TRIESTE, July 25, 2025

GHG STATEMENT 2024

Scope of this document

This statement reports the Greenhouse Gas (GHG) emissions relevant to the Fincantieri Group in the calendar year ended December 31st, 2024. It follows the operational consolidation approach as described in the Greenhouse Gas (GHG) Protocol with respect to direct Scope 1 GHG emissions, indirect Scope 2 GHG emissions and other indirect Scope 3 GHG emissions.

- Criteria used to define the scope:

Operational control approach

- Companies, sites and activities included in the reporting boundary:

In compliance with Legislative Decree no. 125 of 6 September 2024 and the European Sustainability Reporting Standards (ESRS), this Statement includes the data of the Parent Company (Fincantieri S.p.A.) and of its fully consolidated subsidiaries The reporting boundary of the data presented in the report relates to the companies in the consolidation area used for the “2024 CONSOLIDATED SUSTAINABILITY STATEMENT”,

- Perimeter limitations:

Information is disclosed at Group level for all the emission categories with the exemption of Scope 3 categories: - Employee Commuting – data collected for Fincantieri S.p.A. - Upstream Transportation and Distribution – raw materials data collected for Fincantieri S.p.A. and Fincantieri Marine Group and the internal handling of Fincantieri S.p.A. and VARD ship sections.

- Temporal perimeter of data:

January 1st, 2024 – December 31st, 2024

FINCANTIERI S.p.A. SEDE LEGALE: Via Genova, 1 - 34121 Trieste, Italia Tel. +39 040 3193111
Cap. Soc. in corso di aumento per conversione warrant - vedi R.I. e sito internet www.fincantieri.com - Uff. Reg. Imp. TS - C.F. 00397130584 - P.IVA 00629440322

References

- Types of GHG gases included in the calculation:

GHG considered are CO_2, CH_4, N_2O, other GHG, aggregated in CO_2e

- Standard methodologies:

For the sites based in Italy, energy consumption data are provided by the Energy Manager and correspond to those transmitted annually to FIRE (Italian Federation for Energy Efficiency) to be compliant with national law, imposing a balanced energy use for industrial companies with primary energy consumption over 10,000 tep/year. The data referring to VARD, Fincantieri Marine Group and Fincantieri Marine Systems North America subsidiaries are provided by relevant offices/sites of each company.
Main estimation method for the quantification of GHG emissions is based on the formula:
GHG Emissions = A * EF * GWP
Where:

- GHG emissions is the quantity of GHG (expressed in CO_2, CH_4, N_2O) measured in metric tonnes of CO_2 equivalent;
- A is Activity data, which measures burned fuel [kg], [m3], [l] or [tons], energy [MJ] or [kWh];
- EF (Emission Factor) is the quantity of GHG emissions per every unit of activity data;
- GWP is Global Warming Potential (IPCC, 5AR): 1 for CO_2; 28 for CH_4 and 265 for N_2O.

Emissions calculation has been carried out based on the following references related to the CO_2e emission factors, standards and methodologies.

- References:

- Legislative Decree 125/2024;
- The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition);
- GHG Protocol Scope 2 Guidance: an amendment to the GHG Protocol Corporate Standard – international;
- IPCC Guidelines for National Greenhouse Gas Inventories, 2006;
- UK Government GHG Conversion Factors for Company Reporting, 2024 (DEFRA 2024);
- Ispra National Inventory Report 2024 (ISPRA 2024);
- “European Residual Mix 2023” (AIB 2024) - Market-based emission factors;
- Ecoinvent version 3.10 & 3.11; emission factors from Ecoinvent database require a License to be used, and they cannot be disclosed publicly. They will be reported as n.d. (not disclosed);
- Terna “International comparisons”, 2019 (TERNA 2019);
- EU Consumption Based Accounting Tool – Eurostat EEIO 2022;
- IMO Energy Efficiency Design Index (EEDI) MARPOL Annex VI;
- Factory Acceptance Tests (FAT);
- Internal technical documents and designs;
- External data from suppliers.

