



# Environmental

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and Resource Conservation

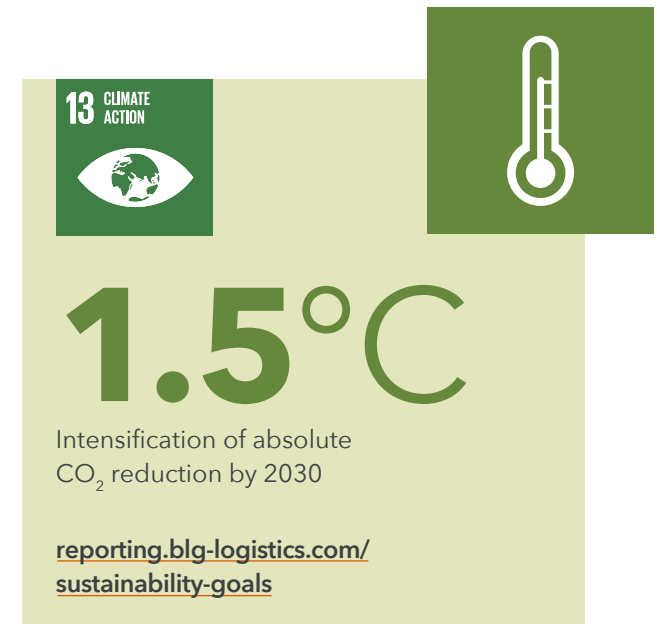
# Climate Protection

By 2030, we will not only reduce our own CO<sub>2</sub>e emissions, but also those generated outside the company. We are currently once again increasing the ambition of our emissions reduction targets to align with the 1.5 degrees in the Paris Climate Agreement.

The need for rigorous action to slow down climate change again became abundantly clear in 2023, whether as a result of the growing evidence of the negative impacts of climate change on people and the environment or stricter political and economic imperatives. As a logistics service provider, it is also incumbent on us to make a contribution to decarbonizing our industry, supply chains and the economy as a whole. We therefore want our ambitions to reach even higher. Always in our sights: our customers, whose carbon footprint is also positively impacted by our successes.

In this Sustainability Report, we describe for the fourth consecutive year our progress toward achieving our target to reduce our greenhouse gas emissions: By 2030, we will reduce our absolute Scope 1 and Scope 2 emissions by at least 30 percent and our Scope 3 emissions by at least 15 percent, in each case compared against the figures for the 2018 baseline. This target has been validated by the corresponding reduction in greenhouse gas emissions elsewhere in the amount of our remaining Scope 1 and Scope 2 emissions that despite our best efforts we cannot avoid entirely. In this way we will be net carbon neutral by

2030. The aggregate of these targets and objectives is our "Mission Climate." In this context, we would like to take a closer look at the term "climate neutrality" and, in the interests of transparency, point out that we will only achieve the status of a net carbon-neutral company by providing financial support for certified climate protection projects. As things currently stand, and particularly given that the target year of 2030 is not very far off, achieving net zero emissions is not realistic - we come to this conclusion primarily because the costs for using alternative drive systems in the transportation sector are still extremely high, combined with a lack of charging infrastructure and the largely absent funding landscape. The projects we support should therefore help from a global point of view to reduce those greenhouse gas emissions that we will not be able to avoid entirely by 2030. At the same time, we are aware of the difficulty of the term "climate neutrality." The last thing we want to do is trivialize the challenges that the necessary transition to a lower-emission economy entails, which is why we are currently reviewing how we use this and similar terms as part of the process of increasing the ambition of our absolute climate target.



13 CLIMATE ACTION

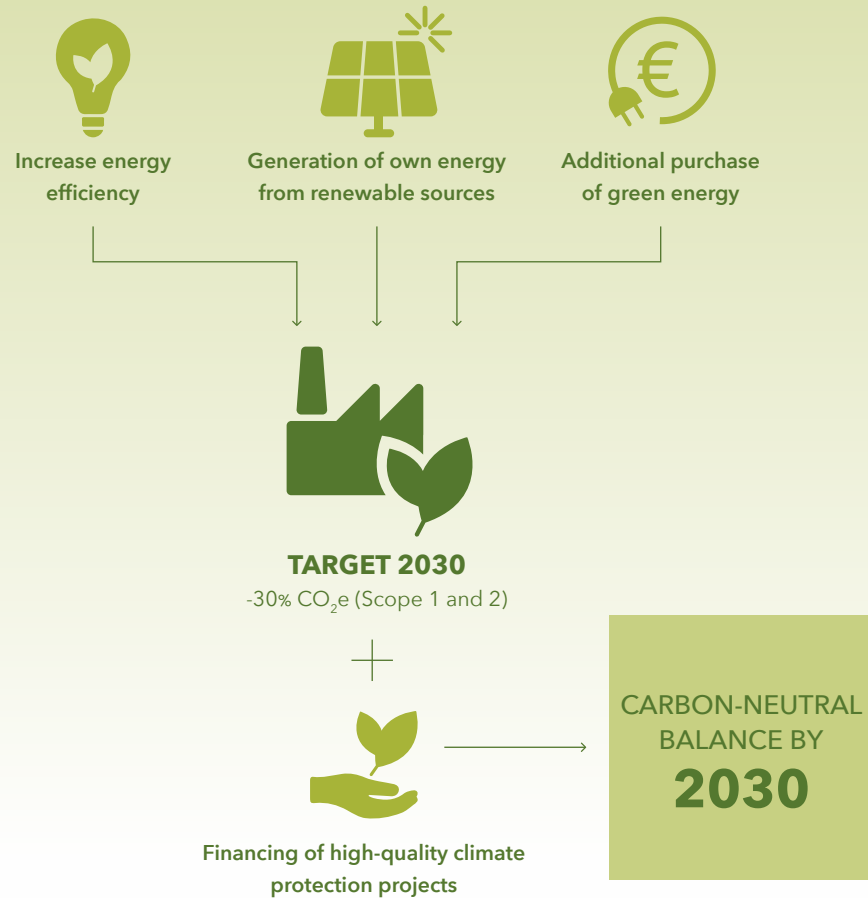
1.5°C

Intensification of absolute CO<sub>2</sub> reduction by 2030

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# OUR CLIMATE TARGETS AT A GLANCE

## Climate target within the company



## Absolute CO<sub>2</sub> reduction in the supply chain



From 2025, BLG will tighten its climate protection targets to align with the 1.5°C target in the Paris Climate Agreement.



