



CLIMATE TRANSITION PLAN 2026-30

ACCELERATING CLIMATE ACTION

In the face of the climate emergency and its consequences for the lives of millions of people around the world, inaction is not an option.



We have a **Climate Transition Plan** with the aim of achieving Net Zero across the entire value chain by 2050. This objective is reflected in targets validated by the Science Based Targets initiative (SBTi), with short- and long-term milestones.

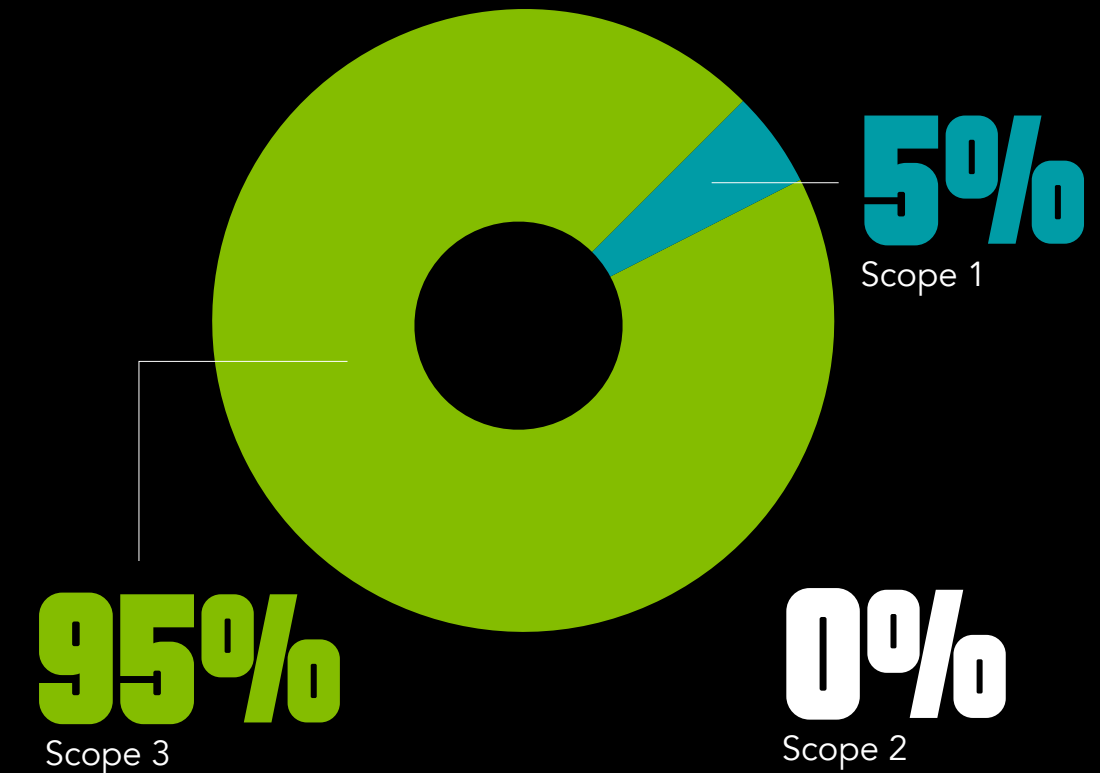
HOW DO WE DO IT?

- 1 **ZERO EMISSIONS**
- 2 **SUSTAINABLE MOBILITY**
- 3 **SUSTAINABLE LOGISTICS**
- 4 **DECARBONISATION OF THE VALUE CHAIN**
- 5 **CLIMATE AWARENESS**



CARBON FOOTPRINT

This is how our carbon footprint is distributed by scope:



11.6%

reduction in Scope 1 and 2 compared with 2024*

10.7%

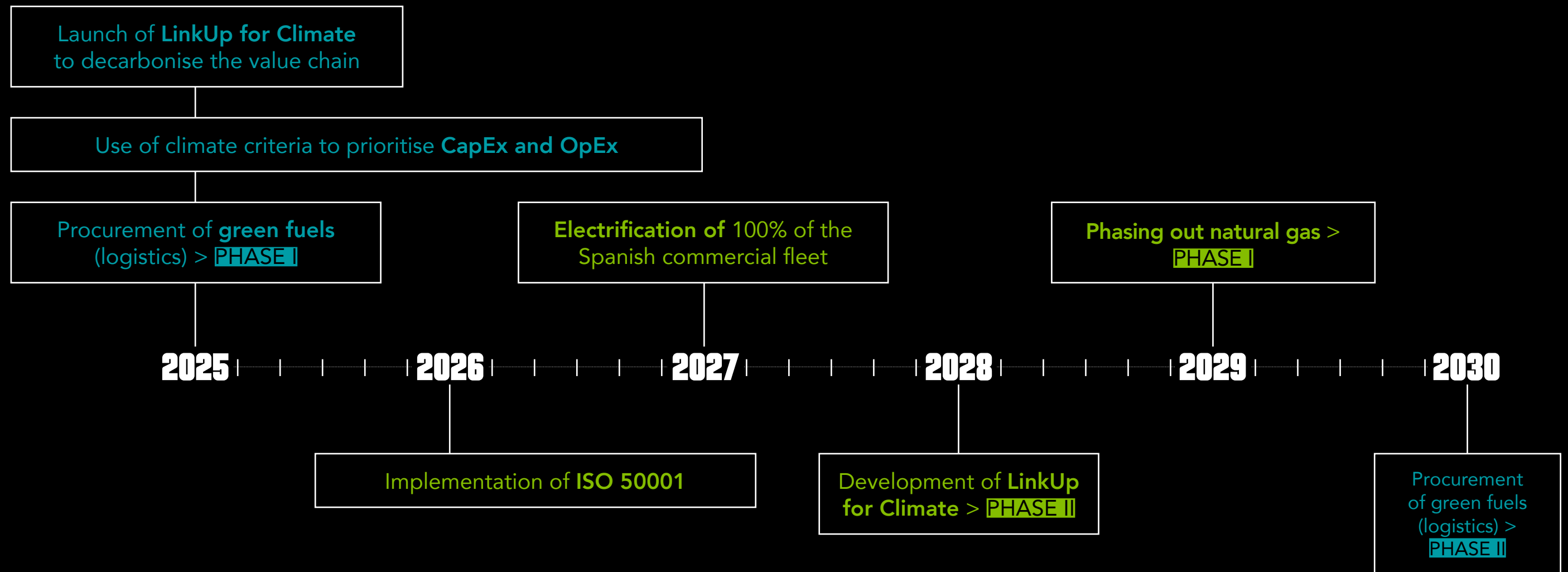
increase in Scope 3 compared with 2024*

* Both figures (11.6% and 10.7%) are expressed in absolute terms.

Scope 1: direct greenhouse gas (GHG) emissions
Scope 2: indirect GHG emissions from energy
Scope 3: other indirect GHG emissions

OUR CLIMATE TRANSITION PLAN

MILESTONES 2025-2030



ADOPTION OF CLIMATE AWARENESS



ZERO EMISSIONS

We are improving the efficiency of processes and thermal systems, promoting the generation and consumption of renewable electricity and encouraging the gradual replacement of natural gas.

IN 2025

The Esplugues de Llobregat pharmaceutical plant's inclusion in **LEED certification**. 98% of the floor area of our sites has this certification as a guarantee of an environmentally friendly building model.

Installation at the Sant Cugat pharmaceutical plant of **photovoltaic systems on technical rooftops**, with a total capacity of 157 kWp.

Start of the analysis of different **technological alternatives to replace natural gas boilers** at the Sant Cugat operational sites.

100% of our electricity used is renewable

Reduction of **3%** in energy consumption

SUSTAINABLE MOBILITY

Sustainable mobility is a priority not only to reduce the related emissions, but also to improve the efficiency of employee commuting, strengthen the safety and wellbeing of Ferrer's employees and generate a positive impact on the local environment.

IN 2025

Submission to the AMB¹ of the **company travel plans** for Ferrer's main sites in Spain.

Start of the development of a **Sustainable Mobility Plan** to cover 100% of Ferrer employees.

100% of employees with company vehicles at headquarters and **84%** of area managers in Spain have electric vehicles.

