



CO2 Progress Report 2022

Strukton Groep NV



Strukton

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1 Introduction

This report covers developments at Strukton concerning CO₂ reduction over the period 1 January to 31 December 2022, inclusive.

Strukton aims to contribute to the transition to a climate-neutral and circular economy by jointly facilitating the energy transition, as much as possible reusing materials, steadily making its procurement circular and sustainable, increasingly making use of renewable energy sources and reducing the ecological impact of its activities.

Strukton has been certified at the highest level of the CO₂ Performance Ladder for more than 10 years. We reached a 47% reduction of CO₂ emissions of our activities in the Netherlands over the period 2009-2021. Therefore, at the beginning of 2022, we adjusted our goal from a 55% reduction by 2030 to 75%, in comparison to 2009. That is a significant challenge. Throughout the years, we have reduced our CO₂ emissions in various ways, for example by changing our lease regulations (from petrol to diesel and encouraging electric), making use of the Dutch National Railways (NS) business card, closing an obsolete asphalt plant, maintaining hybrid ways of working after the covid restrictions were eased and making use of bio-fuels as part of our production resources. Over the coming years we expect to achieve further reductions through the further electrification of the leased vehicle fleet, the electrification of our equipment, the use of bio-fuels where electrification is not feasible and making our project sites sustainable. Furthermore, all operating companies and portfolio companies are working on creating awareness among employees.

The preparation of this periodic report forms part of the performance cycle of the energy management system that has been implemented in the context of the CO₂ Performance Ladder. This periodic report covers all items as set out in section 9.3.1 sub a to t, inclusive, of the NEN-EN-ISO 14064-1:2018. This report at a minimum addresses the following aspects of the ISO 14064-1: (a) Description of the reporting organisation; (b) Entities responsible for the report; (c) Reporting period covered; (d) Organisational boundaries; (f, m, n, o, r, t) Quantification methods and conversion factors; (g, h) Removal of CO₂; (f, g) Biomass; (i, j) Direct and indirect emissions; (k, l) Base year; (k) Changes to the quantification method; (h) Exclusions; (j, k) Recalculation of base year and historical data; (p) Uncertainties; and (s) Verification.

2 Organisational details and boundary

2.1 Description of the organisation

We are an experienced player in the infrastructure sector. Sustainable infrastructure is what we stand for. Our mission is to contribute to the safety, quality and sustainability of infrastructure: railways, roads and energy. We do this with a passion for working safely, technology and professionalism. Together with our customers and suppliers we develop technologies and integrate solutions. We encourage customers to adopt forms of contracting with room and attention for innovation. Combined with a focus on functionality, quality, service life and the right price-quality ratio. This way we are building the future today: a sustainable, comfortable, safe and accessible Europe.

2.2 Organisational boundary

For the period up until the end of 2020, the Organisational Boundary consisted of the activities carried out on Dutch territory. In 2021, due to the organisational change within Strukton Rail B.V., Strukton Rail N.V. (Belgium) also became part of the organisational boundary. In 2021, Strukton decided to restructure the Strukton Rail B.V. organisation. The intermediate holding entity at Strukton Rail B.V. was eliminated, as a

result of which the activities in Italy and the Nordics (Denmark, Norway and Sweden) are directly managed by Strukton Group's Executive Board. This is why, effective on 1/1/2022, these operating companies were added to the organisational boundary and are expected to be mentioned on the certificate in 2023. The way in which the integration is being implemented has been reviewed with the auditor. In 2022, the former regional companies of Strukton Civiel and the former Strukton Civiel Projecten B.V. were allocated to Strukton Roads & Concrete and Strukton Infrastructure Specialties. The other civil engineering companies are included separately in the Portfolio Investment Holding as portfolio companies.

3 Quantification method and history

3.1 Quantification method

This periodic report has been prepared on the basis of the CO₂ Performance Ladder regulations as set out in Handbook 3.1 published by SKAO in July 2020. The emission factors for the NL footprint are established on the basis of the [co2emissiefactoren.nl](https://www.co2emissiefactoren.nl) website. The conversion factors established by the Swedish Energy Authority were used for the emissions of the Nordics. The factors of the Association of Issuing Bodies (AIB) were used for Italy.

3.1.1 Changes to the quantification method

Whenever there were changes to the conversion factors, the 2021 emissions in comparison to that year were adjusted.

3.1.2 Exclusions

No emission sources were excluded from the carbon footprint. The identified sources were all included in the footprint.

3.1.3 Removal of CO₂

Where possible, and paid for by the client, Strukton makes use of olivine to capture CO₂ emissions from the atmosphere. Furthermore, Strukton Civiel is developing commercial concrete products made from miscanthus grass. During its growth, this grass absorbs 4 to 5 times as much CO₂ as a forest of similar dimensions. After processing, the CO₂ is captured in the miscanthus concrete.

3.1.4 Biomass

The Strukton Group does not make use of biomass.

