Carbon Reduction Plan

SCHMITZ medical GmbH

Supplier name: SCHMITZ medical GmbH

Sites: Wickede (Ruhr), Zum Ostenfeld 29 and 13f · Bönen, Rudolf-Diesel-Straße 5

Publication date: November 2026

This plan also applies to SCHMITZ medical UK Ltd., a wholly owned subsidiary of SCHMITZ medical GmbH. SCHMITZ medical UK Ltd. adopts the commitment to achieving Net Zero emissions. The measures described are in effect when performing contracts of SCHMITZ medical UK Ltd.

1. Commitment to achieving Net Zero

SCHMITZ medical GmbH is committed to achieving Net Zero emissions by 2050 at the latest. The commitment applies to all sites and covers Scope 1, Scope 2 and the reported Scope 3 emissions. It is in line with the European Union's goal of becoming climate-neutral by 2050.

For us, Net Zero means reducing greenhouse gas emissions as far as possible, by at least 90 % compared with the baseline year. Only remaining, unavoidable residual emissions are to be offset by permanent carbon removal.

In addition to absolute emissions, we use emission intensity in kg CO2e per €1,000 of revenue as an additional performance indicator in order to assess progress independently of company growth.

2. Baseline Emissions Footprint

Baseline emissions are a record of the greenhouse gases that have been produced in the past and serve as the reference point against which emissions reduction is measured.

Baseline year: 2023

Additional details relating to the baseline emissions calculations:

- 2023 is the first year with complete data on Scope 1, Scope 2, waste, upstream and downstream transportation and distribution (partly estimated), business travel and employee commuting (estimated). The footprint covers all three sites.
- Scope 1: natural gas (space heating and process heat) and vehicle fleet fuels
- Scope 2: purchased electricity. Certified green electricity is purchased at all sites throughout. Scope 2 is reported market-based (emission factor according to the supplier's electricity disclosure).
- Scope 3: for the baseline year, data are available for waste generated in operations and for business travel. Emissions from employee commuting, from inbound transport of purchased goods and from downstream transport (ex-works exports) are estimated. Deliveries to customers in the DACH region (upstream transportation) are based on data from the freight forwarder and are provisional for 2024 and 2025. As soon as data become available or estimates have been replaced by collected data, the baseline year will be recalculated retrospectively (see Section 5).

Emissions	t CO2e
Scope 1	576.9
Scope 2 (market-based)	0.0
Scope 3 (included sources):	
Waste generated in operations	2.3
Upstream transportation and distribution (partly estimated)	104.2
Business travel	39.2
Employee commuting (estimated)	217.2
Downstream transportation and distribution (estimated)	71.5
Total	**1,011.3**

3. Current Emissions Reporting

Reporting year: 2025

Emissions	t CO2e
Scope 1	628.8
Scope 2 (market-based)	0.0
Scope 3 (included sources):	
Waste generated in operations	2.6
Upstream transportation and distribution (partly estimated)	108.2
Business travel	44.4
Employee commuting (estimated)	227.3
Downstream transportation and distribution (estimated)	72.9
Total	**1,084.2**

Development since the baseline year:

t CO2e	2023 (baseline)	2024	2025
Scope 1	576.9	593.4	628.8
Scope 2 (market-based)	0.0	0.0	0.0
Scope 3: Waste generated in operations	2.3	3.0	2.6
Scope 3: Upstream transportation (partly estimated)	104.2	111.1	108.2
Scope 3: Downstream transportation (estimated)	71.5	74.9	72.9
Scope 3: Business travel	39.2	47.4	44.4
Scope 3: Employee commuting (estimated)	217.2	228.3	227.3
Total	**1,011.3**	**1,058.1**	**1,084.2**

t CO2e	2023 (baseline)	2024	2025
Intensity (kg CO2e per €1,000 revenue)	21.9	20.4	20.4

Absolute emissions rose by around 7 % from 2023 to 2025. This is due to the expansion of production and higher sales volumes. Over the same period, emission intensity fell by around 7 % to 20.4 kg CO2e per €1,000 of revenue. The increase compared with 2024 is attributable to the first full year of use of the new production hall in 2025 and the associated higher energy demand.

