



CO₂ Progress and Energy Action Plan

Period January 1st 2025 until December 31st 2025



Strukton

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Executive summary

In 2025, Strukton reduced carbon emissions by 1,692 tCO₂e compared to 2024, which translates to a 4.3% decrease. Our emissions relative to our revenue decreased by 1.5%. This puts us on track to achieve our goals: reducing our gross emissions by 50% in 2030 compared to 2021 and being climate-neutral by 2050, in line with the goals set in the Paris Agreement. Furthermore, we are committed to further increase our insights into our scope 3 emissions to identify and implement emission reduction measures in our material value chains. Additionally, we are taking steps to gain more insight into our other controllable emissions.

We see the effect of our measures to reduce the amount of emissions, especially regarding our buildings, car fleet and to a lesser extent within our equipment fleet. Furthermore, we experience that knowledge and awareness around sustainability in general and emissions specific are increasingly present among our colleagues.

1 Introduction

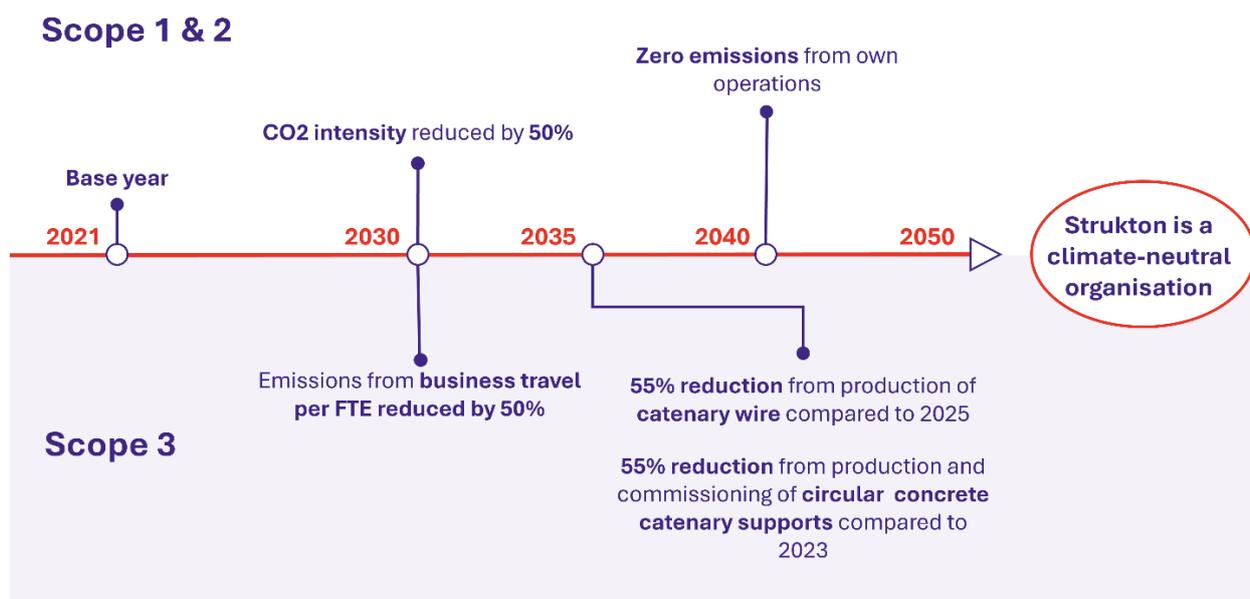
This document presents the developments at Strukton regarding the reduction of carbon emissions in 2025. This report has been prepared in accordance with the requirements of the CO₂-Performance Ladder and provides transparent insight into our carbon footprint, reduction objectives, and the progress achieved during 2025. In this report, we outline the emissions within our defined scopes, compare the results with previous reporting periods and our baseline year, and evaluate the effectiveness of implemented reduction measures.

Reducing our carbon emissions remains a structural part of our strategy towards the future. Through targeted measures, active monitoring, and continuous improvement, we aim to minimise the environmental impact of our activities while contributing to national and international climate objectives.

2 Goals and objectives

Our sector has a significant impact on the environment – from resource use and waste to emissions and biodiversity. This creates great opportunities for sustainable innovation. We've therefore set ambitious targets for the short, middle and long-term (see Figure 1).

Figure 1. Strukton's ambition timeline (2021 – 2050)



2.1 Scope 1 & 2 goals

We aim to reduce our carbon emissions in line with the Paris Agreement. We therefore have the ambition to reduce our own (scope 1 and 2) carbon and biogenic emissions with 50% by 2030 compared to 2021. For Strukton this means that our scope 1 and 2 carbon and biogenic emissions per million euros revenue in 2030 should not exceed 16.08 tCO_{2e} (as opposed to 32.17 tCO_{2e} in 2021). See chapter 3 for a detailed description of the measures we have implemented per function group in 2025.

In 2025, biogenic CO_{2e} emissions have been separately identified due to a change in our reporting methodology (see chapter 7.2). To maintain consistency with prior years and to ensure a fair comparison of emission trends, biogenic emissions are still included along with the reported emission figures and targets. This prevents an artificial reduction in emissions that is only a result from a methodological change, instead of from actual performance improvement.

2.2 Scope 3

For our scope 3 emissions we have several targets for the short, middle and long term. This report maps our progress related to business travel and two value chain analyses.

Business travel

Strukton has committed itself to the ambition of the *Anders Reizen* Coalition, aiming to reduce our emissions related to business travel with 50% per FTE in 2030 compared to 2016.

Value chain emissions

For our value chain emissions, we have set reduction targets for the product groups for which Strukton has performed value chain analyses. Please refer to the value chain analyses in chapter 4.

3 CO₂e footprint

In this chapter, Strukton’s emissions are presented by scope¹, function group, and entity. Please note that these include the market-based scope 2 emissions. For more detailed tables, including the location-based scope 2 emission data, please refer to appendix A.

Please note that the CO₂e intensity figure data in Figure 2 concerns the scope 1, scope 2 emissions and scope 3 emissions from business travel, along with its associated biogenic emissions. In 2025, biogenic CO₂e emissions have been separately identified due to a change in our reporting methodology (see chapter 7.2). To maintain consistency with prior years and to ensure a fair comparison of emission trends, biogenic emissions are still included along with the reported emission figures. This prevents an artificial reduction in emissions that is only a result from a methodological change, instead of actual performance improvement.

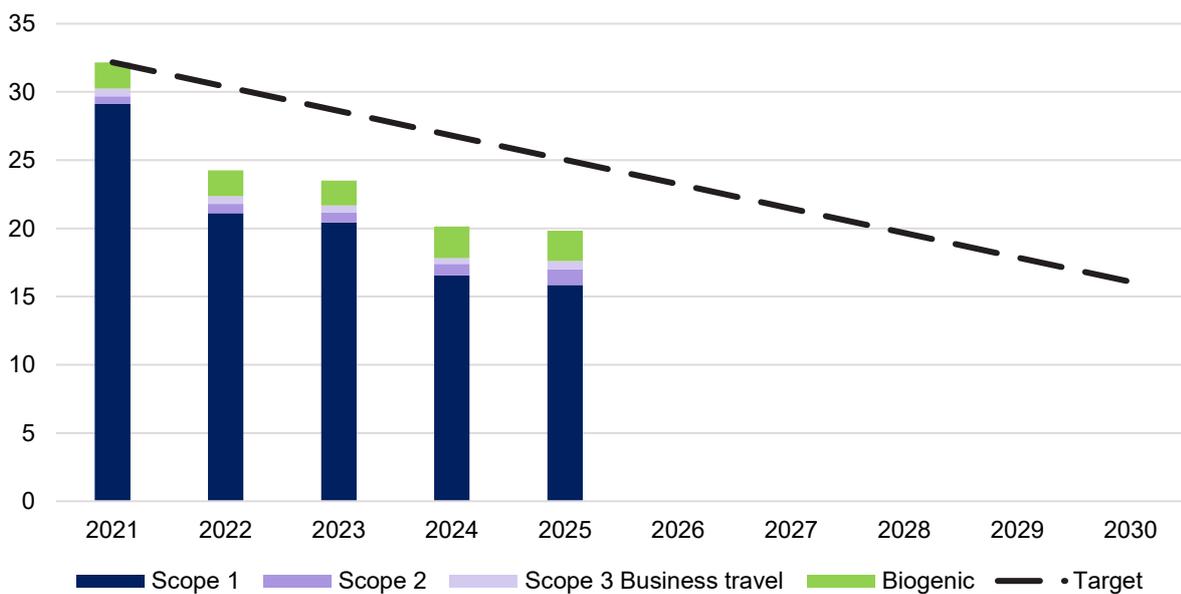
Figure 2. Strukton’s CO₂e footprint

CO ₂ e footprint <i>In tonnes</i>			CO ₂ e intensity <i>In tonnes CO₂e per mln EUR</i>			Business travel per FTE <i>In tonnes</i>		
2021	2024	2025	2021	2024	2025	2016	2024	2025
44,413	38,944	37,253	32.2	20.1	19.8	6.0	5.3	5.4

