SPANTECH

Progress report

Full 2025

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 01/01/2025 to 31/12/2025.

Activities of the organisation

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

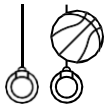
- Spantech International
- Spantech Manufacturing Deutschland GmbH
- Spantech Poland
- Spantech France SAS

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	S1	S2	2025	Unit	Emission Factor	CO2 emission
Site	Propane Forklift	SC1	3466	2275	5.741	kg	3,38	19,42
Fleet	Diesel B7	SC1	43036	29303	72.339	liter	3,256	235,54
Site	Diesel B7	SC1	12.403	376	12.779	liter	3,256	41,61
Site	Natural gas	SC1	600,06	330,34	930,40	MWh	0,2439	226,92
Fleet	Petrol	SC1	22453	22051	44.504	liter	2,821	125,55
Project	Welding gas with CO2	SC1	597,60	398,40	996,00	m³	0,297	0,30
								649,33

CO_2 emissions – scope 2

Location	CO2 Source	Scope	S1	S2	2025	Unit	Emission Factor	CO2 emission
Site	Electricity Grey (France)	SC2	3,65	4,63	8,28	MWh	0,0416	0,34
Site	Electricity Grey (Belgium)	SC2	89	77	166,00	MWh	0,249	41,33
Site	Electricity Grey (Poland)	SC2	50,583	37,76	88,34	MWh	0,496	43,82
Site	Electricity Green (Germany)	SC2	0,00	0,00	0,00	MWh	0	0,00
Site	Electricity Grey (Germany)	SC2	23,9	23,9	47,80	MWh	0,333	15,92
								101,41

CO_2 emissions – scope 3 Business Travel

Location	CO2 Source	Scope	2025	Unit	Emission Factor	CO2 emission
Business Travel	Air miles short (european)	SC3BT	0	km	0,172	0,00
Business Travel	Air miles short (european)	SC3BT	30.982	km	0,172	5,33
Business Travel	Air miles short (intercontinal)	SC3BT	72.600	km	0,157	11,40
Business Travel	Personal car use for business travel	SC3BT	0	km	0,191	0,00
Business Travel	Train	SC3BT	3.235	km	0,003	0,01
						16,74

CO_2 emissions – scope 3 Not Business Travel

Location	CO2 Source	Scope	2025	Unit	Emission Factor	CO2 emission
Upstream	Upstream transport	SC3NBT	389.231	ton.km	1,121	436,33
Resources	Zink	SC3NBT	500	ton	1,587	793,37
Resources	Aluminium	SC3NBT	66	ton	1,0387	68,76
Resources	PVC	SC3NBT	47	ton	1,0833	50,51
Resources	Stainless Steel	SC3NBT	157	ton	0,9044	141,67
Downstream	Downstream transport to Projects	SC3NBT	1.720.637	ton.km	0,121	208,20
Downstream	Downstream transport to Spantech Germany	SC3NBT	106.319	ton.km	0,121	12,86
Downstream	Downstream transport to SPI (Belgium)	SC3NBT	631.083	ton.km	0,121	76,36
						1788,07

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 by 2027
compared to base year 2023

