Renishaw Greenhouse Gas Report – FY2025

Introduction to our GHG report

Renishaw is a world-leading precision technology business that provides manufacturing technologies, analytical instruments and medical devices.

We committed as a business in November 2021 to achieving these Net Zero GHG emission targets against our FY2020 baseline year:

- reduce absolute scope 1 and 2 GHG emissions 90% by FY2028 from a FY2020 base year;
- reduce absolute scope 3 emissions 50% by FY2030 from a FY2020 base year and;
- reduce absolute scope 3 GHG emissions 90% by FY2050 from a FY2020 base year.

This report contains Renishaw plc's Greenhouse Gas Inventory, hereinafter GHG, for our FY2025 (July 1st 2024 – June 30th 2025) with the following considerations:

- It includes emissions from the activities of the entire Renishaw group including all our subsidiaries and associate companies using an operational boundary.
- The greenhouse gases considered are CO2, CH4, N20, HFCs, PFCs, SF6 and NF3

The Sustainability Team within Renishaw plc is the team responsible for drafting this report. This is our third GHG report that has been externally audited against the ISO14064-1:2019 standard but Renishaw have been reporting on GHG emissions in our Annual Report's since 2010.

The report has been prepared in accordance with the requirements established in BS EN ISO 14064-1:2019 :"Greenhouse gases. Part 1: Specification with guidance at the organisation level for quantification and reporting of greenhouse gas emissions and removals".

The Greenhouse Gas inventory was verified using a limited assurance engagement.

The data within this report is intended to be read by audit partners to provide assurance that our GHG data and methodologies are adequately supporting us in achieving our Net Zero targets. The data in this report is referred to in our FY2025 Annual Report for Renishaw plc and shared publicly on our website

Organisational boundary

The consolidation of GHG emissions at Renishaw is tackled from an operational control approach.

Scope 1 & 2 data is collected from our global operations monthly and reported into the central Sustainability Team. We aim to collect 100% data from the following locations:

- Wholly owned operations and subsidiaries;
- majority owned jointly controlled entities and associates (where we have an equity stake of ≥ 51%) and;

- minority owned jointly controlled entities and associates (where we have an equity stake of ≤ 50%), only if we have management control.

Reporting boundaries

Renishaw defines the scope of its direct and indirect emissions for operations undertaken within the limits of the organisation, with the GHGs classified in accordance with BS EN ISO 14064-1:2019.

Direct GHG emissions (Category 1)

Direct GHG emissions are from GHG sources owned or controlled by the company.

- Stationary combustion emissions:
  - CO2 emissions from the combustion of fuels in buildings or facilities, from heating equipment or generators.
  - Methane (CH4) and nitrous oxide (N2O) emissions associated with the combustion of any type of fuel.
- Emissions from mobile combustion, we considered our owned or leased vehicles.
- Direct fugitive emissions in anthropogenic systems:
  - From refrigerant gases (CFCs) from air-conditioning equipment.

Indirect GHG emissions (Category 1)

These emissions are an indirect consequence of the organisation's activities, but which are generated in sources that are owned or controlled by the organisation. We have reported these as a separate line item in Category 1.

Indirect GHG emissions due to imported energy (Category 2)

Indirect GHG emissions are those from electricity, heat or steam consumed by the organisation and provided by third parties. Other indirect emissions associated with electricity generation are also included in this section.

- Emissions associated with electricity consumption in Group buildings.
- Emissions associated with electricity consumption in electric and plug-in hybrid vehicles.
- Emissions associated with network losses in the transport or distribution of electricity, for the activity of transport and distribution of electricity, emissions are calculated considering electricity losses as imported energy.

Indirect GHG emissions due to transport (Category 3)

- Emissions associated with upstream transportation by our logistics providers.
- Emissions associated with employee business travel.
- Emissions associated with commuting (transport of employees from their place of work to their residence).

Indirect emissions from products used by organisation (Category 4)

- Emissions associated with purchased goods and services.
- Emissions associated with purchased capital goods.

- Emissions associated with waste.
- Emissions associated with upstream leased assets.

Indirect emissions associated with use of products (Category 5)

- Emissions associated with the use stage of our products.
- Emissions associated from our downstream leased assets.
- Emissions associated with the end-of-life stage of our products.
- Emissions associated with our associate companies.

Exclusions

- We have excluded downstream transport as much of our transportation is captured in upstream transport. We believe that downstream transport accounts for less than 1% of our total GHG emissions and is therefore deemed immaterial in alignment with our GHG materiality definitions.
- We have also excluded waste water because it is immaterial in comparison to waste from operations
- We have also excluded client and visitor transport because it is immaterial to our overall emissions. Additionally, Renishaw customers are typically visited by employees and therefore these emissions are captured in our business travel data.