3.1 Footprint

The total footprint of our own carbon emissions (in tCO₂e) is depicted in Graph 1 and Graph 2. For a more detailed overview please refer to Appendix 1.

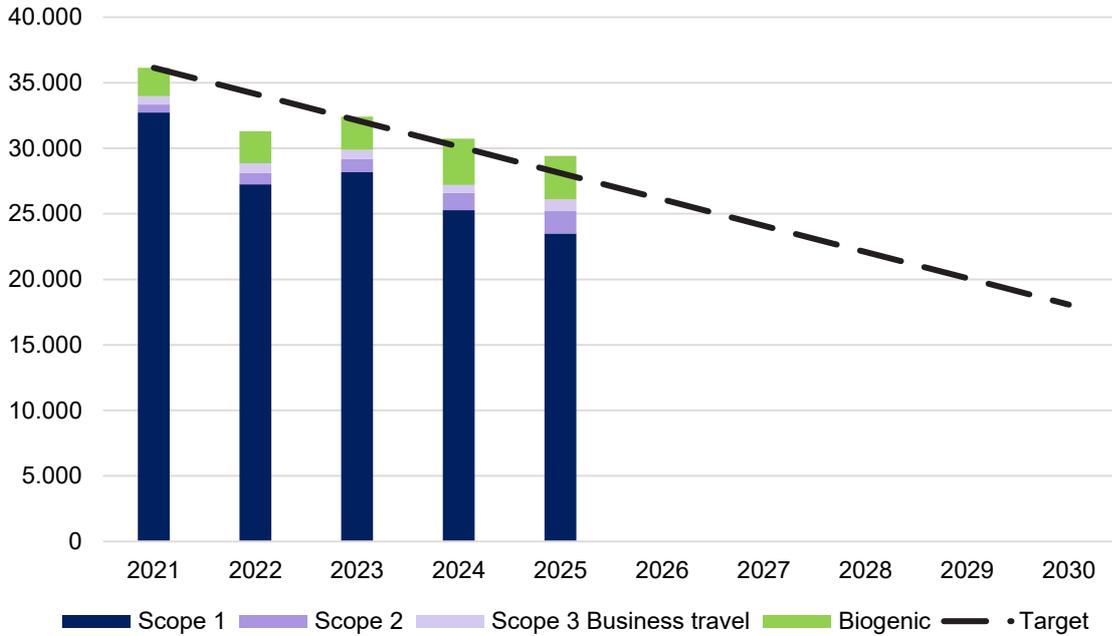
Graph 1. CO₂e emissions intensity (tonnes) Strukton Group 2021 – 2025 per scope



¹ Please note that chapter 3 includes the market-based scope 2 emissions

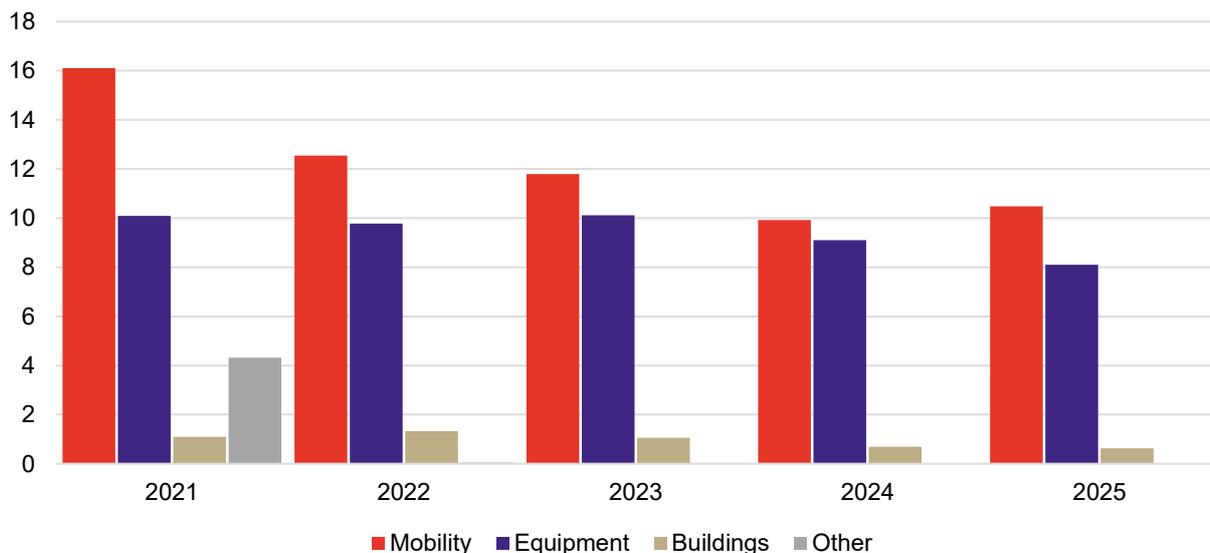
Please note that the CO₂e intensity is calculated using the emissions and revenue figures following the organisational boundary, as defined in chapter 6.3. Between 2021 and 2025, significant divestments were made in our business unit portfolio. However, we are unable to completely exclude all emissions from production activities from our organizational boundary, even though these activities have all been divested. Therefore, Strukton's total CO₂e emissions and CO₂e intensity in 2021 are artificially high, which is reflected in graph 2 and the associated target.

Graph 2. CO₂e emissions (tonnes) Strukton Group 2021 – 2025 per scope



The emission intensity of our own carbon emissions per function group (in tCO₂e per million euro's) is depicted in Graph 3.

Graph 3. CO₂e intensity Strukton Group 2021 – 2025 per function group (scope 1, 2 and biogenic)



The following chapters present the CO₂e emissions associated with the function groups Mobility, Equipment, and Buildings. These categories account for the largest share of Strukton's own emissions and represent areas where we have the largest ability to influence and reduce emissions. By focusing on

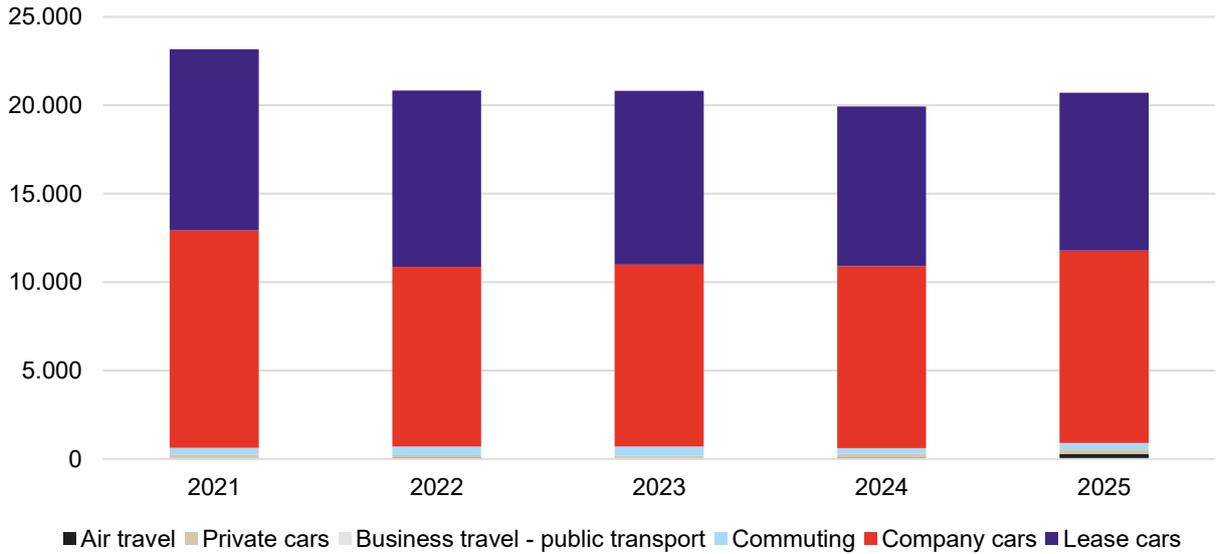
these function groups, the report highlights the emission sources with the highest impact and the strongest potential for targeted reduction measures.