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

1%
reduction for scope 3 by 2027
compared to base year 2023

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

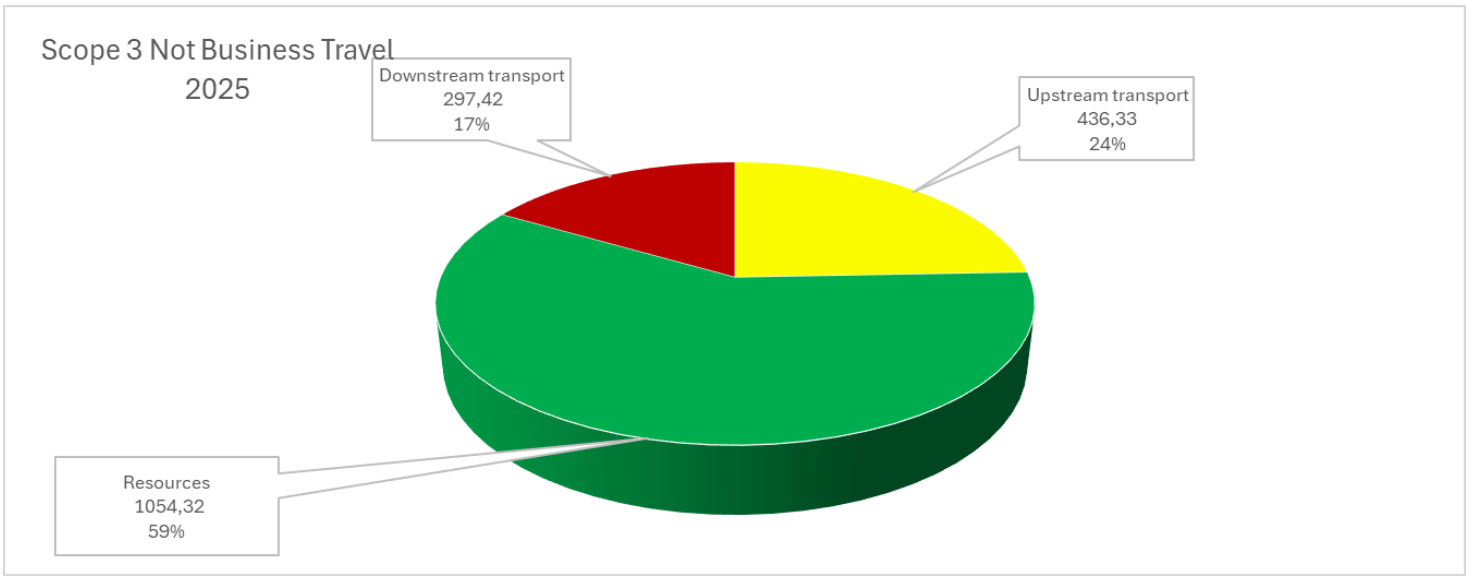
Objectives and their progress

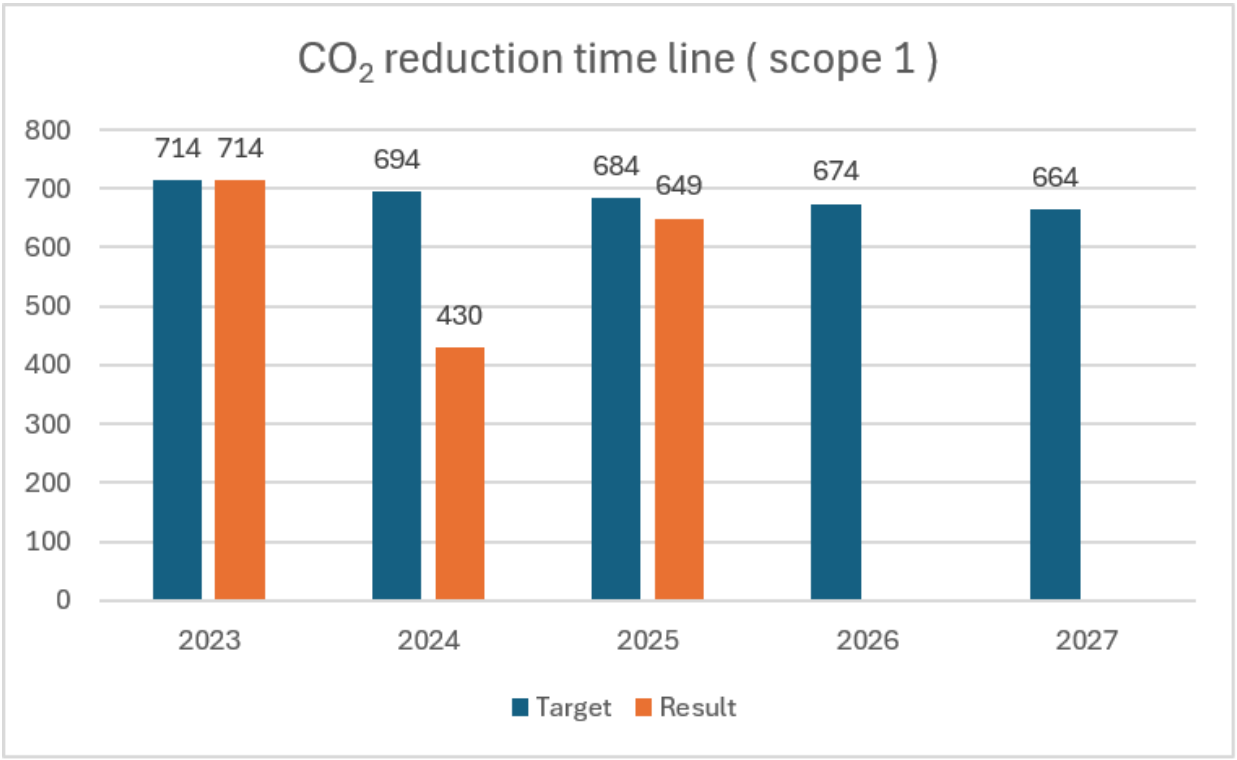
1 Electrification cars by phasing out combustion engines Germany	Too early to measure / notify significant progress
2 Electrification cars by phasing out combustion engines Poland	Too early to measure / notify significant progress
3 Electrification cars by phasing out combustion engines Belgium	Too early to measure / notify significant progress
4 Purchasing Green Electricity (Solar Wind Water) Belgium	Too early to measure / notify significant progress
5 Purchasing Green Electricity (Solar Wind Water) Germany	19,2 ton CO2 reduction due to green electricity
6 Purchasing Green Electricity (Solar Wind Water) Poland	12,6 ton CO2 reduction due to green electricity
7 Installation of maximum technically feasible number of charging stations Germany Target 1 charging station for 2 parking lots	Too early to measure / notify significant progress

