SPANTECH

Progress report

Full 2023

CO2 Performance Ladder

Introduction

Twice a year, CO2 emissions are mapped within Spantech.

The preparation of the periodic report is part of the steering cycle within the energy management system introduced as part of the energy reduction policy and the CO2 performance ladder. This steering cycle is described in the management system.
This document will be made known to the general public through publication on specific sustainability page on the Spantech website. We also keep all interested parties informed through frequent posts on social media. The CO2 results will also be discussed at the Management Review, Toolbox Meetings and various internal communication platforms that reach all Spantech employees.
This progress report shows the results for the period running from 01/01/2023 to 31/12/2023.

Activities of the organisation

The CO2 Performance Ladder management system applies to the following companies:

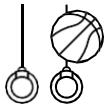
- Spantech International
- Spantech Manufacturing Deutschland GmbH
- Spantech Poland
- Spantech France SAS

Activities are providing temporary building solutions for following industries:



Entertainment

- Film & TV production
- Live entertainment
- Event & expo



Sports & Esports

- Sport arena
- Training facility
- E-sports stadium



Aviation

- MRO Hangar
- Airport



Industry

- Warehousing
- Offices
- Custom building

More information at span-tech.com

CO_2 emissions – scope 1

Location	CO2 Source	Scope	2023	Unit	Emission Factor	CO2 emission
Site	Propane forklift	SC1	15.703,92	liter	1,725	27,09
Fleet	Diesel B7	SC1	128.350,10	liter	3,256	417,91
Site	Natural gas	SC1	885,51	MWh	0,2439	215,98
Fleet	Petrol	SC1	18.360,48	liter	2,821	51,79
Project	Welding gas with CO2	SC1	833,40	m^3	0,297	0,25
						713,02

CO_2 emissions – scope 2

Location	CO2 Source	Scope	2023	Unit	Emission Factor	CO2 emission
Fleet	Electricity Grey (Public charging cars)	SC2	0,84	MWh	0,213	0,18
Site	Electricity Grey	SC2	208,31	MWh	0,213	44,37
Site	Electricity Grey (Poland)	SC2	68,08	MWh	0,695	47,32
Site	Electricity Green	SC2	0,00	MWh	0	0,00
Site	Electricity Grey (Germany)	SC2	62,62	MWh	0,4001	25,05
						116,92

CO_2 emissions – scope 3 Business Travel

Location	CO2 Source	Scope	2023	Unit	Emission Factor	CO2 emission 2023
Business Travel	Air miles (regional)	SC3BT	18.659	km	0,234	4,37
Business Travel	Air miles short (european)	SC3BT	70.814	km	0,172	12,18
Business Travel	Air miles short (intercontinal)	SC3BT	93.737	km	0,157	14,72
Business Travel	business with personal private car	SC3BT	3.179	km	0,193	0,61
Business Travel	Train	SC3BT	4.510	km	0,003	0,01
						31,89

CO_2 emissions – scope 3 Not Business Travel

Location	CO2 Source	Scope	2023	Unit	Emission Factor	CO2 emission 2023
Upstream	Upstream transport from supplier ALU	SC3NBT	501.552	ton.km	0,121	60,69
Upstream	Upstream transport from supplier Stainless Steel	SC3NBT	107.758	ton.km	0,121	13,04
Upstream	Upstream transport from supplier PVC	SC3NBT	71.299	ton.km	0,121	8,63
Upstream	Upstream transport from supplier Zink	SC3NBT	24.399	ton.km	0,121	2,95
Resources	Zink	SC3NBT	246	ton	1,587	390,40
Resources	Aluminium	SC3NBT	270	ton	1,0387	280,45
Resources	PVC	SC3NBT	89	ton	1,0833	96,07
Resources	Stainless Steel	SC3NBT	760	ton	0,9044	687,34
Downstream	Downstream transport to Projects	SC3NBT	108.924	ton.km	0,121	13,18
Downstream	Downstream transport to Spantech Germany	SC3NBT	43.239	ton.km	0,121	5,23
Downstream	Downstream transport to SPI (Belgium)	SC3NBT	637.541	ton.km	0,121	77,14
						1635,12

Energy policy

Spantech sets efficient use and sustainable production of energy as one of its policy visions and wishes to achieve this by:

- inventorying and continuously updating energy flows within its offices, warehouses, workshops and projects
- systematically evaluating energy use
- systematically assessing the sustainability of its energy supply
- planning and implementing energy-saving measures
- provision of sufficient human resources, means and information
- periodically assessing the outcome of energy-saving measures and sustainable energy supply
- internal and external communication of its energy performance
- realise projects and production according to laws, regulations, codes of good practice, BATNEEC principles, ...

The CO2 & energy management system is considered a "tool" and not a "goal" within the energy policy.

