Environmental

Climate Protection

By 2030, we will significantly reduce our own CO_2e emissions, as well as those along the supply chain. Our more stringent climate target, which applies as of 2025, highlights our ambition.

The need for consistent climate protection remains high, even if it has recently sometimes been overshadowed by acute economic and geopolitical challenges in public debate. Although these also have impacts on BLG, we remain committed to making our contribution to decarbonizing the industry, the supply chains and thus the economy as a whole. To this end, we are not just continuing along the path we have taken, but we are also becoming more ambitious – also with regard to our customers, and our successes help minimize their carbon footprint too.

With this report, we document the progress towards our 2020 emissions reduction targets for the fifth year in a row and for the last time: we will reduce absolute Scope 1 and Scope 2 emissions by at least 30 percent and Scope 3 emissions by at least 15 percent by 2030, from base year 2018. This target has been validated by the independent Science Based Targets initiative (SBTi), confirming that we are acting in line with the objectives laid down in the Paris Climate Agreement to limit global warming to well below 2°C. In order to meet the ever-increasing challenges involved in effective climate protection, we have once again made our climate target more stringent: by 2030, we will reduce absolute Scope 1 and Scope 2 emissions by at least 50.4 percent and Scope 3 emissions by at least 30 percent. This objective is in line with the requirements of the global 1.5°C target laid down in the Paris Agreement. Validation by the SBTi is still pending as of the publication date. It is an absolute reduction target that applies regardless of the company's growth. As it looks today, and considering that the target year of 2030 is no longer so far in the future, completely emission-free economies are not realistic from a technological and economic point of view, especially in the transport sector. For the remaining Scopes 1 and 2 emissions that we cannot avoid despite all the actions taken, we foster climate protection measures that cause a corresponding reduction in greenhouse gas (GHG) emissions elsewhere. In this way, we will become a carbon-neutral company by 2030. We call all of these objectives and projects our "Climate Mission".

Our absolute emission reduction also has a positive impact on the GHG inventories of our customers, who account for our emissions as Scope 3 emissions. On request, we do customer-specific calculations for these and are open to joint decarbonization projects.

Target:

1.5°C

Intensification of absolute CO_2 reduction by 2030

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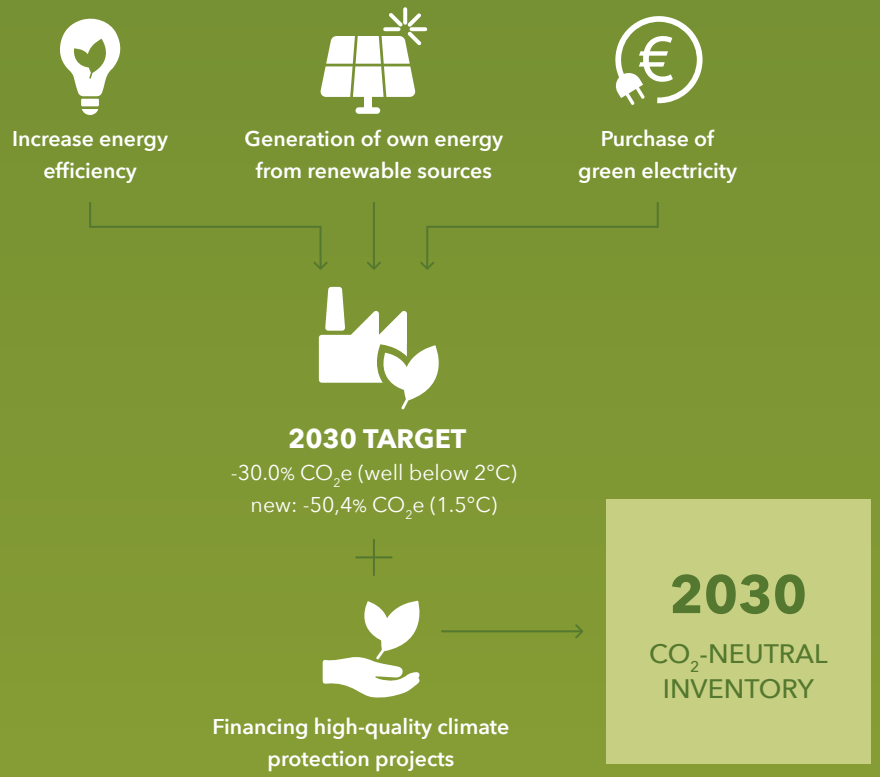
OUR CLIMATE TARGET AT A GLANCE

BLG LOGISTICS has an SBTi validated climate target (well below 2°C).
It has already been decided to intensify the target in line with the 1.5°C target of the Paris Climate Agreement.

The climate target within the company

Scope 1 and 2



Absolute CO_2 reduction in supply chain

Scope 3

Our levers for climate protection

We primarily rely on the following three levers to achieve the defined emission reductions: continually increasing our energy efficiency, producing our own renewable electricity and purchasing green electricity. In doing so, we follow the first avoid, then reduce, and then offset approach. That's why we place a special focus on increasing efficiency – with the aim of using energy in such a way that more output is achieved with the same input. Exactly how we do this is explained in the Energy Management section starting on ▸ page 40.