Client and visitor transport

Baseline year

The baseline year for Renishaw's GHG data and targets is FY2020. The data for Scope 1, 2 and 3 is in this document under the heading "Base year GHG inventory (FY20)".

We selected FY2020 (July 1st 2019 – June 30th 2020) as our baseline year as this was a year that hadn't been affected by COVID-19 lockdowns. We have also had our targets validated by the Science-Based Targets initiative and have used FY20 as a baseline in that process too.

This year, we have continued our work towards improving the data quality and coverage within our GHG reporting. We have taken the following steps to move data quality towards best available:

- Brought financial modelling in house, to allow greater understanding of our emissions hotspots and year on year changes for our purchased goods and services and capital goods emissions.
- Applied supplier specific emissions factors to select suppliers with publicly available emissions data.
- Worked with several raw metal suppliers to acquire EPDs, so we can use direct data in our calculations.
- Updated the analysis for employee commuting emissions by taking a more detailed view between our sites and regions.
- Used more detailed emission factors per country for the use stage of our sold products emissions.

As part of this assurance process, we have discovered data errors and/or calculation methodology gaps. These have been corrected or introduced across all our GHG data back to our baseline year. One key correction involved the inclusion of complete financial year spend data for purchased goods and services and capital goods. In previous years, spend data used for emissions calculations did not fully reflect total procurement activity due to limitations in data sourcing and extraction. This update has led to a material increase in reported Scope 3 emissions for these categories.

What we define as material changes to emissions that would require us to re-baseline is located in the materiality section of the quantification methods section.

During a recent data validation exercise, it was identified that five sites/buildings previously reported as owned were in fact leased. This classification error has been corrected in the current reporting cycle and for our baseline year. Our vehicles in the United Kingdom were also not recorded for our baseline year previously. This has been amended for this year's report.

Uncertainty assessment

We have estimated the uncertainty of the emissions categories disclosed by assessing the amount of primary data (as defined by the GHG Protocol) we have used to calculate these emissions. The scoring system we use is as follows:

A = 90 - 100% primary data used to quantify emissions category

B = 70 - 90% primary data used to quantify emissions category

C = 50- 70% primary data used to quantify emissions category

D = 30 - 50% primary data used to quantify emissions category

E = 0 - 30% primary data used to quantify emissions category

Our definition of primary data is taken from the GHG Protocol and is "data from specific activities within a company's value chain. Primary data also includes data provided by suppliers or others that directly relate to specific activities in the reporting company's value chain."

We define secondary data in line with the GHG Protocol and is "data including industry-average-data (e.g., from published databases, government statistics, literature studies, and industry associations), financial data, proxy data, and other generic data."

We have screened our emissions to prioritise future primary data collection and are planning on improving the certainty in our data by engaging with our value chain. In particular, we will focus on the suppliers who are contributing significantly to our emissions from purchased goods and services and capital goods.

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FY2025 GHG Inventory – direct GHG emissions

		GWP (tCO2e)	Carbon dioxide (CO2)	Methane (CH4)	Nitrous oxide (N2O)	Hydrofluorocarbons (weighted average) (HFCS)	Perfluorocarbons (weighted average) (PFCs)	Sulfur hexafluoride (SF6)	Nitrogen trifluoride (NF3)	Qualitative uncertainty
	Category 1: Direct GHG emission in tonnes									
1.1	Direct emissions from stationary combustion	719	716.48	1.291630145	0.849805316	0	0	0	0	A
1.2	Direct emissions from mobile combustion	2120	0.00	0	0	0	0	0	0	A
1.3	Direct fugitive emissions from the release of greenhouse gases in anthropogenic systems	303								A

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FY2025 GHG Inventory – indirect GHG emissions