3.1.5 Uncertainties

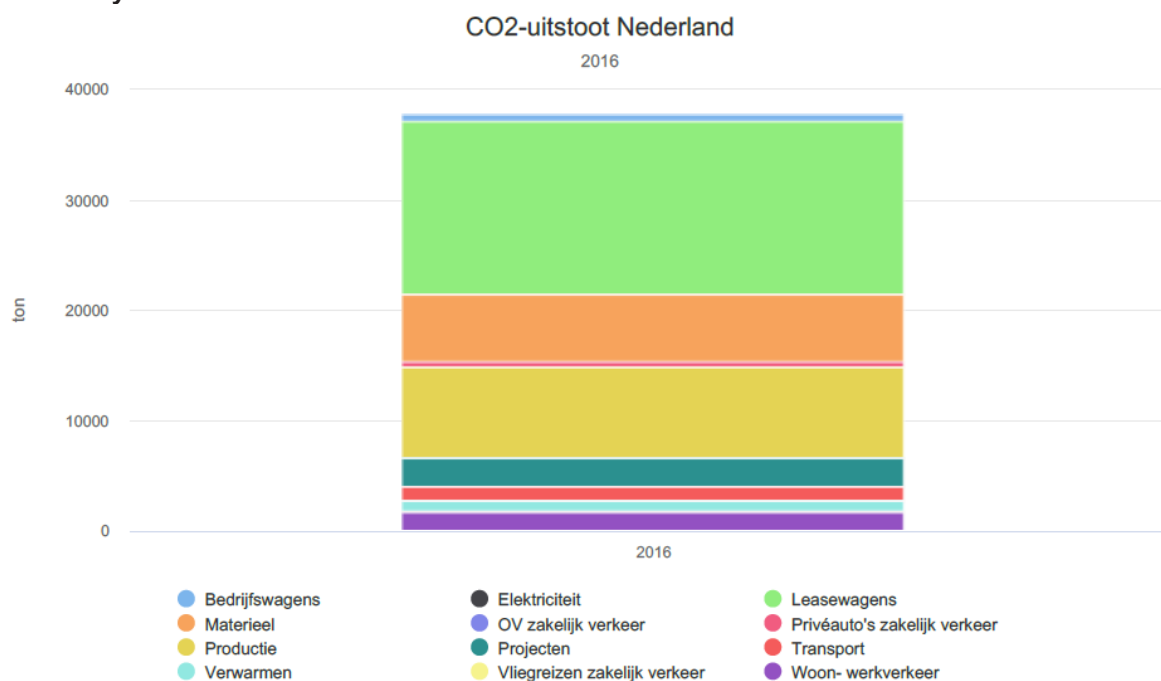
The Strukton Civiel organisation was restructured in the first half of 2022. The restructuring resulted in the redesign of the application used to record the footprint and the associated administrative flows. This caused the figures produced in 2022 to be uncertain. Because during the preparation of this report the relationship between the primary processes and the movements in CO₂ emissions was specifically reviewed, these uncertainties were eliminated.

3.2 History

In recent years, due to the changes to the organisational boundaries, the basis for the reduction has also changed over multiple years. While the 2009 footprint only relates to consumption resulting from activities on NL territory, effective from 2019 consumption figures are also available for the Nordics. Furthermore, effective from 2020, consumption figures are available for Italy and, effective from 2021, for Belgium as well. Due to the availability of consumption figures, 2021 will be used as the base year effective from

2023. 2022 will be evaluated on the basis of the targets set at the beginning of that year. Previous year figures will continue to be available to be able to display trends in relation to the overall 75% reduction (in comparison to 2009), in relation to business mobility (in comparison to 2016) and by country, if applicable. Furthermore, in January 2022 Strukton Workspere was sold to SPIE. The emissions of this entity have therefore been removed from all comparable figures.

3.2.1 Base year



CO₂ emissions in the Netherlands (tonnes)	2016
Company vehicles	655.07
Electricity	61.31
Leased vehicles	15,797.66
Equipment	6,019.44
Public transport – business travel	25.55
Personal cars – business travel	449.09
Production	8,227.98
Projects	2,629.91
Transport	1,353.33
Heating	850.61
Flights – business travel	71.25
Commuting	1,728.69
Total	37,869.89

In 2021 it was decided to retain 2016 as the base year for mobility targets for the Netherlands from then on. This way we are consistent with the base year used by the Anders Reizen [Alternative Travel]

coalition. The results achieved in relation to that year with explanatory notes are included in Chapter 4 'Energy consumption and CO₂ emissions'.

3.2.2 Organisational changes

In 2021, the Strukton organisation was restructured. As a result of the elimination of the Strukton Rail B.V. management layer, the Strukton Group now became directly responsible for managing the clusters Italy and the Nordics (Sweden, Norway and Denmark), and the Netherlands and Belgium. For that reason it was decided to also include Italy and the Nordics in the report effective on 1/1/2021. As of 1/1/2023, 2021 therefore becomes the base year for monitoring the CO₂ emissions of the Strukton Group. Furthermore, in the first quarter of 2022, Strukton Worksphere was sold and Strukton Civiel was restructured. As a result, the Strukton Worksphere emissions are no longer included in this report.

