based)
Scope 3 **(Included Sources)**	**703.00** **This includes the emissions from the following required sources of Scope 3:** • **Upstream Transportation and Distribution** • **Waste Generated in Operations** • **Business Travel** • **Employee Commuting** • **Downstream Transportation and Distribution**
Total Emissions	**801.44 (tCO_2e) (market-based)**

Emissions Reduction Targets

Our current emissions reduction approach is structured around a phased Carbon Reduction Plan (CRP), designed to achieve Net Zero no later than 2044. We are committed to substantially reducing emissions by 2045, after which any unavoidable residual emissions will be offset to maintain a Net Zero position, aligned with PPN 006 requirements, through 2045 and into the future.

Based on the corporate and external measures we have identified, it is anticipated that our carbon emissions will decline to 696.1 tCO_2e over the next five years. This represents a 15.28% reduction when compared to the projected business-as-usual emissions for RY+5.

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



Carbon Reduction Projects

During the reporting period, we continued to transition our company vehicle fleet away from petrol and diesel vehicles towards battery electric vehicles and plug-in hybrids. At Fannin UK nearly 80% of the current fleet now comprises BEVs and PHEVs, with further vehicle replacements scheduled for 2026 and subsequent years.

Another significant achievement was the installation of solar panels at our Plymouth site in Q4 2025. This will hugely reduce our electricity consumption and associated location-based emissions.

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

- **Decarbonisation of natural gas assets across operational sites**

We aim to develop a phased programme for replacing natural gas-powered assets with lower-carbon alternatives. This could include electric heating, heat pumps and other suitable technologies, subject to technical feasibility, operational requirements and asset replacement cycles.

- **Transition of the company fleet to lower-emission vehicles**

We have already made progress in introducing electric vehicles and installing on-site charging infrastructure. We will continue to expand both initiatives, replacing petrol and diesel vehicles with electric or hybrid alternatives as existing vehicles reach the end of their operational life.

- **Completion of further energy audits across operational sites**

Audits of our sites have previously been conducted as part of ESOS Phase 3, and regular audits will occur in the future. Any actions suggested as part of these audits will be considered, and implemented, if feasible. This will impact our natural gas and location-based electricity emissions.

- **Implementation of an employee energy-efficiency awareness programme**

We aim to further educate our staff with practical guidance on reducing workplace energy consumption. This could include equipment shutdown procedures, responsible use of lighting, heating and cooling, and regular communications on individual and departmental energy-saving actions.

- **Reduction of waste and expansion of zero-waste-to-landfill programmes**

We aim to undertake further waste impact assessments to identify opportunities to prevent waste, increase reuse and improve recycling. The findings could support the expansion of zero-waste-to-landfill initiatives across additional sites and waste streams.

- **Collaborate with logistics partners to reduce upstream and downstream emissions**

We aim to work with logistics partners and customers to reduce emissions associated with product distribution. This could include consolidating customer deliveries, improving route efficiency, using lower-emission vehicles and reviewing delivery schedules to reduce the number of journeys required.

- **Implementation of a green business travel policy**

We aim to introduce a business travel policy that prioritises virtual meetings where in-person attendance is not necessary. Where travel is required, the policy could encourage rail, ferry and other lower-carbon transport options in preference to domestic flights and single-occupancy car journeys.

- **Implementation of a green commuting policy**

We aim to introduce a commuting policy that supports employees in selecting lower-carbon methods of travelling to work. This could include promoting public transport, walking, cycling, car-sharing and electric vehicles, alongside measures such as cycle storage, shower facilities, flexible working and salary-sacrifice travel schemes where appropriate.

We also expect that forthcoming developments within UK industry and infrastructure will support further reductions in our carbon footprint, including:

- Improvements in the environmental performance of public transport, reducing emissions from business travel and employee commuting.
- Increased sustainability within third-party logistics networks, including greater use of electric and lower-emission delivery vehicles.
- Improvements in municipal waste management systems, supporting increased recycling and reduced reliance on landfill.
- Increased adoption of electric and hybrid vehicles, reducing emissions from employee commuting and business travel.
- Increased use of sustainable aviation fuel, reducing emissions associated with necessary air travel.
- Improved environmental performance across the hotel sector, reducing emissions associated with business accommodation.
- Increased biofuel content in petrol and diesel, reducing emissions from commuting and business travel by car and taxi.

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..

Name...CHRIS SOANES...

Position...MANAGING DIRECTOR...

Date: ...4/8/26...

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

