

Dear Relation,

I would like to inform you about the status of our CO2 footprint.

Another communication is planned around the CO2 surveillance audit in July 2026.

This communication highlights the following topics:

1. Surveillance audit 2026.
2. Policy
3. Reduction objectives and opportunities
4. New requirements and
5. What contribution(s) can you make?

1 Surveillance audit 2026.

With this communication I would like to provide the actual status of the CO2-programme. The CO2 audit cycle covers a 3-year period in which the validity of the CO2 certificate is endorsed after a positive recertification audit result in July 2025. With this positive result we embark on a new 3-year audit cycle which will end after January 14th, 2028.

After the recertification audit of 2025 we continue with a surveillance audit on July 8th this year in our head office in Veenendaal. As the Fleetlogistics organisation in Oosterhout has no longer been part of the TÜV SÜD Nederland B.V. organization since 1 July 2025 its emissions are no longer included.

The required CO2-information over 2025 has been collected from the different areas (travel agency, landlords etc) during the last months. This information is currently processed by our consultant who will prepare the relevant calculations and documents for the auditor.

2 Policy

Reducing CO2 emissions is essential to controlling climate change, ensuring a liveable environment, and caring for a liveable environment. I would like to draw your attention to our policy once again.

TÜV SÜD Nederland B.V. (further TSNL) subscribes to an ambitious energy and environmental policy and wants to contribute to the reduction of its CO2 emissions with its own concrete programme. To this end, a Plan of Action has been formulated that achieves a demonstrable and significant CO2 emission reduction since 2021.

This ambition is reflected, among other things, in the policy, which replaces the fossil-fuel lease cars with a fully electric variant and where possible, opting for a business transport mode with the lowest possible carbon footprint.

TSNL aims to continuously improve energy efficiency in the company and in its operations. Achieving the energy policy is done by mapping all relevant energy flows through an energy assessment. The energy assessment gives us insight and leads to effective energy-saving measures. By systematically measuring and assessing energy consumption, we can make timely adjustments and set out activities for improvement.

3 Reduction objectives and opportunities

Various energy flows have been mapped, and reduction opportunities are identified and realised during the first audit cycle. Examples include:

- i. Reduction of gas consumption in our offices. By using more energy-efficient heating installations etc.
- ii. Reduction of electricity consumption at our offices. By applying motion sensors, replacing outdated equipment, replacing lighting with LED lighting, and printing double-sided as much as possible. The changed use of our offices also contributes positively to reducing our footprint.
- iii. In principle technical or progress meetings are held online. Kick-off meetings, audits/inspections and witnessing sessions required by law are carried out on site.
- iv. For attendance on site, a cost-efficient mode of transport with optimal minimisation of CO2 emissions will be sought.

These measures have had and still have an obvious impact on our CO2 footprint. See for instance the footprint overview on our website.

A further reduction will be a challenge given the nature of our business, possible modes of transport and the commercial implication these modes have. In this context I would also like to point out that it is often possible to choose an electric hire car instead of a fossil fuel-powered one, which contribute to an even lower carbon footprint during our business travels.

For 2026 we will further reduce our footprint by purchasing GVO's (Guarantee of Origin) certificates; a digital green certificate proving that our electricity or gas has been generated sustainably.

4 New requirements

Stichting Klimaatvriendelijk Aanbesteden & Ondernemen (SKAO) is the independent owner and manager of the CO2 Performance Ladder and responsible for the use and further development of the certification scheme. This foundation publishes a handbook setting out the requirements for obtaining a CO2 certificate.

We are currently in a transition phase during which we can still use HB3.1 as baseline for the audit in July this year. This is the last year that this will be possible. From next year onwards, we will be required to apply HB4.0.

Once the audit has been completed, we need to investigate in detail what the implications of implementing HB4.0 are for our organisation.

5 What contribution(s) can you make?

Looking at the energy flows, we see that a substantial part of the CO2 footprint is generated by fleet and business travel. Significant savings are possible here, e.g. by using more purely electric transport or public transport for meetings onsite, limiting air travel or opting for the lowest possible CO2 emissions.

For some customer locations, it is not possible to achieve a more significant reduction due to the distances involved or the available modes of transport. In such cases, we can and must opt for the lowest CO2 footprint, cost-effective alternative.

Please contact me with any questions or comments.

Best regards,

Gerwin

Ing. G.M.B. Smulders

Co2 coordinator