- Methodologies and standards used to calculate GHG emissions:

The emissions have been estimated following the guidelines of the Greenhouse Gas (GHG) Protocol.

Data collection and estimation methodology

- Presence of any estimates, relative calculation methodology and % in relation to total GHG emissions reported:

For the calculation of Scope 1, 2, and 3 GHG emissions, estimations were applied in cases where complete data or information was not available. These estimations rely on assumptions developed using all relevant and accessible information.
To reduce the uncertainty associated with these estimates, the procedures are supported by periodic internal reviews aimed at improving the management of business data and validating the results obtained.
Furthermore, in certain cases, in order to ensure consistency between totals and the reported breakdowns, slight approximations were applied to the disaggregated data, without compromising their overall significance.

- Systems, procedures and controls in place for the collection, management and consolidation of data relating to reported GHG emissions:

The data collection is coordinated and managed by the Sustainability unit, in collaboration with the multifunctional Working Group. The Sustainability reporting process has been set up in accordance with an internal procedure that defines the roles, responsibilities, and operating methods that Fincantieri S.p.A.'s and subsidiaries' staff must follow to guarantee the proper management of all the data required. The reporting process was supported by a software that allowed a great automation both in collecting and processing information, as well as data visualization based on different geographical areas. The collected data has undergone processing and validating by the respective function managers.

GHG Emission Quantities

In summary:

- The Group's Scope 1 direct emissions calculation has been performed by multiplying the direct GHG source quantity by its emission factor.
- Scope 2 indirect emissions instead are generated offsite, due to the electricity generation.
  Calculation has been performed by multiplying the purchased electric energy quantity by its emission factor according to two different metrics described by the GHG Protocol using either Market-Based or Location-Based factor:
  - Market-Based reflects emissions from energy that companies have purposefully chosen;
  - Location-Based reflects the average emissions intensity of grids on which energy consumption occurs.
- Scope 3 emissions are related to the downstream and upstream value chain throughout the life cycle of the product sold.

Scope 1

The following tables display 2024 Scope 1 emissions consolidated, disaggregated by country/region, business division, facilities:

Scope 1 emissions (metric tons CO_2e) Consolidated data
126,453

Country/Region	Scope 1 emissions (metric tons CO_2e)
Italy	93,685
Norway	6,103
Romania	6,972
France	159
Vietnam	2,306
United States of America	16,937
Brazil	237
Poland	54

Business division	Scope 1 emissions (metric ton CO_2e)
Shipbuilding	88,421
Offshore	8,635
Equipment Systems & Services	29,397

Facility	Scope 1 emissions (metric tons CO_2e)
Office Italy	28,755
Office United States of America	391
Office Norway	10
Office France	159
Office Poland	54
Office Romania	28
Shipyard Italy	64,930
Shipyard Norway	6,092
Shipyard Romania	6,944
Shipyard Vietnam	2,306
Shipyard Brazil	237

Shipyard United States of America	16,547
of which from Marinette	10,993
of which from Sturgeon Bay	4,962
of which from Green Bay	361
of which from FMSNA Fincantieri Marine Repair LCC	231

Scope 2

The following tables display 2024 Scope 2 emissions (location based, market based) consolidated, disaggregated by country/region, business division and facility:

Scope 2 emissions (metric tons CO_2e) Consolidated data – location-based	Scope 2 emissions (metric tons CO_2e) Consolidated data – market-based
107,564	19,012

Country/Region	Scope 2, location-based (metric tons CO_2e)	Scope 2, market-based (metric tons CO_2e)
Italy	64,402	3,297
Norway	358	5,890
Romania	14,330	51
France	17	12
Vietnam	8,583	8,583
United States of America	19,459	759
Brazil	345	345
Poland	70	75

