

## Communication summary

### INDICATORS

#### Change in monitoring indicators between 2023 and 2025

**-3%**

**7,436** tCO<sub>2</sub>e emitted in 2025  
vs 7,657 in 2023

**-20%**

**437** tCO<sub>2</sub>e per employee  
vs 547 in 2023

**-12%**

**4,556** kgCO<sub>2</sub>e per tons of  
product sold  
vs 5,175 in 2023

**-6%**

**898** kgCO<sub>2</sub>e per k€ of revenue  
vs 960 in 2023

## Communication summary

### BY CATEGORY

Category	2023	2025	Change*
Energy	338	122	-64%
Non-energy	3	3	-
Assets	156	111	-29%
Travel	168	222	+32%
Purchases	4,930	4,809	-2%
Waste	115	178	+55%
Sold products	1,948	1,993	+2%
<b>TOTAL</b>	<b>7,657</b>	<b>7,436</b>	<b>-3%</b>

\* change between 2023 and 2025.

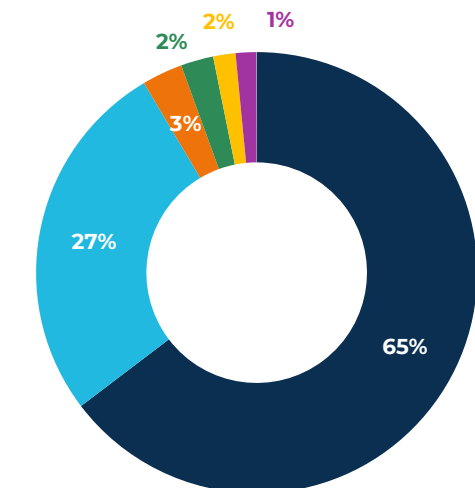
The 2025 footprint stands at 7,436 tCO<sub>2</sub>e, down 3% from 2023 (7,657 tCO<sub>2</sub>e).

This performance is driven by energy, down 64% thanks to photovoltaic electricity and the switch to biomass derived from animal fats at the Italian site.

The largest source, purchases (65 % of the footprint), remains nearly stable in emissions. Purchased material volumes rose 6 % in 2025, but emissions held steady thanks to the shift in product mix toward less carbon-intensive materials.

The end-of-life of sold products, the second largest source (27%), changes by +2%. Emissions vary widely depending on the product mix: from one model to another, the unit impact can vary by a factor of 24, from the Mini Tyko basket (1.2 kgCO<sub>2</sub>e/unit) to the LUMA trolley (28.3 kgCO<sub>2</sub>e/unit).

### Breakdown of 2025 footprint

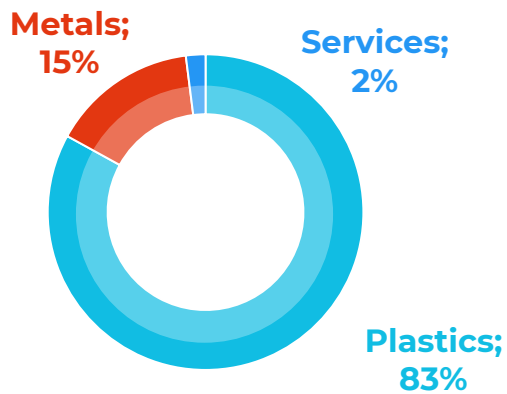


■ Purchases    ■ Sold products    ■ Travel  
■ Waste    ■ Energy    ■ Assets  
■ Non-energy

## Communication summary

# ANALYSIS

### 1<sup>st</sup> emission source: purchases (65%)



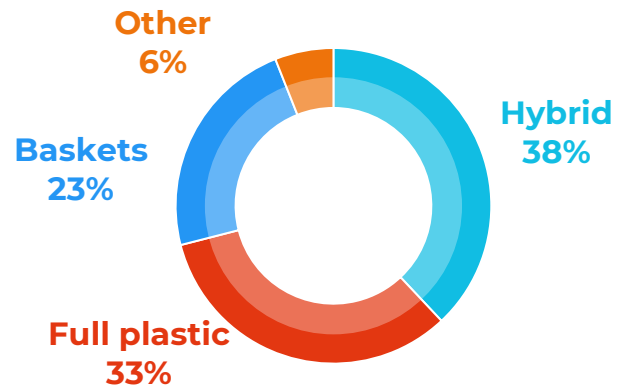
The largest source, purchases (65% of the footprint), remains nearly stable in emissions.

Purchased material volumes rose 6% in 2025, but emissions held steady thanks to the shift in product mix toward less carbon-intensive raw materials.

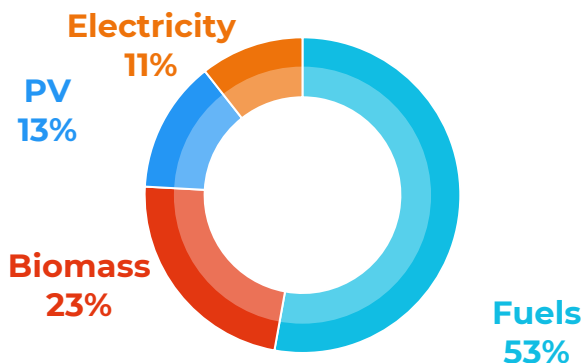
### 2<sup>nd</sup> emission source: end-of-life of products sold (27%)

The end-of-life of sold trolleys and baskets sold accounts for 1,993 tCO<sub>2</sub>e, i.e. +2% compared with 2023.

The unit impact varies by a factor of 24 between a basket and a trolley: shifting the product mix toward baskets is the main reduction lever.



### 3<sup>rd</sup> emission source: energy (2%)



Energy falls from 338 to 122 tCO<sub>2</sub>e, the most striking improvement in the footprint: a 600 kW photovoltaic plant and biomass from animal fats now power the Italian site.

Fleet fuels make up most of the remaining impact.

## Communication summary

# TRANSITION PLAN

### COMPLETED SINCE 2023

- 600 kW photovoltaic plant operational since October 2024
- Biomass electricity (animal fats) factored into the Italian site's footprint
- France parcel shipping: shipment frequency cut in half
- Energy performance assessment completed at the French site

### IN PROGRESS

- Supplier carbon data collection: 90% of emission factors obtained
- Recycled-material incorporation: first 30% trial on polypropylene
- Repair and reuse: structuring the calculation of avoided emissions
- Asset maintenance to extend their service life
- Primary data collection from carriers
- Sourcing of carriers with non-fossil powertrains

### NEW ACTIONS

- Update product PCFs using supplier primary data
- Expand the basket range to shift the product mix toward the lowest-emitting models
- Electrify the fleet as vehicles are renewed