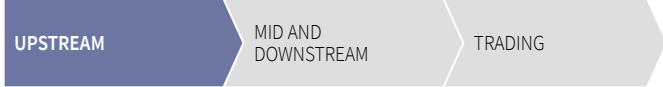
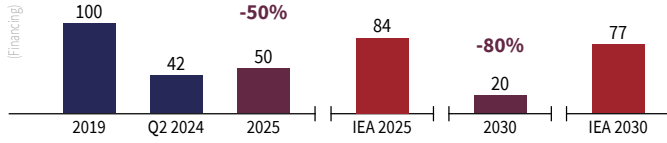
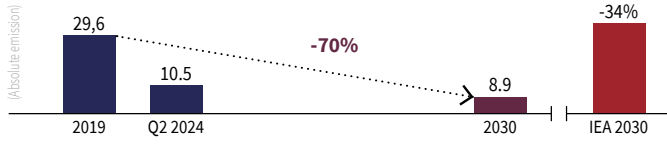
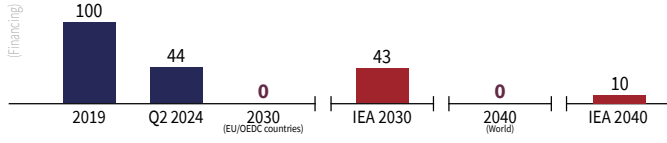
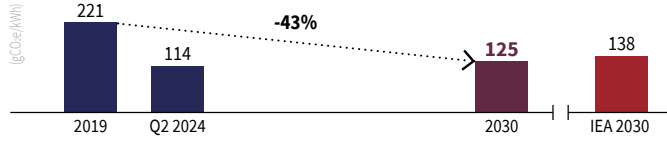
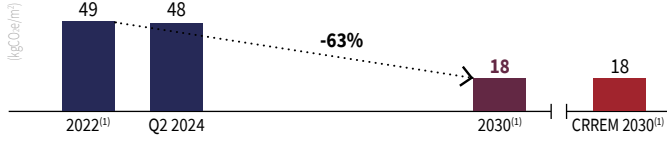
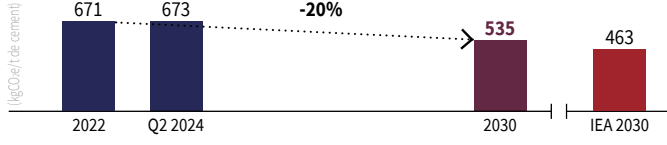


PORTFOLIO DECARBONISATION TARGETS 1/2

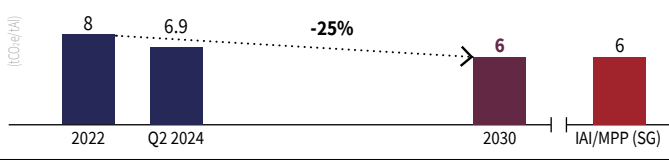
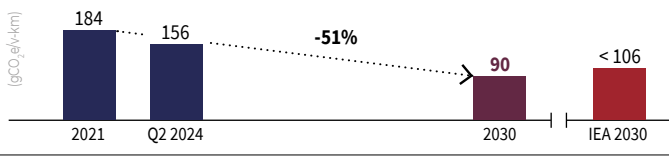
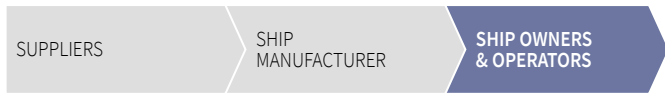
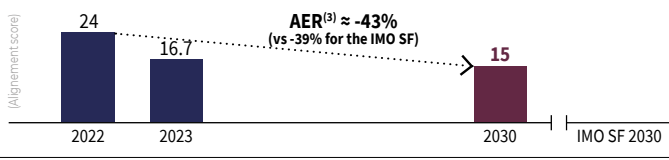
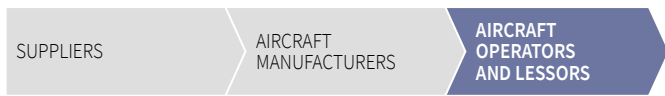
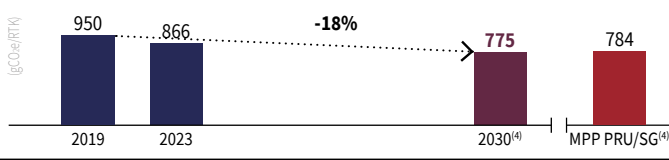
Societe Generale's decarbonisation objectives are set out in more detail in this report published in July 2024:
www.societegenerale.com/sites/default/files/documents/CSR/nzba-progress-report-2024.pdf

SECTOR BOUNDARY	METRICS	EMISSIONS SCOPE	SCENARIO	BASELINE & TARGET
 OIL & GAS				
	Financing (index base 100)	N/A	IEA's NZE Scenario	
 OIL & GAS				
	Absolute emissions in Mt CO ₂ e	Scopes 1, 2 & 3 for Upstream Scopes 1 & 2 for Mid- and downstream	IEA's NZE Scenario	
 THERMAL COAL				
	Financing (index base 100)	N/A	IEA's NZE Scenario	
 POWER				
	gCO ₂ e/ kWh	Scopes 1 & 2	IEA's NZE Scenario	
 COMMERCIAL REAL ESTATE				
	kgCO ₂ e/ m ² /year	Scopes 1 & 2	CRREM v2.02 Scenario	
 CEMENT				
	kgCO ₂ e/ t de cement ⁽¹⁾	Scopes 1 & 2	IEA's NZE Scenario	

PORTFOLIO DECARBONISATION TARGETS 2/2

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SECTEUR & SCOPE	MÉTRIQUES	SCOPE D'ÉMISSIONS	SCÉNARIO	BASE & CIBLE
 STEEL 	SSP Alignment score	Scopes 1 & 2	IEA's NZE Scenario	
 ALUMINIUM 	tCO ₂ e/t aluminium	Scopes 1 & 2 + Scope 3 upstream	IAI & MPP STS Scenario	
 AUTOMOTIVE 	gCO ₂ e/v-km	Scope 3 - End-use	IEA's NZE Scenario	
 SHIPPING 	PP Alignment score	Vessel Scope 1 Emissions Well-to-Wake ⁽²⁾	IMO Striving for Scenario	
 AVIATION 	gCO ₂ e/RTK	Well-to-Wake ⁽²⁾	MPP Prudent Scenario	

TARGETS ARE DISPLAYED IN PURPLE

(1) The cement industry is a hard-to-abate sector and will require technologies that are not mature enough to accelerate its decarbonization by 2030. (2) Emissions generated during: (i) operational activities (i.e., Scope 1, or tank-to-wake emissions for shipowners) from fuel combustion on board of a vessel (ii) upstream activities (i.e., Scope 3 category 3, or well-to-tank emissions for shipowners) including extraction, cultivation, production, processing, storage, transport and bunkering of fuels. (3) The target translates into an AER reduction of 43% in 2030 vs 2022 (vs. 39% industry). (4) The target has been determined using the Pegasus Guidelines and depends on Societe Generale's portfolio mix of cargo/passenger.