4. Emissions Reduction Targets

In order to achieve Net Zero by 2050, SCHMITZ medical has set the following reduction targets against the 2023 baseline year:

We project that emissions will decrease over the next five years to 910.2 t CO2e by 2030. This is a reduction of 10 % compared with the baseline year.

Absolute emissions (Scope 1, 2 and 3)	t CO2e	Reduction vs. 2023
2023 (baseline year)	1,011.3	–
Interim target 2030	910.2	10 %
Interim target 2045	859.6	15 %
Net Zero 2050	≤ 101.1	[≥ 90 %]

In addition, the following emission intensity targets apply:

Intensity (kg CO2e per €1,000 revenue)	2023 (baseline)	Interim target 2030	Target 2035
Scope 1, 2 and 3	21.9	19.7 (–10 %)	18.6 (–15 %)

5. Carbon Reduction Projects

Completed carbon reduction initiatives

The following measures have been completed or implemented since the 2023 baseline year. They are in effect when performing contracts. A quantification of the resulting savings is not currently available.

- Purchase of 100 % certified green electricity at all sites
- Charging infrastructure for electric vehicles, also available to employees
- Conversion of lighting to LED in initial areas
- Participation in the ÖKOPROFIT environmental consultancy programme
- Separate collection and material recycling of recyclables (metals, paper/cardboard, plastics, wood)

Planned measures

- Roof refurbishment to improve thermal insulation, prepared for a future photovoltaic system (planned: 2026)

- Continued conversion to LED lighting in further areas (planned: 2026 and 2027)
- Modernisation of machinery (machining centres, welding robots) (planned: 2027)
- Introduction of an environmental management system in accordance with ISO 14001 (certification planned: 2027)
- Planning of an anonymised employee survey on commuting (distance, mode of transport, days on site) to replace the current estimate of commuting emissions with collected data (planned: 2027)
- Recording of transport emissions using CO2 data from freight forwarders and parcel carriers (deliveries to customers, ex-works exports) and replacement of the inbound transport estimate with data from main suppliers (planned: 2027)
- Maintenance of item weights for traded goods in the item master data and inclusion in the evaluation of transport emissions (planned: 2027)
- Modernisation of the heating system (year of implementation not yet determined)

6. 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 GHG Protocol Corporate Standard. Emission factors used: Scope 1 German Environment Agency (UBA), Scope 2 electricity supplier data (market-based), waste DESNZ/DEFRA (UK Government GHG Conversion Factors), commuting UBA (TREMOD).

Waste quantities for the Wickede site have been extrapolated from container volumes and bulk densities.

Business travel emissions are taken from the travel agency's CO2 reports (atmosfair calculation model) and cover flights, rail travel, hotel stays and car hire booked through the travel agency.

Commuting emissions are estimated based on: number of employees per site, an average one-way commuting distance of 17.2 km (BBSR), working days after deduction of 30 days' annual leave and the public holidays in North Rhine-Westphalia (NRW), 5 % working from home, and an assumed modal split of 80 % car and 20 % public transport.

Emissions from inbound transport of purchased goods are also estimated. The basis is the product carbon footprint of a gynaecological chair according to ISO 14067 (reference year 2023), in which logistics were excluded under the cut-off criterion (less than 1 % of product emissions). An upper limit of 1 % of product emissions per kg of product was applied and extrapolated to the weight of the items sold (quantities sold per year × item weight from the item master data; where several weights are given, the lowest value). Items without a weight, usually traded goods, are not included. Deliveries to customers in the DACH region are based on the CO2 data of the contracted freight forwarder (road freight only; 2024 extrapolated from January to September, 2025 projected on the basis of delivery volume). Downstream transport (ex-works exports) is estimated assuming an export share of 50 % of delivery volume, multiplied by the emission factor per kg of shipment weight derived from the forwarder data. Air freight is not significant. All values are rounded; rounding differences may occur.

Scope 3 emissions are reported for all categories of the required subset: upstream and downstream transportation (partly estimated), waste generated in operations, business travel and employee commuting (estimated). Estimated values will be replaced by collected data in accordance with Section 5.

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

Wickede (Ruhr), 09/11/2026

Matthias Schmitz, Managing Director