1. Barcelona Metropolitan Area.



SUSTAINABLE LOGISTICS

We are reducing emissions by replacing air freight with sea freight on international routes, progressively adopting lower-footprint fuels and optimising shipments.

IN 2025

Activation of new road transport partners using **renewable diesel** (HVO) on all routes where permitted.

Negotiations with the Thai partners for the **switch from air to sea transport** for its shipments (planned for 2026).

Project to **optimise orders to pharmacies** in order to make complete shipments without affecting service levels.

DECARBONISATION OF THE VALUE CHAIN

We aim to involve 100% of the business partners that work with our company and have them join our climate action through the **LinkUp for Climate** programme.

IN 2025

Definition of **climate clauses** for suppliers, licensees and business partners, which include a commitment to calculate and report their carbon footprint, set emissions reduction targets and prepare a climate transition plan.

Webinar with suppliers and licensees on the impact of the value chain on our carbon footprint and the importance of providing real, high-quality data to meet the SBTi targets.

CLIMATE AWARENESS

A shared climate mindset at Ferrer enabling decarbonisation, efficiency and resilience criteria to be integrated into planning, operational management and resource allocation.

IN 2025

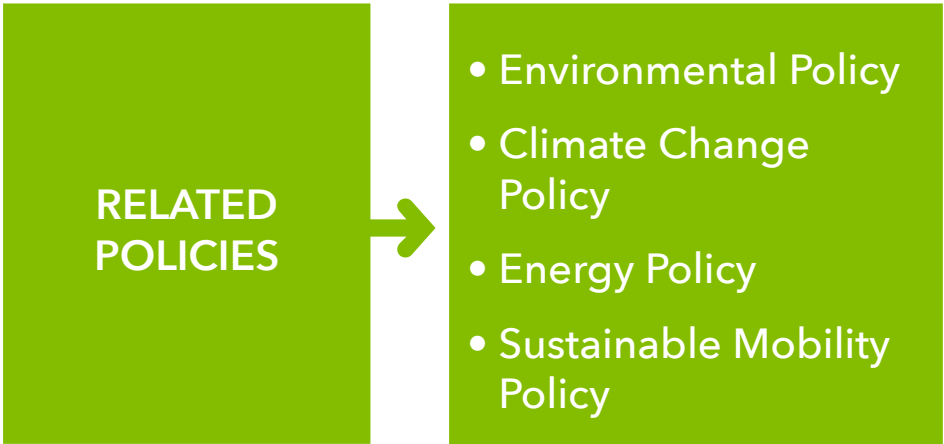
Climate training for staff at our operational sites.

Agora Talk on the “sustainability crisis”, where we presented our climate goals for 2030 and 2050 to the entire organisation.

ACCELERATING CLIMATE ACTION

Our climate targets, aligned with the criteria of the Science Based Targets initiative (SBTi), guide our decarbonisation pathway. In 2023, we laid the foundations **for our Climate Transition Plan (CTP)**, the roadmap for structuring, prioritising and monitoring the actions needed to achieve our climate commitments.

3.1.1 OUR COMMITMENT: DEFINITIONS, POLICIES AND TARGETS FOR ACCELERATING CLIMATE ACTION



The overall objective of the Climate Transition Plan (CTP) is to steer Ferrer towards a decarbonisation pathway compatible with the Paris Agreement (1.5 °C). This objective is translated into targets validated by the SBTi, with short- and long-term milestones:

- **Net Zero target.** We are committed to achieving Net Zero greenhouse gas emissions across the entire value chain by 2050.
- **Short-term targets*.** We are committed to reducing absolute Scope 1 and 2 GHG emissions by 48% by 2030, using 2019 as the base year; we are also committed to maintaining an active, annual supply of 100% renewable electricity until 2030. We are also committed to reducing Scope 3 GHG emissions by 55% per million euros of value added by 2030, also using 2019 as the base year.
- **Long-term targets**.** We are committed to reducing Scope 1 and 2 absolute GHG emissions by 90% by 2050, compared to the 2019 base year. Furthermore, we are committed to reducing Scope 3 GHG emissions by 97% per million euros of value added within the same timeframe.

* Two of these targets are being reviewed to adapt them to the new base year, which will be 2024. Provisionally (pending validation by the SBTi), the new targets for 2030 will be: to reduce absolute Scope 1 and 2 GHG emissions by 50%; to reduce Scope 3 GHG emissions by 51.6% per million euros of value added.

** These targets are being reviewed to adapt them to the new base year, which will be 2024. Provisionally (pending validation by the SBTi), the new targets for 2050 will be: to reduce absolute Scope 1 and 2 GHG emissions by 90%; to reduce Scope 3 GHG emissions by 97% per million euros of value added.

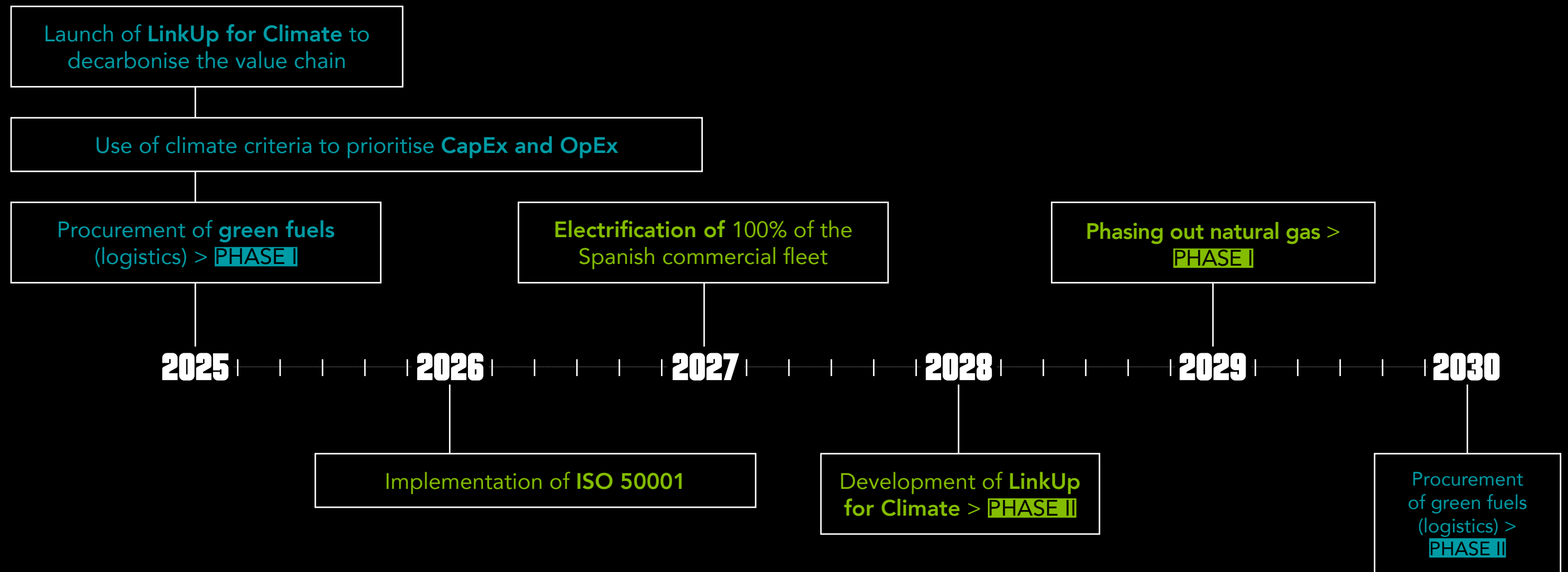
The CTP is set out in a public document that develops its main structural elements: its connection with the corporate strategy and related policies, climate targets, plan governance, associated risks and opportunities, international and European reference frameworks, the main decarbonisation levers, and mechanisms for monitoring and transparency of progress. Regarding this last point, it should be noted that the sustainability report will be the document in which we publicly update progress linked to the CTP.

To ensure its rollout, in 2024 we defined a cross-cutting team, currently led by the Liveable Planet area, responsible for coordinating, driving and executing the 2025-2030 plan, as well as the annual action plans. At the same time, each of these members leads a working group linked to one of the five main decarbonisation vectors:

- Decarbonisation of operations
- Sustainable mobility
- Sustainable logistics
- Decarbonisation of the value chain
- Climate awareness

OUR CLIMATE TRANSITION PLAN

MILESTONES 2025-2030



ADOPTION OF CLIMATE AWARENESS

NEUTRALISATION STRATEGY

Our firm commitment to climate action is based on prioritising emissions reduction within our operations and value chain. At the same time, we recognise that during the transition towards a decarbonised economy it is inevitable that a certain footprint will be generated, which is why we consider it necessary to support complementary climate actions outside our value chain.