3.2 Mobility

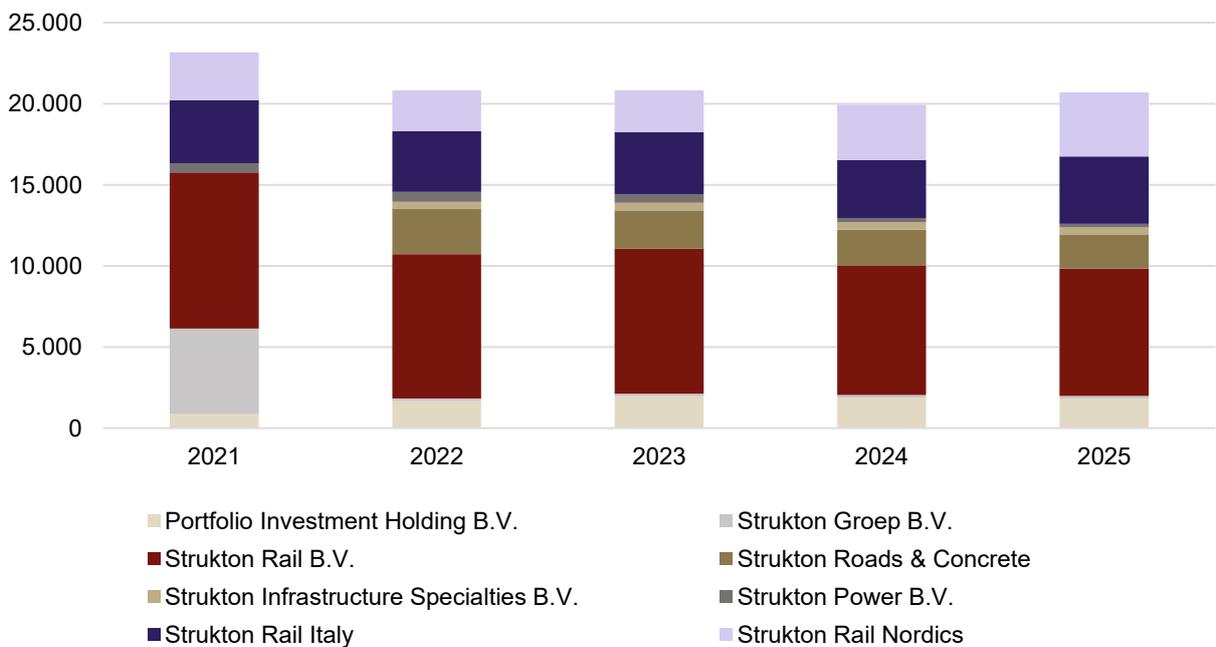
3.2.1 Mobility footprint

The total footprint of our emissions (in tCO₂e) resulting from mobility are depicted below in Graph 4 and Graph 5. For a more detailed overview please refer to Appendix 2 and Appendix 3.

Graph 4. CO₂e emissions (tonnes) 2021 - 2025 from mobility per function



Graph 5. CO₂e emissions (tonnes) 2021 – 2025 from mobility per entity



3.2.2 Reduction measures

The most prominent reduction measures targeting the emissions resulting from our mobility are detailed below.

Zero-emission & low-emission lease cars

In the Netherlands, the new mobility policy came into force, which includes the possibility for employees to exchange their lease car for a mobility budget. The new policy is expected to reduce the CO_{2e} footprint of the car fleet on the long term. Included in the policy is the possibility for colleagues without a company (lease) car to use electric pool cars at the larger locations. In Belgium, a full electric car policy was implemented for all office personnel. This will be expanded to also cover operational personnel in the future.

Zero-emission & low-emission company cars

At Strukton project sites in the Netherlands, electrical charging stations and (e-)bikes are facilitated where possible to reduce mobility related emissions. For the lease of new vans, electric is the standard in Strukton Netherlands entities. Like with lease cars, the impact will be visible on a longer term. In Sweden, a large share of the company cars is now powered by HVO100 instead of diesel. In 2025, a feasibility study was carried out to replace the traditional diesel used in construction machinery with HVO, a biofuel that enables a reduction in CO₂ emissions of up to 90%. The first test on CLF work sites is scheduled for April 2026.

Promotion of cycling, public transport and alternative mobility

Within Strukton Netherlands entities, cycling is promoted through a leasing scheme for, and the availability of (share) e-bikes for commuting. Additionally, public transport cards are provided to all colleagues with a lease car and remote working is encouraged to further reduce mobility related emissions. Strukton is a participant of *Anders Reizen*, a Dutch coalition with the goal of reducing mobility-related emissions.

3.2.3 Developments in emission figures

Emissions from company cars in the Nordics have increased due to an updated methodology at Strukton Rail Denmark (please refer to chapter 7.2). Without this effect, a decreasing trend can be observed which can be attributed to the shift in energy vector, where more and more diesel powered vehicles are replaced by electric vehicles. Due to the acquisition of CO.RAC.FER in Italy, emissions from lease cars have increased compared to 2024. In the Netherlands, a decreasing trend can be seen. This can be attributed to the new lease policy which came into effect at the start of 2024. As more and more diesel fuelled lease cars will be replaced by electric vehicles, we expect this trend to continue in the upcoming years.

Figure 3. Electric company cars in the Netherlands

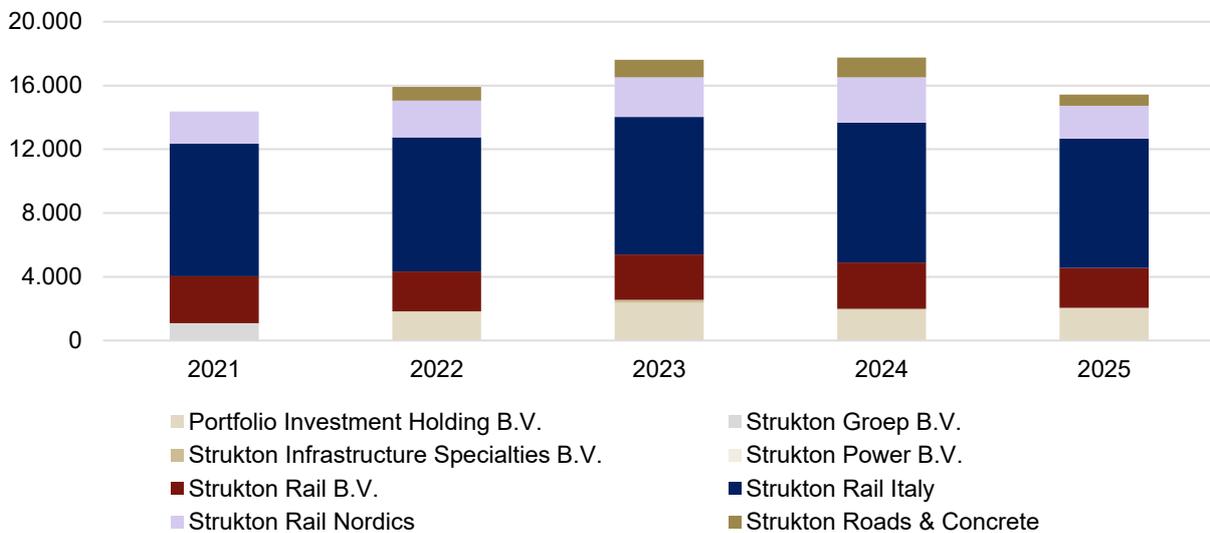


3.3 Equipment

3.3.1 Equipment footprint

The footprint of our emissions (in tCO_{2e}) resulting from equipment is depicted below in Graph 6. For a more detailed overview please refer to Appendix 4. Equipment CO_{2e} footprint per entity (market-based) Appendix 4.