		Notes	GWP (tCO2e)	Qualitative uncertainty
	Indirect GHG in tonnes CO_2e			
2	**Category 2: Indirect GHG emissions from imported energy**			
2.1	Indirect emissions from imported electricity (market)		11	A
2.2	Indirect emissions from imported electricity (location)		9,173	A
2.3	Indirect emissions from energy-related activities		2,063	A
2.4	Indirect emissions from electricity consumption in electric/plug in hybrid vehicles		63	A
3	**Category 3: Indirect GHG emissions from transportation**			
3.1	Emissions from Upstream transport and distribution of goods		11,655	B
3.2	Emissions from Downstream transport and distribution of goods	NS*		
3.3	Emissions from Employee commuting		7,800	C
3.4	Emissions from WFH		766	
3.5	Emissions from business travel		2,735	A
4	**Category 4: Indirect emissions from products used by organisation**			
4.1	Emissions from purchased goods and services		62,685	D
4.2	Emissions from capital goods		12,990	D
4.3	Emissions from disposal of waste		237	B
4.4	Emissions from upstream leased assets		520	A
5	**Category 5: Indirect GHG emissions associated**			
5.1	Emissions from use stage of the product		66,792	C
5.2	Emissions from downstream leased assets		171	A
5.3	Emissions from end of life stage of the product		79	C
5.4	Emissions from investments		99	A
6	**Category 6: Indirect emissions from other sources**			
6.1	Indirect emissions from fuel-related activities		661	A
	Total emissions in tonnes CO_2e			
	Total direct and indirect emissions (market-based)		172,468	
	Total direct and indirect emissions (location-based)		181,630	
	Renewables			
	Total renewables purchased in mWh		41,321	A
	Renewable electricity purchase in mWh with contractual instruments compliant with ISO 14043-1 Annex E		41,321	A
	Removals			
	Direct removals in tonnes CO_2e		0	
	Storage			
	Total storage as of year end in tonnes CO_2e		0	
	Other relevent information			
	*NS = emissions not stated - see exclusions for more information			

Base year GHG inventory (FY20)

FY2020 Emissions	tCO_2e
Scope 1	3,944
Scope 2 (market-based)	3,051
Scope 2 (location based)	7,945
Scope 3	
1. Purchased goods and services	51,905
2. Capital goods	13,237
3. Fuel and energy related activities (not included in Scope 1 or Scope 2)	798
4. Upstream transportation and distribution	8,446
5. Waste generated in operations	111
6. Business travel	2,402
7. Employee commuting and WFH	7,689
8. Upstream leased assets	405
9. Downstream transport and distribution	-
10. Processing of sold products	-
11. Use of sold products	44,481
12. End-of-life treatment of sold products	20
13. Downstream leased assets	23
14. Franchises	-
15. Investments	102
Total GHG emissions tCO_2e	**144,558.03**

Baseline changes:

In FY25, we made several improvements to our GHG reporting methodologies, which have been applied retrospectively to our baseline year to ensure consistency and accuracy. These include reclassifying certain sites from Scope 1 and 2 to Scope 3 (upstream leased assets) following a

reassessment of ownership status, updating emission factors (e.g. using DESNZ factors for stationary combustion), and refining calculations across categories such as purchased goods and services, capital goods, and use of sold products. We also improved data quality by incorporating more primary data, adjusting for inflation and exchange rates, and using country-specific emission factors where applicable. Additionally, we corrected historical spend data for purchased goods and services and capital goods, ensuring full financial year coverage that was previously incomplete. Additional updates were made to account for previously missing product weights in end-of-life calculations and to enhance methodologies for employee commuting and working from home.

Quantification methods

Background

Renishaw has been reporting key sustainability metrics for several years. Over the years our reporting methodology has evolved to become more robust and has had an increasing scope to enable the capture of all Scope 1 & 2 data and those emissions in Scope 3 related to other activities along the value chain.

This document has been collated to reflect the requirements in BS EN ISO 14064-1:2019 : "Greenhouse gases. Part 1: Specification with guidance at the organisation level for quantification and reporting of greenhouse gas emissions and removals", supporting guidance and the requirements set out in the GHG Protocol Corporate Accounting and Reporting Standard, the GHG Protocol Scope 2 Guidance and the GHG Protocol Corporate Value Chain (Scope 3) Accounting and Reporting Standard and how these have been implemented within Renishaw and its sustainability reporting.

Materiality

Materiality is considered at an emissions sources level, and any data errors which have a 5% or greater impact on the emissions category it is reported in will be restated.

Any error in data in an individual emissions sources that has greater than a 5% impact to the total GHG emissions is considered material and will be restated.

All data reported in the incorrect emissions sources will be considered material and restated regardless of the overall impact of the error on the individual emission sources or the total GHG emissions.

Any other errors that in the opinion of Renishaw or its auditors or external advisors could change the view of Renishaw and its performance against its stated objectives will be considered material and restated.

Treatment of acquisitions and divestments

Acquisitions – Steps are taken to integrate the acquired entity into our data collections within the first year following the acquisition. The aim is for the location to be fully integrated from the first full year of reporting following the acquisition.