In this regard, we consider that carbon markets, as well as other mechanisms, can play a complementary role during the transition towards a decarbonised global economy, especially in addressing residual emissions that are difficult to eliminate. For this reason, since 2019 we have voluntarily offset our Scope 1 emissions. However, we understand that these instruments must evolve to fully incorporate high-integrity principles, such as real additionality, the establishment of robust baselines, guaranteed permanence and avoidance of double counting, in order to effectively fulfil the function for which they were designed.

In particular, we are following developments around Article 6.4 of the Paris Agreement with special interest, as well as emerging regulatory initiatives in the European Union and its Member States aimed at strengthening the integrity of

voluntary carbon markets. We are also awaiting the evolution of the position taken by reference bodies such as the SBTi, whose new standards will help clarify the role of these mechanisms in corporate climate transition strategies.

In this context, and pending the consolidation of higher-integrity regulatory and methodological frameworks for carbon markets, we decided to redirect most of the resources we had been allocating to carbon credits towards other climate action mechanisms that we currently consider more closely aligned with these principles.

Specifically, for the 2025-2027 period, **we purchased Sustainable Aviation Fuel (SAF) credits**, with a contribution of 140 tCO₂e/year. In this way, we want to contribute to the decarbonisation of the aviation sector, on which we depend, by promoting the production and use of low-carbon alternatives in an area that is especially difficult to decarbonise.

Our commitment is to review this approach to the use of market mechanisms annually as the above-mentioned regulatory and methodological developments evolve, and to adjust the strategy as frameworks with greater integrity and clarity become consolidated.

PERFORMANCE IN 2025

CARBON FOOTPRINT

The carbon footprint is a tool that enables us to identify precisely where our most significant emissions are, make informed decisions and design specific, effective decarbonisation actions that allow us to reduce our environmental impact.

With this conviction, in 2025 we carried out a critical and in-depth review of our carbon-footprint calculation methodology. As a result, we updated methodologies and criteria in several key areas so that the calculation would improve granularity for certain emission sources, as well as the accuracy and comparability of all scopes and categories. We have also estimated emissions for all applicable Scope 3 categories, including minor emission sources that had not previously been calculated due to lack of data availability. In this way, we ensure that we always cover more than 95% of our emissions, in line with the drafts of the future new SBTi and GHG Protocol standards. Finally, insofar as possible, we seek to incorporate primary emission factors, which we see as a major opportunity that opens up a new range of decarbonisation levers that were not feasible under the previous methodology.

This revised methodology has been applied retroactively to financial year 2024 in order to establish it as the base year for the SBTi reduction targets. As a result of this methodological review and the recalculation of 2024 data, the environmental indicators reported in this report may differ from those published in previous reports. Furthermore, given the difficulty of also performing a sufficiently accurate recalculation for 2023, the historical series of environmental data is limited to financial years 2024 and 2025, unlike the rest of the indicators in this report.

2025 RESULTS AND EVOLUTION OF OUR TARGETS COMPARED WITH THE BASE YEAR: 2024

In 2025, our total carbon footprint increased by 3.7% compared with the previous year. The increase is explained almost entirely by the impact of the agreement with Prilenia Therapeutics B.V., explained in detail later, which affected the capital goods category within Scope 3 by approximately 13,000 tonnes of CO₂eq. The emissions impact derived from this agreement will be mitigated over the coming years.

Nevertheless, if we exclude this operation, our total footprint would have fallen by around 1,700 tonnes of CO₂eq compared with 2024, thus continuing the reduction pathway we have maintained in recent years. In fact, practically all Scope 3 categories improved during the year, showing us that the work we are doing in our value chain is starting to deliver results.

It is also worth noting that our direct Scope 1 emissions fell by almost 12% compared with the previous year, bringing us closer to our target of reducing Scopes 1 and 2 by 50% by 2030. This is a direct consequence of the actions we have taken to decarbonise our own activity, which we describe in the following sections. However, the increase in Scope 3, combined with the reduction in value added, caused our Scope 3/value added ratio to rise by 45%, taking us significantly further away from our target. This result shows that we must continue to devote efforts and resources to reducing emissions across our entire value chain and achieving our targets.

DECARBONISATION OF OPERATIONS

To **decarbonise our operations** and **achieve a supply of 100% renewable electricity**, we act on the main energy levers of our activity: improving the efficiency of processes and thermal systems, promoting the generation and consumption of renewable electricity, and progressing with the gradual replacement of natural gas, particularly in equipment associated with industrial steam generation.

ENERGY EFFICIENCY

We promote energy management focused on efficiency and consumption reduction, as well as a progressive transition towards sources with a lower climate impact.

Total energy consumption fell by 3% compared with 2024 thanks to various measures implemented. In terms of energy efficiency, in 2025 we carried out several projects that contributed to this objective, including:

- Renewal of an industrial chilled-water production unit with an energy recovery system, which will support the generation of domestic hot water (DHW) at the Sant Cugat pharmaceutical plant to improve the overall efficiency of the process.

- Progress in optimising industrial chilled-water generation and distribution systems for HVAC through the implementation and improvement of an Energy Management System, enabling significant energy savings.
- Launch of economy mode for the HVAC system in production areas at the Esplugues plant, contributing to reduced energy consumption without affecting operating conditions.
- Improvements to industrial steam distribution systems at the different operating sites, most notably the modification of headers and improved valve insulation at the pharmaceutical plants.
- Improvement of condensate lines at the Sant Cugat chemical plant through the installation of new steam traps and filters, representing a substantial improvement in the efficiency of the industrial steam boilers.
- Also at the chemical plant, optimisation of the operation of variable frequency drives and replacement of electric motors with higher-efficiency models.

LEED certification

Beyond corroborating our commitment, LEED certification guides us on how to systematically integrate criteria for energy efficiency, optimisation of resource consumption and improvement of the environmental performance of buildings. With the addition of the Esplugues de Llobregat pharmaceutical plant, 98% of the total surface area of our sites has this certification as a guarantee of an environmentally responsible building model.

Platinum medal:

- Ferrer Barcelona corporate offices

Gold medal:

- Sant Cugat chemical plant offices
- Ferrer United States R&D Centre
- Sant Feliu de Buixalleu logistics centre
- Ferrer Mexico offices

Silver medal:

- Sant Cugat pharmaceutical plant offices

Certification:

- Esplugues de Llobregat pharmaceutical plant

RENEWABLE ENERGIES

Energy is one of the main factors determining our carbon footprint. For this reason, we are driving

the progressive replacement of fossil sources with energy from renewable sources as a key lever for decarbonising our operations.

In 2025, energy from renewable sources accounted for 48% of Ferrer's total energy consumption, 2 percentage points more than last year. In the coming years, we expect to increase this percentage significantly by replacing fossil sources with electrified technologies based on renewable energy, both in the vehicle fleet and at production sites.

Furthermore, to increase the proportion of self-generated renewable energy, we are assessing the feasibility of installing photovoltaic facilities not only at our main operating sites but also in their surrounding areas, with the aim of progressively rolling them out over the coming years.

Purchase and self-generation of 100% renewable electricity

In 2025, we once again ensured that all the electricity used (including by our subsidiaries) was renewable. This milestone was made possible by self-generation using photovoltaic panels and the purchase of Guarantees of Origin at production sites in Spain and European offices, as well as the purchase of Renewable Energy Certificates (RECs) at the other subsidiaries. In this way, this year we

avoided more than 8,400 tonnes of CO₂eq². In addition, over the past year we continued to make progress towards our aim of increasing the proportion of self-generated renewable electricity at the different operating sites. In this context, at the Sant Cugat pharmaceutical plant, we installed photovoltaic systems on the technical roofs with a total installed capacity of 157 kWp. At the same time, we continue to work on the roof renovation project as a preliminary step towards the future installation of photovoltaic panels on the roofs of the warehouse and production areas.