Graph 6. CO_{2e} emissions (tonnes) 2021 - 2025 from equipment per entity



3.3.2 Reduction measures

The most prominent reduction measures targeting the emissions resulting from our equipment are detailed below, with examples from projects.

Electrification of equipment

In the Netherlands, Strukton is using more and more electrical equipment. Examples include the electric tele crane at the Zoutkamp and Dijksgrecht projects and the electric two-way crane. To facilitate the use of the use of the two-way crane, Strukton uses several battery packs, for example at the Ede-Maarn rail

renewal project. At all projects of Strukton Infrastructure Specialties, emission free equipment is being used to some extent to further reduce our emissions. Strukton Roads & Concrete, together with a subcontractor, conducted a successful trial of emission-free groundwater dewatering using power hubs and battery systems. This solution prevents nitrogen emissions and significantly reduces CO₂, because diesel pumps are no longer required. The technology will soon be deployed with confidence on other projects.

Figure 4. Electric tele crane in use at the Zoutkamp project



Retrofitting and energy-efficiency improvements

Strukton Italy has focused on renewing the equipment fleet throughout 2025. During this exercise one of the focus points was increasing energy efficiency. The new equipment should therefore consume less energy. As part of this renewal new locomotives and profiling machines were purchased in Q1. Where possible, Strukton also retrofits existing equipment. The two-way crane at the Ede-Maarn rail renewal project is an example of this, as the battery packs were part of a retrofit of an existing crane. These battery packs were powered by green hydrogen, as part of a successful pilot.

Figure 5. Electric crane at rail renewal project



3.3.3 Developments in emission figures

The emissions from Strukton's equipment show a significant decrease compared to 2024. The decrease is predominately caused by the performance of Strukton Italy's equipment, which has become more energy efficient, while projects were located in relatively flat areas compared to prior years. The latter also caused a decrease in fuel use, as less energy is needed to mobilise the equipment. The decrease follows

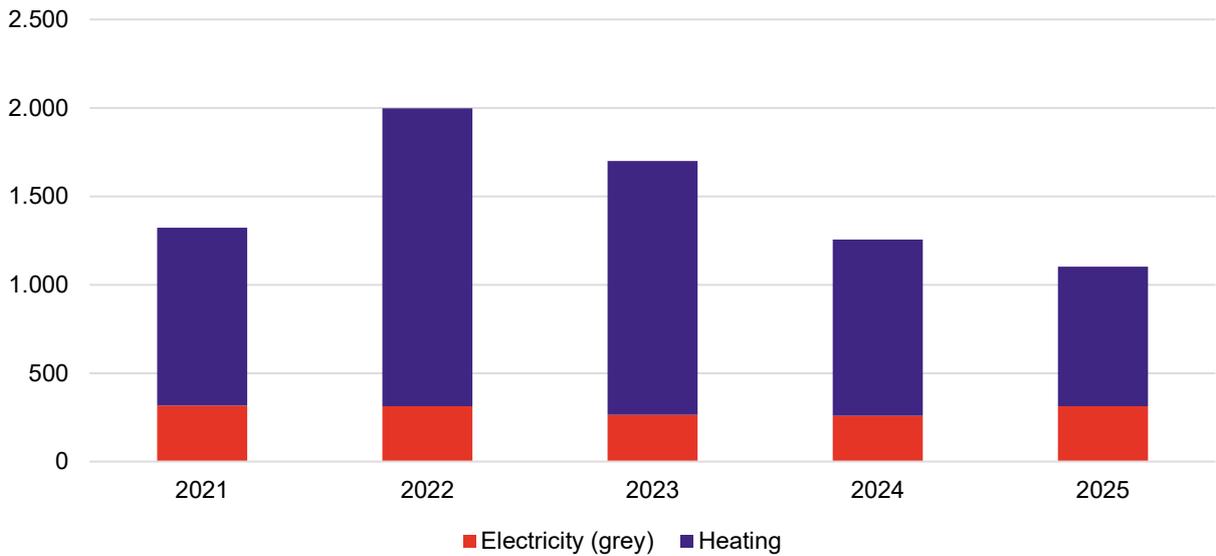
a downward trend that started in Q1 2024. Additionally, the reported decrease is partly a result of the updated methodology at Strukton Rail Denmark relating to emissions from tank passes.

3.4 Buildings

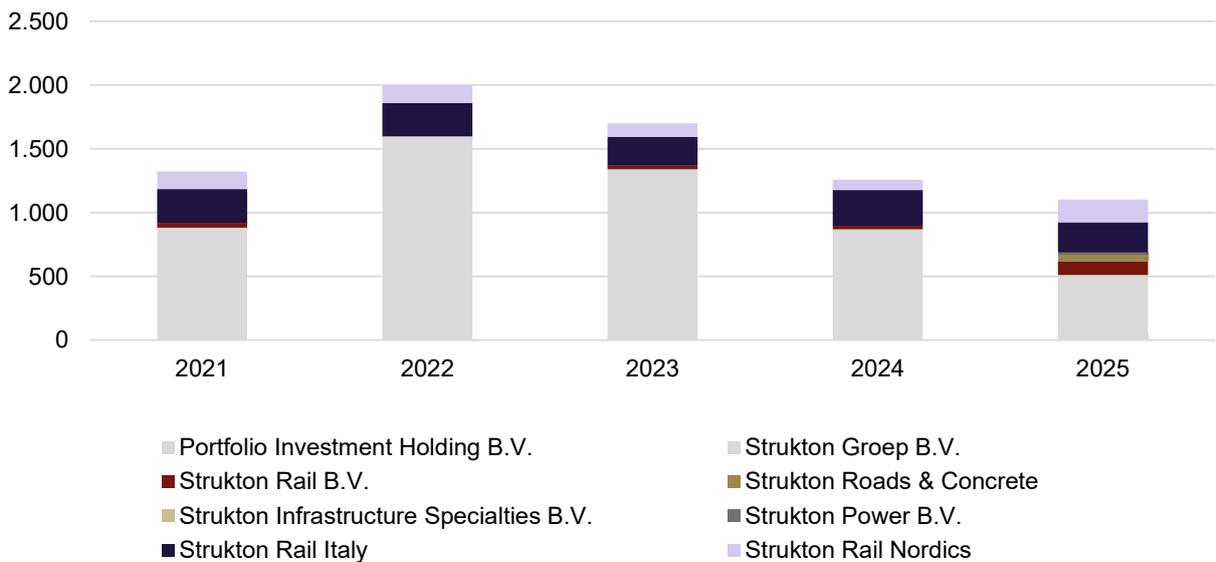
3.4.1 Buildings footprint

The footprint of our emissions (in tCO₂e) resulting from buildings are depicted below in Graph 7 and Graph 8. For a more detailed overview please refer to Appendix 4. Equipment CO₂e footprint per entity (market-based) Appendix 5 and Appendix 6.