Management is confident that all stakeholders will make maximum efforts from their positions and tasks to optimise the reduction of energy consumption and sustainability of energy resources.

The overall reduction targets are as follows

7%
reduction for scope 1 compared to base year 2023 by 2027

20%
reduction for scope 1 & scope 2 by 2027 compared to base year 2023

97%
reduction for scope 2 by 2027 compared to base year 2023

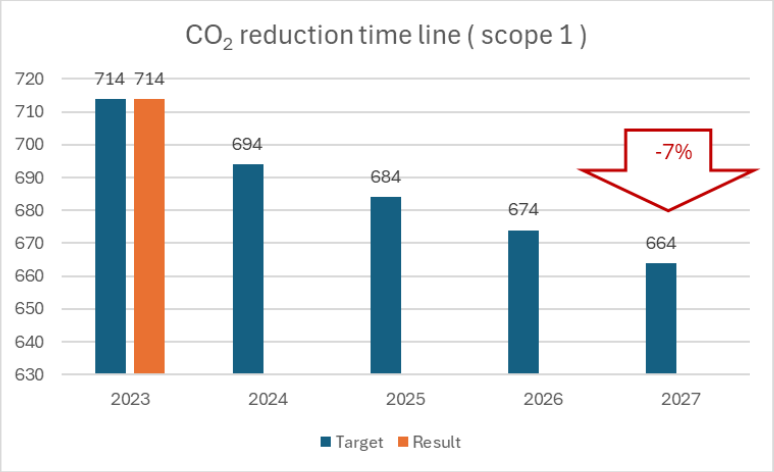
Objectives and their progress

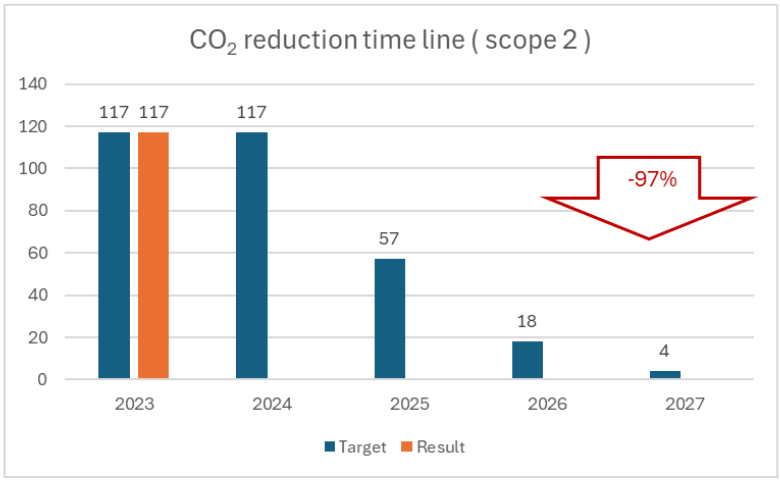
1	Electrification cars by phasing out combustion engines Germany	Timing Absolute reduction Progress	2027 2 tonnes first report
2	Electrification cars by phasing out combustion engines Poland	Timing Absolute reduction Progress	2027 35 tonnes first report
3	Electrification cars by phasing out combustion engines Belgium	Timing Absolute reduction Progress	2027 8 tonnes first report
4	Purchasing Green Electricity (Solar Wind Water) Belgium	Timing Absolute reduction Progress	2025 44 tonnes first report
5	Purchasing Green Electricity (Solar Wind Water) Germany	Timing Absolute reduction Progress	2025 25 tonnes 1,7 % on total emissions starting year first report
6	Purchasing Green Electricity (Solar Wind Water) Poland	Timing Absolute reduction Progress	2026 47 tonnes first report
7	Installation of maximum technically feasible number of charging stations Germany Target 1 charging station for 2 parking lots	Timing Absolute reduction Progress	2027 study phase first report