With regard to the second lever, there was considerable progress in the reporting year. Compared to the previous year, we more than tripled the amount of energy produced and used for our own purposes at our sites. The 9 MWp PV system, which has been supplying our C3 logistics center in Bremen with green energy since October 2023, is a major contributor to this development. In 2024, four PV systems at various BLG sites covered an energy demand of about 1.5 GWh, which resulted in a reduction of our greenhouse gas emissions of about 600 t CO_2e over the year. Spurred on by this success, we will continue to consistently pursue the use of solar power from our roofs.

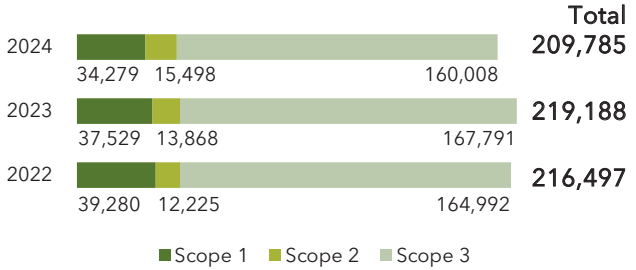
However, it is not realistic for the energy demand at our sites to be fully covered by on-site PV systems in the future. Nevertheless, in order to ensure a complete supply of green electricity, we have set ourselves a clear goal: from 2025, we will source 100 percent of our third-party energy from renewable sources (see the overview of our ESG targets starting on ▸ page 18). For this purpose, we are relying on various procurement methods. As described above, we produce green electricity at our sites, and we use this directly on site. In addition, we conclude direct power contracts with producers of renewable energies external to our sites, known as off-site power purchase agreements (PPAs). In 2025, we will obtain some of the energy we need through such an agreement from an onshore wind farm near Fehmarn that was built in 2023. We rely on unlinked guarantees of origin for the remaining share of our energy demand, where we cannot procure green energy in either of the two ways mentioned. In doing so, it is important to us that these guarantees are of high quality and obtained from plants less than six years old. In the current year, we have the guarantees mainly from a newly built wind farm in Germany.

Documentation of our greenhouse gas emissions

If we want to reduce our CO_2 emissions as planned, we need to know where and how much energy is consumed and the corresponding greenhouse gases generated. We collect the necessary consumption data with the help of software at the sites, where it is validated and evaluated. The Corporate Sustainability Department then calculates the resulting emissions. We currently take into account the consumption of our consolidated companies in Germany and abroad. In the AUTOMOBILE and CONTRACT Divisions, we use our own diesel trucks, and their consumption is included in our energy and greenhouse gas inventories. Subcontractors also perform services on our behalf, particularly in the freight forwarding and car transport business segments, which we present in our extended reporting (Scope 3).

We follow the guidelines of the Greenhouse Gas Protocol (GHG Protocol) for our greenhouse gas balance sheet, in which we present direct and indirect greenhouse gas emissions separately. We distinguish between Scope 1 (direct emissions from the combustion of natural gas, heating oil and fuels), Scope 2 (indirect emissions from the production of electricity and district heating) and Scope 3 (other indirect emissions). Since 2011, we have been calculating the CO_2 equivalents (CO_2e), which take into account not only carbon dioxide, but also other gases with a high potential emission of greenhouse gases (details in the Glossary).

Absolute greenhouse gas emissions (in tCO_2e) broken down into direct and indirect emissions



For the CO_2e calculation for gasoline and diesel vehicles, as well as CNG and LPG consumption, we use well-to-wheel emission factors (WTW) from the Global Logistics Emissions Council (GLEC), which encompasses all CO_2e emissions arising from the provision of the energy sources used through to the operating phase and take into account the proportion of biodiesel or ethanol. In order to calculate the further emissions from the energy sources used, including the upstream chain, we use the CO_2e emission factors from the Global Emissions Model of Integrated Systems (GEMIS) of the International Institute for Sustainability Analysis and Strategy (IINAS), from the German Federal Environment Agency and from the UK Department for the Environment, Food and Rural Affairs (DEFRA). We

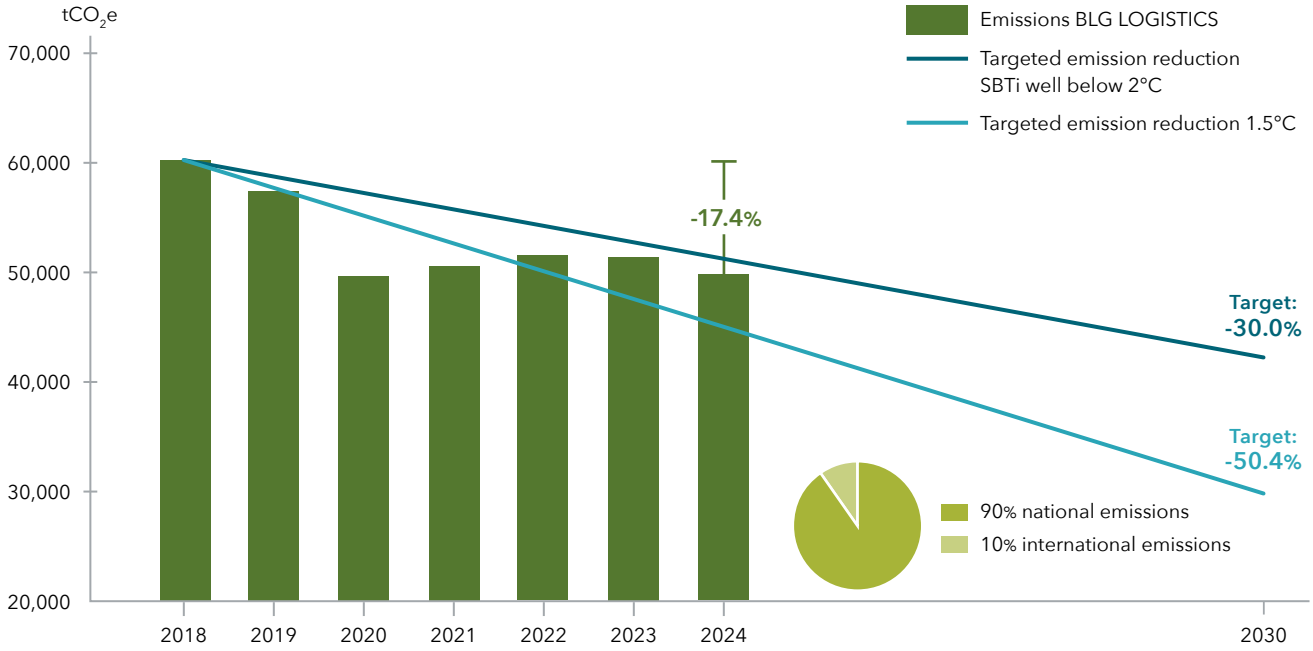
regularly adjust the factors retrospectively in line with the adjustments to the respective source. The emission factors used for electricity are based on the site, depending on the energy supply company. The corresponding energy factors for our foreign sites are based on the respective country mix from GEMIS.