Graph 7. CO₂e emissions (tonnes) 2021 - 2025 from buildings per function



Graph 8. CO₂e emissions (tonnes) 2021 - 2025 from buildings per entity



3.4.2 Reduction measures

Strukton Netherlands is transitioning to new office locations with better energy labels. Simultaneously we are identifying how we can achieve better insight into our energy use at multi-tenant office locations. The

insulation of gas pipes and increased use of LED further improves Strukton's energy efficiency. In the Nordics, Strukton only purchases renewable energy to further promote the energy transition and limit emissions associated with non-renewable energy sources. Strukton Rail Belgium's office in Gent/Merelbeke has started renovations in December 2025, which will improve its energy efficiency.

In Italy, all electricity supply contracts registered under CLF have been reviewed and subsequently transferred to a new supplier, with the goal of eliminating all market-based scope 2 emissions by 2026. This supplier can guarantee the exclusive supply of electricity from renewable sources, certified through Guarantees of Origin (GO) for the entire duration of the contract. Additionally, a photovoltaic system has been completed in Reggio Emilia, while the construction of a photovoltaic system in Alessandria is expected to be finished by July 2026.

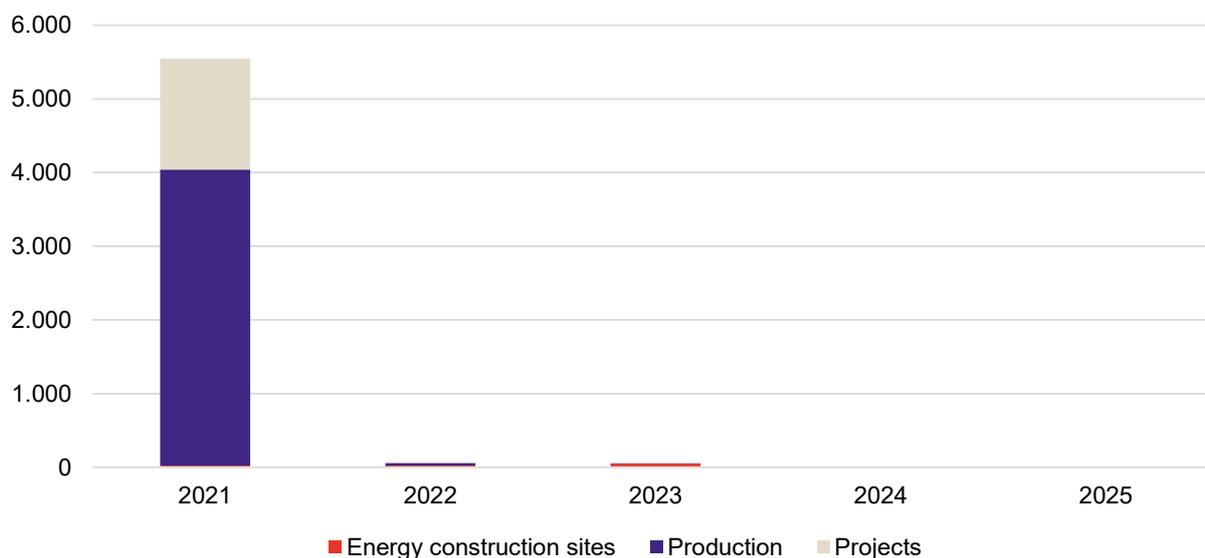
3.4.3 Developments in emission figures

The emissions as a result of heating have decreased significantly, despite lower temperatures in Q1 2025 compared to Q1 2024 in the Netherlands. The emission decreasing effects of higher energy label requirements, for example in the Netherlands, and the combining and centralising of offices continue to show positive effects on our footprint. This effect is less visible for emissions from electricity use. However, a slight decrease can still be noticed, which can be attributed to the reduction measures mentioned above.

3.5 Other emissions

An overview of other emissions (in tCO_{2e}) in scope 1 and scope 2 is depicted below in Graph 9. CO_{2e} emissions (tonnes) 2021 - 2025 from other functions. For a more detailed overview please refer to Appendix 4. Equipment CO_{2e} footprint per entity (market-based) Appendix 7.

Graph 9. CO_{2e} emissions (tonnes) 2021 - 2025 from other functions



The functions above were used in 2021 as part of our old CO_{2e} administration. As we are unable to distribute these emissions over the respective functions listed in chapters 3.2, 3.3, and 3.4, they are presented separately.

4 Value chain

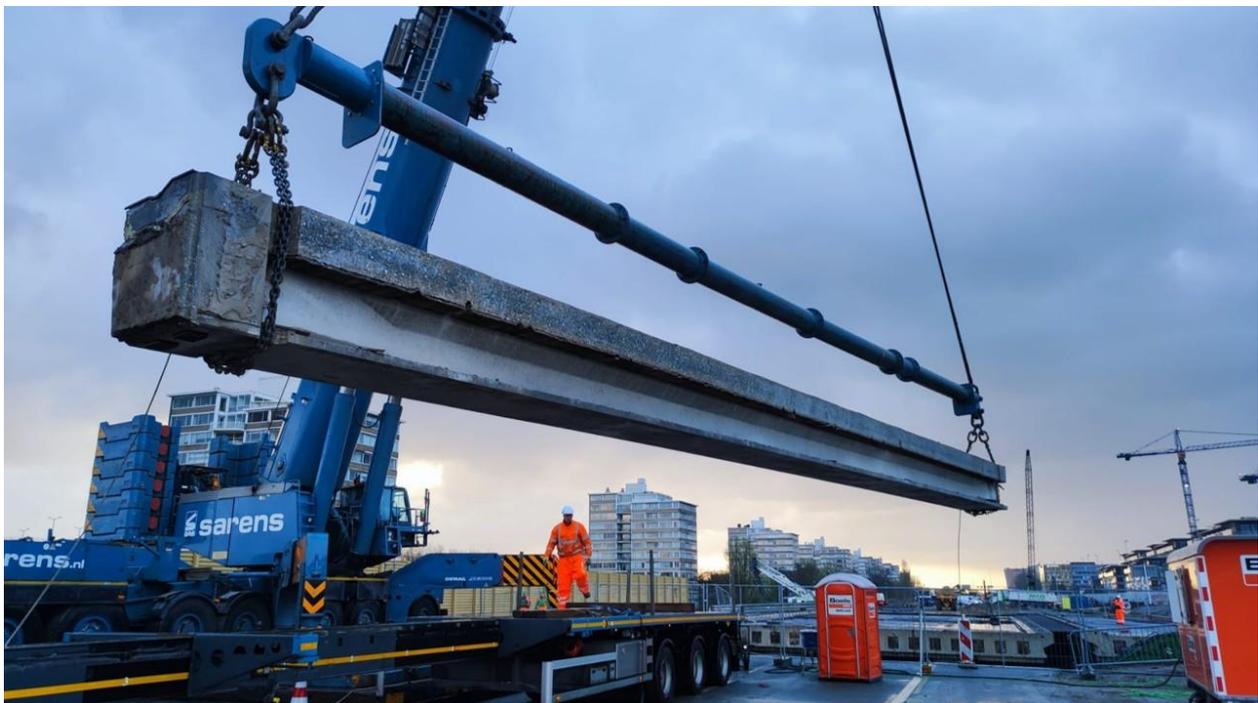
4.1 Value chain involvement

To lower our own direct and indirect emissions we engage in activities across our value chain.

Circular and low-carbon materials

Strukton actively promotes circular material use across its value chain. We continue participating in pilots for circular concrete catenary constructions, even after divesting Strukton Prefab Beton, to ensure continuity of these sustainable innovations. Through the sector initiative *Groene Liggers V.O.F.*, we work to scale up the reuse of circular concrete beams towards a mature market. In addition, we reuse track components—such as switches, sleepers and gantries—whenever client requirements allow and increasingly apply circular concrete for platforms.

Figure 6. Reused concrete beams through Groene Liggers



Strukton Rail Netherlands is also piloting circular steel rail tracks and circular catenary wire, significantly reducing scope 3 and non-CO₂e impacts associated with steel and copper production. Collaboration with partners such as voestalpine Track Solutions Netherlands strengthens sector-wide circularity. Beyond rail infrastructure, Strukton Roads & Concrete shares knowledge on low-carbon materials, such as geopolymer concrete, with partners including Rijkswaterstaat and the Province of Utrecht. By performing timely (preventive) maintenance, Strukton helps extend asset lifetimes and avoids large-scale renewal projects. This minimises material demand and reduces scope 3 emissions associated with replacement works.