Thanks to this new installation, together with the two photovoltaic plants commissioned in 2024 at the Esplugues pharmaceutical plant and the Sant Feliu de Buixalleu logistics centre, in 2025 we achieved production of 459,720 kWh of self-generated electricity from renewable sources.

Moving away from natural gas

Currently, our operations depend heavily on natural gas, which is our main fossil energy vector. Consequently, in order to achieve our short- and long-term climate targets, we need to move towards low- or carbon-neutral energy alternatives.

² Calculated using the CNMC residual emission factor (0.258 kg/kWh) 2025.

In this context, in addition to the efficiency measures already described, in 2025 we began analysing different technological alternatives to replace gas boilers at the Sant Cugat operating sites. The most suitable solution is expected to be selected by the end of 2026.

SUSTAINABLE MOBILITY

Sustainable mobility is a priority not only to reduce the related emissions, but also to improve the efficiency of employee commuting, strengthen the safety and wellbeing of Ferrer's employees and generate a positive impact on the local environment. To this end, we adopt an integrated view of corporate mobility.

As the main new development, in 2025 we submitted the company travel plans for Ferrer's main sites in Spain to the AMB, in compliance with the applicable regulatory framework on air quality and mobility. However, as we understand mobility to be a strategic lever for the entire company, we are developing a **Sustainable Mobility Plan (SMP)** to cover 100% of Ferrer employees.

In addition to employee commuting, this plan will also address the electrification of the commercial fleet, corporate travel and mobility associated with events organised by the company, in order to act coherently across the main areas of impact of corporate mobility.

Beyond this, in 2025 we carried out other sustainable mobility initiatives:

- Measurement and offsetting of the carbon footprint of events with more than 50 people (including attendee transport).
- As part of the renewal of corporate travel agreements with airlines for 2026, they were asked for information on their sustainability actions and commitments. This information is shared internally to strengthen the integration of ESG criteria into the selection of suppliers aligned with our objectives.
- Progress in the agreement with a taxi service provider that allows us to prioritise transfers in electric vehicles and/or vehicles with an Eco label, and to calculate the carbon footprint associated with these journeys. This service is available nationwide in Spain and in certain European countries.

100% of people with company vehicles at corporate offices and 84% of area managers have electric vehicles.

Although we continue to make progress in the decarbonisation of our mobility, as a result of infrastructure and range issues, we have not yet been able to fully electrify our fleet. Thus, for the 275 diesel combustion vehicles in the sales network, we opted for vehicles with lower CO₂ emissions, moving from 146 g CO₂/100 km to 125 g/100 km.

In addition, around 75% of our fleet is managed by a company that is a member of the Business Platform for Sustainable Mobility and is the only leasing company with Bequal Plus certification, which recognises companies that promote the inclusion of people with disabilities both in their workforce and among consumers or service users.

ACTIVIST EVENTS WITH POSITIVE IMPACT

During 2025, we continued working to ensure that all events organised from headquarters, including the Spanish subsidiary, with more than 50 attendees, are designed according to sustainability criteria; and we continued offsetting the emissions generated by all of them.

In total, this year our events generated 207.9 tonnes of CO₂e, which were offset through the South American Regenerative Agriculture through Regenerative Grazing (SARA) project, an initiative developed in Argentina, Chile and Paraguay that promotes the transition towards regenerative livestock systems. Through the adoption of sustainable pasture-management practices, the project promotes carbon capture and storage in the soil, contributing to the removal of CO₂ emissions from the atmosphere.

In addition to its contribution to climate action, SARA generates significant environmental and social benefits. The project promotes ecosystem restoration, improves soil health, supports biodiversity conservation, and optimizes water resource management. It also contributes to the economic development of rural communities by generating additional income for livestock producers and strengthening their capacities through training and technical support programmes. The project is certified under the VCS standard.

SUSTAINABLE LOGISTICS

According to the IPCC Sixth Assessment Report, transport is responsible for around 23% of global GHG emissions. Moving towards the

implementation of new forms of sustainable logistics and transport is crucial to reducing total emissions and improving people's lives, especially for those living in urban environments.

At Ferrer, we are reducing emissions from product transport and logistics by shifting from air to sea on international routes, progressively adopting lower-footprint fuels and optimising shipments, among other measures. In 2025, we made progress on new actions aimed at our climate targets:

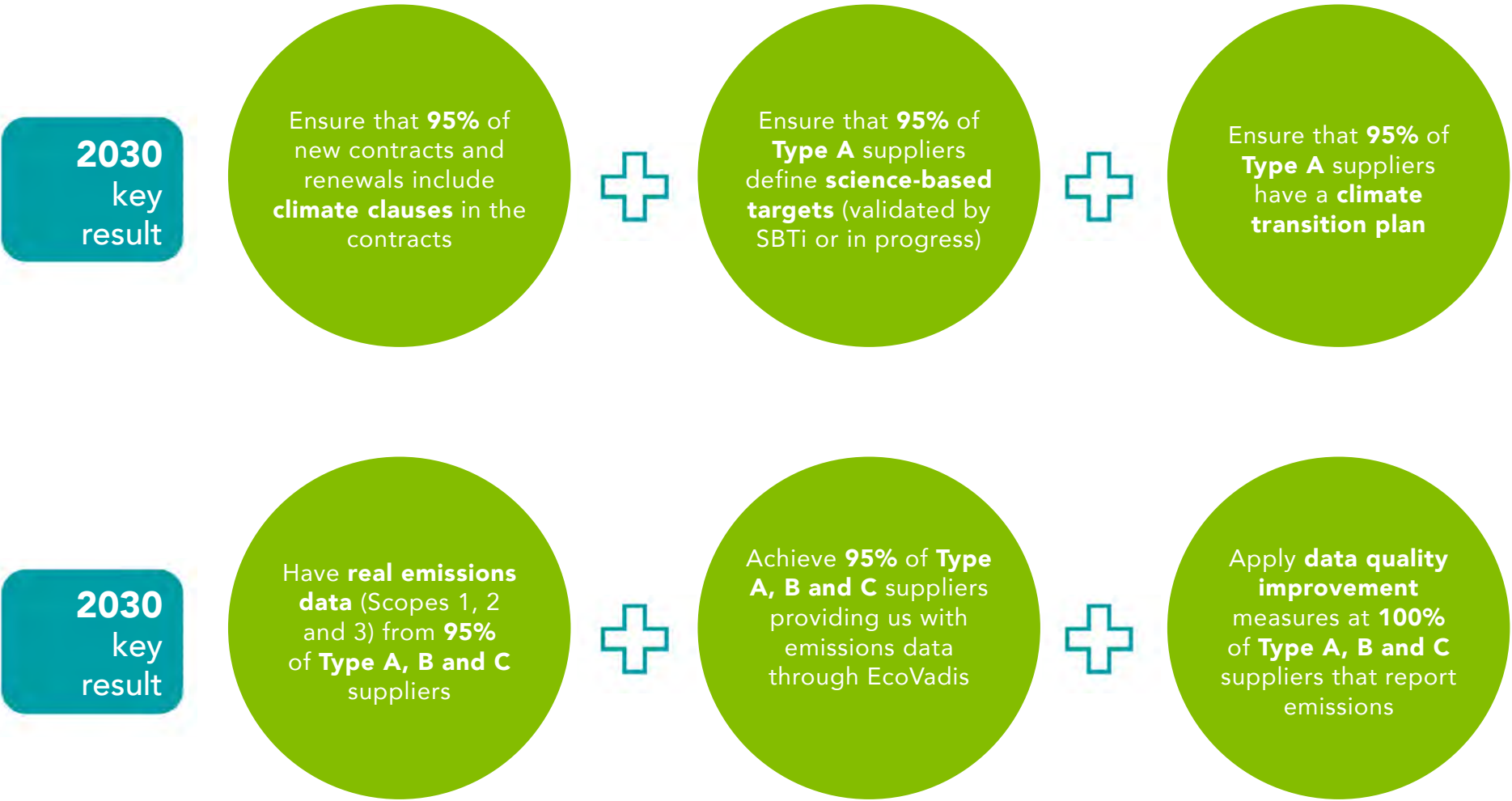
- Following the route analysis carried out in 2024, activation of new overland transport partners that incorporate the use of HVO on all routes where permitted. This measure enables a significant reduction in the emissions associated with full truckload (FTL) shipments, which account for approximately 50% of the Group's overland transport.
- Negotiation with the Thailand partner to shift its shipments from air to sea transport (planned for 2026).
- Project to optimise orders to pharmacies in order to make full shipments without affecting the service level.