### Three levers for climate protection

We use three main levers to achieve the planned reductions in emissions: continuously increasing our energy efficiency, producing our own renewable electricity and purchasing green electricity. In this, we follow the avoid - reduce - offset approach. We are therefore placing a special focus on increasing efficiency with the aim of using energy in such a way that can achieve more output for the same input. For more information on how we do this, see the Energy Management section from ► page 38.

Regarding the second lever, the fourth and, at around 9 MWp, largest and most powerful photovoltaic system (PV system) at our locations to date was connected to the grid in the reporting year: Since October 2023 it has been generating green energy on the roof of the newly built C3 Bremen logistics center which exceeds the consumption of our location. Although the fourth quarter had fewer sunny days than usual, the system supplied almost half a million kWh of electricity during this period - 100,000 kWh of which we used at the site. Together with the three other systems already in operation in Kelheim and Waiblingen, a total of around 450 MWh of our electricity requirements were generated directly at the sites. This corresponds to a CO<sub>2</sub>e saving of 147 metric tons in the reporting year. We will continue to systematically pursue the use of solar power from our roofs.

However, despite this, even in the future we will not realistically be able to cover all of our electricity needs at our locations with local PV systems. So as to nevertheless guarantee the supply of our facilities with 100 percent green electricity, we have set ourselves a clear goal: From 2025, we will procure 100 percent of our third-party

electricity from renewable sources (see also the overview of our ESG targets from ► page 17).

Our absolute emission reductions also have a positive impact on our customers' carbon footprint, as our emissions are recognized in their Scope 3 emissions. Furthermore, when working with us, our customers can opt for net carbon-neutral services. At their request, we can record the emissions generated for the respective customer and offset them in the corresponding amount through a Gold Standard climate protection project.

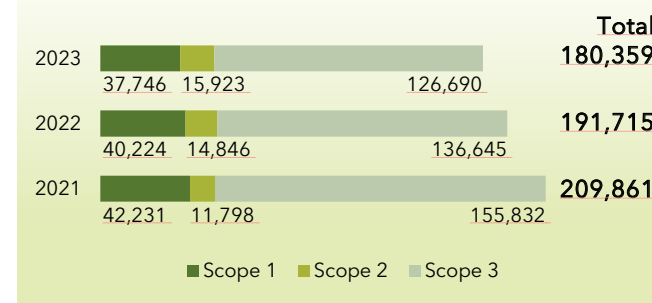
### Documentation of our greenhouse gas emissions

If we want to reduce our CO<sub>2</sub> emissions in a targeted manner, we need to know where and how much energy is being consumed and corresponding greenhouse gases are being produced. We collect, validate and evaluate energy consumption data decentrally, directly at our locations. Our central Sustainability department uses this data to calculate the emissions generated. We currently take into account the consumption at the German sites of our fully consolidated companies as well as around 95 percent of the energy consumption of the associated sites outside Germany. In our AUTOMOBILE and CONTRACT Divisions, we use our own diesel trucks. Their consumption is included in our energy and greenhouse gas accounting. Especially in the freight forwarding and car transport business areas, we also draw on the services of subcontractors, which are included in our extended reporting (Scope 3).

For our greenhouse gas accounting, we are guided by the principles of the Greenhouse Gas Protocol (GHG Protocol), and present direct and indirect greenhouse gas

emissions separately. We distinguish between Scope 1 (direct emissions from the combustion of natural gas, heating oil, diesel and gasoline), Scope 2 (indirect emissions from electricity and district heat generation) and Scope 3 (other indirect emissions). We have been calculating our CO<sub>2</sub> equivalents (CO<sub>2</sub>e) since 2011. This includes not only carbon dioxide, but also other gases with high greenhouse gas potential (details in the Glossary).

### Absolute greenhouse gas emissions (in tCO<sub>2</sub>e) broken down into direct and indirect emissions



For the CO<sub>2</sub>e calculation of gasoline and diesel vehicles, we use well-to-wheels emission factors (WTW) from the Global Logistics Emissions Council (GLEC). These include all generated CO<sub>2</sub>e emissions, from provision of the energy sources used through to the operating phase, and also take the proportion of biodiesel or ethanol into account. To calculate the further emissions from the primary energy sources including the upstream chain, we use the CO<sub>2</sub>e emission factors from the Global Emission Model for Integrated Systems (GEMIS) for the International Institute for Sustainability Analysis and Strategies (IINAS). We regularly adjust the factors in line with the adjustments

in the respective source, also retrospectively. The emission factors used for electricity apply on a site-specific basis depending on the energy supply company. The corresponding electricity emission factors for our foreign sites are based on the respective country mix from GEMIS.

In the reporting year, we made two major adjustments to our greenhouse gas accounting. In order to ensure a more precise and comprehensive sustainability assessment along the entire value chain, we switched the calculation of our Scope 3 emissions completely and retroactively to WTW emissions. To take account of the deconsolidation of the company BLG Logistics Automobile SPb, our business activities in Russia, including emissions generated there, were derecognized - also retrospectively - in accordance with the requirements of the GHG Protocol.