Value chain collaboration

Strukton participates in several initiatives to accelerate sustainability across the chain. In the summer of 2025, the Impact on the Beach festival was organised, with sustainable transformation and collaboration as the central theme. Strukton was present to share knowledge about circular solutions, such as the use of geopolymer concrete and emission-free equipment, and to learn from initiatives outside the

infrastructure sector. Active dialogue was held with partners such as Rijkswaterstaat, ProRail, TenneT, Vitens and the Province of Utrecht, regarding making the value chain more sustainable.

We are also active in GBN-initiated dialogues on circular rail infrastructure and host our own sessions to address shared challenges. Employees have engaged in Circo workshops and Circonnect events to identify opportunities for circular equipment, production processes and data use. Internationally, Strukton Rail Sweden contributes to the Fossil Free Sweden initiative to support the country's transition to a fossil-free industrial sector.

GBN is developing a circular resources corridor to better match material supply and demand across regional projects. This approach reduces transport emissions and material costs through improved resource coordination.

Additionally, please refer to the list below for an overview of additional initiatives and actions where Strukton is an active participant:

- Coalitie Anders Reizen
- Europe's Rail Joint Undertaking
- Fossil Free Sweden initiative
- Closing the Loop initiative for circular viaducts / Groene Liggers
- Transition paths of ProRail and Rijkswaterstaat
- Manifest Duurzaam GWW 2030
- Green Deal Verduurzaming Betonketen (Betonakkoord - national concrete deal)
- De Duurzame leverancier
- Asfalt Impuls
- Bewuste Bouwers
- Emissieloos Netwerk Infra (ENI)
- De Groene Koers
- Battery powered locomotive on industry train tracks
- Programme Natural Capital in Construction Sector
- Nature Builders (part of Infranatuur – Delta plan recovery of biodiversity)
- Ketenoverleg Duurzaam Spoor
- Circulaire Grondstoffencorridor Utrecht
-

4.2 Value chain analyses

Strukton has carried out a double materiality analysis to determine which activities lead to the highest emissions in scope 3 and which supply chains have the greatest impact. The activities with the greatest impact are our rail activities in the Netherlands². The category 'purchased goods and services' and specifically the use of materials is making the biggest impact within our scope 3 emissions. Within this category we have mapped the extent to which Strukton can influence the value chain emissions of certain specific products and materials. Sometimes this influence is limited to bringing it up for discussion with our clients or by supporting pilots (e.g. the pilot with sustainable steel in rail tracks at one of our projects). For other products our possibilities to reduce emissions in the value chain are bigger, for example in copper catenary wire and concrete. Our goal is to reuse as many materials as possible, then refurbish and recycle them and to switch to biobased when using new materials (all as far as our clients allow). We have analysed the supply chains of these materials and formulated specific CO₂e reduction targets and measures which are documented and published.

² The rail orientated companies outside of the Netherlands mostly use materials purchased and delivered by the client. Therefore, the associated emissions are not included in our scope 3 emissions.

To further support scope 3 emission reductions, Strukton initiated value chain analyses for circular concrete catenary pillars and circular catenary in 2023 and 2024. An update regarding the progress made on these analyses in 2025 can soon be found on [our website](#).

5 Employee engagement

Strukton employees are being actively involved in working towards achieving our reduction targets. Through incorporating sustainability in learning & development programs, the onboarding program for new employees, as well as workshops and shared goal setting, we aim to increase both employees' awareness and involvement in a more sustainable Strukton.

On their first day at Strukton, all employees in The Netherlands get familiar with our sustainability goals, strategies and measures in projects. Within the Netherlands, the different Business Units have set up their own program to push sustainability and inform employees about the role they (can) play. Additionally, there are several internal initiatives to address sustainability. For example through the internal course on rail infrastructure techniques (BORIT) within Strukton Rail Netherlands. Furthermore, there are several collaborative activities to learn from each other.

During the Sustainability & Innovation Roadshow, Strukton employees from different Dutch divisions exchanged practical experiences and ideas to make projects more sustainable. Examples include site managers from Strukton Infrastructure Specialties meeting with colleagues from Strukton Rail Netherlands to discuss packaging-free delivery: Strukton Rail uses reusable crates instead of plastic-wrapped wooden boxes for material deliveries—reducing waste, costs, and time. The system also extends through the supply chain, as even upstream suppliers now use these crates. Additionally, planners explored how production planning can drive sustainability. Choosing stocked sustainable materials or second-hand options can make eco-friendly decisions easier. Strukton Roads & Concrete also uses a 'green list' of sustainable materials to support these efforts. The Roadshow was concluded with the Strukton Sustainability Festival, a day full of workshops and an innovation market with green equipment, materials and highlighted projects.

In January and June, Strukton Infrastructure Specialties organised the Sustainability Game for trainees of Strukton Roads & Concrete. The game involves multiple rounds where participants take on different roles (e.g. client or contractor), to analyse how sustainability plays a role in the tender process. Additionally, SIS participated in a collaboration day within the sector, where several workshops were held regarding sustainability.

In Belgium, Strukton has formulated collective targets for all employees. When these targets are met, every employee will be rewarded. The collective targets focus on four different themes relating to sustainability (from taking the train, organising bike days to checking the tire pressure of vans to collecting waste). The 2024 collective targets were such a success that the same themes were repeated in the collective targets for 2025.

6 General information

6.1 Description of organisation

Strukton contributes to the transition to a climate-neutral and circular economy through co-facilitating the modal shift to rail transportation and the energy transition, re-using materials, including and encouraging circularity and sustainability throughout the supply chain in which we operate, increasing the percentage of sustainable energy and making a positive ecological impact with our activities.

We are a service provider in sustainable infrastructure, with a focus on green transport and electrification. It is with passion and energy that we combine over a century of craftsmanship with the latest technology and innovation. We prioritise safety, quality and sustainability. We have developed a strong base in our home countries: Belgium, Denmark, Italy, the Netherlands, and Sweden. We wish to contribute to the safety, quality and sustainability of infrastructure. Rail, roads and energy. To do so we develop and integrate technologies and solutions, challenging customers to opt for contracts with room for sustainability and innovation. We are committed to operate with care and integrity and in a sustainable way and encourage our sector and value chain partners to do the same. We combine this approach with a focus on functionality, quality, life span and a good price-quality ratio.

6.2 Responsible officers

Below (see Table 1) is an overview of the officers responsible for the data per entity.

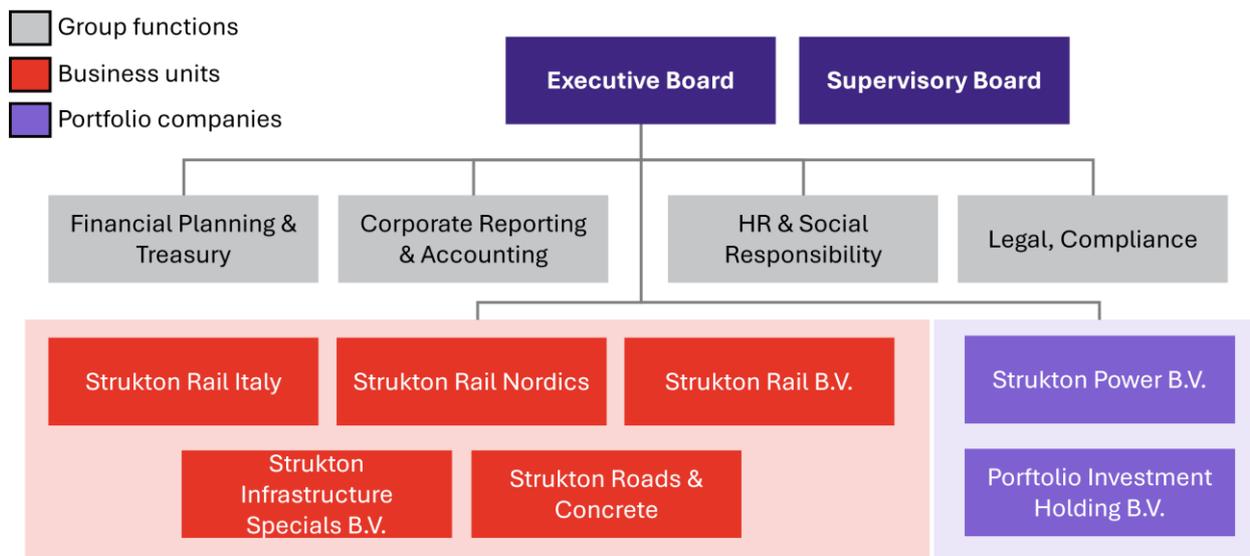
Table 1. Responsible officers per entity