DECARBONISATION OF THE VALUE CHAIN

Aware that value-chain emissions account for a very significant percentage of the organisation’s emissions, we aim to carry out climate initiatives with 100% of the most significant business partners across our entire value chain.

To address this major challenge, we are bringing together two of Ferrer’s main sustainability-related programmes, the Climate Transition Plan (CTP) and LinkUp, in the **LinkUp for Climate** programme, through which we aim to accelerate the decarbonisation of our third parties and obtain quality data so that we can measure these improvements. We have therefore set targets for each of these vectors³:

³ They currently cover the emissions of suppliers and licensors, which represent most of our Scope 3 footprint. Even so, in 2026 these targets will be expanded to cover all business partners.



Achieving these targets involves progressing with the 2025-2030 action plan, made up of the following levers:

INCLUSION OF CLIMATE CLAUSES	INTERNAL CONTROL	ENGAGEMENT, TRAINING AND SUPPORT	ALLIANCES OR PARTNERSHIPS
Include specific climate clauses as part of the ESG clauses in contracts (new contracts and renewals). Include mandatory climate-related exclusion criteria (aligned with the clauses) in supplier selection processes. Design and incorporate optional climate criteria that are scored as part of the supplier selection criteria (price, quality, etc.).	Set up internal control mechanisms to identify significant errors in the data supplied to Ferrer.	Carry out training and awareness-raising sessions on climate topics and on the value of EcoVadis in making progress in this area. Provide technical assistance and support to suppliers on climate aspects. Keep the Ferrer emissions website up to date and disseminate it through meetings, emails, webinars, etc.	Join industry consortia or associations that are leading collective efforts to reduce emissions at sector level. Design an annual supplier event to share expectations and best practices.
Change management for incorporating carbon footprint management into day-to-day activities			
Definition of an internal engagement programme within the company that has influence across different departments			

In addition to launching the **LinkUp for Climate programme**, in 2025 we carried out various actions in this area:

- Definition of climate clauses for suppliers, licensees and business partners, including the commitment to calculate and report their carbon footprint, set emission reduction targets and draw up a climate transition plan.

Webinar with suppliers and licensees, focused on the impact of the value chain on our carbon footprint and the importance of providing real, quality data to help achieve our SBTi targets. The meeting also focused on the need for each business partner to define and implement its own emission reduction and mitigation programmes. In this webinar, the climate clauses were presented to our business partners for the first time.

In 2026, we will take a further step in strengthening this programme with new actions to consolidate the climate commitment of our main business partners. In particular, in line with the climate clauses, we will seek to have them measure and transparently share their full carbon footprint, align their targets with the Paris Agreement through validation by the SBTi, and develop climate transition plans consistent with their pathway.

CLIMATE AWARENESS

Achieving our emission reduction targets also depends on climate action becoming part of the way we make decisions across the organisation. For this reason, we promote a shared climate mindset that enables decarbonisation, efficiency and resilience criteria to be integrated into planning, operational management and resource allocation. This approach is key to accelerating the implementation of our Climate Transition Plan, ensuring consistency between day-to-day decisions and our long-term targets, and strengthening Ferrer's ability to anticipate the risks and opportunities arising from the transition towards a low-carbon economy.

In this area, we develop training, awareness-raising and participation actions aimed both at our internal teams and, where possible, at other stakeholders. In 2025, highlights included climate training for staff at our operating sites, as well as the Agora Talk on the "Sustainability Crisis", in which we presented our 2030 and 2050 climate targets to the entire organisation.

In 2024, we committed to formally integrating climate criteria into CapEx prioritisation during 2025. Although this specific formalisation has not been completed within the planned timeframe, we have prioritised other key actions of the Climate Transition Plan described above. We remain committed to

incorporating these criteria in a structured way over the next two years. In parallel, priority investments for progressing towards our climate targets are already integrated into the financial planning of the areas involved, especially Operations, ensuring the availability of resources for the main decarbonisation levers.

CARBON PRICING

We continue to use an internal carbon price as an instrument to guide decisions towards options with a lower climate impact. This mechanism is applied in the form of a shadow price, designed to introduce the cost of carbon into the assessment of investments, purchases and operational decisions.

In 2025, the reference price was €70/tCO₂e, aligned with the average EU ETS value and used as a basic signal for assessing alternatives with different emissions intensities. We also apply a maximum internal price of €200/tCO₂e when analysing decisions related to direct Scope 1 emissions, with the aim of bringing this analysis closer to the real cost of high-integrity carbon credits used for neutralisation. This dual approach makes it possible to combine a widely accepted market benchmark with a more demanding signal for those emissions whose reduction is more strategic for the company.

Although the internal carbon price has been applied in decisions associated with the Climate Transition Plan, we recognise that our main challenge for the coming years is to move from tactical use to full integration into corporate processes. This means strengthening its presence in the systematic assessment of CapEx and OpEx, as well as in procurement and planning procedures, so that consideration of carbon no longer depends on individual cases and is incorporated structurally.

CLIMATE RESILIENCE

While decarbonisation is our priority, we are aware that the global response to this crisis remains insufficient and that, even in scenarios of accelerated emissions reduction, organisations will need to strengthen their capacity for adaptation and resilience.

We must therefore complement our Climate Transition Plan with a climate adaptation and resilience approach that enables us to anticipate and manage physical and transition risks that may affect our operations and our value chain. Integrating this variable into strategic planning, risk management and decision-making will be key to strengthening Ferrer's resilience in an increasingly demanding and uncertain climate context.

In this regard, we plan to draft and approve a **Climate Change Adaptation Plan** during the 2026-2028 period to structure and prioritise the actions needed to shape a resilient organisation over the long term.

Climate resilience analysis

For years, we have analysed both physical and transition climate risks and opportunities, in line with the recommendations of the Task Force on Climate-related Financial Disclosures (TCFD). This analysis enables us to identify our exposure in the short, medium and long term, better understand the possible implications for our operations and value chain, and guide strategic decision-making.

Updated in 2025, our resilience analysis covers direct operations and the value chain. It provides for an annual update based on a qualitative and quantitative assessment using transition scenarios (NGFS Net Zero 2050, Current Policies and Delayed Transition) and physical scenarios (SSP1-2.6, SSP2-4.5 and SSP5-8.5) with short-term (1-5 years), medium-term (6-10 years) and long-term (11-30 years) horizons, and physical projections extended to 2100. The assumptions are supported by IPCC AR5/AR6, AEMET data for Catalonia and the GFDRR ThinkHazard tool for acute risks.

Material climate risks and opportunities

Below, we present the main material climate risks and opportunities, in the short, medium and long term, identified in the latest review carried out in 2025. The time horizon indicates the first period in which the combination of probability and expected financial impact exceeds the materiality threshold defined by Ferrer.

PHYSICAL RISKS

The main material physical risks are concentrated mainly in the medium and long term. Among them, the risk associated with the increased frequency and intensity of drought and water-stress episodes stands out, as these could affect the availability of quality water needed for certain production, cleaning and quality-control processes. This risk may translate into operational restrictions, higher water supply or treatment costs, and possible indirect disruptions among suppliers exposed to water-stressed areas.

Risks arising from rising temperatures and the increased frequency of heatwaves have also been identified, and are particularly relevant in the long term. These phenomena may increase cooling and HVAC needs in facilities, processes and storage,

raising energy consumption and the operating costs required to maintain the necessary quality and safety conditions for raw materials, intermediates and finished products.

Likewise, extreme climate events, such as floods or storms, represent an acute physical risk with potential impact on assets, operational continuity and the supply chain. Although direct exposure of our own facilities is currently considered limited, these events could cause localised damage, temporary interruptions, repair costs or supply delays, especially in the medium and long term.

TRANSITION RISKS

Ferrer identifies the evolution of the regulatory framework and market expectations linked to decarbonisation as material, particularly in the short and medium term. Adaptation to new climate, energy-efficiency, emissions-reduction, reporting and sustainable-finance alignment requirements may require additional investment, strengthened management systems and greater integration of climate criteria into decision-making.