**Own emissions: further reductions**

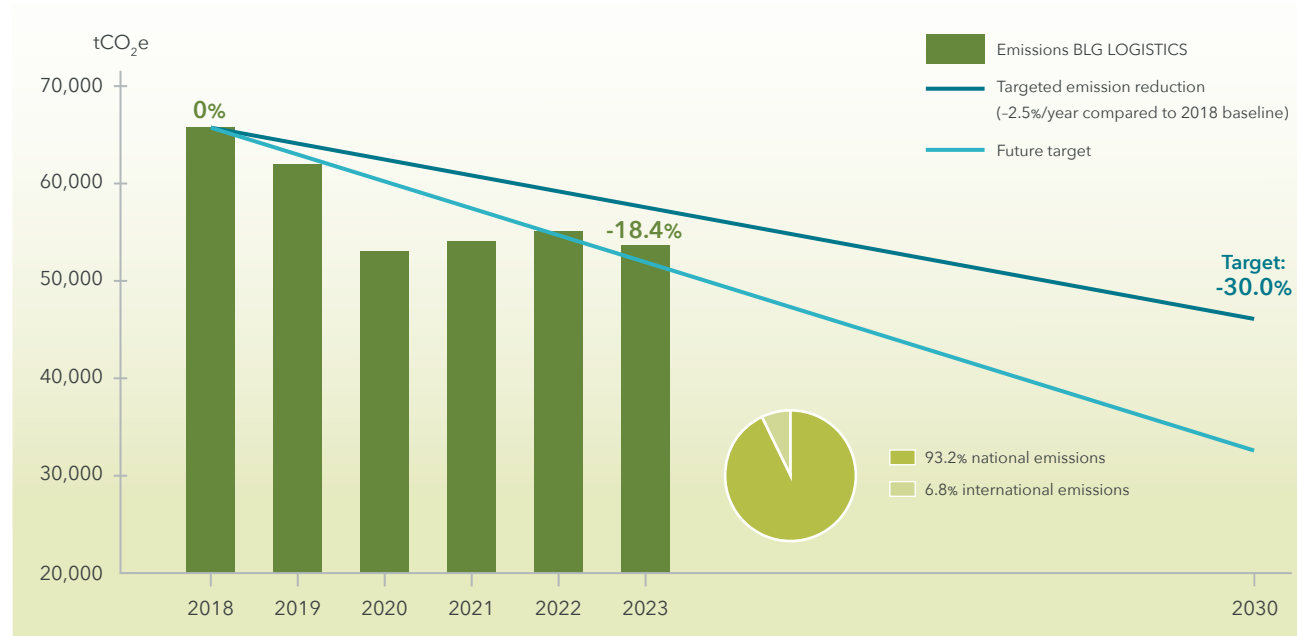
In order to achieve our climate target, we must reduce our CO<sub>2</sub> emissions by 2.5 percent each year compared with the 2018 baseline. This comparison already shows a substantial reduction. Overall, we reduced our greenhouse gas emissions by 18.4 percent in 2023 compared with 2018. We thus clearly surpassed our minus 12.5 percent target for the reporting year and remain well on track toward our Mission Climate.

Accounting for a good 93 percent, our German sites were responsible for the majority of our global emissions, with around seven percent attributable to our foreign locations.

**Emissions in the supply chain: progress in many areas**

When defining our climate targets in relation to Scope 3 emissions in line with the SBTi requirements, we identified

**Absolute greenhouse gas emissions** (Scope 1 + 2) from 2018 to 2023 and target until 2030 (tCO<sub>2</sub>e)



those from each of the 15 categories of the GHG Protocol which, taken together, account for over two-thirds of our emissions. For these, we set a separate sub-target, which was a reduction of 15 percent compared with the baseline by 2030. In this context, we consider upstream transports by our subcontractors, our equity investees, employee mobility, and also monitor the upstream chains of primary energy sources.

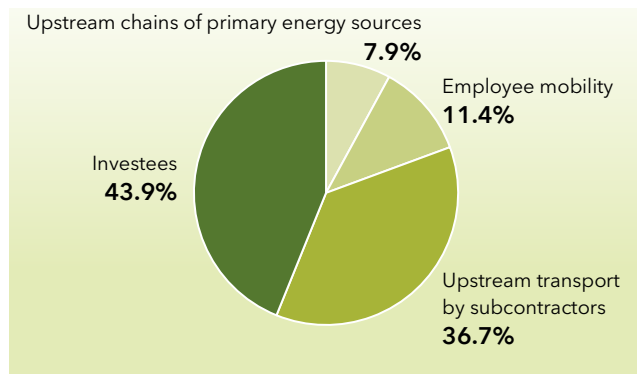
Our equity investees are the biggest emitter within Scope 3, followed by upstream transports. Taken together, they account for more than 80 percent of the emissions incurred in this category. In the case of upstream

transports, we report on emissions that result from third-party transportation services by truck and rail. To calculate the emissions from truck transportation, we already in some cases use software that is accredited in accordance with international greenhouse gas accounting standards. Where feasible, this links transport order data with telematics data from our own trucks or those of our subcontractors to ensure that the calculation of emissions is as far as possible based on primary data. We were able to significantly expand the areas of application of the software in the reporting year and are currently examining ways to use it even more widely in the future. Since 2023, we have been deploying extended semitrailers, which can

transport up to ten percent more goods than conventional semitrailers. This reduces the number of journeys, which in turn means lower emissions. We currently have 38 longer trucks on the road and - where technical conditions allow - will continue to increase their number.

**Percentage share of Scope 3 emissions 2023**

broken down by categories considered



When considering investees, we proportionately include the emissions of our EUROGATE joint venture, which make up the absolute majority in this category, plus individual other companies. With respect to the upstream chains of the primary energy sources, we record emissions that result from production and transport of the energy we use.