Name	Actors
Strukton Groep N.V.	CSR Analyst Strukton Group
Portfolio Investment Holding B.V.	CSR Analyst Strukton Group
Strukton Roads & Concrete	Financial Controller Strukton Roads & Concrete
Strukton Infrastructure Specialties B.V.	Financial Controller Strukton SIS
Strukton Groep Enkelvoudig	Manager Shared Service Center
Strukton Power B.V.	Financial Controller Strukton Power
Strukton Rail B.V.	Administrator Shared Service Center
Strukton Rail Italy B.V.	CSR Coordinator Strukton Rail Italy
Strukton Rail Nordics	CSR Coordinator Strukton Rail Sweden

6.3 Organisational boundaries

Below is an overview of the different entities within the organisational boundary (see Figure 7). Please note that all entities shown in the organisational chart have a consolidation percentage of 100%.

Figure 7. Organisational chart Strukton 2025



6.4 Organisational changes

In Q2 2025, Strukton Rail Italy has acquired CO.RAC.FER.

In Q2 2025, the Dutch organisational structure has been revised to relocate all portfolio companies under our Dutch rail and civil business units. As of Q2 2025, Strukton Power B.V., Molhoek Infratechniek B.V. (including the former Terracon Funderingstechniek B.V.) are part of Strukton Rail Netherlands. Additionally, GBN Holding B.V., Strukton Milieutechniek B.V. and Unihorn B.V. are part of Strukton Roads and Concrete B.V. To maintain consistency with the Q2 CO₂ progress report, these changes have not been incorporated into the organizational structure for this report. The organisational change will be incorporated into the CO₂ progress reports starting 2026.

In December 2025, Strukton acquired a majority share in the companies of De Vuyst and Eurailscout. As these entities were not part of Strukton for the vast majority of 2025, they are not included in the organizational boundary for this report. Starting 2026, the organisational boundary will be adjusted to include both entities.

6.5 Projects tendered with CO₂ Performance Ladder component

Once a year, a list of won projects that included a CO₂-Performance Ladder component is published on the [SKAO website](#).

6.6 Base year

For all entities listed in Figure 7, 2021 has been set as the base reference year.

6.7 Reporting period

This report covers the period from January 1st, 2025 till December 31st, 2025.

6.8 Verification

Strukton's emission data is internally audited in the first quarter after the reporting period. The CO₂e footprint in this document has not been verified by an (external) auditor. This happens once every year in line with the certification audit by an external certifying body (CI).

6.9 Results in the past

Strukton has been performing at the highest level of the CO₂-Performance Ladder for over 10 years. Having successfully reduced the carbon footprint in the Netherlands by 47% between 2009 and 2021, we have reformulated our ambition for 2030. Reduction measures in the past included:

- Mobility – adjustments of car fleet (from standard petrol to diesel and promotion of electric)
- Mobility – implementation of public transport pass
- Promotion of hybrid working (also before and after COVID)
- Closure of asphalt plant
- Implementation of biofuels for specific equipment
- Investments in retrofitting equipment for electrification
- Reuse of materials
- Implementation of circular design and production methods

7 Calculation method

7.1 Current calculation method and conversion factors

The conversion factors to calculate the CO₂e-footprint were derived from several sources, in line with the local standards:

- For the Netherlands: <https://www.co2emissiefactoren.nl>
- For Belgium: <https://www.co2emissiefactoren.be>
- For Italy: Association of Issuing Bodies (AIB)
- For Sweden: Swedish Energy Authority
- For Denmark: Klimakompaset (Danish Climate Compass)

7.2 Changes in calculation method

In Q1, Strukton has implemented a new calculation method to distinguish between the different scopes of its' CO₂e emissions. In our energy and management system, we now work with separate conversion factors (scope 1, scope 2, scope 3 and other scopes) per function group. This enables us to calculate our scope 1, 2, 3 and biogenic emissions more accurately. As a result, scope 1 and 2 emissions may deviate in comparison with previous reporting years. Prior years reported as part of this progress report have been adjusted to reflect the new calculation methodology.

Strukton Rail Denmark has adopted a new methodology in determining emissions from equipment and company cars. In prior years, it was not yet possible to split emissions from tank passes to company cars and equipment. As most of the tanked fuels were believed to be for equipment, all usage numbers were reported under the function group equipment. Starting from 2025, we can split these figures and have therefore started to report emissions from tank passes separately. This has caused a significant decrease in the reported emissions from equipment and a significant increase in the emissions from company cars.

7.3 Exclusions

Similarly to previous years, the electricity used for the trains deployed by Strukton Rail Equipment is excluded from the footprint. The electricity consumed by these trains is not included by the Group. This is due to the way in which the electricity is purchased, whereby a general distribution key is received from ProRail. This key does not give us an insight into the usage figures per train. However, as this concerns green energy this has no influence on the emissions in our footprint.

7.4 Absorption of CO₂

Strukton develops commercial concrete products made with miscanthus grass. This grass absorbs 4 to 5 times as much CO₂ during growth as a forest of similar dimensions. After processing, the CO₂ remains captured within the grass.

Strukton pilots a new type of railway element – a railway sleeper made out of bamboo composite - at an industrial track. Over its life cycle this bamboo composite sleeper has a significantly lower carbon footprint compared to commonly used alternatives. This is due to the absorption of carbon during the growth of bamboo that remains captured within the product after production.

7.5 Biomass

Strukton does not use biomass.

7.6 Other influenceable emissions

In line with the guidelines of the Corporate Sustainability Reporting Directive and the CO₂-Performance Ladder, Strukton has assessed potential other indirect (influenceable) emissions (OBE).

Biogenic emissions

Based on this assessment, biogenic emissions have been identified as material and are therefore included in our carbon footprint.

Avoided emissions

Regarding avoided emissions, only our Energy bank project has been identified as relevant and potentially material. The Energy bank is a full-scale mobile substation that strengthens the power supply on the existing (light)rail network. It does not require a connection to the main electricity grid, as it stores energy via the overhead line and supplies it to passing trams. However, given the current scale of this project, the associated avoided emissions are not considered material and have thus not been quantified or included in the reported figures.

Carbon removals

Lastly, Strukton has no current activities related to the active removal of carbon (e.g., through carbon capture and storage), therefore removed emissions have been deemed to be non-material.