Business division	Scope 2, location-based (metric tons CO_2e)	Scope 2, market-based (metric tons CO_2e)
Shipbuilding	89,528	178
Offshore	9,269	14,001
Equipment Systems & Services	8,767	4,833

Facility	Scope 2, location-based (metric tons CO_2e)	Scope 2, market-based (metric tons CO_2e)
Office Italy	7,814	3,297
Office United States of America	781	581
Office Norway	16	817
Office France	17	12
Office Poland	70	75
Office Romania	68	51
Shipyard Italy	56,588	0
Shipyard Norway	342	5,073

Shipyard Romania	14,262	0
Shipyard Viet Nam	8,583	8,583
Shipyard Brazil	345	345
Shipyard United States of America	18,678	178
of which from Marinette	12,272	0
of which from Sturgeon Bay	5,691	0
of which Green Bay	127	0
of which from FMSNA Fincantieri Marine Repair LCC	588	178

Scope 3
The following tables display 2024 Scope 3 emissions consolidated and divided by GHG Scope 3 Categories and the related applicated methodology:

Scope 3 emissions (metric tons CO_2e) Consolidated data
16,720,510

GHG Scope 3 category	Scope 3 emissions (metric tons CO_2e)	Emissions calculation methodology
Purchased goods and services	1,044,473.5	The calculation is based on the purchase of goods for the production of the Group's ships. For each ship under construction, the carbon footprint resulting from the weight of the materials used was calculated and the annual emissions were then broken down according to the percentage of cost associated with each order. The calculation follows an average-data method and the specific emission factors used are a combination extracted from DEFRA 2024 and Ecoinvent 3.10 & 3.11.
Capital goods	55,498	The calculation is based on Fincantieri's investment expenditures, following average spend-based method, in accordance with the guidelines of the GHG Protocol. The sources of emission factors are set in the "EU consumption-based accounting tool – March 2022" which are multiplied by the capital expenditure in each NACE category.
Fuel and energy related activities (not included in Scope 1 or 2)	31,334	The calculation is based on fuel and electricity energy consumed by Fincantieri following an average data method, in accordance with the guidelines of the GHG Protocol. Emissions are calculated by multiplying fuel and electricity quantities by relevant upstream emission factors. The specific emission factors used are extracted from DEFRA 2024.
Upstream transportation and distribution	18,911	The calculation considers the quantity of the procured raw materials by Fincantieri S.p.A. and Fincantieri Marine Group as well as the internal handling of Fincantieri S.p.A. and VARD ship sections. The calculation of the procured raw materials is based on a distance-based method, in accordance with the guidelines of the GHG Protocol. The specific emission factors used are extracted from DEFRA 2024. The raw materials considered in this calculation are iron, aluminium, plastic, paint, carbon dioxide, nitrogen, oxygen, and argon. The calculation of the internal handling of the ship sections is based on a fuel-based method, in accordance with the guidelines of the GHG Protocol. The data used to calculate the emissions in this category include the procurement of raw materials by Fincantieri