4 Energy consumption and CO₂ emissions

4.1 2022 carbon footprint

Note: scopes 1 and 2, incl business travel

Strukton Group sustainability objectives – CO₂ reduction targets

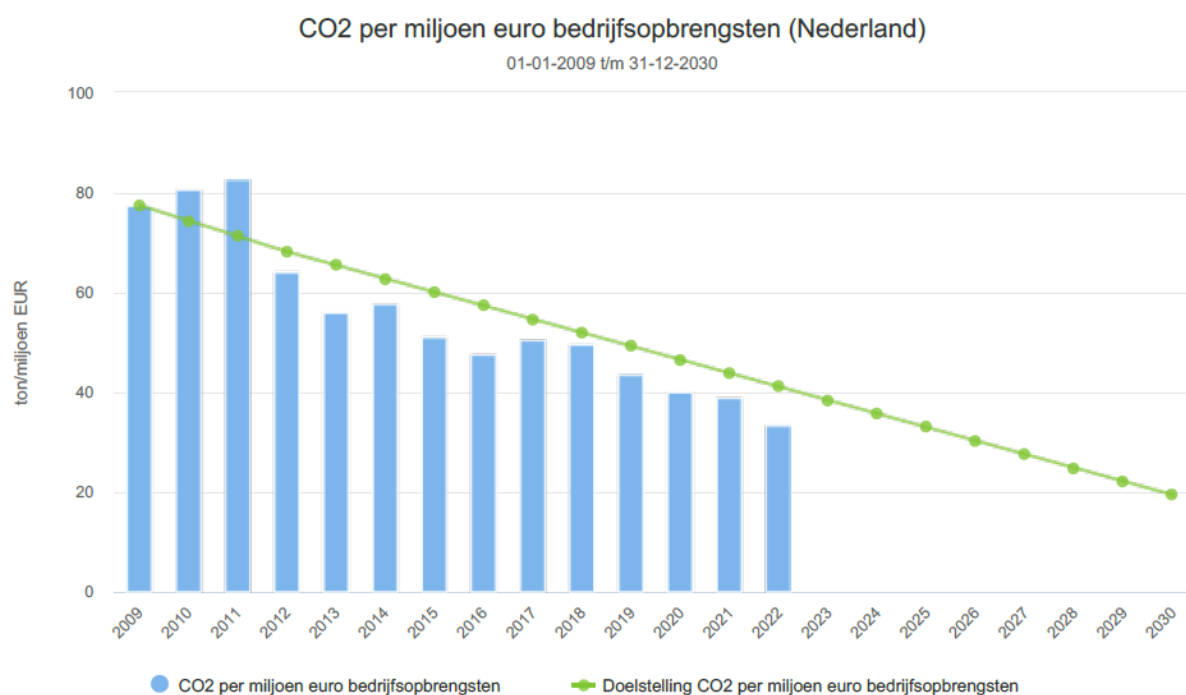
The sustainability goals of the Strukton Group for 2030 can be stated as follows:

1. We are emitting 75% less CO₂ per million of operating income in comparison to 2009. This is the year in which Strukton began to record the emissions of its NL activities;
2. Our own working locations (offices and projects) are without harmful emissions and residual waste;
3. Our designs are circular, we reuse materials in high-quality applications and build using sustainable and circular materials;
4. All of our projects contribute to improving biodiversity.

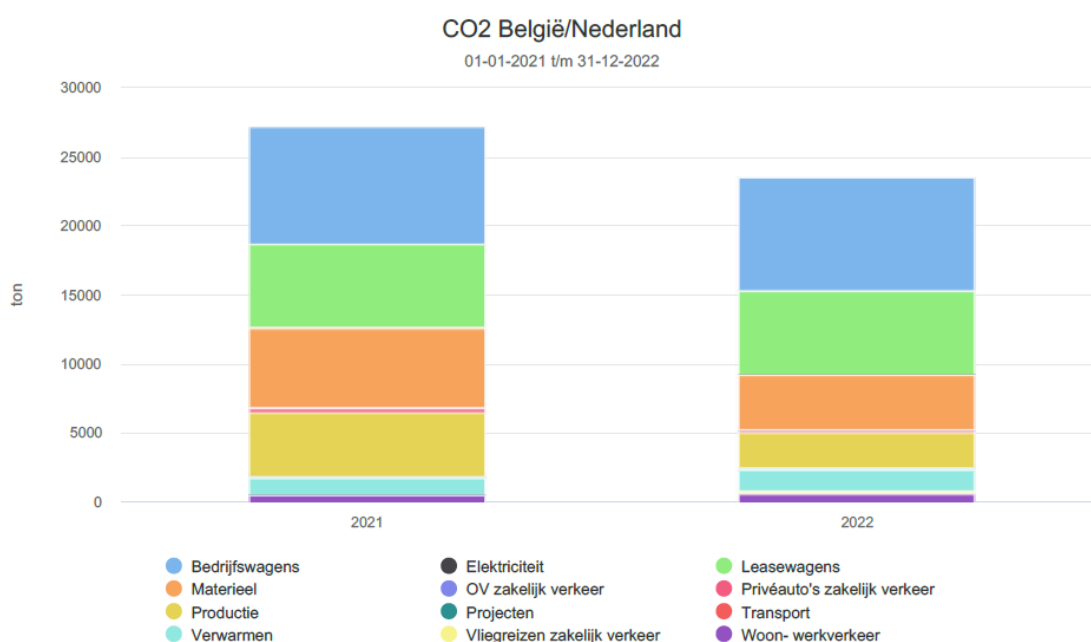
This translates into the following specific CO₂ reduction targets:

1. We reduce our own total gross emissions (scopes 1 and 2) by 75% in comparison to 2009 in 2030, related to operating income;
2. Our emissions relating to business mobility per FTE (scopes 1 and 3) in 2030 is 50% less than in 2016;
3. We reduce the carbon footprint in the concrete chain in various ways, such as:
 - a. We purchase concrete with a low ECI value and/or CSC Gold;
 - b. We reuse 100% of the concrete released from works for high-quality applications.
4. We reduce our own total energy consumption (scope 2) in 2030 by 20% in comparison to 2016, related to operating income.

The results achieved in relation to the first target (75% less CO₂ emissions per million of operating income) can be displayed as shown below.



The results achieved are graphically broken down into the clusters ‘Belgium/Netherlands’ and ‘Nordics/Italy’. The explanatory notes primarily relate to the results achieved in the Netherlands. In 2023, effort will be devoted to providing more detailed explanatory notes for the remaining figures.