Concerning employee mobility, we report on emissions from our employees' daily commute to and from the workplace, those from business trips using private cars as well as those from our company cars and rental vehicles, and from business flights. To calculate the former as accurately as possible, we again carried out our annual survey. This gives employees an opportunity to communicate topics that concern them, many of which we have

followed up on. The site inspections carried out in the past reporting year to assess the possibilities for installing charging infrastructure for employees have already led to decisions, with installation of the respective charging points planned for the first half of 2024. The system for employees to use the charging points has already been successfully trialed at C3 in Bremen for over six months and is to be rolled out in identical form at the other locations.

Currently, we are also working on offering our employees a carpooling service within the BLG app, which will go live in the course of 2024. It is hoped this will encourage employees Germany-wide to create carpools. One key lever for reducing emissions from our company cars is electromobility. We are also investing in this area and have increased the proportion of all-electric vehicles in our company car fleet and centrally managed carpool by 63 percent compared to the previous year. We have also examined the framework conditions for implementing a mobility budget that enables the flexible use of services such as car sharing, public transport and long-distance travel as alternatives to company cars. In a next step we will examine how such a model can be integrated into existing processes.

Compared to the previous year, we again saw a significant reduction in Scope 3 emissions. For 2023, at minus 27.4 percent compared with the baseline, they were once again markedly below the 2030 target. It is especially worth highlighting the emissions reductions at our EUROGATE subsidiary, which in particular reflected a sharp drop in the consumption of diesel and electricity. For more

information see the separate non-financial statement of EUROGATE from ► page 72.

Across all three scopes, we generated 180,359 t CO<sub>2</sub>e in 2023, which is an overall saving of 5.9 percent year on year. In the reporting year, we again comfortably exceeded our annual target for both our Scope 1 and Scope 2 emissions, as well as those that fall within Scope 3 We describe the measures that have specifically contributed to lowering our Scope 1 and Scope 2 emissions in the Energy Management section from ► page 38.

Encouraged by the sustained positive development over recent years as described above and given the ecological, social and economic need to act consistently, we decided again in 2023 to significantly increase the ambition of our climate targets: We are currently looking to bring our greenhouse gas emissions reduction target into line with the 1.5°C target called for in the Paris Climate Agreement. This will then be resubmitted to the SBTi for review. We have already included this new ambition in the overview of our ESG targets on ► pages 17 and 18.

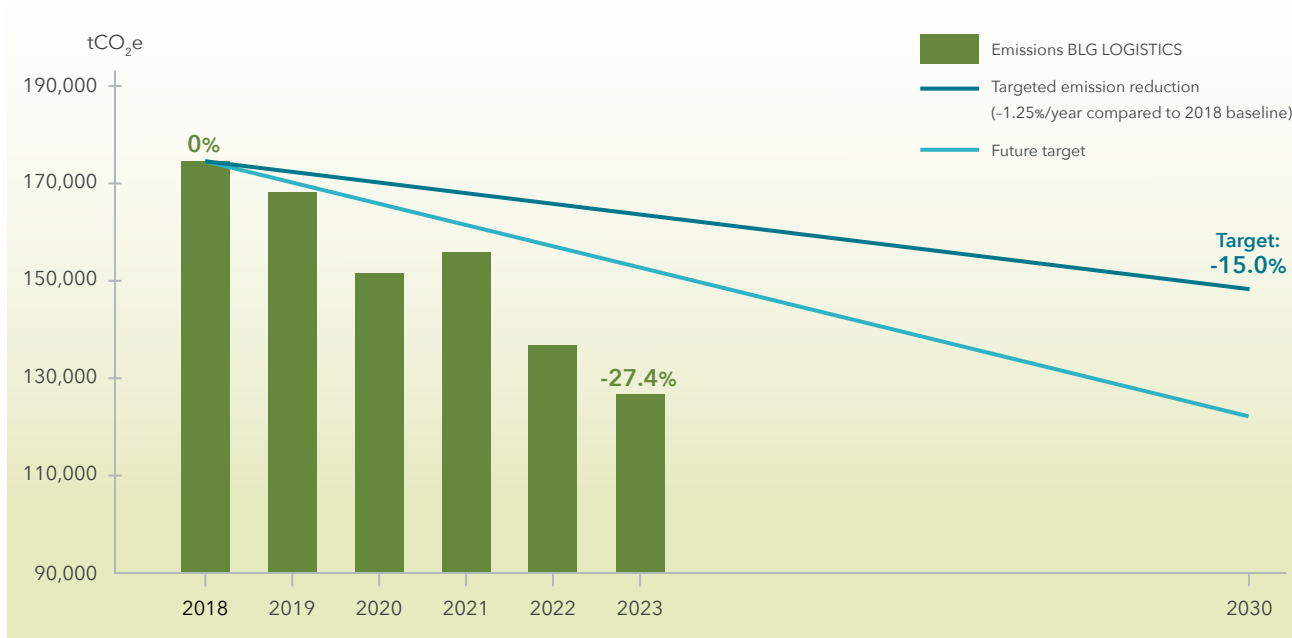
**Support for international climate protection projects**

In pursuing our climate targets, we follow the clear avoid - reduce - offset approach. Nevertheless, financing climate protection projects is fundamental to achieving a balance between carbon emissions and compensation or removal - because currently it is not possible to eliminate all emissions completely. Since 2020, we have been calculating the emissions from our company car fleet and our air travel and supporting selected climate protection projects that lead to a corresponding reduction of greenhouse gas



emissions. These projects are exclusively certified and audited in accordance with the Gold Standard. In 2023, we retired carbon credits totaling 1,383 t CO<sub>2</sub>e from a project to provide solar cookers in the Chinese province of Henan.