Another relevant risk is the possible increase in energy and raw-material costs, associated with the volatility of energy markets, the progressive internalisation of the cost of carbon and dependence on certain energy-intensive or fossil-based inputs. This risk may put pressure on operating and procurement costs, especially in the medium term, and reinforces the importance of making progress in energy efficiency, electrification and the use of renewable energy.

Finally, the increasing incorporation of climate criteria into finance, tenders, public procurement and customer relationships may affect the competitive positioning of companies that cannot robustly demonstrate their climate performance and transition plan. In this context, alignment with national and international standards, effective emissions reduction and operational resilience are becoming key factors in preserving Ferrer’s competitiveness in the medium and long term.

QUANTITATIVE INDICATORS FOR ACCELERATING CLIMATE ACTION⁴

TRACKING OUR SBTI TARGETS*	2025	2024	CHANGE 2025-2024 (%)
Scope 1 and 2 (tCO ₂ eq)	6243.3	7059.5	-11.56%
Scope 3 ratio** / value added (tCO ₂ eq/€m)	0.63	0.44	45.05%

* As 2019 data calculated using the updated methodology is not available, tracking is performed against the new provisional targets with 2024 as the base year.

** Value added is calculated on the basis of operating profit (EBITDA + personnel expenses).

GHG EMISSIONS RATIO	2025	2024	CHANGE 2025-2024 (%)
GHG emissions / Revenue (tCO ₂ eq / thousand euros)	0.21	0.17	24.38%

⁴ For the calculation of the quantitative indicators for accelerating climate action, Medir Ferrer y Cía, S.A. has been excluded, as we do not have operational control over these matters.

See the Methodological Annex for more information on the methodology applied to data collection and the calculation of the different indicators.

The relevant methodological changes applied in the footprint calculation are detailed in Table A Carbon footprint calculation methodology.

GHG EMISSIONS (tCO ₂ eq)*	2025	2024	CHANGE 2025-2024 (%)
Scope 1	6243.3	7059.5	-11.56%
Scope 2 (market-based)	0	0	-
Scope 3	125107.9	112974.7	4.84%
TOTAL (market-based)	131993.1	120700.2	9.36%

* The emissions corresponding to the Alexza subsidiary have been excluded from the inventory, as Ferrer divested from this company in 2025 and its inclusion would not provide relevant information for performance analysis or for tracking progress towards the SBTi reduction targets. Alexza's emissions were as follows:

2024: 850 tCO₂eq (Scope 1), 0 (Scope 2 - market based) and 2,650 tCO₂eq (Scope 3).

2025: 902 tCO₂eq (Scope 1), 0 (Scope 2 - market based) and 1,932 tCO₂eq (Scope 3).

GHG EMISSIONS (tCO ₂ eq) Scopes 1 and 2	2025	2024	CHANGE 2025-2024 (%)*
Scope 1	6243.3	7059.5	-11.56%
Stationary combustion	4338.9	4808.6	-9.77%
Mobile combustion	1828.3	2052.7	-10.94%
Fugitive emissions	76.2	198.2	-61.57%
Process emissions	0	0	-
Scope 2 (location-based)	3429.0	3225.3	6.31%
Scope 2 (market-based)	0	0	-
TOTAL (market-based)	6243.3	7059.5	-11.56%

GHG EMISSIONS (tCO ₂ eq) Scope 3	2025	2024	CHANGE 2025-2024 (%)*
1. Purchased goods and services	81864.8	84118.6	-2.68%
2. Capital goods	20201.0	5360.8	276.83%
3. Energy-related activities	1635.6	1871.4	-12.60%
4. Upstream transport and distribution	6889.0	7215.5	4.52%
5. Waste generated in operations	1075.4	1169.8	-8.07%
6. Business travel**	1244.4	1179.9	5.46%
7. Employee commuting	1817.5	1855.1	-2.02%
9. Downstream transport and distribution	459.8	469.7	-2.12%
12. End of life of products	878.9	1162.9	-24.43%
14. Franchises	9683.5	9236.8	4.84%
TOTAL (market-based)	125749.8	113640.6	10.66%

* The year-on-year changes associated with the Scope 1, Scope 2, 3.2 Capital goods, 3.3 Energy-related activities and 3.5 Waste generated in operations categories have been explained in the previous/following sections.

The reduction relating to category 3.12 End-of-life treatment of products is due to the reduction in the emission factors used, as well as in immediate packaging, resulting from the use of data reported in the DAE in 2025, whereas in 2024 it was estimated on the basis of SIGRE data.

** We have purchased SAF credits equivalent to a potential reduction of 140 tCO₂eq associated with air transport in this category. The purchase of these credits is disclosed separately, as a contribution to the decarbonisation of the aviation sector. This approach is consistent with the most recent SBTi guidance, which considers these instruments to be climate contribution mechanisms differentiated from the emission reductions included in the corporate inventory.

Due to a change in the calculation methodology, which mainly affects consumption estimates for certain subsidiaries and sales networks, the energy-related values reported in 2024 have been adjusted. For further details of the methodology, see the Methodological Annex.

ENERGY CONSUMPTION BY SOURCE (MWh)	2025	2024	CHANGE 2025-2024 (%)
Electricity	33949	33193	2.28%
Natural Gas	28599	30859	-7.32%
Propane gas	32	17	91.51%
Diesel	4911	5456	-9.98%
Petrol	2402	2772	-13.37%
LPG	110	0	-
Total energy consumption	70003	72297	-3.17%

RENEWABLE ENERGY (MWh)	2025	2024	CHANGE 2025-2024 (%)
Renewable energy	33949	33193	2.28%
Non-renewable energy	36054	39104	-7.80%
Total	70003	72297	-3.17%

RENEWABLE ENERGY (%)	2025	2024	CHANGE 2025-2024 (%)
Renewable energy	48%	46%	2 pp
Non-renewable energy	52%	54%	-2 pp
Total	100%	100%	-

ENERGY INTENSITY RATIO	2025	2024	CHANGE 2025-2024 (%)
Energy consumption (MWh)/ Turnover (thousands of euros)	0.114	0.103	10.22%

3.3 METHODOLOGICAL ANNEX

TABLE A. Carbon footprint calculation methodology

GRI 102 Climate Change (2025)	Indicator	Boundary	Main source	Methodology	Emission factors
GRI 102-5 Scope 1 GHG emissions	Energy consumption	See GRI 302 Energy		Emissions are calculated from the activity consumption data (kWh or litres) multiplied by the emission factor. <u>Update compared with previous publications:</u> the OCCC emission factors are replaced by the factors specified in the Emission factors column.	MITECO 2025 / DEFRA 2025 / U.S. EPA 2025 / CO ₂ Emissiefactoren 2025
	Refrigerant gases	Farma Sant Cugat, Farma Esplugues, Chemical Plant	Maintenance reports	Emissions are calculated from the total quantity of gas recharged (kg), multiplied by its global warming potential.	MITECO 2025
GRI 102-6 Scope 2 GHG emissions	Electricity consumption, market-based	See GRI 302 Energy		All electricity consumed at Ferrer is backed by GdOs/RECs; consequently, under the market-based approach, no emissions are reported.	N/A
	Electricity consumption, location-based	See GRI 302 Energy		Emissions are calculated from the electricity consumption data (kWh) multiplied by the emission factor for the corresponding countries.	REE 2025 / MITECO 2025 / IEA 2025* / CO ₂ Emissiefactoren 2025
GRI 102-7 Scope 3 GHG emissions	3.1. Purchased goods and services, mains water consumption	See GRI 303 Water and effluents		Emissions are calculated from the water withdrawal data (m ³), multiplied by the corresponding emission factor.	DEFRA 2025
	3.1. Purchased goods and services, other purchases made	Entire group	Purchases of goods and services made in €	The activity data (€) is multiplied by the primary emission factor for all purchases from suppliers where data is available, and by the input-output emission factor (DEFRA) for the remaining purchases, according to supplier type. <u>Update compared with previous publications:</u> For direct procurement categories without primary supplier data, Ecoinvent factors (CO ₂ eq/kg) are replaced by DEFRA emission factors (CO ₂ eq/€).	Primary supplier data / DEFRA EEIO 2025**
	3.2. Capital goods	Entire group	Purchases of capital goods made in €	The activity data (€) is multiplied by the primary emission factor for all purchases from suppliers where data is available, and by the input-output emission factor (DEFRA) for the remaining purchases, according to supplier type. <u>Update compared with previous publications:</u> For purchases without primary supplier data, Exiobase emission factors are replaced by DEFRA emission factors.	Primary supplier data / DEFRA EEIO 2025**
	3.3. Activities related to fuel and energy consumption***	See GRI 302 Energy		Emissions are calculated from the activity data associated with fossil fuel consumption (kWh or l) and electricity consumed (kWh). For fossil fuels, the activity data (kWh or l) is multiplied by the WTT emission factors corresponding to the fuel value chain. In the case of electricity consumption, a WTT emission factor of zero is applied for electricity from renewable sources, in line with the MB approach applied in Scope 2 and with the provisions of the GHG Protocol guidance for this category, as there is no fuel consumption in the generation of electricity from renewable sources and emissions associated with the construction of generation infrastructure are not included. In addition, transmission and distribution (T&D) losses for the electricity consumed are considered, as well as the WTT part of those losses, by multiplying electricity consumption (kWh) by the corresponding emission factors. <u>Update compared with previous publications:</u> Ecoinvent emission factors are replaced by those specified in the Emission factors column.	DEFRA 2025 / IEA 2025 / CO ₂ Emissiefactoren 2025