In the reporting year, we made four major adjustments to our greenhouse gas inventory. Our South African sites were integrated into the inventory, as was the one in Northport in the USA. This means that all sites of our consolidated foreign companies are now fully accounted for, making up a total of 10 percent of our Scopes 1 and 2 emissions. Conversely, two German sites were removed from the locations included in the greenhouse gas balance sheet in the reporting year, as the customer took over energy procurement. We removed the emissions from these two sites from the inventory – also retrospectively – in accordance with the GHG Protocol. In addition, categories 3.1 (purchased goods and services), 3.2 (capital goods) and 3.5 (waste) were added to the Scope 3. As part of the preparation for sustainability reporting in accordance with the CSRD, the definitions for accounting as Scopes 1 to 3 emissions were revised and extended for our joint venture EUROGATE. Among other things, emissions that had previously been presented in Scopes 1 and 2 were corrected and reallocated to Scope 3. As a result, the emissions attributable to BLG LOGISTICS also decrease. In order to ensure a consistent basis for target tracking and the associated evaluation, emission levels were therefore retrospectively adjusted back to the base year of 2018.

Own emissions: continually moving in the right direction

In order to achieve our previous climate target, it was necessary to reduce our CO_2 emissions by 2.5 percent annually compared to 2018. Looking at the base year, there has already been a significant decrease after six years. Overall, we reduced our greenhouse gas emissions in 2024 by 17.4 percent compared with 2018, thus exceeding our target of minus 15 percent for the reporting year. With our newly adopted target, annual emission reductions will have to significantly increase: in order to achieve the target by 2030, we must now reduce our CO_2 emissions by 4.2 percent per year compared to 2018, which means we must increase our efforts significantly. There will be a significant reduction in emissions in 2025, especially with the complete transition of our energy supply to renewable sources.

Absolute greenhouse gas emissions (Scopes 1 + 2)
From 2018 to 2024 and targets until 2030 (tCO_2e)



Emissions in supply chain: progress in all categories

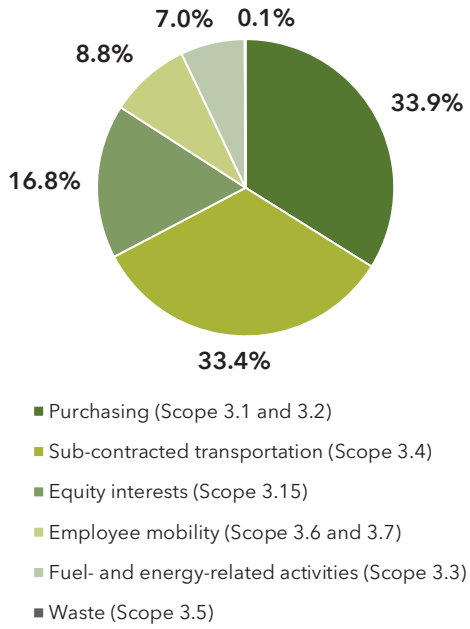
Our previous target for emissions in Scope 3 caused in connection with our business activities remained valid in the reporting year: a 15 percent reduction by 2030 compared to the base year. From 2025, we have upped our target to strive for a 30 percent reduction with a view to the 1.5°C target. When determining the sources of Scope 3 emissions to be taken into account, we orientated ourselves around the 15 categories defined in the GHG Protocol and identified those relevant for us.

As a result, we consider emissions resulting from the following categories: Purchased goods, services (3.1) and capital goods (3.2), upstream energy source chains (3.3), upstream transport (3.4), waste (3.5), business travel (3.6), commuting (3.7) and equity interests (3.15).

Within Scope 3, the majority of the emissions, about two-thirds in total, are attributable roughly equally to our activities in connection with the purchase of goods, services and capital goods, as well as the activities of our sub-transport companies.