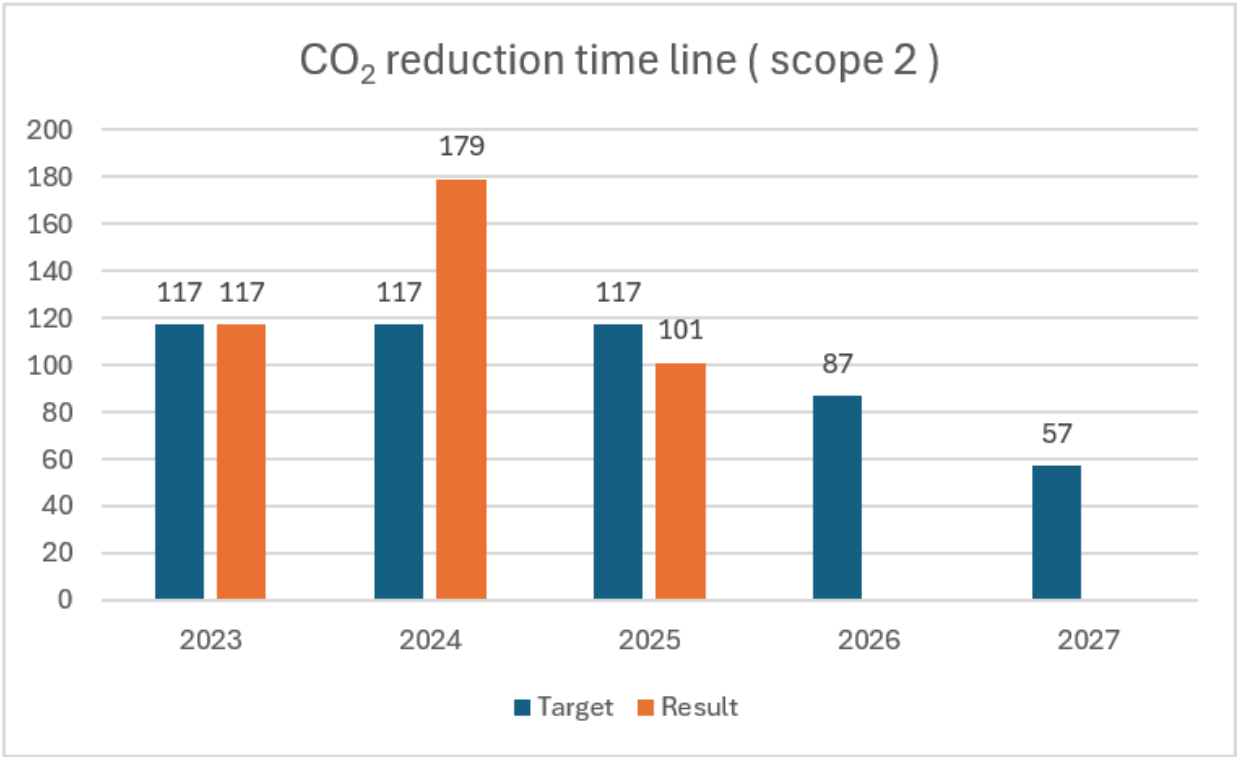
8	Installation of maximum technically feasible number of charging stations Poland Target 1 charging station for 2 parking lots	Too early to measure / notify significant progress
9	Installation of maximum technically feasible number of charging stations Belgium Target 1 charging station for 2 parking lots	Too early to measure / notify significant progress
10	Installation of maximum technically feasible number of charging stations France Target 1 charging station for 2 parking lots	Too early to measure / notify significant progress
11	Installation of maximum technically feasible number of solar panels in Belgium	Too early to measure / notify significant progress
12	Installation of maximum technically feasible number of solar panels in Poland	Too early to measure / notify significant progress
13	Eco driving training for drivers (vans)	Too early to measure / notify significant progress
14	Phasing out fossil fuel for heating Germany	Too early to measure / notify significant progress

