

CO₂ progress report 2025

Organizational Boundary

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1. Introduction

As part of BESIX Group, BESIX supports the Sustainable Development Goals (SDG's), with a particular focus on SDG 13 on climate change. As an active member of the United Nations Global Compact, our group recognizes the urgency of the climate challenge and addresses it as one of the main challenges of the construction sector.

In line with the purpose of BESIX Group **"We take on today's boldest challenges to build a lasting legacy"**, BESIX aims to decarbonize its operations and supply chain as much as possible in the effort to contribute to global net zero.

This progress reporting is part of the management system that has been implemented in the context of the CO2 performance ladder. This progress report has been drawn up by the Steering Cycle Responsible of BESIX and describes all matters as described in § 9.3.1 of the ISO 14064.

This progress report covers the CO2 performance ladder Organizational Boundary and has to be seen as a consolidated progress report. Each company belonging to the CO2 performance ladder Organizational Boundary also reports its progress on an individual basis or is integrated in the progress reporting of the mother company.

The following aspects of the ISO 14064-1 are described in this report: Introduction (p), Description of the organization (a), Responsibilities (b), Base year (j), Reporting period (c), Verification (q), Organizational boundaries (d), Current calculation method and conversion factors (l, n), Changes calculation method (m), Exclusions (h), Absorption of CO2 (g), Biomass (f), Recalculation of base year and historical data (j, k), Direct and indirect emissions (e, i) and Uncertainties (o).

2. Energy & Carbon Policy

BESIX and the other companies belonging to the Organizational Boundary recognize the urgency of the climate challenge and address it as one of the main challenges of the construction sector.

Our ambitions in this area are threefold:

- to become net-zero for our own direct (scope 1) and indirect (scope 2) carbon emissions by no later than 2050;
- to promote and to be a leader in providing sustainable solutions to our partners and clients and, in doing so, to help them achieve their own climate goals and targets;
- to promote and incentivize our supply chain, in particular the building material producers with the greatest potential in this area, to decarbonize their operations (our scope 3) as much as possible in the effort to contribute to global net-zero by no later than 2050.

The above ambitions have been defined because our impact as a construction company is twofold. It is direct through our own construction operations and project execution. It is indirect through the value chain of our partners and suppliers, and through the sustainable solutions we promote and deliver to our client.

We will therefore for all relevant direct and indirect emissions (scope 1, 2 & 3):

- monitor and analyze our energy consumption;
- calculate our carbon footprint;
- set reduction objectives and strive to achieve them;
- implement an energy and carbon reduction programme to meet our objectives and which will be reviewed periodically;
- periodically monitor and analyze our energy consumption and carbon emissions;
- report and communicate structurally on our carbon footprint and progress on our reduction objectives

In order to meet our objectives and continually reduce our energy consumption and carbon emissions, we will:

- demonstrate leadership on a daily basis;
- wherever possible, guide and advice our clients in choosing the most sustainable solution for their projects;
- actively promote and implement energy and natural resource saving measures;
- minimize waste, promote recycling and the use of recycled products to help reduce the amount of waste sent to landfill;
- adopt a sustainable procurement policy;
- actively engage in climate action related dialogues with suppliers and subcontractors, employees and peers;
- research sustainable solutions for our industry and clients in line with our reduction objectives;
- inspire other companies in our sector and share our best practice and knowledge;
- engage subcontractors to work in full compliance with this policy.

3. Reduction targets Org. Boundary

3.1. Scope 1 & 2 (+ commuting and business travel)

The overall ambition for scope 1 & 2 (+ commuting and business travel related) emissions per million euro turnover is to reduce with **57% by end 2030** compared to 2019. Annual targets have been defined and are visualized in the progress chart in chapter 9.

Each company of the Organizational Boundary has defined its own specific reduction targets in order to achieve the overall ambition.

In order to track progress is the overall ambition split up in specific scope 1 and 2 targets.

3.1.1. Scope 1

The overall ambition is to reduce the scope 1 emissions per million euro turnover with **55% by end 2030** compared to 2019. Specific sub-targets have been defined for the most relevant scope 1 categories (company car, utility vehicles, site equipment and heating).

3.1.2. Scope 2

An absolute reduction target has been set for scope 2 emissions. By no later than end 2025 all electricity used for offices, production facilities and projects for which the company has a direct control on the type of energy contract will originate for 100% from local renewable sources.