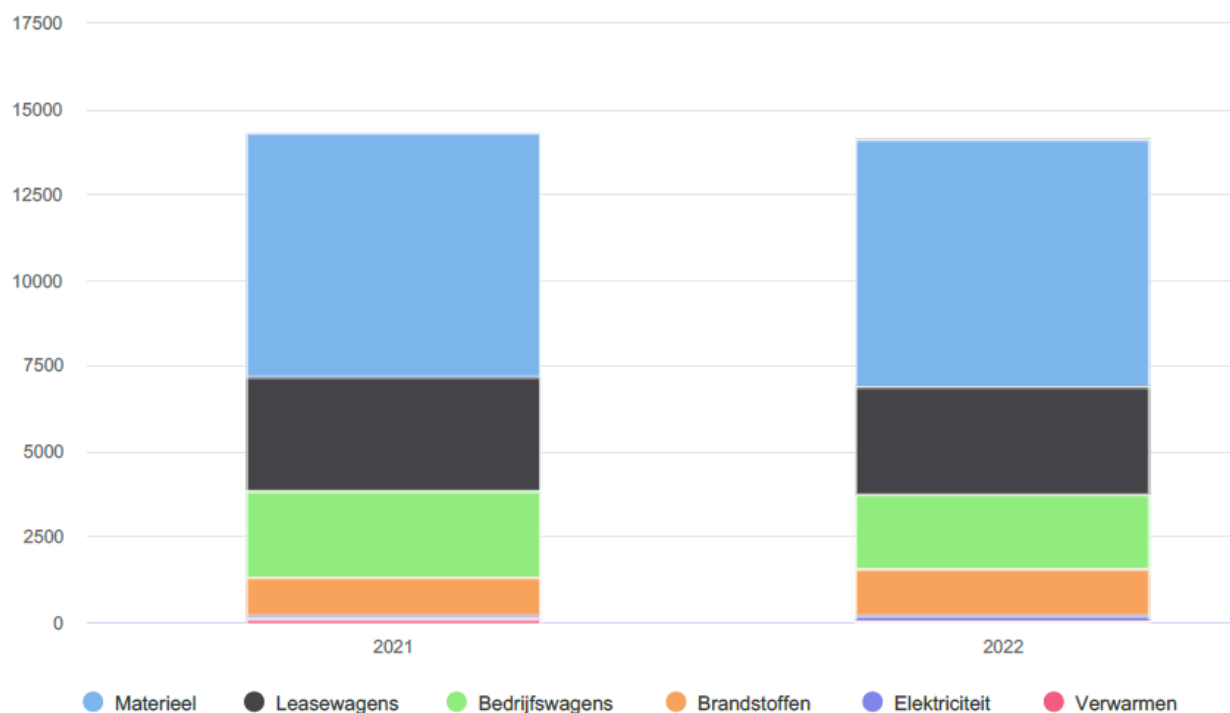


CO ₂ emissions Belgium/Netherlands (tonnes)	2021	2022
Company vehicles	8,594.80	8,250.62
Electricity	0.00	0.00
Leased vehicles	6,098.77	6,036.92
Equipment	5,751.29	4,066.18

CO₂ emissions Belgium/Netherlands (tonnes)	2021	2022
Public transport – business travel	0.44	0.00
Personal cars – business travel	295.67	161.70
Production	4,623.01	2,624.04
Projects	162.98	84.65
Transport	00.00	
Heating	1,251.76	1,596.60
Flights – business travel	0.00	119.86
Commuting	457.26	615.79
Total	27,235.98	23,523.34

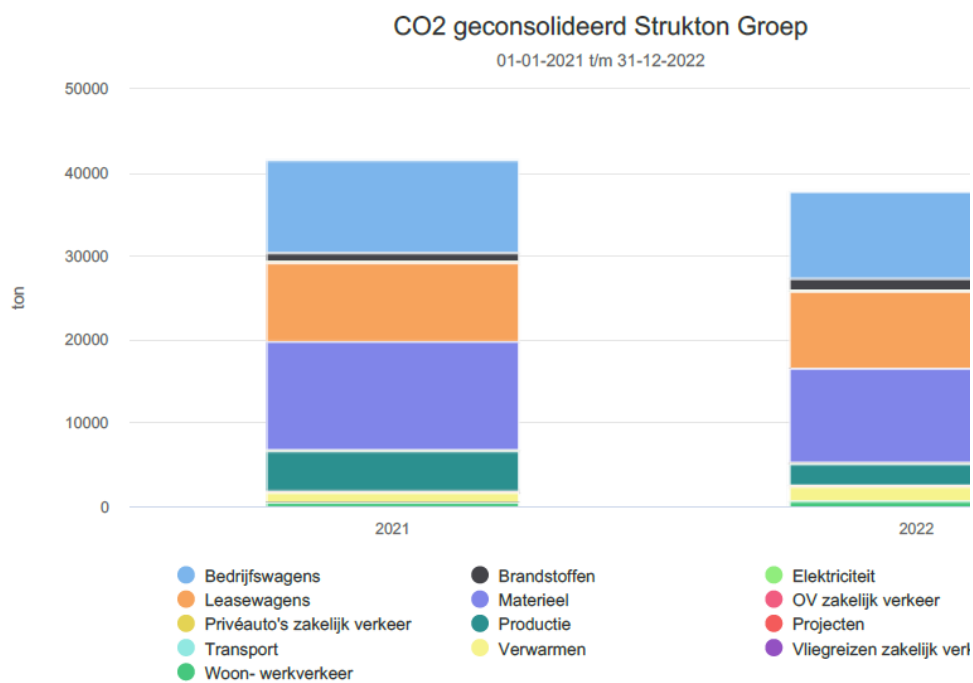
CO₂-uitstoot Italië en Nordics

01-01-2021 t/m 31-12-2022



CO₂ Emissions Italy and Nordics (tonnes)	2021	2022
Equipment	7,142.7	7,230.9
Leased vehicles	3,345.7	3,169.3
Company vehicles	2,499.7	2,144.3
Fuels	1,117.8	1,381.8
	1	1
	0	0
	7	0
	2	1