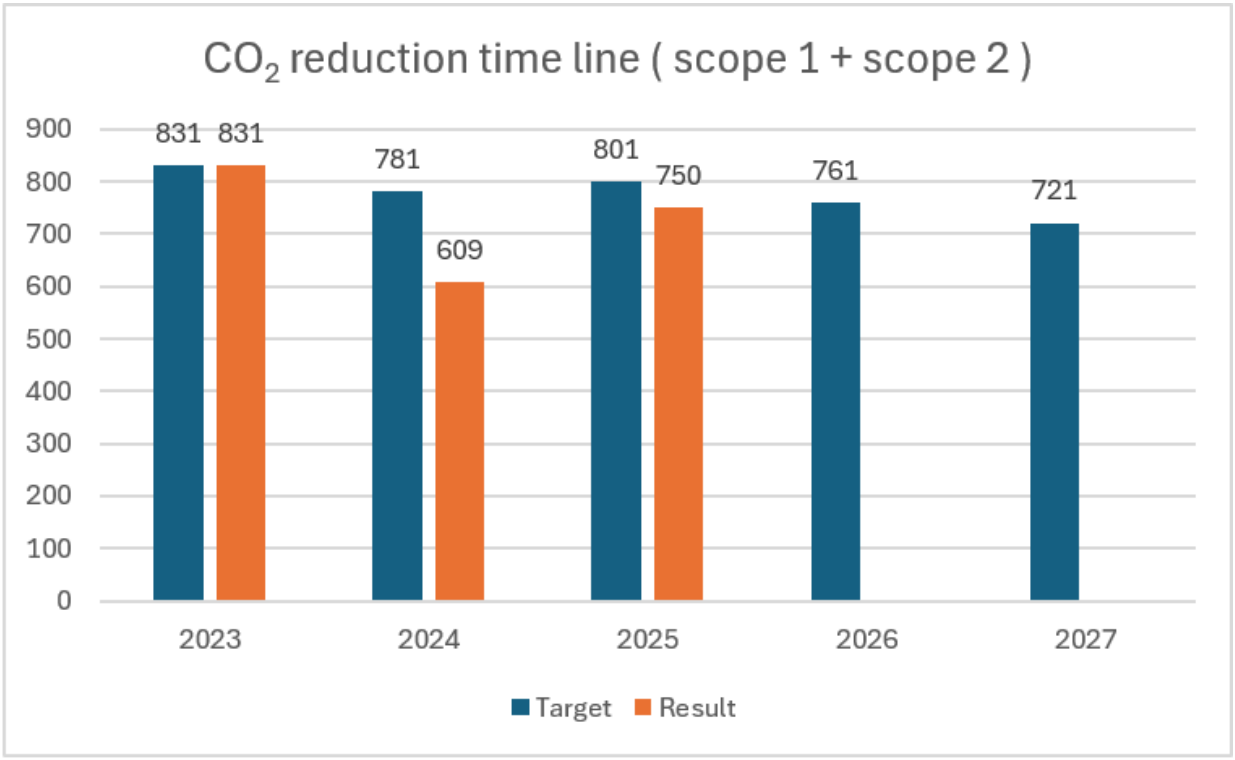
15	Phasing out fossil fuel for heating Belgium	Too early to measure / notify significant progress
16	Phasing out fossil fuel for heating France	Too early to measure / notify significant progress
17	Phasing out fossil fuel for heating Poland	Too early to measure / notify significant progress
18	Deployment of HVO fuel (passenger vehicles)	Too early to measure / notify significant progress
19	Deployment of HVO fuel (vans)	Too early to measure / notify significant progress
20	Eco driving training for fleet drivers (passenger vehicles)	Too early to measure / notify significant progress
21	Installation of maximum technically feasible number of solar panels in France	Too early to measure / notify significant progress