Divestments – Divested locations are excluded from further reporting of data, unless they meet the criteria set out in Organisational Boundary section above and are a part divestment. Historical data

from the divested location is excluded from our consolidated metrics. Where this has a material impact, ≤ 1% of the total greenhouse gas emissions (GHG) disclosure then the affected data will be re-stated. Total GHG emissions include statutory and voluntary GHG emissions.

Reporting Period

The reporting period for our sustainability data is the same as our financial reporting period, namely, 1st July through to the 30th June.

The collection of scope 1 & 2 data and the timing of receipt of that data means it is not always possible to provide complete data within the reporting timeframe. Where this is the case then data is collected for the period 1st July through to 31st May inclusive.

For the June data we calculate the average of the previous three months and report the figure for June as per the equation below.

Example equation used to calculate June data for the ARA deadlines.

$$\frac{Total\ for\ March + Total\ for\ April + Total\ for\ May}{3} = Calculated\ Total\ for\ June$$

There may be times when other data is missing, for a variety of reasons, to calculate any other missing data, we take an average of the previous three months for that month. An example calculation for missing data from May 19 is given below.

$$\frac{Feb\ 19 + Mar\ 19 + Apr\ 19}{3} = Calculated\ total\ for\ May\ 19$$

There are exceptions to the averaging methodology for some data. Waste data is often not reportable on a monthly basis so a full 11 months of waste data for a site is averaged to estimate the sites June's waste.

F-gases are also not subject to averaging as this data is often a 'one-off' input within a reporting period.

When averages have been used to compile the data for the annual report using the methods described above, it would be expected to replace the averages with 'real[1]' data, where real data can be obtained. Where the replacement of averaged data with real data makes a material difference to the total emissions from that emission source then the data will be restated within the next year's annual report, if the real data does not make a material difference to the emissions from that source then no re-statement is needed. [1]

[1] 'Real data' is data that has come from invoices, meter readings, bills etc. rather than data that has been calculated or estimated, whilst we recognise that bills can be estimated, it is considered best available data.

Data Collection and Consolidation Methodology

Each Renishaw Location is expected to report the required data quarterly or more frequently. The data must be reported on a monthly basis or at the frequency of their bills / invoices which covers emissions categories.

This data is reported in the central repository for sustainability data, SCCS as per the requirements set out in CSR002.

Some data is inputted directly into SCCS by the central sustainability team where it is deemed most practical to do so. In brief, energy, fuel, water, km's travelled on planes and trains, refrigerant quantities used for recharging and waste quantities are all reported using SCCS. The UK energy data is managed by the Renishaw facilities team.

The UK flight data is reported through Wotton Travel, the nominated Renishaw travel agency and entered into SCCS by the central Sustainability Team.

Some of the smaller Renishaw Locations (e.g. locations with five or fewer staff) do not currently have access to all relevant sustainability data. Wherever possible, they shall attempt to generate site-specific data. There are times when this data is not available, if there is a sufficient data set to create a Renishaw specific average for these emissions categories that is then applied to these smaller sites, if there isn't then using the de-minimums rule this data is then omitted. Historically some sites data were combined and reported together, this is being phased out as an approach and each Renishaw location is reporting individual data. However home-based workers emissions are reported under the geographical location they report into, i.e. home based workers in Portugal report their business GHG emissions through the Barcelona site.

For some data collection assumptions have been made, below are the examples of this:

For small sites such as Switzerland, a yearly invoice is obtained for gas and therefore, data is averaged across the 12 months. For this reporting period, one of our larger manufacturing sites at Miskin's meter for taking readings for gas consumption was broken for a period of time between July 24 and March 25. This was fixed from March 25 onwards. The most appropriate assumptions for estimated consumption values were used for this period.

Measurement Unit.

SCCS allows data to be entered in a variety of units that are most suitable for the specific metric and geographical location of the site. Typical units include kilogrammes, pounds, tons, tons (US) and tonnes for weight; US gallons, gallons, litres, cubic metres and cubic yards for volume and kilowatt-hours, therms, mega-joules and British Thermal Units for energy.

These figures are then converted to common units (kilogrammes, tonnes, litres and kilowatt-hours) using internationally recognised unit conversion factors held in SCCS.