CO ₂ Emissions Italy and Nordics (tonnes)	2021	2022
Electricity	120.81	118.23
Heating	80.80	72.63
Total	14,307.60	14,117.20



CO₂ Emissions Strukton

Group consolidated
(tonnes)

	2021	2022
Company vehicles	11,094.57	10,394.92
Fuels	1,117.82	1,381.81
Electricity	120.81	118.23
Leased vehicles	9,444.47	9,206.22
Equipment	12,894.00	11,264.09
Public transport – business travel	0.44	0.00
Personal cars – business travel	295.67	161.70
Production	4,623.01	2,624.04
Projects	162.98	84.65
Transport	00.00	
Heating	1,332.56	1,669.23
Flights – business travel	0.00	119.86
Commuting	457.26	615.79
Total	41,543.58	37,640.54

Results achieved

The results achieved in relation to the main target, 75% less CO₂ per million of operating income, is displayed graphically in Section 4.1. For the sake of completeness, it should be noted that this is the main target over the years up to and including 2022. This target was updated in 2023.

In displaying the results achieved in comparison to the targets, we are using two base years. The first base year is 2009. This is the year in which we, as Strukton in the Netherlands, started to record our CO₂ emissions (55,545 tonnes) and we formulated our long-term objective in comparison to this year. The second base year is 2016, which we use as the objective for our business mobility.

Our objectives include that in 2030 we aim to have achieved a reduction of 75% per million of operating income in comparison to 2009. Emissions in 2009 in the Netherlands amounted to 77.43 tonnes per million of operating income. With relative emissions of 33.32 tonnes over 2022, the percentage reduction we achieved is 56.96%. We aren't there yet, but we are well on our way.

Strukton emitted 23,523.34 tonnes of CO₂ in 2022 in the Netherlands and Belgium (2021: 27,235.98 tonnes). In absolute terms this represents a decrease of 3,712.64 tonnes or 13.63% in comparison to 2021. The largest part of this reduction is due to the disposal of the asphalt plant at the end of Q2 2021. In the first two quarters of 2021, this plant emitted 1,394.86 tonnes of CO₂. In addition, at Terracon Funderingstechniek B.V. there was a decrease in diesel consumption and a switch from ordinary diesel to HVO100. Furthermore, the impact of electrifying the leased vehicle fleet is steadily increasing.

Business mobility in the Netherlands and Belgium was responsible for the emission of 15,184.89 tonnes of CO₂ (2021: 15,446.94 tonnes). The 262.05-tonne decrease is due to an increase in electric company and personal cars, the hybrid way of working that has been further introduced at Strukton Rail, as well as Strukton Civiël, and the associated use of MS Teams for online meetings.

The emissions resulting from business mobility per FTE show the following progression over the last few years: 6.43 tonnes (2016), 6.75 tonnes (2017), 6.34 tonnes (2018), 6.52 tonnes (2019), 5.89 tonnes (2020) and 6.60 tonnes (2021). In 2022, the emissions per FTE increased to 6.77 tonnes. The absolute decrease in emissions expressed as a percentage is lower than the decrease in staff numbers, as a result of which the relative emissions have increased.

Details by scope

The CO₂ reduction targets are further detailed below by scope. The CO₂ reduction targets for 2022 up to and including 2024 are further detailed and are stated relative to the previous year. This on the condition that the goals will be adjusted if the objectives set are achieved sooner than expected.

General

Under the programme 'Together Sustainable', CSR and sustainability have acquired a significant role within Strukton Rail Nederland. This programme aims to implement six objectives: reduction of emissions, working fully circular, biodiversity, a diverse and inclusive organisation, cooperation within the chain and creating awareness. In addition to programme management within Strukton Rail Nederland, these areas for attention are receiving increasingly more attention in other Strukton companies, albeit somewhat less structured.

The output of the various measures comes together in the underlying scopes.

Scope 1: Own direct emissions

MOBILITY

The following target pertains to mobility: An annual reduction in CO₂ emissions from the vehicle fleet in comparison to the previous year of 10% for 2022, 20% for 2023 and 25% for 2024. This puts us on the path towards an emission-free vehicle fleet.

The following measures have been identified to achieve this target:

General

- Encourage 'remote meetings' with internal and external parties
- Encourage the use of (electric) bicycles (The Bicycling Ambassadors)
- Encourage the use of public transport

Passenger cars

- Promote CO₂ awareness and driving efficiently among employees
- Encourage the use of public transport for business travel
- Promote the replacement of fossil-driven vehicles by emission-free vehicles
- Encourage the use of (electric) bicycles (The Bicycling Ambassadors)
- Propose a mobility budget and adjust the lease policy

Company cars

- Conduct a pilot with electric vans
- Promote CO₂ awareness and driving efficiently among employees
- Facilitate a reduction in kilometres travelled through smart planning (onsite instruction)

The following results were achieved in 2022:

General

- Remote meetings are actively encouraged and the supporting tools continue to be available. Where possible, bicycles are made available at project sites. For example, bicycles have been purchased at the Groningen project and a review was conducted for the Scheveningen branch to assess whether electric bikes can be used to replace the current scooters.
- The hybrid way of working is actively supported.