**Absolute greenhouse gas emissions** (Scope 3)  
from 2018 to 2030 and target until 2030 (tCO<sub>2</sub>e)





# Energy Management

We are continuously working to increase our energy efficiency and are looking to generate more of our own electricity from renewable sources.

Effective energy management can bring both environmental and economic benefits. We count on it as an important means of increasing our efficiency, thus helping us to move closer each year to achieving our climate protection targets. Our environmental and energy policy, which is publicly available, is commensurate with this. Among other things, it commits us to consistently and systematically reducing both our energy consumption and our emissions and to continuously improving our performance in the overarching areas of energy and the environment.

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Energy planning at our individual locations is carried out by our respective on-site energy officers. In addition to systematic data capture, their remit involves regular energetic evaluations as well as documenting planned and implemented measures. All activities are monitored and managed by a central Management Accounting department. Currently, 28 locations in the CONTRACT Division are certified to ISO 50001. In the reporting year, we decided to also certify our energy management system in use within the AUTOMOBILE Division in accordance with the same standard. With this, we are continuing to

drive harmonization within the BLG GROUP and are thus also fulfilling the obligation incumbent on us under the German Energy Efficiency Act (EnEfG). Furthermore, our environmental management system has already been certified since 2014 in accordance with ISO 14001 at all our German auto terminals and transport centers in the AUTOMOBILE Division and now also at 13 locations in the CONTRACT Division.

### **Systematic action based on clear consumption data**

We want to permanently reduce our energy consumption – and hence our greenhouse gas emissions. To achieve this, we need to clearly identify how much energy our processes and facilities consume. Our energy officers obtain the necessary information through decentralized, on-site recording, validation and evaluation. The only exception to this are sites whose energy consumption we cannot control. The consumption of all fully consolidated companies is aggregated by the central Sustainability department and used to prepare the annual energy and carbon accounting.

We are constantly working to further enhance data transparency and accuracy – also to enable us to more easily record and track the effects of actions taken. We have been supported in this for some time now by the EnEffCo energy management software, which we continued to roll out in the reporting year. This allows more detailed and largely automated recording and evaluation of our energy consumption, and consequently even more targeted identification of potential savings. Additional German sites will continue to be incorporated in 2024, enabling monitoring across locations and business divisions via user-defined dashboards. Even with partial use of the system, gaps, anomalies and also weaknesses in the previous recording procedure came to light, which optimized validation will enable us to close or eliminate in future. We will also introduce new key performance indicators and collect additional data.





## Absolute energy consumption

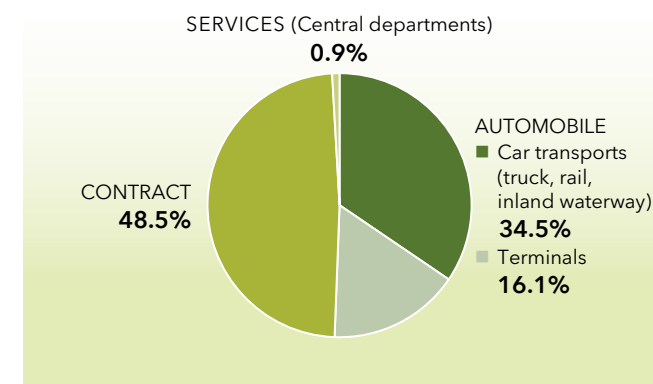
broken down according to energy sources

		2023	2022	2021
	Liters	MWh	MWh	MWh
<b>Electricity</b>		<b>49,900</b>	<b>51,759</b>	<b>53,811</b>
Germany		48,817	51,136	53,215
Self-generated electricity (utilized)		450	337	345
Self-generated electricity (fed into grid)		-	-	-
Foreign		633	286	251
<b>Natural Gas</b>		<b>61,560</b>	<b>68,029</b>	<b>75,800</b>
Germany		61,370	67,819	75,678
Foreign		190	210	122
<b>District heat</b>		<b>621</b>	<b>609</b>	<b>405</b>
Germany		621	609	405
Foreign		-	-	-
<b>Heating oil</b>	<b>860,665</b>	<b>8,563</b>	<b>9,355</b>	<b>10,274</b>
Germany	860,665	8,563	9,355	10,274
Foreign	-	-	-	-
<b>Diesel</b>	<b>9,120,544</b>	<b>90,476</b>	<b>93,690</b>	<b>94,289</b>
Germany	7,819,437	77,569	80,479	82,919
Foreign	1,301,107	12,907	13,211	11,370
<b>Gasoline</b>	<b>245,137</b>	<b>2,160</b>	<b>2,652</b>	<b>3,037</b>
Germany	245,137	2,160	2,652	3,037
Foreign	-	-	-	-
<b>Automotive gas</b>		<b>723</b>	<b>938</b>	<b>734</b>
Germany		55	54	25
Foreign		668	884	709
<b>Total energy consumption</b>		<b>214,003</b>	<b>227,032</b>	<b>238,350</b>
Germany		199,606	212,442	225,899
Foreign		14,397	14,590	12,451

## Energy consumption in the reporting year

Compared with 2022, we again lowered our total energy consumption, this time by around 5.7 percent to 214 GWh, which was reflected across all energy sources with the exception of district and local heating. In addition to various measures to increase efficiency, which we explain in this section, business- and weather-related circumstances that we cannot actively influence also contributed to this. These result in natural fluctuations in energy requirements and are reflected accordingly in the accounting.