GHG Scope 3 category	Scope 3 emissions (metric tons CO_2e)	Emissions calculation methodology
		S.p.A., Fincantieri Marine Group and the internal handling of Fincantieri S.p.A. and VARD ship sections
Waste generated in operations	7,692	The calculation is based on waste generated through Fincantieri Group operations. The emissions are calculated through the average-data method, in accordance with the GHG Protocol. The specific emission factors used are extracted from DEFRA 2024.
Business travel	9,658	The emissions are derived from the business travel, and include emissions generated by flights, trains and cars used by staff members on a mission. The emissions refer to the whole Fincantieri Group and have been estimated through the distance-based method, following the guidelines of the GHG Protocol. The specific emission factors used are extracted from DEFRA 2024.
Employee Commuting	7,970.5	The calculation, performed through the distance-based method, is derived from the mobility survey conducted in 2022, which involved all Fincantieri S.p.A. employees (including blue collars). An average ton of CO2e per employee, calculated using specific emission factors extracted from DEFRA 2024, has been multiplied by the total number of employees of Fincantieri S.p.A in 2024.
Use of sold product	15,366,986	The emissions derived from the ships sold by the Group follow a direct use-phase emissions method, in accordance with the GHG Protocol. Data from ships delivered in 2024 by the Group (20 in total) have been collected and analysed to simulate a realistic forecast for the different portfolios: Cruise, Navy and Special Vessels (including the barges from FMG-Fincantieri Marine Group). These initial estimations account for both navigation and port emissions and are based on a hybrid approach. The estimations are conservative as they do not reflect the gradual introduction of decarbonisation measures in navigation, such as biofuels and green hydrogen. For two FMG Navy Littoral Combat Ship vessels (“USS Nantucket” and “USS Beloit”), estimation of emission was done considering the emission calculated for other Corvette vessel of similar tonnage. **Cruise Vessels:** - Navigation emissions have been estimated based on a realistic yearly voyage profile, provided by a client, which has been simulated for the ships estimated 25-year lifetime. Fuel consumption and energy requirements have been derived from technical documents. - Port emissions have been estimated based on a gradual uptake of the connection of ports to the electrical grid. Thus, a profile of 50% of time connected to the local electrical grid (with a supply of renewable energy) and 50% of time with energy

GHG Scope 3 category	Scope 3 emissions (metric tons CO_2e)	Emissions calculation methodology
		generated by generators onboard have been considered. Fuel consumption and energy requirements have been derived from technical documents. **Navy Vessels:** - Navigation emissions have been estimated using the specific fuel consumption and energy requirements data coming from technical documents and engines' Factory Acceptance Test (FAT). - Port emissions have been estimated based on a major presence of navy ports with the connection to the electrical grid. Therefore, a profile of 90% of time connected to the local electrical grid (with a supply of renewable energy) and 10% of time with energy generated by generators onboard have been considered. - Lifetime is estimated 25 years for Offshore Patrol Vessels and LNG bunker barges, and 30 years for other Navy vessels **Special Vessels:** - Navigation emissions have been estimated using the specific fuel consumption and energy requirements data coming from technical documents. - Port emissions have been estimated using the specific fuel consumption and energy requirements data coming from technical documents such as FATs and engine data and are based on profile of 100% of time with energy generated by generators onboard. - Lifetime is estimated 25 years for Expedition Cruise Vessels, and 30 years for Offshore and Coastguard vessels
End-of-life treatment of sold goods	13,802	The emissions, derived from the waste disposal and treatment at the end of life of the ships sold by the Group, follow the "End-of-life treatment of sold products" calculation method, in accordance with the GHG Protocol. Data of the all the materials used to build the ships delivered in 2024 by the Group have been collected, and the End-of-life treatment methods (e.g. landfilling, incineration, and recycling) have been considered. The calculation follows an average-data method and the used specific emission factors are a combination extracted from Ecoinvent 3.10 and 3.11.
Investments	163,746	The calculation is based on Fincantieri's capital expenditure, following the average expenditure method, in accordance with the GHG Protocol guidelines. The sources of emission factors are established

GHG Scope 3 category	Scope 3 emissions (metric tons CO_2e)	Emissions calculation methodology
		by Eurostat in the "Consumption-based accounting tool, March 2022", which are multiplied by the capital expenditure in each NACE category.
Other (upstream) - water	439	The calculation is based on water consumption by Fincantieri Group. These data include the emissions related to the withdrawal of municipal water, groundwater, and seawater. The emissions have been estimated following the guidelines of the GHG Protocol. The specific emission factors used are extracted from DEFRA 2024.