In the case of upstream transport, we record the emissions generated by third-party transport services by truck, rail and ship. In order to calculate emissions from truck transport, in some cases we use software that is accredited in accordance with international standards for greenhouse gas accounting. Where feasible, it combines transport order data with telematics data not only from our own trucks, but also from some of our subcontractors' trucks, so that the calculation of emissions is based on primary data as much as possible. Since 2023, we have been sending extended semi-trailers out on the road for land transport, which can transport up to 10 percent more goods compared to conventional semi-trailers. This reduces the number of trips, which in turn cuts down emissions. Accounting for emissions from our purchasing behavior is based on the purchasing volume per goods group (spend-based method).

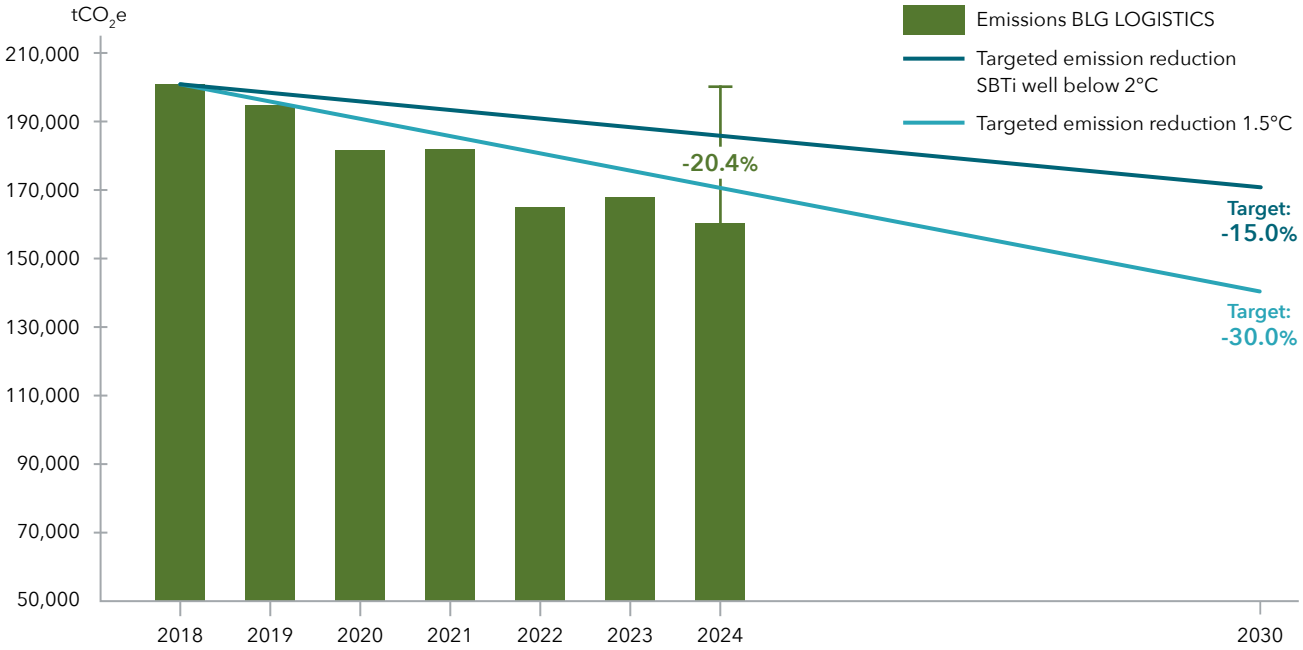
Percentage of Scope 3 emissions in 2024
Breakdown by categories considered



When considering our equity investments, we include the emissions of our EUROGATE joint venture proportionately, as well as those of other individual companies. The former makes up the absolute majority in this category with about 90 percent.

The emissions in employee mobility are made up of our employees' daily commutes, the use of private cars for business trips and trips with company or rental cars, as well as air travel. In 2024, we also conducted our annual staff mobility survey to record emissions from commuting. We also collected feedback on the measures we devised based on the previous years' surveys and have already implemented some of them. For example, questions were asked about user behavior with regard to charging infrastructure for staff and the ride-sharing center in the BLG app – and the satisfaction with both services. Based on the answers, we can pursue meaningful further development.

Absolute greenhouse gas emissions (Scope 3)
from 2018 to 2024 and targets until 2030 (tCO_2e)



In the first half of 2024, 40 charging points for company and private electric vehicles were installed at seven German sites, and in 2025, more will be installed at eight additional sites. There is already a uniform system for using and billing the electricity charged, which can be transferred over to the new sites. We inform our employees about their charging options using internal posts and notices. In the reporting year, it was also decided to introduce a mobility budget, which represents an alternative or addition to the company car option. This is to be implemented in the current year – company car holders can then use public transport or sharing services flexibly as a replacement for their company car or as an additional option if a smaller model is chosen.

With regard to the upstream chains of primary energy sources, we record the emissions from the production and transport of the energy we use. The calculation of the emissions resulting from our waste is based on the annual quantities of waste by fraction collected as part of waste management.

After the retrospective expansion of our Scope 3 recognition, we note a significant reduction in Scope 3 emissions in the reporting year after a brief increase for 2023. It was at 20.4 percent compared to the base year. Particularly noteworthy are the emission reductions car transport in partnership with our subtransport service providers. This is due in particular to the economic situation and the challenges facing automotive manufacturers.