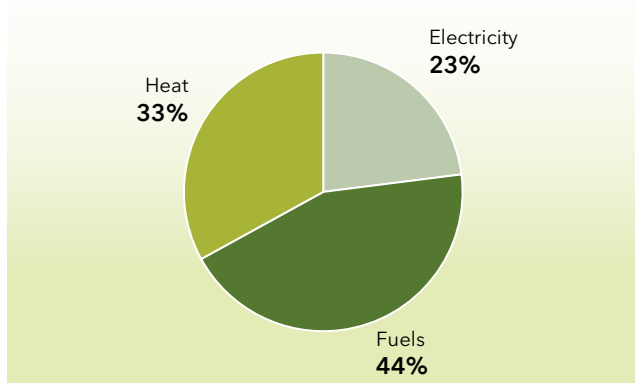
## Percentage share of energy consumption 2023 broken down according to divisions and business areas



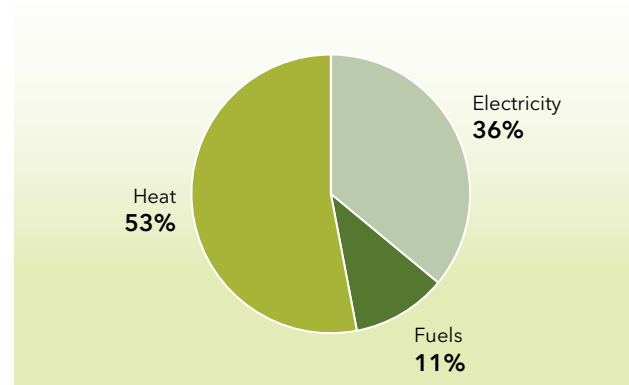
**Percentage share of energy consumption 2023**

broken down according to energy sources

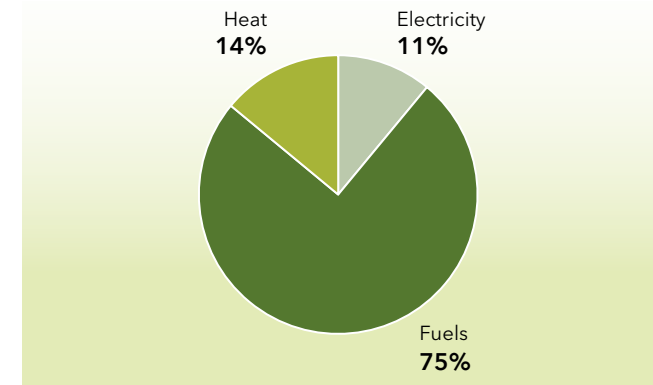
**Total**



**CONTRACT division**



**AUTOMOBILE division**



Fuels: diesel, gasoline, CNG and LPG  
 Electricity: third-party electricity procurement and own electricity production  
 Heat: natural gas, heating oil, district and local heating

**Various levers for greater efficiency**

Again in the reporting year we continued or successfully completed a number of projects. These included the ongoing conversion of our real estate and outdoor areas to energy-efficient LED lighting. At our Bremen car terminal alone, the conversions carried out in 2023 are expected to result in annual savings of around 400 MWh of electricity. Lighting retrofits on different scales were also carried out at other locations. When implementing completely new lighting concepts, as well as efficient light sources we also focus on intelligent and automated control. By checking and adapting twilight sensors, we were able to reduce the lighting duration in many places.

Our newest logistics facility, C3 Bremen, is just one example of the positive impact of this measure. Here, in addition to the already lower energy requirements thanks to LEDs, we were able to save between a further 25 and 75 percent of the energy required for lighting - depending on the month - thanks to automated, demand- and location-based control.

At one of our CONTRACT logistics locations in Bremen, we have been using a built-in weighing device on our straddle carriers since 2023. Previously, the vehicles had to take a detour to weigh the load, which is no longer necessary.

We initially equipped three straddle carriers with the technology, enabling us to save around 480 MWh of diesel per year.

To further reduce heat loss at one of our logistics locations in Bremen, two conventional gates were replaced by high-speed gates in the reporting year. We expect the shorter opening times of the gates to bring a saving in our annual natural gas consumption of around 300 MWh. At a number of other locations, optimizing the heating control and/or temperature settings in 2023 will result in a planned annual reduction in natural gas consumption of around 1.3 GWh.

### Raising awareness throughout the organization

Once again in 2023, we kept our employees informed about ways to use energy efficiently through various formats ranging from training to posts in our digital channels. For example, right at the beginning of the year, we used our BLG employee app under the heading “Fit for the winter” to inform about practical measures that can also help reduce heating requirements in the home. Information on the progress of individual measures such as the expansion of the charging infrastructure for employee cars or other energy-related topics of personal interest was also shared through this or similar channels.

We also foster a regular dialog on the topic of energy management and efficiency with the energy officers at our individual locations, for example by providing targeted information on new legal regulations or potential savings. Conversely, the energy officers have the possibility to raise energy-related questions or topics of concern. This is one of the ways in which we promote the direct exchange and transfer of knowledge between the locations.

To further raise and sharpen the awareness among our administrative staff of the contribution each and every one of them can make on a daily basis, we continue to offer an e-learning module on environmental and energy management. As many as 1,400 employees have successfully completed the online training to date. With this, we aim to ensure that everyone at BLG is aware of our environmental and energy policy and the related corporate objectives.

### Relying on clean energy

Our first photovoltaic system with a generator area of 430 square meters and an output of 74 kWp has been producing electricity on the roof of the technical building at the AutoTerminal Kelheim for the processes there since 2019. A second, much larger system with a generator area of 2,000 square meters and an output of 400 kWp was installed on the roof of a multistory car park at the same location a few years later. Three additional storage batteries allow us to store up to 210 kWh of surplus power for later use. The system not only covers the energy requirement for lighting the car park, but also supplies 55 wall boxes for charging e-cars. Since 2020, a PV system has also supplied our Waiblingen site with renewable electricity. Most recently, our fourth and largest PV system to date on the roof of our new C3 logistics facility in Bremen, with an output of around 9 MWp, was connected to the grid in October 2023. Our commitment to clean energy and sustainability was recognized with the special “Energy Efficiency” award of the German mobility industry and the Mercedes-Benz Supplier Award 2023 in the Sustainability category for the C3 logistics center. Through additional measures such as an integrated energy concept, we are striving to achieve a Platinum Sustainable Building Certificate from the Deutsche Gesellschaft für Nachhaltiges Bauen - DGNB, as well as “climate-positive” status for the site.