Greenhouse Gas Emissions

We calculate the amount of greenhouse gas emissions for the reporting period from all our Renishaw locations, as laid out in the Organisational Boundary section of the GHG Protocol. For statutory and voluntary reporting, it is expressed as an absolute amount in tonnes of carbon dioxide equivalent

(tCO_2e). We also separately report the emissions from all our Renishaw locations, as an intensity in tonnes of carbon dioxide equivalent per £m turnover (tCO_2e/£m). Our reported emissions cover Scopes 1, 2 & 3 as defined under in 'The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)'

Scope 1 and 2

The emissions sources identified for Scope 1 in Renishaw are the following:

- Natural gas
- Owned Transport
    - volume of fuel (petrol or diesel or bioethanol) purchased, or
    - distance travelled, or
    - amount spent on fuel
- Generator Diesel
- Heating Oil
- Fugitive Emissions

The emissions sources identified for Scope 2 in Renishaw are the following:

- Electricity

Each Renishaw location enters activity data within these categories.

Natural Gas

The amount consumed into SCCS, this is either taken from a meter reading or the utility bills provided by the natural gas supplier.

Owned Transport

We capture the amount of petrol, diesel and bioethanol that we pay for in both company owned or leased vehicles. Either the volume of fuel purchased is recorded or the amount of money spent on fuel is used. If the amount of money spent on fuel is used then this is divided by the average fuel price in the country it was purchased in to calculate a fuel quantity using the following equation.

$$\frac{Total\ amount\ spent\ on\ fuel, in\ local\ currency}{Average\ price, per\ litre\ of\ fuel, within\ the\ relevant\ territory} = Amount\ of\ fuel\ purchased\ in\ litres$$

If the amount of fuel purchased isn't available it is also possible for a site to capture the distance driven, and this is entered SCCS.

If the type of fuel is not known, we use DESNZ unknown fuel conversion factors.

For electric and plug-in hybrid vehicles we capture the distance driven and use the applicable DESNZ conversion factors. We have also recently started capturing the electricity consumed to charge any

electric or plug-in hybrid vehicles and use the applicable country specific electricity emission factors where sites have this granularity of data.

N.B. if we pay for private fuel used in a company owned vehicle, we also include this in these calculations.

Generator Diesel

The volume of diesel purchased or consumed by the generators is entered into SCCS, it is classed as 100% spirit diesel with no biofuel additive into it.

Heating Oil

Volume of heating oil purchased or consumed is entered into SCCS, it is classed as kerosene.

Fugitive Emissions

Sites that have air conditioning units they have operational control over. Operational control means they are responsible for organising and/or paying for maintenance and service of the air conditioning.

Sites input quantities of refrigerants into SCCS and this is aggregated and then inputted into the tool Calculating HFC and PFC Emissions from the Manufacturing, Servicing, and/or Disposal of Refrigeration and Air-Conditioning Equipment Calculation Worksheets (Version 1.0) produced by the GHG Protocol (internally we call this; Refrigerant GHG Spreadsheet) this sheet totals the annual global data and gives us GHG footprint of the gases used

Electricity

Electricity consumption is input into SCCS, this is either taken from a meter reading or the utility bills provided by the electricity supplier.

Scope 1 & 2 conversion into tCO_2e

We take the energy, fuel and transport data and convert the energy and fuel consumed and the refrigerants used through the application of recognised emission conversion factors. This is undertaken centrally but on a site-by-site basis prior to consolidation. The methodology used during the conversion is outlined in 'The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)'. For reporting purposes, the results are subsequently converted to tonnes of CO_2e.

The emission conversion factors are taken from the latest version of internationally recognised sources, namely:

- The latest IPCC's GWP 100 years horizon factors
- DESNZ (Formerly DEFRA)
- GHG Protocol
- IEA
- Electricity suppliers
- Renishaw locations may suggest more accurate emission conversion factors taken from their respective country's National Inventory Report or provided to them by their National Government/Agency/Regulator.

The overarching principle around the selection of the most appropriate conversion factor to use in the calculation is the determination of the most accurate figure for greenhouse gas emissions for a location or territory, if there is a discrepancy the conversion factor which will give the highest CO_2e figure is used to avoid underreporting.

Our GHG emissions are calculated for each of the seven main Kyoto Protocol gases. The carbon equivalent of each of these gases is calculated and the totals are combined to produce a CO_2e figure for each of the emissions sources across the globe.

Emission factors for a year may be updated in subsequent years. In such cases historical figures are recalculated each year using the latest available factors. Where this results in a material change to the reported figures then it will be restated.

We collate electricity consumption figures so we can calculate the 'Market-Based' GHG emissions from the electricity we purchase as well as the 'Location Based' GHG emissions. In the UK we use supplier specific emissions factors, across Europe we use Residual Grid emissions factors, and elsewhere we use the Grid Average Emission factors unless we can find more accurate factors. This allows us to produce both a Location-Based and a Market-Based GHG emissions for electricity purchased.