Across all three Scopes, we produced 209,785 t CO_2e in 2024 and thus recorded a total decrease of 4.3 percent compared to the previous year. In the reporting year, we once again significantly exceeded our annual target for both Scope 1 and Scope 2 emissions, and those within Scope 3. We describe the measures that have made a tangible contribution to reducing our Scopes 1 and 2 emissions in the Energy Management section starting on ▸ page 40.

At the end of 2023, encouraged by the above-mentioned, continual positive development over the past few years and against the backdrop of the environmental, social and economic need to take consistent action, we adopted the new and significantly more stringent target described above for reducing greenhouse gas emissions in line with the 1.5°C target laid down in the Paris Climate Agreement.

Support for international climate protection projects

We are pursuing our climate objectives according to the clear principle of avoiding before reducing before offsetting. Nevertheless, financial support for climate protection projects is indispensable on our way to having a carbon neutral inventory – because some emissions are simply unavoidable as it stands today, and also in the near future. Since 2020, we have been calculating emissions from our company car fleet and our air travel, and supporting selected climate protection projects that lead to a corresponding reduction in greenhouse gas emissions. These projects are certified and audited exclusively according to the Gold Standard. In 2024, we retired 1,479 tons of carbon credits from a project to provide solar cookers in the Chinese province of Henan.

Energy Management

We are constantly working to use energy even more efficiently, and we generate and obtain our electricity from renewable sources.

Effective energy management can bring both environmental and economic benefits and is therefore critical for us to achieve our targets when it comes to climate protection. We primarily use it to use energy intelligently and, above all, to increase our efficiency. Our environmental and energy policy, which is publicly available, is also in line with this. It commits us, among other things, to continually reduce both our energy consumption and our emissions and to continually improve our performance in the overarching areas of energy and the environment. www.blg-logistics.com/sustainability

Energy planning is carried out at our sites by the local energy officers. In addition to systematic data collection, they are also responsible for regular energy assessments and the documentation of the planned and implemented measures. All activities at our sites are monitored and controlled by a Corporate Controlling department. In addition, certification of our energy management system according to ISO 50001 is being rolled out across the board. Currently, 27 sites in the CONTRACT Division are certified under the standard and the energy management system used in the AUTOMOBILE Division was also prepared for the upcoming certification during the reporting year. In this way, we are continuing to drive forward harmonization in the BLG Group. Since 2014, our environmental management system has also been certified in accordance with ISO 14001 at all German car terminals and transport bases of the AUTOMOBILE Division, as well as at 13 CONTRACT sites.

Data as a basis for optimization

We want to use less energy in the long term and thus also further reduce our greenhouse gas emissions. To do this, we must first clearly assess the energy requirements of our processes and facilities. Our energy officers collect the required information by recording, validating and evaluating energy data relating to the individual sites in a decentralized process. The only exceptions are sites whose energy needs we cannot control ourselves. The Corporate Sustainability Department combines the consumption of all consolidated companies and uses this to prepare the annual energy and CO_2 inventory. As part of the ESG reporting implemented in 2024, we also record and report our key performance indicators relating to energy and greenhouse gases on a quarterly basis.

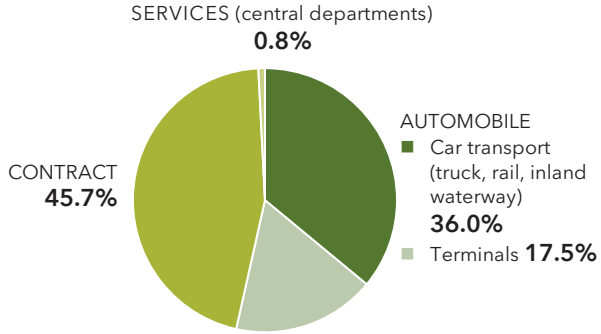
We are constantly working to make the underlying data even more transparent and precise – also so that we can record and assess the effects of individual measures in the best possible way. To this end, the EnEffCo energy management software provides support by more detailed and largely automated recording and evaluating our energy consumption so we can better identify specific savings potentials. In 2025, more German sites will also be connected to the tool, so monitoring can take place across sites and divisions via custom dashboards. Gaps, anomalies and weaknesses have been revealed in the records compiled to date, and we will close or eliminate these in the future with optimized validation. In addition, we will introduce new key performance indicators and collect additional data.

Absolute energy consumption
Breakdown by energy source

	Liters	2024 MWh	2023 MWh	2022 MWh
Electricity		**39,835**	**42,492**	**42,277**
Germany		34,813	39,330	41,270
Self-generated electricity (utilized)		1,452	453	337
Self-generated electricity (fed into grid)		238	-	-
Abroad		3,570	2,709	670
Natural gas		**53,714**	**60,331**	**63,822**
Germany		53,506	60,141	63,612
Abroad		208	190	210
District heating		**530**	**640**	**609**
Germany		530	640	609
Abroad		-	-	-
Heating oil	**776,905**	**7,730**	**8,494**	**9,355**
Germany	776,905	7,730	8,494	9,355
Abroad	-	-	-	-
Diesel, incl. HVO	**8,286,619**	**82,204**	**89,786**	**92,578**
Germany	7,142,760	70,857	76,836	79,311
Abroad	1,143,859	11,347	12,950	13,267
Gasoline	**358,982**	**2,106**	**2,177**	**2,664**
Germany	358,747	2,090	2,160	2,652
Abroad	235	16	17	12
CNG		**1,442**	**668**	**884**
Germany		-	-	-
Abroad		1,442	668	884
LPG		**1,138**	**941**	**779**
Germany		1,137	940	776
Abroad		1	1	3
Total energy consumption		**188,699**	**205,529**	**212,968**
Germany		172,115	188,994	197,922
Abroad		16,584	16,535	15,045