GRI 102 Climate Change (2025)	Indicator	Boundary	Main source	Methodology	Emission factors
GRI 102-7 Scope 3 GHG emissions	3.4. Upstream transport and distribution - Inbound logistics	Entire group	Distance and weight of material inputs	Emissions are calculated from the weight of imported materials (t) and the distance travelled between origin and destination (km), obtaining the tonne-kilometres (t•km) transported and applying the emission factor corresponding to the mode of transport used. <u>Update compared with previous publications:</u> the data source is replaced by a more complete and accurate one, and the method for estimating shipment weights and distances is improved. In addition, in the absence of information on the weight of the materials transported, an average load emission factor was used.	DEFRA 2025
		Waste transport	See GRI 306 Waste	Emissions are calculated from the quantities of waste reported (t) and the distance between the generating site and the authorised waste management operator. The resulting tonne-kilometres (t•km) are multiplied by the emission factor corresponding to freight transport, according to the load transported.	DEFRA 2025
	3.4. Upstream transport and distribution - Outbound logistics	Production plants and Sant Feliu de Buixalleu Logistics Centre	Data provided by logistics provider / internal database if such information is not available	Emissions are calculated from specific information from logistics providers (verified emissions, distances travelled or tonne-kilometres transported). In the absence of sufficient primary information, they are estimated from the transported weights available in the internal database and the distances between origin and destination, applying the corresponding emission factors according to the mode of transport. <u>Update compared with previous publications:</u> The original data source has been replaced by a more complete one, which has enabled us to estimate emissions in this category more representatively and accurately.	Primary supplier data / DEFRA 2025
		Subsidiaries	Order information provided by subsidiaries	Emissions are calculated from the tonne-kilometres (t•km) transported where specific information is available. In the absence of these data, emissions are estimated by extrapolation based on the subsidiary's revenue and using the emissions of subsidiaries located in similar geographical environments as a reference. <u>Update compared with previous publications:</u> Shipments from subsidiaries to the end customer are included for the first time.	DEFRA 2025
	3.5. Waste generation	See GRI 306 Waste		Data on waste generated and treated (kg), multiplied by the emission factor associated with that type of waste and treatment method.	OCCC 2025****
	3.6. Corporate travel, plane, train, ferry, vehicles	Sites in Spain and subsidiaries with available data	Emissions report generated by the travel agency	The distance travelled between origin and destination (km) is multiplied by the emission factor according to the type of transport. Emissions are provided directly by the travel agency, which includes traceability of the calculation applied.	Primary supplier data (DEFRA 2025)
		Other subsidiaries	Estimated on the basis of data reported by subsidiaries with available data.		
	3.6. Corporate travel, taxis	Sites in Spain	Information extracted from the mobility platform (Joinup)	The platform itself calculates the emissions associated with the journeys made.	Primary supplier data (DEFRA 2025)
		Subsidiaries	Extrapolation based on 2024 data.		
	3.7. Employee commuting	Entire group	2024 mobility survey	Extrapolation of the 2024 results to 2025. <u>Update compared with previous publications:</u> The emission factors used previously have been updated to regional emission factors to improve accuracy.	OCCC 2025 / REE 2025 / DEFRA 2025 / IEA 2025
	3.8. Upstream leased assets	Ferrer has estimated the emissions in this category and found them to be non-material (<0.1%), so they are excluded from the emissions inventory.			

GRI 102 Climate Change (2025)	Indicator	Boundary	Main source	Methodology	Emission factors	
GRI 102-7 Scope 3 GHG emissions	3.9. Downstream transportation and distribution	Production plants and Sant Feliu de Buixalleu Logistics Centre	Verified emissions report from logistics providers	The logistics provider provides the emissions for each shipment made according to the means of transport, the load transported (t) and the distance travelled (km)	Logistics provider data	
		Production plants and Sant Feliu de Buixalleu Logistics Centre	Distance and weight of shipments made	Emissions are calculated from the weight of the load transported (t) for each customer and the distance travelled between origin and destination (km), obtaining the tonne-kilometres (t•km) transported and applying the emission factor corresponding to the mode of transport used.	DEFRA 2025	
		Central America and Caribbean subsidiary	Emissions are extrapolated using as a reference the data from another subsidiary with similar activity and logistics operations. <u>Update compared with previous publications:</u> Shipments from this subsidiary to the end customer are included for the first time.			DEFRA 2025
	3.10. Processing of sold products	Ferrer has estimated the emissions in this category and they were found to be non-material (2%), so they are excluded from the emissions inventory.				
	3.11. Use of sold products	Ferrer has estimated the emissions in this category and found them to be non-material (<0.1%), so they are excluded from the emissions inventory.				
	3.12. End-of-life treatment of sold products	Entire group	Hospital machinery	The weight of the hospital machinery loaned is multiplied by the corresponding emission factor.		DEFRA 2025
			Data on end-of-life treatment of packaging and products - SIGRE annual management report	Emissions are estimated from the tonnes of pharmaceutical packaging managed through SIGRE, multiplied by the emission factor by treatment route (recycling / incineration with energy recovery).		Ecoinvent 3.11
			Data on end-of-life treatment of packaging and products - Ecoembes annual management report	Emissions are estimated from the tonnes of light packaging and cardboard managed through Ecoembes, multiplied by the emission factor by treatment route (recycling of plastic, metal, paper/cardboard).		Ecoinvent 3.11
	3.13. Downstream leased assets	Ferrer has estimated the emissions in this category and found them to be non-material (<0.2%), so they are excluded from the emissions inventory.				
	3.14. Franchises	Entire group	Sales data for Ferrer products provided by business partners	Emissions are estimated from Scope 1 and 2 emissions of business partners associated with the commercialisation of Ferrer products, calculated using their revenue and each partner's specific emission factor. In the absence of these data, an average emission factor based on available information from comparable partners is used. <u>Update compared with previous publications:</u> Ferrer revenue data is replaced by actual sales data from business partners. The average Ferrer emission factor applied to partners is also replaced by the detailed emission factors.		Primary data from business partners
3.15. Investments	Ferrer has estimated the emissions in this category and found them to be non-material (<1%), so they are excluded from the emissions inventory.					

* These emission factors are published in 2025 but are calculated based on 2023 data.

** These emission factors are published in 2025 but are calculated based on 2022 data.

*** For the calculation of category 3.3 Activities related to fuel and energy consumption, the market-based methodology was followed.

**** The OCCC emission factor is adjusted to exclude emissions associated with waste transport, which are included in category 3.4 Downstream transport and distribution.