- The unit of measure used for each Scope reported are:

Scope 1: ton CO_2e

Scope 2 market-based: ton CO_2e

Scope 2 location-based: ton CO_2e

Scope 3: ton CO_2e

EMISSION FACTORS

In summary here below the emissions factors used and the relative references, divided by Scope:

Scope 1

Description	Country/Region	Emission factor	U.M.	Sources
Natural gas	USA, Norway, Romania, Vietnam, France, Brazil	0.002045	ton CO_2e/Sm^3	DEFRA 2024
Natural gas	Italy	0.002019	ton CO_2e/Sm^3	ISPRA 2024
Gas oil/Diesel	USA, Norway, Romania, Vietnam, France, Brazil	3.227	ton CO_2e/ton	DEFRA 2024
Gas oil/Diesel	Italy	3.169	ton CO_2e/ton	ISPRA 2024
Fuel oil	USA, Norway, Romania, Vietnam, France, Brazil	3.229	ton CO_2e/ton	DEFRA 2024
Fuel oil	Italy	3.141	ton CO_2e/ton	ISPRA 2024
Acetylene	USA, Norway, Romania, Vietnam, France, Brazil	n.d.	ton CO_2e/ton	Ecoinvent 3.10
Acetylene	Italy	n.d.	ton CO_2e/ton	Ecoinvent 3.10

Description	Country/Region	Emission factor	U.M.	Sources
LPG	USA, Norway, Romania, Vietnam, France, Brazil	2.939	ton CO_2e/ton	DEFRA 2024
LPG	Italy	3.026	ton CO_2e/ton	ISPRA 2024
LNG	Whole Group	2.590	ton CO_2e/ton	DEFRA 2024
Petrol	USA, Norway, Romania, Vietnam, France, Brazil	0.002084	ton CO_2e/litre	DEFRA 2024
Petrol	Italy	0.002364	ton CO_2e/litre	ISPRA 2024
Diesel (transport)	USA, Norway, Romania, Vietnam, France, Brazil	3.0141	ton CO_2e/ton	DEFRA 2024
Diesel (transport)	Italy	3.169	ton CO_2e/ton	ISPRA 2024
Wood logs	Whole Group	0.0462552	ton CO_2e/ ton	DEFRA 2024
Wood Pellet	Whole Group	0.0543354	ton CO_2e/ ton	DEFRA 2024
Wood Chips	Whole Group	0.0427648	ton CO_2e/ ton	DEFRA 2024
Bio gas	Whole Group	0.00126431	ton CO_2e/ ton	DEFRA 2024
Biodiesel (ME)	Whole Group	0.00016751	ton CO_2e/ l	DEFRA 2024
Biodiesel (BtL or HVO)	Whole Group	0.00003558	ton CO_2e/ l	DEFRA 2024
Bioethanol	Whole Group	0.00000901	ton CO_2e/ l	DEFRA 2024
BioETBE	Whole Group	0.00000901	ton CO_2e/ l	DEFRA 2024
Refrigerant gas HFC-32	Whole Group	0.677	ton CO_2e/kg	DEFRA 2024
Refrigerant gas HFC-134a	Whole Group	1.300	ton CO_2e/kg	DEFRA 2024
Refrigerant gas HFC-143a	Whole Group	4.800	ton CO_2e/kg	DEFRA 2024
Refrigerant gas R407c	Whole Group	1.624	ton CO_2e/kg	DEFRA 2024
Refrigerant gas R410a	Whole Group	1.924	ton CO_2e/kg	DEFRA 2024
Refrigerant gas R507	Whole Group	3.985	ton CO_2e/kg	DEFRA 2024
Refrigerant gas R404a	Whole Group	3.943	ton CO_2e/kg	DEFRA 2024
Refrigerant gas R22	Whole Group	1.760	ton CO_2e/kg	DEFRA 2024