Passenger cars

In part by promoting the hybrid way of working an attempt was made to reduce fuel consumption. To facilitate this, the available work from home allowances were adjusted.

Where possible, overnight hotel stays are used to reduce kilometres travelled. For example, for the Groningen project 93 tonnes of CO₂ were avoided through means of 826 overnight hotel stays.

The use of public transport as a substitute for cars is encouraged. For example, the electric minibus between Maarssen station and the office has been reintroduced to bridge the last mile. In addition, people can make use of the shared electric bikes between Utrecht CS and the Utrecht head office. These shared bikes are also available at various support points in the country.

The meetings held last year with Zero-E (sustainability consultancy firm) resulted in the start-up of a project designed to recalibrate the current lease policy. The objective is to develop a new lease policy (yellow number plates) driven by sustainability and best employer practices and to expand this in the future with other mobility regulations. On the basis of this project there have since been meetings with external parties (including a colleague contractor) to acquire knowledge and to exchange experiences. The number of EV number plates once again increased in 2022. At the beginning of 2022, there were 217 electric cars and by the end of that year this number had increased to 275. In addition, 236 hybrid cars were added in 2022.

Company cars

A pilot with electric company vans was initiated and 20 electric buses were delivered at the end of Q4 2022.

We are active participants in the Anders Reizen [Alternative Travel] 'Sustainable Grey Number Plates' working group in which market parties exchange knowledge and experience focused on electric company vehicles.

PRODUCTION FACILITIES

The main objective of the 'Production Facilities' category over the reporting period is as follows: an annual reduction in CO₂ emissions from our own production facilities in relation to the domestic operating income in comparison to the previous year (percentages based on goals) with 5% for 2022, 15% for 2023 and 20% for 2024.

The following measures are being implemented to achieve this objective:

Conduct research into the feasible reduction for 2022

- Increase awareness among management of the impact on employee vitality (increased air freshness, less noise and less vibrations)
- Include positive impact on vitality and notional CO₂ levy in business cases

- Increase in the use of renewable energy (bio-fuels) for our own Large Mechanical Equipment (LME)
- Make LME sustainable (policy adjustment: during replacement the standard is emission-free, unless...)
- Make Small Mechanical Equipment (SME) sustainable in 2023 (policy adjustment: during replacement the standard is emission-free, unless...)

The following initiatives were developed in 2022 to achieve this objective:

- In relation to Small Mechanical Equipment (SME) there is a conversion from fossil-driven to electric. There is no longer any investment in fossil-driven SME (unless...) and in addition we also aim to retrofit our own fossil-driven SME to emission-free whenever possible. The first collar screw machine was retrofitted in 2022. After testing this equipment it was concluded that the machine's operation is quieter, emission-free and that it performs well. Retrofitting existing SME means that no new tools have to be acquired, which also results in CO₂ avoidance within the chain. This is because the machine does not have to be scrapped and discarded and it is not necessary to produce a completely new machine. After the retrofit the machine can last for many more years. After the collar screw machine, the rail switch grinder and lift trolley will be assessed to determine the possibilities of retrofitting them to emission-free equipment.
- We acquired the ECO RailRunner for the PHS Rijswijk project. This is a fully electric vehicle capable of transporting up to 6 persons by road, as well as rail. This vehicle is primarily used to transport persons to and inside the Rijswijk tunnel emission-free.
- In 2022, we started to retrofit the Atlas 30, a diesel-driven roller crane to a fully electric crane. The roller crane will be returned to us in the first half of 2023, to gain experience with it in actual practice. Just like SME, retrofitting existing roller cranes offers excellent opportunities to eliminate emissions, without having to invest in new equipment. The roller cranes that still operate on diesel all use HVO50. This fuel is a blend with 50% bio-fuel and results in a significant reduction in CO₂ emissions.
- During the International Exhibition for Track Technology (iaf) in Münster, Germany, in May 2022, we received our Unimat 7 tamping machine. Following a thorough overhaul, the machine was equipped with electric tamping units, instead of conventional hydraulic tamping units. The electric tamping units increase fuel efficiency by up to 20% and thus also decrease CO₂ emissions.
- Effective from Q1 2022, Terracon has used HVO100 fuel for its foundation machines.
- An asphalt plant was closed. This is saving a considerable quantity of CO₂.

Scope 2: Own indirect emissions

ENERGY CONSUMPTION AT CONSTRUCTION SITES

We apply the following generic objective for energy consumption at construction sites: To reduce CO₂ emissions caused by the share of fossil fuel in the annual energy consumption at our own construction sites in comparison to the previous year (percentages based on goals) by 5% (2022), 10% (2023) and 15% (2024).

Potential measures to be used:

- Baseline measurement of alternative fuels and emission-free equipment in 2022;
- Support tender management in identifying 'green' choices for supplying power at projects;
- Implement green grid connections (incl substations and charging stations);
- Install green instead of diesel power generators (also see SME above);
- In cooperation with procurement set up partnerships with suppliers of 'green' power.

The measures described above are made specific as follows:

- Hybrid power generators are installed at increasingly more projects. The calculation tool that provides insight into the differences in costs, consumption and emissions is used increasingly more often;
- Held discussions with various new providers of alternative power supply: locally extracted biomass, powdered hydrogen and liquid hydrogen.
- In cooperation with the tender management department, a set of measures has been adopted by Strukton Rail Nederland that we aim to include in tenders by default. This, for example, includes

the sustainable site cabin and hybrid/green power generators. In addition, we increasingly more often try to make use of the existing energy infrastructure, such as the switch heaters in an Onnen-Zuid Rail project. This enables us to run everything on green electricity.