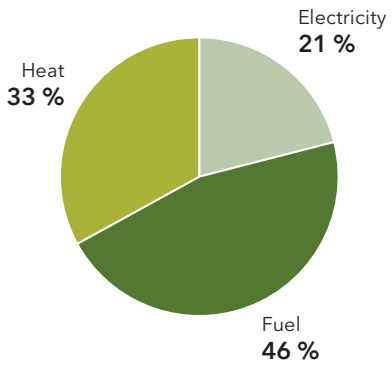
Energy consumption in the reporting year
Compared to the previous year, we have once again reduced our total energy consumption – and by a very significant 8.2 percent to 189 GWh. This reduction applies to all energy sources, with the exception of CNG and LNG. In addition to various measures to increase efficiency, which we will look at in more detail below, business and weather-related circumstances, which we cannot actively influence, also contributed to this development. These result in natural fluctuations in our energy requirements and are thus reflected in the accounting.

Percentage share of energy consumption 2024
Breakdown by division and business area

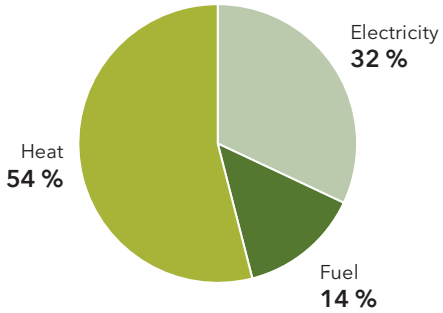


Percentage share of energy consumption 2024
Breakdown by energy source

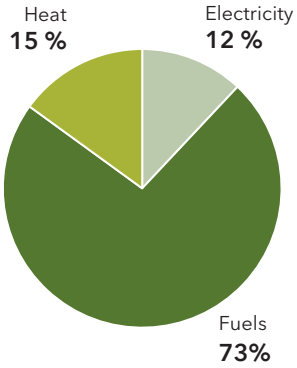
Total



CONTRACT Division



AUTOMOBILE Division



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

Efficiency thanks to smart lighting concepts

In the reporting year, we continued or successfully completed a number of projects, including the ongoing conversion of our properties and spaces to energy-efficient LED lighting. When we implement completely new lighting concepts, our focus is on intelligent and automated control, with the help of motion and twilight sensors, for example, in addition to efficient lighting itself. Our C3 Bremen logistics center impressively demonstrates how effective the combination of energy-efficient lighting and demand-optimized lighting duration is: compared to conventional LED hall lighting, we were able to reduce the energy required for lighting the property by 82 percent in the reporting year.

Promoting knowledge through skills and exchange

Keeping our employees informed on energy efficiency topics is also a building block of our energy management strategy. For this purpose, we use different formats from training sessions to posts on our digital channels. In 2024, we shared news on the progress of our measures in our employee app, such as the expansion of the charging infrastructure for employee cars or other energy-related topics relevant to people at BLG. An e-learning module on environmental and energy management raises awareness of the contribution each and every individual can make on a daily basis. Around 1,500 employees have already successfully completed the online training. In this way, we ensure that BLG employees are aware of our environmental and energy policy and the associated corporate objectives.

In addition, energy management and efficiency are regularly discussed with the energy officers at our sites. In this context, specific information is provided on, for example, legal developments or savings potentials and energy officers can address energy-related topics or ask questions. In this way, we promote exchange and knowledge transfer among the sites. Of particular note for the reporting year was our Technology Meeting, TechnikTreffen, where energy officers from all over Germany met for two days in Bremen. In addition to personal networking and discussing topics relating to

energy – both with reference to a specific site and company-wide – load peaks in electricity procurement was the topic of focus. With the help of our energy management software, site-specific evaluations of load profiles were created, evaluated and analyzed with the aim of avoiding or reducing peaks. A meeting is also planned for 2025.

Clean energy – self-produced

Since 2019, our first photovoltaic system at the Kelheim car terminal, located on the roof of the technical hall, has been producing electricity for the processes performed there, with a generator area of 430 m^2 and an output of 74 kWp. In addition, a few years later, a second system with a generator area of 2,000 m^2 and an output of 400 kWp was installed on a car stacking system at the same location. Three additional storage batteries enable storage of up to 210 kWh for later use in the event of overproduction. The system not only supplies energy for lighting the car stacking system, but it also supplies Wallboxes for charging electric cars. Since 2020, our location in Waiblingen has also been supplied with renewable electricity through a PV system. In October 2023, a fourth PV system, which is the largest so far with an output of around 9 MWp, was finally connected to the grid and is located on the roof of our C3 logistics center in Bremen.

Together, in 2024, we were able to cover around 1,500 MWh of our electricity needs with the PV systems at our sites, which is triple compared to the previous year. We are continually reviewing expansion at other sites and already have concrete plans.

However, fully covering the electricity demand at our sites using local PV systems is still not realistic in the future. In order to ensure a complete supply of green electricity, we have set ourselves a clear goal: from 2025, we will get 100 percent of our electricity from renewable sources (more on this in the Climate Protection section starting on ▸ page 33).