In total, we were able to cover around 450 MWh of our electricity requirement with the PV systems at our locations in the reporting year. We are currently reviewing installation possibilities at other locations.

However, irrespective of this, even in the future we will not realistically be able to cover all of our electricity needs at our locations with local PV systems. So as to nevertheless guarantee the supply of our facilities with 100 percent green electricity, we have set ourselves a clear goal: From 2025, we will procure 100 percent of our third-party electricity from renewable sources.

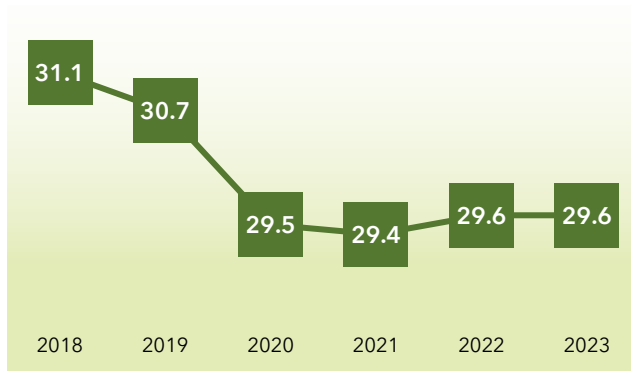


In a step designed to further improve the sustainability credentials of the C3’s heat supply, we are planning to install an air-to-air heat pump there. The installation is scheduled for completion in fall 2024. Combined with the PV system, we are thus creating a sustainable, low emission possibility to heat the facility. This concept can also serve as a blueprint for other locations.



### Specific diesel consumption of own automobile transport fleet (Germany)

liters/100 kilometers



Our company BLG AutoTransport offers transport services for new and used vehicles and in the reporting year operated its own fleet of 182 trucks in Germany, all of which meet the EURO 6 standard. In 2023, we added 23 efficient new commercial vehicles to our fleet. After recording a minimal increase in average diesel fuel consumption in 2022 for the first time since 2014, consumption levels, at 29.6 l/100 km, remained unchanged in the reporting year. As the above-mentioned new trucks were not purchased until the end of the year, the expected efficiency increase was not yet reflected in the reporting period.

The electrification of heavy goods vehicles will become increasingly relevant also for us in the future. After first successfully testing an electric tractor unit in normal operations in 2022, we did so again in the reporting year. We subsequently calculated a business case and began

preparations for regular operation. However, the lack of funding in Germany has meant we have had to put the project on ice for the time being. The same applies to the AUTOMOBILE Division, where we also looked closely at using e-trucks in the car transport business area. For the reasons stated above, however, the latest procurement of new vehicles did not include e-models.

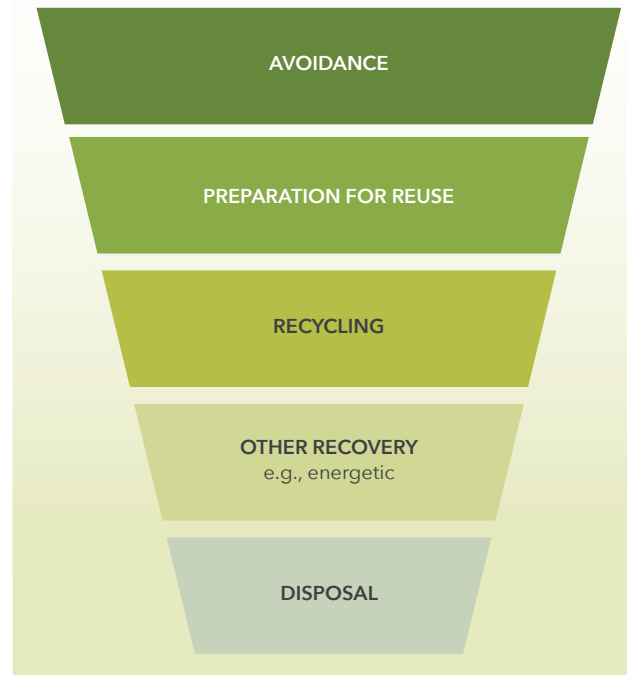
# Waste Management and Resource Conservation

Our environmental responsibility also includes the responsible use of resources and management of waste generated at our sites. With systematic green waste management, we reduce negative impacts on the environment.

As a logistics service provider, BLG LOGISTICS produces waste through the transportation and storage of goods. In order to reduce the resulting impact on the environment, we are continuously improving our waste management with a particular focus on waste disposal processes by measuring and managing recyclables and waste volumes. We have also formulated this commitment, which is based on the waste hierarchy of the German Closed Substance Cycle Waste Management Act (Kreislaufwirtschaftsgesetz - KrWG), in our environmental and energy policy: We assume responsibility for the environmentally compatible use of resources and set ourselves realistic targets, in particular for the avoidance, reuse or recycling of recyclable materials and waste.

Our environmental management system has been certified in accordance with EN ISO 14001 for ten years now - in the meantime at all German auto terminals and transport centers in our AUTOMOBILE Division as well as at 13 CONTRACT logistics locations. Two more are to follow in 2024. The management system sets the guide-

**Five levels of the waste hierarchy according to the Closed Substance Cycle Waste Management Act (KrWG)**



lines for processes, responsibilities and, not least, implementation of environmental protection requirements, including those relating to waste management.