Libraries of these factors are maintained in SCCS. Below is an extract of the GWP emission factors used to calculate our GHG emissions:

Position	Description	Scope	Impact profile	Factor / MJ		Library
2.01	Heating oil	1	Burning oil (Gross CV basis) (direct)	0.068547222222222	GHG Prot: GWP (Global Warming Potential, 100 years) [kg CO2e]	DESNZ v13 (09/2024)
2.02	Generator Diesel	1	Diesel (100% mineral diesel) (Gross CV basis) (direct)	0.069991666666667	GHG Prot: GWP (Global Warming Potential, 100 years)	DESNZ v13 (09/2024)

					[kg CO2e]	
2.03	Natural Gas	1	Natural gas (Gross CV basis) (direct)	0.050805555555556	GHG Prot: GWP (Global Warming Potential, 100 years) [kg CO2e]	DESNZ v13 (09/2024)
3.01	Diesel for Renishaw-owned/leased vehicles	1	Diesel (average biofuel blend) (Net CV basis) (direct)	0.070563888888889	GHG Prot: GWP (Global Warming Potential, 100 years) [kg CO2e]	DESNZ v13 (09/2024)
3.02	Petrol for Renishaw-owned/leased vehicles	1	Petrol (average biofuel blend) (Net CV basis) (direct)	0.064555555555556	GHG Prot: GWP (Global Warming Potential, 100 years) [kg CO2e]	DESNZ v13 (09/2024)
3.03	Distance driven in Renishaw-owned/leased vehicle use when fuel is NOT known: business journeys (excluding commuting)	1	Average car (unknown fuel) (direct)	0.00016691	GHG Prot: GWP (Global Warming Potential, 100 years) [kg CO2e]	DESNZ v13 (09/2024)

3.04	Distance driven in Renishaw-owned/leased petrol vehicles when volume of fuel is not known: business journeys (excluding commuting)	1	Average petrol car (direct)	0.0001645	GHG Prot: GWP (Global Warming Potential, 100 years) [kg CO2e]	DESNZ v13 (09/2024)
3.05	Distance driven in Renishaw-owned/leased diesel vehicles when volume of fuel is not known: business journeys (excluding commuting)	1	Average diesel car (direct)	0.00016984	GHG Prot: GWP (Global Warming Potential, 100 years) [kg CO2e]	DESNZ v13 (09/2024)
3.06	Distance driven in Renishaw-owned/leased electric vehicles when volume of fuel is not known: business journeys (excluding commuting)	2	Car - Average car - Battery Electric - UK electricity for Evs (distance) (direct)	0.00004358	GHG Prot: GWP (Global Warming Potential, 100 years) [kg CO2e]	DESNZ v13 (09/2024)
3.07	Distance driven in Renishaw-owned/leased MILD	1	Average petrol hybrid car	0.00015922	GHG Prot: GWP (Global Warmin	DESNZ v13 (09/2024)

	hybrid vehicles: business journeys (excluding commuting)				g Potential, 100 years) [kg CO2e]	
3.08	Distance driven in Renishaw-owned/leased plug-in hybrid vehicles: business journeys (excluding commuting)	1	Car – Average car – Plug-in Hybrid Electric (distance)	0.00013787	GHG Prot: GWP (Global Warming Potential, 100 years) [kg CO2e]	DESNZ v13 (09/2024)
3.08	Distance driven in Renishaw-owned/leased plug-in hybrid vehicles: business journeys (excluding commuting)	2	Car - Average car - Plug-in Hybrid Electric - UK electricity for Evs (distance) (direct)	0.00001371	GHG Prot: GWP (Global Warming Potential, 100 years) [kg CO2e]	DESNZ v13 (09/2024)
3.09	Biofuel for Renishaw-owned/leased vehicles: business journeys (excluding commuting)	1	Car – Average car – Plug-in Hybrid Electric (distance)	0.02481639	GHG Prot: GWP (Global Warming Potential, 100 years) [kg CO2e]	DESNZ v13 (09/2024)
3.10	Compressed Natural Gas (CNG) for Renishaw-owned/leased vehicles (excluding commuting)	1	CNG (mass)	3.09894328	GHG Prot: GWP (Global Warming Potential, 100	DESNZ v13 (09/2024)

					years) [kg CO2e]	

Grid Mix (2.04) and Renewable Purchased (2.05) Location-based

For location-based emissions (both grid mix and renewable purchased), the IEA library is used in all cases expect USA.