Scope 2 - Location-based

Description	Country/Region	Emission factor [ton CO_2e /MWh]	Sources
Electricity purchased from non-renewable sources	USA	0.374	Terna 2019
Electricity purchased from renewable sources	USA	0.374	Terna 2019
Electricity purchased from non-renewable sources	Italy	0.315	Terna 2019
Electricity purchased from renewable sources	Italy	0.315	Terna 2019
Electricity purchased from non-renewable sources	Romania	0.280	Terna 2019
Electricity purchased from renewable sources	Romania	0.280	Terna 2019
Electricity purchased from non-renewable sources	Norway	0.012	Terna 2019
Electricity purchased from renewable sources	Norway	0.012	Terna 2019
Electricity purchased from non-renewable sources	Vietnam	0.576	Terna 2019
Electricity purchased from renewable sources	Vietnam	0.576	Terna 2019
Electricity purchased from non-renewable sources	Brazil	0.139	Terna 2019
Electricity purchased from renewable sources	Brazil	0.139	Terna 2019
Electricity purchased from non-renewable sources	France	0.056	Terna 2019
Electricity purchased from renewable sources	France	0.056	Terna 2019

Scope 2 - Market-based (for purchases of electricity from renewable sources, a zero-emission factor (0) is attributed)

Description	Country/Region	Emission factor [ton CO_2e /MWh]	Sources
Electricity purchased from non-renewable sources	USA	0.374	Terna 2019
Electricity purchased from non-renewable sources	Italy	0.5006	AIB 2024 -Residual Mix
Electricity purchased from non-renewable sources	Norway	0.5986	AIB 2024 -Residual Mix
Electricity purchased from non-renewable sources	Romania	0.2125	AIB 2024 -Residual Mix
Electricity purchased from non-renewable sources	Vietnam	0.576	Terna 2019
Electricity purchased from non-renewable sources	France	0.0407	AIB 2024 -Residual Mix
Electricity purchased from non-renewable sources	Brazil	0.139	Terna 2019

Scope 3 - For the whole Group, if applicable.

Description	Emission factor	U.M.	Sources
Purchased goods and services			
Mineral oil	1.401	ton CO_2e/ ton	DEFRA 2024
Metals	3.815	ton CO_2e/ ton	DEFRA 2024
Paints	n.d.	ton CO_2e/ ton	Ecoinvent 3.11
Insulation	1.862	ton CO_2e/ ton	DEFRA 2024
Resins	n.d.	ton CO_2e/ ton	Ecoinvent 3.11
Cement	0.119	ton CO_2e/ ton	DEFRA 2024
Wood	0.270	ton CO_2e/ ton	DEFRA 2024
Glass	1.403	ton CO_2e/ ton	DEFRA 2024
Tissue/Moquette	22.310	ton CO_2e/ ton	DEFRA 2024
Electrical items - fridges and freezers	4.363	ton CO_2e/ ton	DEFRA 2024
Electrical items - large	3.267	ton CO_2e/ ton	DEFRA 2024
Electrical items - IT	24.865	ton CO_2e/ ton	DEFRA 2024
Electrical items - small	5.648	ton CO_2e/ ton	DEFRA 2024
Plastic pipes	3.165	ton CO_2e/ ton	DEFRA 2024
Battery	4.633	ton CO_2e/ ton	DEFRA 2024
Diesel generator	2.864	ton CO_2e/ ton	Supplier Data
Tanks LNG	0.849	ton CO_2e/ ton	Supplier Data
GVU - GVU Models	0.844	ton CO_2e/ ton	Supplier Data
Catalyst	1.076	ton CO_2e/ ton	Supplier Data
Diesel	0.744	ton CO_2e/ ton	DEFRA 2024 (WTT fuel gas oil)
LNG	0.912	ton CO_2e/ ton	DEFRA 2024 (WTT Fuels - LNG)
Ammonia	0.349	ton CO_2e/ ton	DEFRA 2024 (WTT Fuels, Refinery miscellaneous)
Tiles	0.242	ton CO_2e/ ton	DEFRA 2024 (Bricks)
Capital Goods			
Real Estate	0.0000986	kg CO_2e/€	EU Consumption Based Accounting Tool - March 2022
Machinery and equipment n.e.c.	0.0003625	kg CO_2e/€	EU Consumption Based Accounting Tool – March 2022
Constructions and construction works	0.0003736	kg CO_2e/€	EU Consumption Based Accounting Tool -March 2022
Fuel and energy related activities (not included in Scope 1 or 2)			
Natural gas	0.336	kg CO_2e/Sm^3	DEFRA 2024
Diesel	743.835	kg CO_2e/ton	DEFRA 2024
Fuel oil	660.826	kg CO_2e/ton	DEFRA 2024
Acetylene	302.952	kg CO_2e/ton	DEFRA 2024
LNG	912.228	kg CO_2e/ton	DEFRA 2024
LPG	349.293	kg CO_2e/ton	DEFRA 2024