Target:

100%

of purchased electricity from 2025 will be green

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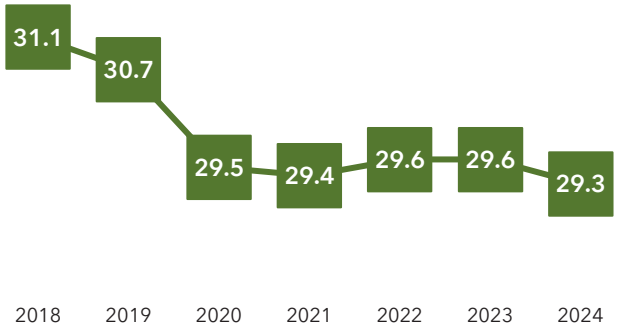
Regenerative heat supply has an impact

Since the reporting year, our first air-to-air heat pump has been supplying heat to the C3 Logistics Center. The heating system is a bivalent system in which peak load coverage is achieved via gas fired tube heaters. Compared with a monovalent system, significantly higher annual performance factors are achieved, so the system runs particularly efficiently. From August to December 2024 alone, the pump generated around 500 MWh of heat, which reduced the natural gas demand at the site by roughly half for those months. In particular, the combination of heat pump and PV system represents a future-proof, low-emission option for heating the property. In the five months evaluated, we reduced emissions at the site by around 70 t CO_2e. The purchase of green electricity described above will significantly increase this value again as of 2025.

In testing and in use: alternative drives and fuels

Our BLG AutoTransport company offers car transport for new and used vehicles and, in the reporting year, maintained its own fleet of 200 trucks in Germany, all of which meet the EURO 6 standard. In 2024, we acquired a total of 48 efficient new vehicles – the continual rejuvenation of the fleet is also reflected in a gain in efficiency that has been evident since 2018. With an average consumption of 29.3 l/100 km, the figures for previous years were undercut once again. Consistently evaluating drivers' driving behavior in combination with appropriate training also helps drivers to adopt a driving style that saves fuel.

Specific diesel consumption of our own car transport fleet (Germany)
l/100 kilometers



Coupled with intelligent route planning, we are reducing our absolute fuel consumption. In addition, it will also become more important to consider alternative drive forms, in particular the electrification of heavy payload transport. In two operational test runs in the CONTRACT and AUTOMOBILE Divisions, we have already tested e-trucks in various applications. Even if the tests were to be classified as successful, a transition to regular operation is not yet possible for economic reasons. In particular, the decisive factor here is the high investment volume – in terms of the vehicles themselves and the required infrastructure – coupled with inadequate promotional programs. Nevertheless, we are continuing to look at ways to ramp up electric tractors in our network.

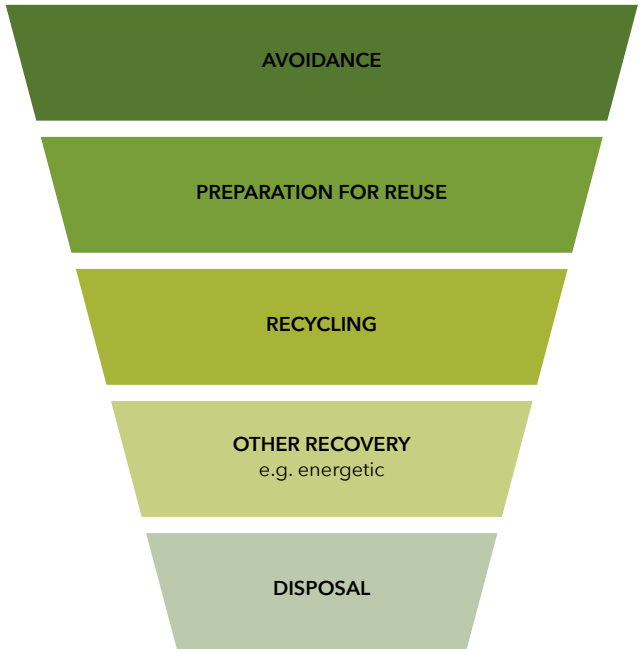
HVO100 (Hydrotreated Vegetable Oil) offers a transitional solution for decarbonizing heavy payload transport, and been authorized for sale in pure form at public gas stations in Germany since April 2024. HVO100 is a paraffinic diesel fuel made from 100 percent hydrogenated waste-based vegetable oils or animal fats. In the reporting year, we used it for various purposes, both in car transport and truck deliveries to plants. A challenge when using HVO is the creditability of emission reductions to shippers. This can be remedied by using the Book & Claim method, which we offer this with the help of a service provider. In this way, emission savings made through HVO can be documented and reported on a consignment-specific and customer-specific basis.

Waste Management and Resource Conservation

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

As a logistics service provider, BLG LOGISTICS generates waste through the transport and storage of goods. In order to reduce the associated environmental impacts, we are continually working on optimizing our waste management and, in particular, disposal processes by advancing the collection and control of waste quantities and recyclable materials. This approach, which is based, among other things, on the waste hierarchy laid down in the German Circular Economy Act (*Kreislaufwirtschaftsgesetz*, KrWG), is also part of our environmental and energy policy. This policy commits us to taking responsibility for using materials sustainably and sets clear, realistic targets, especially for the avoidance, reuse and recycling of when it comes to waste and recyclables. Our environmental management system has been certified under DIN EN ISO 14001 for more than ten years – now at all German car terminals and transport bases in the AUTOMOBILE Division, as well as at 13 CONTRACT logistics locations. This management system provides the framework for our processes, responsibilities and the implementation of requirements related to environmental protection, especially in the area of waste management.