All countries except USA	Electricity produced [COUNTRY] (direct)	GHG Prot: GWP (Global Warming Potential, 100 years) [kg CO2e] from IEA v6 – IEA 2023 (01/2024)
For sites based in the USA, state specific factors are used	[STATE CODE] - [STATE] (direct)	GHG Prot: GWP (Global Warming Potential, 100 years) [kg CO2e] from GHG Protocol/IEA v19 (04/2023) - eGRID2021

Grid Mix (2.04) Market-based

For market-based emissions (grid mix) supplier specific emission factors are applied to UK sites. These are updated annually based on the suppliers' fuel mix declarations. For all other countries, Sphera's Residual Mixes v12 (03/2024) is used if a profile is available for the country in question. In the absence of a residual profile, the IEA v6 – IEA 2023 (01/2024) direct emission profile is used (duplicating the location-based profile).

Scope 3

Category 1 Purchased Goods and services and Category 2 Capital Goods

Data for Scope 3 Category 1 and 2 emissions has been sourced from our Group-wide financial systems, with intercompany transactions removed to avoid double counting. A significant portion of spend is captured through purchase order lines, which have been modelled using a range of approaches — from supplier-specific emissions data to financial-based modelling techniques.

Where detailed data is available, we have applied supplier-specific emission factors based on material weights, supply chain characteristics, and Environmental Product Declarations (EPDs). For the majority of materials purchased, emissions have been calculated using product weights or volumes, multiplied by industry-average emission factors sourced from Granta Selector, tailored to the specific material types.

For spend-based modelling, we have mapped commodity codes, family codes, and specific items to the closest matching NAICS codes within the EEIO framework. This enables us to apply EEIO spend-

based emission factors to both purchased goods and capital goods. Currency conversions have been applied using the company's annual average exchange rates, and EEIO emission factors have been adjusted for inflation based on their year of publication.

Emissions are categorised into capital expenditure and operational expenditure, with associated spend allocated accordingly. These figures are then extrapolated and scaled to reflect the total consolidated spend reported by the finance team, ensuring alignment with overall financial reporting.

Category 3 Fuel and energy related activities (not included in scope 1 or scope 2)

This is calculated in SCCS, using the consumption figures of energy and fuel in scopes 1 & 2, a scope 3 factor is applied to each consumption figure.

Category 4 Upstream transportation and distribution

Our major logistics partners provide us with a tCO_2e figure for the services they provide us, this is accessible either via an online portal found at http://www.expeditors.com/ (Expeditors), or from annual reports (UPS and DHL and other smaller providers) this data is calculated by these suppliers according to 'The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)'.

Category 5 Waste generated in operations

We collect the amount of waste arising from Renishaw locations across the world. It is expressed as an absolute amount in metric tonnes. Sites aim to produce the most accurate tonnage of weights, but use averages and best estimates where accurate data is not available. The waste reported includes production waste, both solid and liquid and hazardous and non-hazardous wastes that is sent off site for recycling, recovery or disposal, it includes catering waste, demolition/construction waste, where we are the project managers of the work, and it includes the disposal of surplus equipment if disposed of through our waste channels. Our UK Waste is reported through monthly reports from our two major waste contractors and this data is then entered into SCCS.

Other sites, outside of the UK, report their waste by weight using SCCS where the data is available to them. There are several sites where the waste data is not available, and we calculate an average per FTE of waste using comparable sites and use this to calculate a waste figure for sites without data.

This data is collected on a site-by-site basis and is recorded and calculated when necessary as per the rules in the Reporting Period above.

We calculate the percentage of waste that is produced by our facilities that is subsequently diverted from landfill as a percentage of total waste. Recycling is defined as the reprocessing of waste materials into products, materials or substances whether for the original or other purposes, for example, glass, metals, plastics, paper. We include recovery with within our diverted figures which we define as incineration, incineration for energy recovery, composting, anaerobic digestion and the reprocessing of materials to be used as fuels or for backfilling operations.

The landfill rate is calculated as follows:

$$\frac{total\ amount\ of\ waste\ sent\ to\ landfill}{total\ \ waste}$$

Category 6 Business Travel

We capture the number of passenger kilometres (Pkm) for our rail and plane travel.

To capture this data we obtain the dates, passenger class and the departure & arrivals airports, this is entered into SCCS and it uses the airport codes to calculate the number of Pkm between the departure and arrival airports. Flights are categorised as per the DESNZ guidance.