Wood logs	0.052140	ton CO_2e/ ton	DEFRA 2024
Wood Pellet	0.177000	ton CO_2e/ ton	DEFRA 2024
Wood Chips	0.030400	ton CO_2e/ ton	DEFRA 2024
Bio gas	0.102857	ton CO_2e/ ton	DEFRA 2024
Biodiesel (ME)	0.00048103	ton CO_2e/ l	DEFRA 2024
Biodiesel (BtL or HVO)	0.00055900	ton CO_2e/ l	DEFRA 2024
Bioethanol	0.00051906	ton CO_2e/ l	DEFRA 2024
BioETBE	0.00051906	ton CO_2e/ l	DEFRA 2024
Electricity generation from non-renewable sources (Italy)	0.0874	kg CO_2e/Wh	DEFRA 2021
Electricity generation from non-renewable sources (USA)	0.1066	kg CO_2e/kWh	DEFRA 2021
Electricity generation from non-renewable sources (Vietnam)	0.1028	kg CO_2e/kWh	DEFRA 2021
Electricity generation from non-renewable sources (Norway)	0.0027	kg CO_2e/kWh	DEFRA 2021
Electricity generation from non-renewable sources (France)	0.0076	kg CO_2e/kWh	DEFRA 2021
Electricity generation from non-renewable sources (Romania)	0.1063	kg CO_2e/kWh	DEFRA 2021
Electricity generation from non-renewable sources (Brazil)	0.0132	kg CO_2e/kWh	DEFRA 2021
Electricity Transport & Distribution (Italy)	0.00537	kg CO_2e/kWh	DEFRA 2021
Electricity Transport & Distribution (USA)	0.00577	kg CO_2e/kWh	DEFRA 2021
Electricity Transport & Distribution (Vietnam)	0.01359	kg CO_2e/kWh	DEFRA 2021
Electricity Transport & Distribution (Norway)	0.00021	kg CO_2e/kWh	DEFRA 2021
Electricity Transport & Distribution (France)	0.00067	kg CO_2e/kWh	DEFRA 2021
Electricity Transport & Distribution (Romania)	0.01647	kg CO_2e/kWh	DEFRA 2021
Electricity Transport & Distribution (Brazil)	0.00255	kg CO_2e/kWh	DEFRA 2021
Upstream transportation and distribution			
Transport of materials by train	0.000028	ton CO_2e/ton*km	DEFRA 2024
Transport of materials by truck	0.000097	ton CO_2e/ton*km	DEFRA 2024
Transport of materials by airplane	0.000649	ton CO_2e/ton*km	DEFRA 2024
Transport of materials by ship	0.000013	ton CO_2e/ton*km	DEFRA 2024
Waste generated in operations			
Hazardous waste - disposal	0.001	ton CO_2e/ton	DEFRA 2024
Hazardous waste - recycle	0	ton CO_2e/ton	DEFRA 2024
Non-hazardous waste - disposal	0.520	ton CO_2e/ton	DEFRA 2024
Non-hazardous waste - recycle	0	ton CO_2e/ton	DEFRA 2024
Business travel			
Kilometres of flights by employees on business trips -	0.00011	ton CO_2e/km	DEFRA 2024