GENERAL ENERGY CONSUMPTION

We apply the following generic objective for general energy consumption: To reduce CO₂ emissions by decreasing our own energy consumption (kWh) in comparison to the previous year by 2% (2022), 2% (2023) and 2% (2024).

Potential measures to be used:

- Contract research to identify potential reduction opportunities;
- Implement ISO 50001 – Energy Management Systems Standard;
- Install smart thermostats in offices;
- Install IR heating panels (Strukton Civiël);
- Generate our own sustainable power on office roofs;
- Consolidate offices with head office in 2022 (Strukton Civiël).

These potential measures are being implemented as follows:

- Automatic timer switches for peripheral equipment are being tested at the office in Maarsse. The timers automatically shut down peripheral equipment (screens, docking stations and the like) outside office hours and on off-days.
- In cooperation with the Integral Safety department, steps have been taken to ensure that sustainability and safety are included on the checklist for moving into new office and project locations.
- Combining office locations in the second quarter of 2022 by moving the portfolio companies Terracon and Molhoek-CCT to the head office.

Scope 3: Chain emissions

RAILS

We apply the following objective for rails: To reduce emissions from production, transport and processing rails in comparison to the previous year.

The potential measures associated with this theme remain to be determined by:

- Further research in 2022 to be able to determine measures and reduction potential;
- Consultation with ProRail concerning reuse within and among projects/contracts;
- Cooperation with chain parties concerning reuse by ProRail;
- Second life for rails beyond main railway tracks.

Work planning for these measures was initiated in the first half of 2022.

GBN Group and ProRail initiated the sustainable tracks chain consultation process. The objective of this process is to come up with a more sustainable installation, renovation and maintenance of the tracks in cooperation with various involved parties.

Two meetings were held in the first half year: one at ProRail and one at Strukton Rail. During the third meeting in the third quarter, Strukton Rail attempted to gain insight into the alternative materials approval process, and to identify and address bottlenecks in this process.

BUSINESS TRAVEL

We use the following objective for business travel: To reduce emissions by the stated percentages for business travel (public transport, bicycle, car, aeroplane) in comparison to the previous year. The following reductions apply: 7.5% in 2022, 10% in 2023 and 10% in 2024.

Potential measures to be used:

- Encourage time and place-independent working;
- Encourage the use of public transport for business travel;
- Encourage the use of bicycles for commuting to the office (mobility budget in terms and conditions of employment);
- Promote CO₂ awareness and driving efficiently among employees;
- Make overnight hotel stays available for (large) projects;
- International travel restricted to meetings > 3 hours;
- Train instead of plane for distances < 700 km, unless...

The realisation of this objective goes hand in hand with the terms set out in scope 1. We let ourselves be motivated in this respect by participating in the 'Alternatives to Flying' sub-working group of the 'Alternative Travel' coalition. The pledge to avoid flying for distances < 700 km originates from this working group.

COMMUTING MOBILITY

We use the following objective for commuting travel: To annually reduce CO₂ emissions caused by commuting by 5% (2022), 5% (2023) and 5% (2024).

Potential measures to be used:

- Encourage time and place-independent working;
- Encourage the use of public transport for commuting to the office;
- Encourage the use of bicycles for commuting to the office.

These measures affect the scope 1 and 3 emissions. There is no additional information to be reported. Statistically, emissions in 2022 increased by 158 tonnes (457 tonnes in 2021 and 616 tonnes in 2022). The covid measures have a distorting effect in this respect.

CONCRETE

We use the following objective for concrete: To achieve annual reductions in CO₂ emissions on the basis of purchased concrete in comparison to the previous year.

Potential measures to be used:

- Procurement to conduct analysis to determine percentage;
- Verified list of suppliers that comply with the minimum CSR requirements;
- Increase in the share of purchased CSC certified concrete and/or concrete with a low ECI value;
- Increased reuse of concrete;
- Increase in the use of sustainable alternatives to concrete;
- Consultations with clients concerning approval to make use of reused concrete.

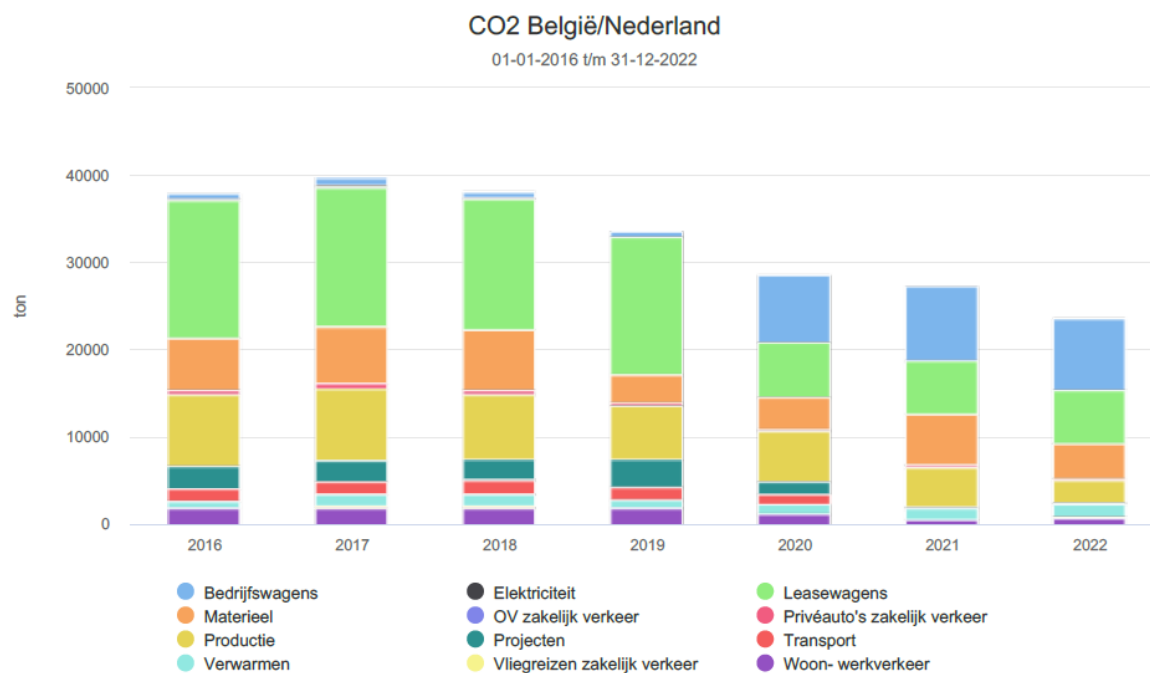
These potential measures are being implemented as follows:

- Two CSR KPIs were developed for 2022 to implement the 2030 targets of the Concrete Agreement concerning the 100% reuse of released concrete and a 50% reduction in the use of primary concrete.
- In Q3 2022, in cooperation with Procurement, a monitoring system was established and reporting on the basis of these KPIs was initiated.
- The Strukton Civil Procurement Manager is working on completing an approved list of suppliers. This forms part of the CSR KPI for socially responsible procurement.
- The collective turnover of CSC certified concrete suppliers is 94.4% of the total turnover of concrete purchased in 2020. In 2021, this percentage increased to 95.1%.
- In 2022, the CSR KPI for monitoring the reuse of released concrete was established. Monitoring started in Q3 2022. In addition, Closing the Loop, in which Strukton is a participant, is constructing a viaduct in the A76 motorway that consists of beams and concrete elements from three viaducts to be demolished elsewhere.
- Strukton Prefab Concrete is working on the development of Bacton together with the innovation and consultancy firm, Bioclear earth. This is a bio-concrete without cement that is hardened through bacterial action.

- Strukton Rail, GBN and Prefab Beton jointly developed circular butterfly blocks, overhead line portals and tubular pole footings. In 2022, the first portal was installed on the industrial tracks of Strukton Rail Short Line. In addition, in 2022, in cooperation with ProRail, three circular portals and foundations were installed near Steenwijk in the Netherlands.

5 Annual trend

Note: scopes 1 and 2, incl business travel



CO ₂ emissions							
Belgium/Netherlands	2016	2017	2018	2019	2020	2021	2022
(tonnes)							
Equipment	655.07	685.36	717.19	662.81	7,650.67	8,594.80	8,250.62
Electricity	61.31	408.06	151.03	0.00	0.00	0.00	0.00
Leased vehicles	15,797.66	15,887.76	14,934.53	15,737.55	6,264.61	6,098.77	6,036.92
Equipment	6,019.44	6,536.33	6,881.86	3,266.56	3,693.06	5,751.29	4,033.18
Public transport – business travel	25.55	32.20	6.82	7.77	2.29	0.44	0.00
Personal cars – business travel	449.09	576.57	559.88	405.87	286.93	295.67	161.70
Production	8,227.98	8,233.50	7,441.45	6,091.08	5,713.59	4,623.01	2,624.04
Projects	2,629.91	2,354.04	2,393.74	3,254.94	1,563.08	162.98	84.65
Transport	1,353.33	1,479.21	1,567.83	1,467.29	1,111.93	0.00	
Heating	850.61	1,396.21	1,318.51	947.52	1,077.79	1,251.76	1,596.60
Flights – business travel	71.25	322.39	399.28	26.17	14.50	0.00	119.86
Commuting	1,728.69	1,704.96	1,706.33	1,704.34	1,112.88	457.26	615.79
Total	37,869.89	39,616.59	38,078.45	33,571.90	28,491.33	27,235.98	23,523.34

5.1 Breakdown of emissions

Within the total emissions, mobility is the largest source. Of this, emissions relating to production (grey number plates) is highest. In absolute terms, this is therefore where the greatest reduction is to be achieved. We will be tackling this challenge as an organisation. Over the short term we will still be devoting more effort to reducing emissions relating to yellow number plates. Savings can still be achieved in this area through means of changes to the mobility policy.

5.2 Employee contribution

Through means of active communications, Strukton's employees are encouraged to change their behaviour to help create a sustainable company.

For example, as mentioned above, a Together Sustainable programme was started up at Strukton Rail Nederland and starting last year a Sustainable Thursday broadcast is being produced every third Thursday of the month.

Various internal presentations were made to various groups, such as tender management, project management, the Central Works Council and environmental management. Naturally, there is regular messaging about CSR (in projects) on the intranet.

Attention was also focused on climate change across business units, for example by participating in the Climate Classic and the Tour de Sustainable Infra.

Furthermore, we continue to devote attention to the 100 Sustainable Acts launched in 2021. By sharing specific examples of sustainable acts, we inspire our employees. Every sustainable act is linked to an SDG.

We also hook up with companies in the chain to raise awareness. We also place much sustainability news on our website and on our social media channels. Together with the NGO Speeddate, we organised an event in the fourth quarter of 2022. In cooperation with Sustainable Supplier, we brought companies into contact with experts in order to talk about their strategy and objectives.

Strukton

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