Appendices

Appendix 1. CO₂e footprint per scope (market-based & location based)

	2021	2022	2023	2024	2025
Scope 1	32,720.2	27,258.1	28,180.6	25,266.4	23,500.1
Scope 2 market-based	620.6	877.4	1,002.0	1,314.9	1,698.5
<i>Scope 2 location-based</i>	<i>3,845.7</i>	<i>4,232.5</i>	<i>2,857.7</i>	<i>2,103.5</i>	<i>3,422.9</i>
Scope 3	8,915.8	8,212.3	8,466.8	8,831.4	8,755.9
Biogenic	2,156.7	2,453.5	2,531.4	3,531.8	3,298.1

Appendix 2. Mobility CO₂e footprint per function (market-based)

	2021	2022	2023	2024	2025
Air travel	-	78.0	47.9	65.2	294.5
Business travel - private cars	251.4	142.1	124.6	238.1	244.0
Business travel - public transport	0.4	1.1	1.7	2.5	2.5
Commuting	388.4	491.7	528.4	316.8	369.4
Company cars	12,288.0	10,155.7	10,288.0	10,291.4	10,881.5
Lease cars	10,238.9	9,967.7	9,828.1	9,023.7	8,926.4
Total	23,167.1	20,836.4	20,818.7	19,937.7	20,718.2

Appendix 3. Mobility CO₂e footprint per entity (market-based)

	2021	2022	2023	2024	2025
Portfolio Investment Holding B.V.	855.1	1,670.8	1,963.3	1,875.8	1,824.7
Strukton Groep B.V.	5,282.4	160.7	164.9	174.4	154.1
Strukton Infrastructure Specialties B.V.	-	413.3	476.5	443.6	436.3
Strukton Power B.V.	574.9	618.2	527.2	257.7	224.3
Strukton Rail B.V.	9,634.9	8,892.1	8,940.7	7,995.9	7,856.9
Strukton Rail Italy	3,876.7	3,728.6	3,828.3	3,581.6	4,147.5
Strukton Rail Nordics	2,943.1	2,535.2	2,567.7	3,402.9	3,967.0
Strukton Roads & Concrete	-	2,817.5	2,350.1	2,205.8	2,107.5
Total	23,167.1	20,836.4	20,818.7	19,937.7	20,718.2

Appendix 4. Equipment CO₂e footprint per entity (market-based)

	2021	2022	2023	2024	2025
Portfolio Investment Holding B.V.	-	1,802.2	2,362.0	1,925.9	2,004.5
Strukton Groep B.V.	1,093.2	-	-	0.2	-
Strukton Infrastructure Specialties B.V.	-	28.3	191.6	65.0	35.2
Strukton Power B.V.	-0.01	-	-	-	0.6
Strukton Rail B.V.	2,947.6	2,504.9	2,840.0	2,906.3	2,516.2
Strukton Rail Italy	8,309.6	8,418.7	8,626.3	8,763.8	8,115.6
Strukton Rail Nordics	2,022.1	2,301.4	2,482.1	2,856.0	2,061.0
Strukton Roads & Concrete	-	848.3	1,107.5	1,229.0	693.5
Total	14,372.5	15,903.8	17,609.6	17,746.2	15,426.5

Appendix 5. Buildings CO₂e footprint per function (market-based)

	2021	2022	2023	2024	2025
Electricity (grey)	317.5	312.5	264.8	259.9	312.6
Heating	1,004.4	1,685.0	1,434.5	996.6	789.0
Total	1,321.9	1,997.5	1,699.3	1,256.5	1,101.7

Appendix 6. Buildings Co₂e footprint per entity (market-based)

	2021	2022	2023	2024	2025
Portfolio Investment Holding B.V.	-	-	-	-	48.9
Strukton Groep B.V.	881.6	1,596.6	1,340.2	868.6	462.4
Strukton Infrastructure Specialties B.V.	-	-	-	-	-
Strukton Power B.V.	-	-	-	-	21.4
Strukton Rail B.V.	37.7	-	26.8	28.5	106.7
Strukton Rail Italy	264.4	263.8	227.6	280.3	235.6
Strukton Rail Nordics	138.2	137.1	104.7	79.1	177.3
Strukton Roads & Concrete B.V.	-	-	-	-	49.3
Total	1,321.9	1,997.5	1,699.3	1,256.5	1,101.7

Appendix 7. CO₂e emissions per function group per scope

Scope	2021				2022				2023				2024				2025			
	1	2	3	OBE	1	2	3	OBE	1	2	3	OBE	1	2	3	OBE	1	2	3	OBE
Air travel	-	-	-	-	-	-	78.0	-	-	-	47.9	-	-	-	65.2	-	-	-	294.5	-
Business travel – private cars	-	-	251.4	-	-	-	142.1	-	-	-	124.6	-	-	-	238.1	-	-	-	244.0	-
Business travel – public transport	-	-	0.4	-	-	-	1.1	-	-	-	1.7	-	-	-	2.5	-	-	-	2.5	-
Commuting	-	-	388.4	-	-	-	491.7	-	-	-	528.4	-	-	-	316.8	-	-	-	369.4	-
Company cars	9,449.6	3.9	2,213.6	620.9	7,775.2	6.2	1,811.5	562.8	7,785.3	41.4	1,829.7	631.7	6,979.7	44.3	2,310.4	957.0	7,376.4	82.6	2,411.4	1,011.1
Electricity (green)	-	-	1.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Electricity (grey)	-	274.0	41.7	-	-	275.7	36.8	-	-	231.8	33.1	-	-	225.4	34.5	-	-	276.8	35.9	-
Energy construction sites	21.3	-	1.2	-	20.7	-	4.1	-	43.3	-	7.2	-	-	-	-	-	-	-	-	-
Energy production	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.3	-	-	-	4.2	-
Equipment	10,486.4	-	3,039.3	846.8	11,187.1	-	3,283.8	1,433.0	12,485.4	-	3,658.1	1,466.1	11,701.7	-	3,843.2	2,201.4	10,076.8	-	3,418.1	1,931.6
Fuels	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Heating	952.3	1.1	57.0	-	1,445.7	-	239.2	-	1,229.7	-	204.8	-	833.1	-	163.6	-	659.2	-	129.0	0.8
Lease cars	7,190.4	341.6	2,221.2	485.8	6,800.0	595.5	2,116.1	456.1	6,634.5	728.9	2,031.0	433.6	5,750.3	1,045.3	1,854.8	373.4	5,385.8	1,339.1	1,846.9	354.6
Production	3,593.2	-	375.9	47.8	23.4	-	7.0	1.5	2.5	-	0.3	-	1.6	-	0.2	-	1.8	-	0.2	-
Projects	1,027.1	-	323.8	155.4	5.9	-	0.8	-	-	-	-	-	-	-	-	-	-	-	-	-
Scope 3	-	-	N/A	-	-	-	293,559	-	-	-	289,308	-	-	-	371,228	-	-	-	N/A	-
Total	32,720.2	620.6	8,915.8	2,156.7	27,258.1	877.4	301,771	2,453.5	28,180.6	1,002.0	297,775	2,531.4	25,266.4	1,314.9	380,060	3,531.8	23,500.1	1,698.5	8,755.9	3,298.1

Appendix 8. Entities and consolidation percentage

Name	Type	Consolidation percentage
Strukton Groep B.V.	Group	100%
Portfolio Investment Holding B.V.	Department	100%
Strukton Roads & Concrete B.V.	Department	100%
Strukton Infrastructure Specialties B.V.	Department	100%
Strukton Power B.V.	Department	100%
Strukton Rail B.V.	Department	100%
Strukton Rail Italy	Department	100%
Strukton Rail Nordics	Department	100%

Appendix 9. Glossary and abbreviations

- CI – Certifying body
- CO₂ – Carbon dioxide
- CO₂e – Carbon dioxide equivalent
- E-LCV – Electric light commercial vehicles
- EV – Electric vehicle
- FTE – Full-time equivalent
- HVO - 'Hydrotreated vegetable oil'. This type of diesel is, next to the vegetable oils, produced from waste, residue oils and fats, such as used cooking oil.
- PV panel – A device that converts sunlight into electricity by using photovoltaic (PV) cells. PV cells are made of materials that produce excited electrons when exposed to light
- SKAO – Stichting Klimaatvriendelijk Aanbesteden en Ondernemen

This periodic report is part of the control cycle within the energy management system that has been introduced in the context of the CO₂ Performance Ladder. This periodic report includes all matters described in §9.3.1 points a to t of the NEN-EN-ISO 14064-1:2018: Description of the Organisation (a), Responsible Persons (b), Reporting period (c), Organisational boundaries (d), Current calculation method and conversion factors (f, m, n, o, r, t), Uptake of CO₂ (g, h), Biomass (f, g), Direct and indirect emissions (i, j), Reference year (k, l), Changes in calculation method (k), Exclusions (h), Recalculate base year and historical data (j, k), Uncertainties (p) and Verification (s).



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