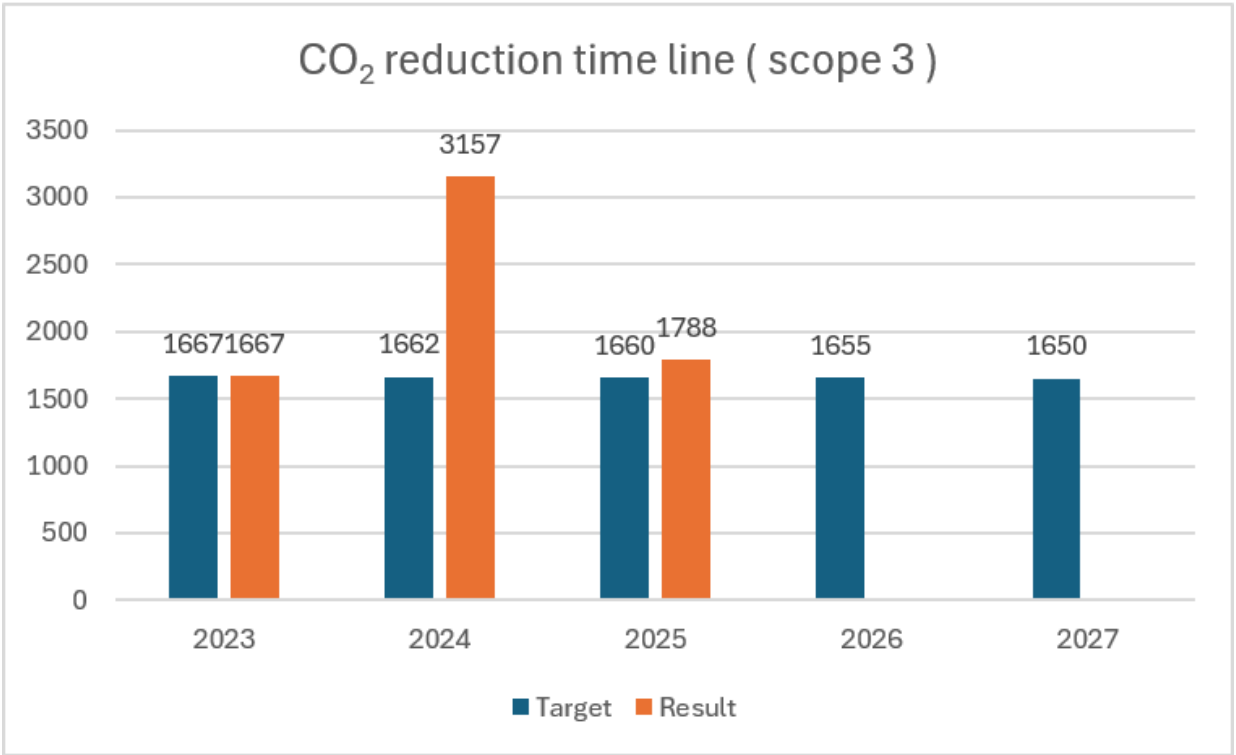
22	Installation of maximum technically feasible number of solar panels in Germany	Too early to measure / notify significant progress
23	Optimalisation of transports to reduce the downstream scope 3 emission	Too early to measure / notify significant progress
24	Study – R&D project to reduce the scope 3 emission by Life Cycle of resources steel & aluminium	Too early to measure / notify significant progress
25	Study – R&D project to reduce the scope 3 emission by Life Cycle of resource PVC.	Too early to measure / notify significant progress
26	Optimalisation of transports to reduce the upstream scope 3 emission	Too early to measure / notify significant progress




CO_2 reduction time line (scope 1)
800
700
600
500
400
300
200
100
0
714
714
694
430
684
649
674
664
2023
2024
2025
2026
2027
Target
Result


CO_2 reduction time line (scope 2)
200
180
160
140
120
100
80
60
40
20
0
117
117
117
179
117
101
87
57
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
609
801
750
761
721
2023
2024
2025
2026
2027
Target
Result


CO2 reduction time line (scope 3)
3500
3000
2500
2000
1500
1000
500
0
1667
1667
1662
3157
1660
1788
1655
1650
2023
2024
2025
2026
2027
Target
Result

Projects with CO2PL advantage

Client = City of Amsterdam
Project budget = € 8.730.000
CO2PL Advantage = 4 % of € 8.730.000 = 349.200
Europese openbare procedure volgens ARW 2016

Contract AI 2023-0069 Tijdelijke sportvoorzieningen

Darling Straat :
Authority : Gemeente Amsterdam
start date : 15/09/2025 start of shell construction “afbouw”
signature date : 15/04/2024
end date : expected 10/06/26
project amount : 4.5m€
site address : Darlingstraat t.h.v. nr. 2 / 1102 MX Amsterdam / Netherlands

Spiering Horn :
Authority : Gemeente Amsterdam
start date : 28/05/25 start of shell construction “afbouw”
signature date : 15/04/2024
end date : expected 08/06/26
project amount : 1.44m€
site address : SPORTPARK SPIERINGHORN 9 / 1000 AA AMSTERDAM

The overall objective is to achieve a cumulative reduction of
- 10 % in Scope 1 project emissions
- 100 % in Scope 2 project emissions
- 1 % in Scope 3 project emissions (for information purposes)

Scope 1 emissions in 2025	65,2 ton
Scope 2 emissions in 2025	3,5 ton
Scope 3 emissions in 2025 (Stainless Steel)	384,5 ton
Total emissions	453,2 ton


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