TABLE B. Calculation methodology for the other environmental indicators

GRI		Indicator	Sites covered	Main source	Methodology	Conversion factors	Quality (primary/ estimated data)	% Data coverage
GRI 103 Energy (2025)	GRI 103-2 Energy consumption and self-generation within the organisation	Electricity - Grid	All sites with access to invoices	Supply invoices	Sum of consumption billed during the year.	N/A	Primary data	99.80%
			Offices in Germany, the Netherlands and Peru	Average consumption by surface area for the other offices	Average consumption by surface area of the offices with real data multiplied by the surface area of the site to be estimated.	N/A	Estimated data	0.17%
			Mexico office	Supply invoices	Consumption for half of 2025 (primary data) is extrapolated to the rest of the year.	N/A	Estimated data	0.03%
		Electricity - Self-generated photovoltaic	Sant Feliu de Buixalleu, Esplugues	Monitoring application	Sum of self-consumed generation recorded by the facility's monitoring system.	N/A	Primary data	100%
		Electricity - electric vehicle fleet	Sites in Spain, Portugal and Costa Rica	Kilometres travelled	Calculation using activity data: kilometres travelled multiplied by the engine energy efficiency declared by the manufacturer for each model.	Energy efficiency (kWh/ km) by vehicle model, source: publicly available information	Primary data	39.30%
			Offices in Germany and the Netherlands	Annual kilometres contracted	Calculation using activity data: contracted kilometres multiplied by the engine energy efficiency declared by the manufacturer for each model.	Energy efficiency (kWh/ km) by vehicle model, source: publicly available information	Estimated data	60.70%
		Natural gas	Farma Sant Cugat, Chemical Plant	Supply invoices	Sum of consumption billed during the year, expressed in kWh.	Standard natural gas NCV, source: supply invoice	Primary data	100%
		Propane	SFB	Delivery notes / supply invoices	Sum of volume consumed (litres) converted to energy using NCV.	Propane NCV: 7.08 kWh/ litre – source: OCCC	Primary data	100%
		LPG	Peru	Delivery notes / supply invoices	Sum of volume consumed (litres) converted to energy using NCV.	LPG NCV: 7.08 kWh/litre – source: OCCC	Primary data	100%
		Diesel, stationary sources	Sites with generator sets and/or diesel boilers	Delivery notes / supply invoices	Sum of volume consumed (litres) converted to energy using NCV.	Diesel NCV: 10.15 kWh/litre – source: OCCC	Primary data	100%
		Diesel, combustion vehicle fleet	All sites with diesel vehicles in the fleet	Fuel card	Sum of litres consumed according to fuel card records, converted to energy using NCV.	Diesel NCV: 10.15 kWh/litre – source: OCCC	Primary data	100%
		Petrol	All sites with petrol vehicles in the fleet	Fuel card	Sum of litres consumed according to fuel card records, converted to energy using NCV.	Petrol NCV: 8.88 kWh/litre, source: own calculation	Primary data	100%

GRI		Indicator	Sites covered	Main source	Methodology	Conversion factors	Quality (primary/ estimated data)	% Data coverage
GRI 303 Water and Effluents (2018)	GRI 303-3 Water withdrawal	Mains water withdrawn	All sites with access to invoices	Supply invoices	Sum of volumes billed during the year.	N/A	Primary data	99.77%
			Offices in Costa Rica, Mexico, Portugal, Germany, the Netherlands and Peru	Average consumption per employee for the other offices	Average consumption per employee at offices with real data x number of employees at the site to be estimated.	N/A	Estimated data	0.23%
		Rainwater collected	Sites with rainwater harvesting tanks	Internal monthly declarations	Sum of volumes declared monthly by each facility.	N/A	Primary data	100%
		Recycled water	Farma Sant Cugat	Meters	Reading of the specific meter enabled for the recycled water flow.	N/A	Primary data	100%
	GRI 303-4 Water discharge	Water discharged	Farma Sant Cugat, Chemical Plant	Meters	Direct reading of the water discharge meter at each facility.	N/A	Primary data	88.75%
			Farma Esplugues	Farma Sant Cugat meter (reference data)	Estimate based on the discharge/withdrawal ratio of Farma Sant Cugat, due to the similarity of the production process.	N/A	Estimated data	7.51%
			Other offices	Mains water withdrawal data	Assumption of discharge equivalent to 100% of mains water withdrawn.	N/A	Estimated data	3.74%
	GRI 303-5 Water consumption	Water consumed	All sites	Calculation based on previous indicators	Difference between total water withdrawn (mains, rainwater and recycled water), minus total water discharged (discharge to the network and aqueous waste).	N/A	Calculated data	100%
	Emissions to water	BTEX	Chemical Plant	Groundwater analyses	Sum of the average pollutants (benzene, toluene, ethylbenzene and xylene) in the monthly analyses carried out, multiplied by the water volume of the wastewater treatment plant.	N/A	Primary data	100.00%
GRI 306 Waste (2020)	GRI 306-3 Waste generated GRI 306-4 Waste diverted from disposal GRI 306-5 Waste directed to disposal	Waste from production plants, SFB logistics centre and La Illa (partial)	Farma Sant Cugat, Farma Esplugues, Chemical, Sant Feliu de Buixalleu logistics centre, part of La Illa	SDR declarations (Sistema de Declaració de Residus, Catalan Waste Agency)	Sum of tonnes declared in the SDR by EWC code and management destination during the year.	N/A	Declared by third party (waste management operator)	98.95%
		Other ordinary waste (La Illa)	La Illa (ordinary waste)	Internal daily weighing records	Sum of daily weighings by fraction, collected using an internal monitoring tool.	N/A	Primary data	0.53%
		Waste from other offices	Other offices not included in the SDR or direct weighing	Average consumption per employee at La Illa	Average consumption per employee at La Illa, multiplied by the number of employees at the site to be estimated, assuming that everything goes to landfill (the most conservative option).	N/A	Estimated data	0.52%

GRI		Indicator	Sites covered	Main source	Methodology	Conversion factors	Quality (primary/ estimated data)	% Data coverage
GRI 301 Materials (2016)	GRI 301-1 Materials used by weight or volume	Raw materials, intermediates and packaging	Production plants and Sant Feliu de Buixalleu logistics centre	Quantity of raw materials and packaging purchased	The materials used (raw materials, intermediates and packaging) are classified and converted into weight (t).	N/A	Primary data	100.00%
	GRI 301-2 Recycled input materials used	Recycled ethanol, methanol and phosphorylcho- line	Chemical Plant	Quantity of recycled chemical products	The chemical products (ethanol, methanol and phosphorylcholine) recycled and reused in production processes are counted.	N/A	Primary data	100.00%
	GRI 301-3 Reclaimed products and their packaging materials	At present, the information needed to respond to this indicator is not available.						
GRI 305 Emissions (2016)	GRI 305-7 Nitrogen oxides (NOx), sulphur oxides (SOx) and other significant air emissions	Volatile organic pollutants (VOC)	Farma Sant Cugat, Chemical Plant	Air measurements	The emission loads detected (gC/h) in the gas cleaning equipment are multiplied by the number of operating hours of the equipment. As these measurements are carried out every two years under regulations, the value of the latest measurement is reported, applied to the year's operating hours.	N/A	Estimated data	100.00%
		Hazardous air pollutants (HAP)	Chemical Plant	Air measurements	The emission loads detected (gC/h) in the gas cleaning equipment are multiplied by the number of operating hours of the equipment. As these measurements are carried out every two years under regulations, the value of the latest measurement is reported, applied to the year's operating hours.	N/A	Estimated data	100.00%
		NOx	Chemical Plant	Air measurements	Emissions are calculated from continuous concentration measurements taken in each combustion unit. Annual emissions are obtained as: measured concentration (mg/Nm³) × air density (g/L) × equipment flow rate (m³/h) × annual operating days × unit conversion factor.	N/A	Estimated data	100.00%
		PM (particulate matter)	Chemical Plant	Air measurements	Estimate based on the average emission load measured in the microniser (g/h), multiplied by the annual operating hours. As the equipment does not operate continuously, the data overestimates actual emissions.	N/A	Estimated data	100.00%
		POPs (Persistent Organic Pollutants)	Chemical Plant	Air measurements	Emissions calculated from the measured load, multiplied by the OTR incinerator flow rate and the annual operating hours. As these measurements are carried out every two years under the regulations, no new measurements were performed in 2025; the value corresponding to 2024 is reported, applied to the 2025 operating hours.	N/A	Estimated data	100.00%

*Dichloromethane (DCM) emissions have been considered HAP.



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