

Responsibility for the implementation of the roadmap and its follow-up falls to different bodies:

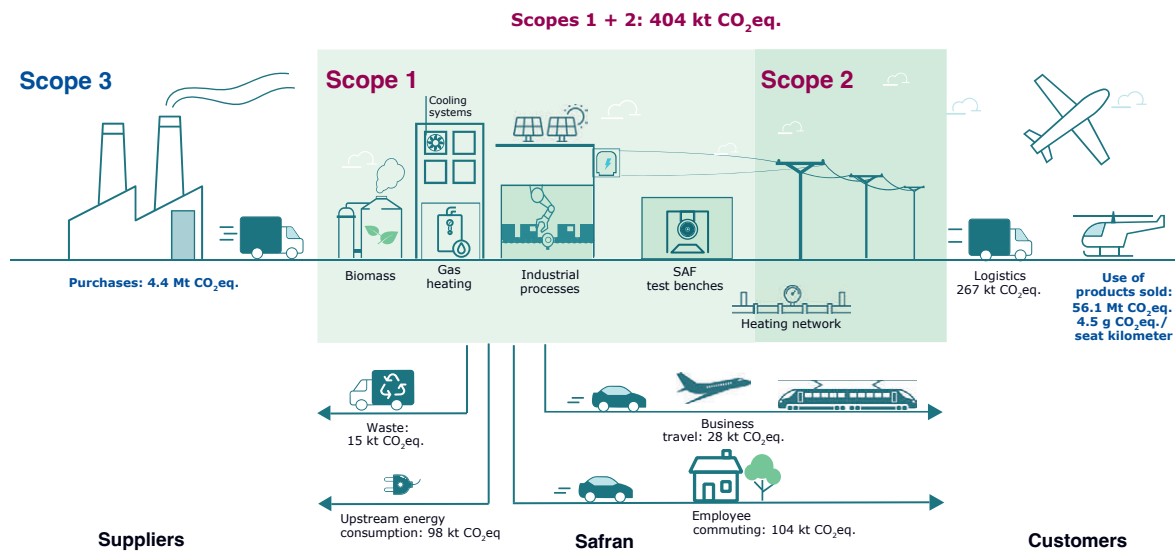
- **Four committees of a more operational nature**, each chaired by two members of the Executive Committee, including a tier-one entity CEO, adapt and implement Safran's climate strategy in the following areas: **energy and low consumption; supply chain; employee mobility; and product use.**

- The operational management of initiatives also involves various bodies, which call on low-carbon project managers in the tier-one entities, as well as representatives in the business departments (purchasing, supply chain, energy, business travel, etc.).
- Lastly, progress on the action plan is reviewed regularly by the Group Executive Committee.

### 5.3.3 Strategy

#### 5.3.3.1 Strategy and objectives in the fight against climate change

##### ■ BREAKDOWN OF SAFRAN'S CO<sub>2</sub> EMISSIONS THROUGHOUT ITS VALUE CHAIN



#### SAFRAN'S OBJECTIVES

For its strategic pillar of decarbonizing aeronautics, Safran has set the following objectives:

- emissions from its operations (Scopes 1 and 2): reductions of 30% by 2025 and 50.4% by 2030 compared with 2018<sup>(1)</sup>, in line with a global warming trajectory of 1.5°C;
- emissions related to employee travel (Scope 3 business travel and commuting): reduction of 50% by 2030 compared with 2018, in line with a global warming trajectory of 1.5°C;

- emissions from the purchase of goods and services: mobilizing its 400 main suppliers on meeting the commitments under the Paris Agreement to keep global warming to below 2°C and preferably to 1.5°C;
- emissions related to product use: reduction in emissions per seat kilometer of 42.5% by 2035 compared with 2018, or an average of 2.5% per year, thereby contributing to achieving net zero emissions for the aviation sector by 2050.

Safran used several scenarios compatible with the Paris Agreement when setting its objectives: specific sector scenarios, both global (ATAG Waypoint 2050, aiming for carbon neutrality by 2050) and European (Destination 2050, aiming for a 55% reduction in CO<sub>2</sub> emissions by 2030), and the aviation component of the International Energy Agency (IEA) scenarios (Sustainable Development Scenario, compatible with warming of less than 2°C, and Net Zero Scenario, compatible with warming capped at 1.5°C). Safran has used the absolute contraction approach for the reduction

of GHG emissions in Scopes 1 and 2, as provided by the Science Based Targets initiative (SBTi). It has accordingly set short-term (2025) and medium-term (2030) targets, in line with its budget projections and action plans. 2018 was chosen as the reference year to take into account the emissions of the former Zodiac Aerospace acquired by Safran that year.

Safran's climate objectives are designed to meet the European Union's aim of reducing emissions by 55% by 2030 compared with 1990 and to achieve net zero emissions by 2050.

(1) 2018 was chosen as the reference year to take into account the emissions of the former Zodiac Aerospace acquired by Safran that year.