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



Targeted collection, targeted improvement

Our sites are responsible for the separation, collection and disposal of recyclables and waste in accordance with the law. In doing so, they cooperate with largely certified waste management companies that specialize in recycling, energy recovery and waste disposal. A significant part of the waste produced is generated through business with our customers – if they deliver packaged goods to us, for example, the disposal of the packaging is our responsibility. However, at 20 percent of our 50 sites, waste disposal is entirely the responsibility of our customers: the disposal route is specified and organized by the customer.

We are responsible for recording and documenting all waste quantities and types centrally and according to uniform standards. Responsibility for waste management lies with the Integrated Management Systems department, supported by the Safety and Environmental Protection department. Work takes place in close collaboration with

the sites and the Quality Management units of the AUTOMOBILE and CONTRACT Divisions. Specially trained environmental management coordinators are employed at the sites, who are not only responsible for keeping records, but they also act as points of contact for employees on site. In addition to the German Commercial Waste Ordinance (*Gewerbeabfallverordnung*, GewAbfV), we use a special management system module that is accessible to our employees at all times and provides clear information on processes and responsibilities.

The 2023 target of an annual separate waste collection rate of 90 percent or more continued to apply in the reporting year. In addition, we analyze waste-related transport with the aim of reducing it. At 85.3 percent, the target separate waste collection rate was not achieved in 2024. The reason for falling short of the target was, in particular, temporary, large-scale special operations, where the waste could not be sufficiently separated for technical and economic reasons. This target figure was integrated into quarterly reporting to the Board of Management and senior executives in the reporting year, for targeted management during the year. Thanks to the standardized procedure and associated documentation, we meet not only our own requirements in this area but also the growing requirements that customers and lenders place on us in this regard. In 2024, we expanded our waste data collection and included our sites in South Africa for the first time. The other consolidated sites abroad will also be included in our regular waste data collection in the future.

Target:

≥90%

of our waste is collected in segregated fractions

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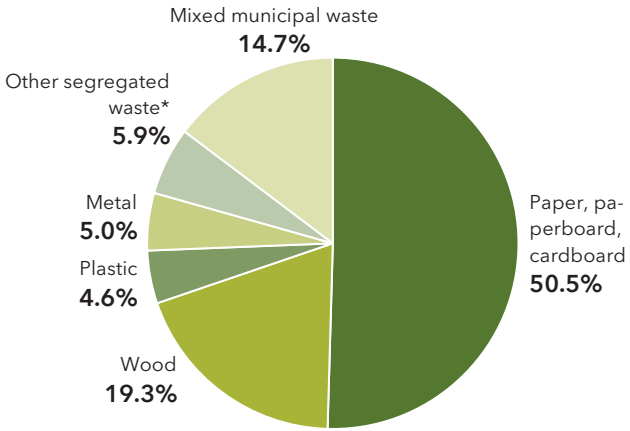
Overall, we were able to reduce our waste generation by around 5 percent compared to the previous year to 16,850 tons, with waste volumes in South Africa also being recorded for the first time. Volumes fell in the categories of paper, paperboard and cardboard, wood, bio-waste and textiles, in particular. The proportionally largest fractions remain unchanged: paper, paperboard and cardboard and wood.

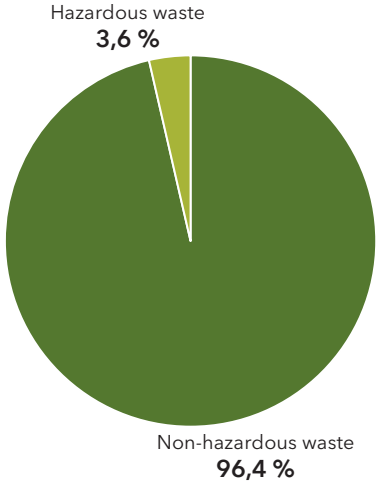
Hazardous waste accounted for just under 4 percent of the total volume in 2024. Here, the absolute volume was once again just under 7 percent lower than in 2023. For the most part, our hazardous waste is machine, gear and lubricating oils, absorbent and filter materials, and batteries. The protection of people and the environment is paramount, especially when dealing with this waste.

Percentage breakdown of non-hazardous waste in 2024



* Including glass, organic and textile waste

Percentage breakdown of generated waste 2024



Individual solutions from recycling to reduction

At many of our sites, measures are already being taken to minimize waste or optimize its reuse and recovery. One example is the recycling of styrofoam packaging, which we receive as a protective material for products and components that we process for our customers. After unpacking, we do not dispose of the material, but compress it on site and remarket it. We also compress wood waste at various locations to reduce the number of trips to the disposal site and the resulting emissions.

Waste management was integrated into the planning of C3 Bremen from the outset, and it meets the requirements laid down in the WELL standard. Marked containers are provided where the waste is produced to facilitate waste separation for our employees. Wherever possible, we do not use plastic garbage bags. The disposal concept provides for separate collection of paper, paperboard and cardboard boxes, foil, mixed waste and wood in large color-coded containers. Separate bins are also available for paper towels in the washrooms, so that they can be recycled at our supplier's plants.