of which short-haul (under 3 hours - domestic)			
Kilometres of flights by employees on business trips - of which medium-haul (over 3 hours and under 6 hours - international)	0.00015	ton CO_2e/km	DEFRA 2024
Kilometres of flights by employees on business trips - of which long-haul (over 6 hours - intercontinental)	0.00010	ton CO_2e/km	DEFRA 2024
Kilometres of travel by train by employees on business trips - of which kilometres by high-speed train	0.000004	ton CO_2e/km	DEFRA 2024
Kilometres of travel by train by employees on business trips - of which kilometres by conventional train	0.000035	ton CO_2e/km	DEFRA 2024
Kilometres of travel by own car by employees on business trips	0.00017	ton CO_2e/km	DEFRA 2024
Kilometres of travel by rental car by employees on business trips	0.00017	ton CO_2e/km	DEFRA 2024
Employee Commuting			
Motorbike	0.11367	kg CO_2e/km	DEFRA 2024
Average local bus	0.10846	kg CO_2e/km	DEFRA 2024
International Train	0.00446	kg CO_2e/km	DEFRA 2024
Light rail and tram	0.02860	kg CO_2e/km	DEFRA 2024
Coach	0.02717	kg CO_2e/km	DEFRA 2024
Cars (Diesel, Petrol, Hybrid, CNG, LPG, Plug-in Hybrid, Electric)	0.04745 – 0.19718	kg CO_2e/km	DEFRA 2024
Use of Sold Products			
Navigation emissions	Specific emission factors		FAT – Technical Documents
Port Emissions	Specific emission factors		FAT – Technical Documents
End-of-life treatment of sold products			
Mineral oil	n.d.	ton CO_2e/ ton	Ecoinvent 3.10
Paints	n.d.	ton CO_2e/ ton	Ecoinvent 3.10
Insulation	n.d.	ton CO_2e/ ton	Ecoinvent 3.11
Resin	n.d.	ton CO_2e/ ton	Ecoinvent 3.11
Cement	n.d.	ton CO_2e/ ton	Ecoinvent 3.10
Wood	n.d.	ton CO_2e/ ton	Ecoinvent 3.10
Glass	n.d.	ton CO_2e/ ton	Ecoinvent 3.10
Tissue/Moquette	n.d.	ton CO_2e/ ton	Ecoinvent 3.10
Electrical items - fridges and freezers	n.d.	ton CO_2e/ ton	Ecoinvent 3.10
Electrical items - large	n.d.	ton CO_2e/ ton	Ecoinvent 3.10
Electrical items - IT	n.d.	ton CO_2e/ ton	Ecoinvent 3.10

Battery	n.d.	ton CO_2e/ ton	Ecoinvent 3.11
Ammonia	n.d.	ton CO_2e/ ton	Ecoinvent 3.10
Tiles	n.d.	ton CO_2e/ ton	Ecoinvent 3.10
Scrap steel	n.d.	ton CO_2e/ ton	Ecoinvent 3.10
Sludge from steel rolling	n.d.	ton CO_2e/ ton	Ecoinvent 3.10
Waste reinforcement steel	n.d.	ton CO_2e/ ton	Ecoinvent 3.10
Other - Water			
Water withdrawal	0.153	ton CO_2e/ Ml	DEFRA 2024

CONCLUSION

GHG emissions related to 2024 Fincantieri Group own operation and activities are:

Scope category	Value [ton CO_2e]
Direct Scope 1 GHG emissions	126,453
Indirect Scope 2 GHG emissions - Location-Based	107,564
Indirect Scope 2 GHG emissions – Market-Based	19,012
Other indirect Scope 3 GHG emissions	16,720,510