Category 7 WFH Emissions & Employee Commuting

Emissions from employee commuting and working from home have been estimated using a combination of HR data, employee surveys, and site-level assumptions. Where available, data has been assigned at the site or country level to reflect local commuting patterns and working arrangements.

HR data provides information on employee postcodes and working patterns, which is used to calculate commuting distances between home and office locations. These distances are then averaged at the site level. Emission factors are applied based on the results of an employee travel survey, which captured the mode of transport used (e.g. car, public transport, cycling). Each site is assigned an average commuting emission factor based on the modal split of its employees.

The number of commuting days per employee is adjusted to reflect annual working patterns, accounting for holidays, annual leave, and hybrid working arrangements. Where more detailed data is available — such as employees using LeasePlan vehicles — emissions are adjusted to reflect the lower impact of electric and plug-in hybrid vehicles, replacing the default assumptions for average car emissions.

For working from home emissions, the percentage of time spent working remotely is calculated for each site or country. Appropriate WFH emission factors are then applied, reflecting energy use associated with home working over the relevant time period.

Category 8 Upstream leased assets

We collect the primary data from these sites in SCCS, this data is the energy used for the functioning of the site, we then flag the sites in SCCS as upstream leased assets and report it within this category.

We use the same collection methodology as we do for collecting scope 1&2 data (see the relevant sections for more detail)

Category 9 Downstream transportation and distribution

We don't believe this is material as the majority of our shipments are done under our control and therefore sit in Category 4 – Upstream transportation and distribution.

Category 10 Processing of sold products

We do not do any processing of sold products as defined by the GHG Protocol.

Category 11 Use of sold products

We have calculated these emissions across all our product groups. Four divisions have retained last year's methodology, tying sales data to electricity and compressed air consumption values in pre-existing models. Whilst a further three divisions have been brought into an aligned methodology this year.

We have used our product specifications, product testing, industry knowledge and experience using our products within our own manufacturing operations to calculate the electricity consumption of our product groups, sorted by analysis codes within our sales data.

Through consultation across the business, we have determined the average service life of 10 years is appropriate for all our products except our laser encoders which we know only have a 3-year service life on average. This standardised lifespan allows for easy comparison across product groups with a standard unit of measure.

The primary methodological improvement this year, apart from greater standardisation is the application of country level grid emissions intensities (from the IEA), rather than the three regions we sell to which are: Americas (AMER), Europe, Middle East, and Africa (EMEA) and Asia-Pacific (APAC). This allows us greater accuracy in reporting, especially for divisions that favour countries within a region more so than others, for example selling more to Japan than China, which can now be reflected in the emissions calculation.

The emission factors that we use are sourced from the International Energy Agency's (IEA) database of Annual GHG emission factors for World countries from electricity and heat generation.

The emission factors we have used are the latest available and reflect the CO2e / kWh from 2022 and include transmission and distribution losses.

The equation below shows how we calculate an individual product group emissions in a specific region:

$$Total\ emissions\ over\ service\ life\ (tCO2e) =$$

$$\frac{electricity\ consumption\ (W) + \left(air\ consumption\ \left(\frac{L}{m}\right) \times air\ compression\ intensity\ \left(\frac{\frac{W}{L}}{m}\right) \right)}{1000}$$

$$\times hours\ in\ a\ year\ (24 \times 365) \times service\ life\ (years)$$

$$\times Country\ of\ sale\ grid\ emissions\ intensity\ \left(\frac{kgCO2e}{kWh}\right) \times \frac{1}{1000}$$

Category 12 End-of-life treatment of sold products.

Emissions from the end-of-life treatment of sold products have been estimated by calculating the total annual weight of products sold and applying a conservative, worst-case scenario emission factor for landfill disposal. This approach ensures that potential impacts are not underestimated.

Where product-specific weight data was unavailable, weighted averages were calculated at the product line or product group level to estimate the remaining sold products. These estimates were then included in the total weight calculation to ensure comprehensive coverage across all product categories.

Category 13 Downstream leased assets

We have a site in the UK (Stone) and a site in Ireland that we lease to other companies not associated to Renishaw. The sites scope 1 & 2 data is collected and the GHG emissions are calculated using relevant country GHG emissions factors.

Category 14 Franchises

We have no franchises and so this category is not relevant.

Category 15 Investments

Businesses we have investments in report their scope 1 & 2 data to us. The data is reported in this category, is collected and calculated into GHG emissions as per the relevant scopes 1 & 2 categories. The amount of GHG emissions reported for these sites is reported as a percentage of their total emissions in line with our voting rights for the companies.

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