**12 RESPONSIBLE CONSUMPTION AND PRODUCTION**

**≥ 90%**

of our waste is collected in segregated fractions

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We defined an initial concrete target in the reporting year: to achieve an annual segregated waste collection rate of 90 percent or higher from 2024. In addition, we are looking at waste-related transports and ways of reducing them.

**Targeted collection, targeted improvement**

Our sites are responsible for the legally compliant separation, collection and disposal of recyclable materials and waste and to this end work with mostly certified waste management companies that have specialized in recycling, energy recovery and waste disposal. A large proportion of the waste generated results from our customers’ business activities - for example, if goods are delivered to us packaged, we are responsible for disposing of the packaging. At 20 percent of our 50 locations, waste disposal is entirely in the hands of the customer: They specify and organize the disposal channels.

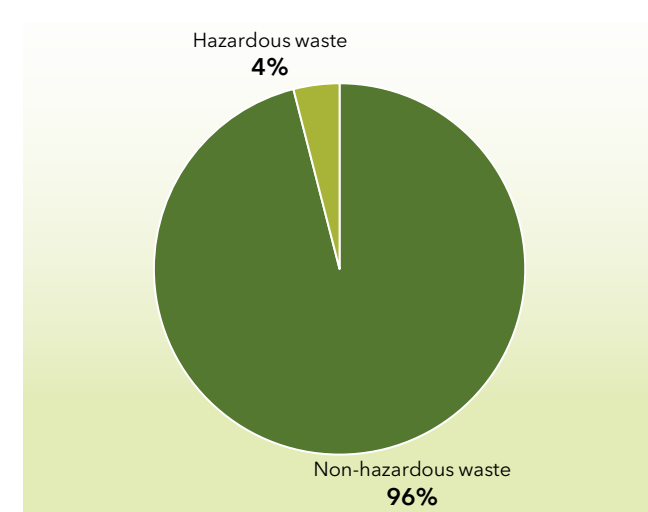
In our own area of responsibility, we centrally and uniformly document all quantities and types of waste generated. Responsibility for documenting waste management lies with the Integrated Management Systems department. It is supported by the central Safety and Environmental Protection department in close collaboration with the locations and Quality Management of the AUTOMOBILE and CONTRACT Divisions. The individual sites for example train their own environmental management coordinators, who are responsible for capturing the data and also act as contact persons for the employees. In addition to the provisions of the German Commercial Waste Ordinance (Gewerbeabfallverordnung - GewAbfV), this is based on a management system module that our employees can access at any time and that explains the processes and responsibilities. We were able to integrate

all locations for which we are responsible into the data capture process in the reporting year. This was also achieved retrospectively for the previous year, after we were initially only able to report 80 percent in the 2022 Sustainability Report - we have adjusted the data accordingly. The established, standardized procedure and the associated documentation enables us to not only meet our own standards in this area, but also the growing demands placed on us by our customers and lenders in this regard.

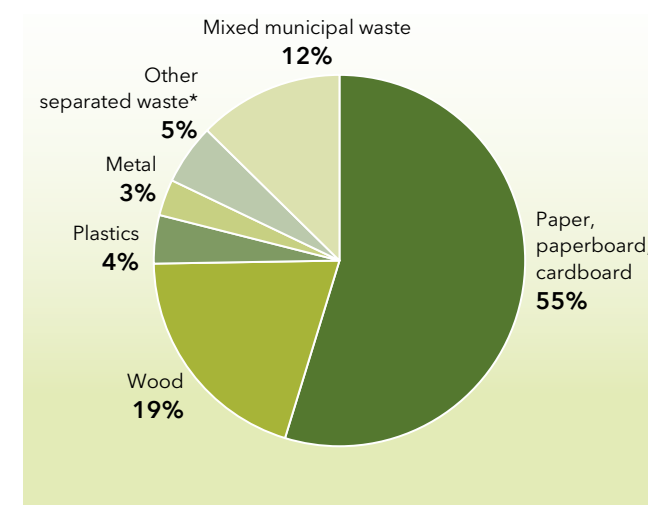
Overall, we were able to reduce our waste volume by around 6 percent compared with the previous year to 17,751 metric tons. The volumes fell across all waste fractions with the exception of metal and other separately collected waste. Paper, paperboard and cardboard, as well as wood remain the proportionally largest fractions. In the reporting year, we achieved a segregated collection rate of 88 percent, which was a slight increase over the previous year. We aim to further increase this figure in line with our new target.

Hazardous waste again accounted for as little as 4 percent of the total waste volume in 2023. Indeed, in absolute terms, the volume was almost 13 percent lower than in 2022. Most of our hazardous waste is machine, gear and lubricating oils, absorbent and filter materials, and rechargeable batteries. Protecting people and the environment is our top priority, in particular when dealing with these waste materials.

**Percentage breakdown of generated waste in 2023**



**Percentage breakdown of non-hazardous waste in 2023**



\* including glas, organic and textile waste

**Customized solutions from recycling to reduction**

Many of our sites already have measures in place to either reduce waste or improve reuse and recycling. One example is the reuse of Styrofoam packaging, which we receive as protection for products or components that we further process for our customers. Rather than disposing of this material after unpacking, we compact it on site and remarket it. We also compact wood waste at a number of locations, enabling us to reduce the number of transports to the disposal site as well as the corresponding emissions.

Waste management was factored in from the outset when designing C3 Bremen, where it meets the requirements of the WELL standard. By providing labeled trash containers directly at source, we make it as easy as possible for our employees to separate waste correctly. As far as possible, we avoid the use of plastic trash sacks. The disposal concept provides for the separate collection of paper, paperboard and cardboard packaging, foil packaging, mixed residual waste and wood in color-coded large containers. Even in the washrooms we provide separate bins for used paper towels, which are returned to our suppliers' plants for recycling.