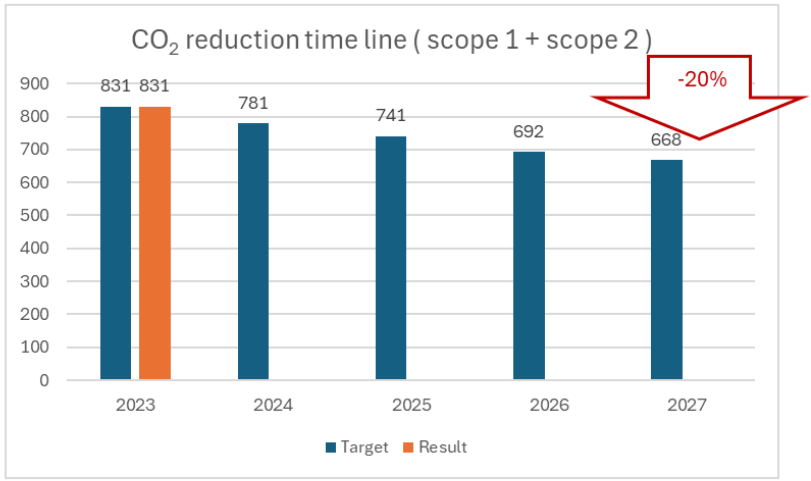
8	Installation of maximum technically feasible number of charging stations Poland Target 1 charging station for 2 parking lots	Timing Absolute reduction Progress	2027 study phase first report
9	Installation of maximum technically feasible number of charging stations Belgium Target 1 charging station for 2 parking lots	Timing Absolute reduction Progress	2027 study phase first report
10	Installation of maximum technically feasible number of charging stations France Target 1 charging station for 2 parking lots	Timing Absolute reduction Progress	2027 study phase first report
11	Installation of maximum technically feasible number of solar panels in Belgium	Timing Absolute reduction Progress	2026 study phase first report
12	Installation of maximum technically feasible number of solar panels in Poland	Timing Absolute reduction Progress	2026 study phase first report
13	Eco driving training for drivers (vans)	Timing Absolute reduction Progress	2025 study phase first report
14	Phasing out fossil fuel for heating Germany	Timing Potential reduction Progress	long term objective / study phase 103 tonnes first report

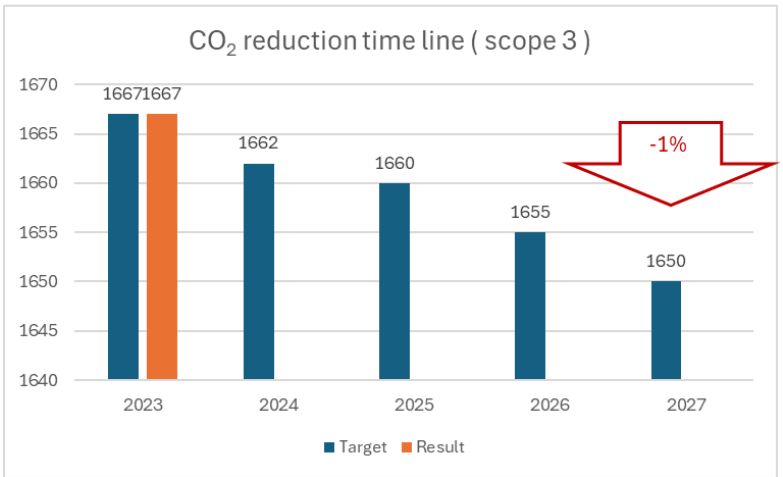
15	Phasing out fossil fuel for heating Belgium	Timing Potential reduction Progress	long term objective / study phase 19 tonnes first report
16	Phasing out fossil fuel for heating France	Timing Potential reduction Progress	long term objective / study phase 8 tonnes first report
17	Phasing out fossil fuel for heating Poland	Timing Potential reduction Progress	long term objective / study phase 19 tonnes first report
18	Deployment of HVO fuel (passenger vehicles)	Timing Absolute reduction Progress	- long term objective / study phase first report
19	Deployment of HVO fuel (vans)	Timing Absolute reduction Progress	- long term objective / study phase first report
20	Eco driving training for fleet drivers (passenger vehicles)	Timing Absolute reduction Progress	- long term objective / study phase first report
21	Installation of maximum technically feasible number of solar panels in France	Timing Absolute reduction Progress	- long term objective / study phase first report

22	Installation of maximum technically feasible number of solar panels in Germany	Timing Absolute reduction Progress	- long term objective / study phase first report
23	Optimalisation of transports to reduce the downstream scope 3 emission	Timing Absolute reduction Progress	2025 7 tonnes First report
24	Study – R&D project to reduce the scope 3 emission by Life Cycle of resources steel & aluminium	Timing Absolute reduction Progress	2027 8 tonnes first report
25	Study – R&D project to reduce the scope 3 emission by Life Cycle of resource PVC.	Timing Absolute reduction Progress	2028 5 tonnes first report
26	Optimalisation of transports to reduce the upstream scope 3 emission	Timing Absolute reduction Progress	2026 30 tonnes First report


CO2 reduction time line (scope 1)
720
710
700
690
680
670
660
650
640
630
714 714
694
684
674
664
-7%
2023
2024
2025
2026
2027
Target Result


CO2 reduction time line (scope 2)
140
120
100
80
60
40
20
0
117 117
117
57
18
4
-97%
2023
2024
2025
2026
2027
Target Result


CO2 reduction time line (scope 1 + scope 2)
900
800
700
600
500
400
300
200
100
0
831 831
781
741
692
668
-20%
2023
2024
2025
2026
2027
Target Result


CO2 reduction time line (scope 3)
1670
1665
1660
1655
1650
1645
1640
16671667
1662
1660
1655
1650
-1%
2023
2024
2025
2026
2027
Target Result

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