3.2. Scope 3

Based on a qualitative and quantitative scope 3 analysis performed in 2022, focus is given to the most relevant upstream scope 3 category, Purchased goods and services, for defining scope 3 reduction targets.

Within this scope 3 category, the most relevant product categories are ready-mix concrete, rebar and cement.

- for ready-mix concrete: by signing both the Dutch 'Betonakkoord' and the Flemish 'Circulair Betonakkoord Vlaanderen' BESIX committed itself to the reduction targets as defined in both agreements (30% reduction by end 2030 compared to 1990). Within BESIX a target of 159 kg CO₂ eq per m³ of ready mix-concrete by no later than end 2030 has been set. The target has been defined for the life cycle phases A1 to A3.
- for rebar: BESIX is following the reduction ambitions of the steel sector and more specific the 'Bouwakkoord Staal' (60% reduction in 2030 compared to 1990). The initial target of 0,9 ton CO₂eq per ton of rebar by end 2030 has been adjusted to 0,8 ton CO₂eq per ton of rebar by end 2030. The target has been defined for the life cycle phases A1 to C4.
- for cement: a target of 450 kg CO₂ per ton of cement by end 2030 in line with the net-zero by 2050 scenario as defined by IEA (<https://www.iea.org/energy-system/industry/cement>). The target has been defined for the life cycle phases A1 to A3.

Annual sub-targets have been defined and are visualized in the graphs as from chapter 12.

Disclaimer: As a General Contractor our influence on the choice of the building materials to be applied and the production process of these building materials is limited. This is certainly the case for pure Build projects. Our success in achieving our reduction targets largely depends on the client's sustainability choices and the supply chain's commitment in making their production process more sustainable in line with their sector reduction ambitions and roadmaps. As BESIX Group we therefore focus on sensibilization and creating partnerships with both Clients as supply chain.

4. Summary 2025 progress results

Below an overview of the 2025 progress results. More details can be found in the chapters 9 till 12.

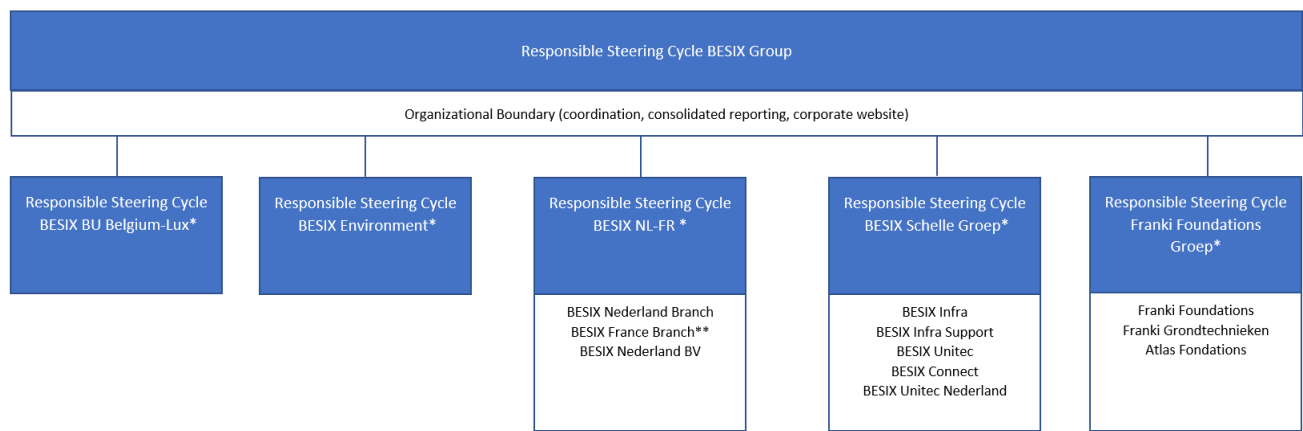
Scope	Target	2025 target (vs reference year 2019)	Status end 2025	Comment
Overall ambition	Scope 1 & 2 (+ commuting and business travel) emissions per million euro turnover	< 42,47	22,65	
Scope 1	Scope 1 emissions per million euro turnover	< 41,04	22,10	
Scope 2	Scope 2 emissions per million euro turnover	0	0	
scope 3	average emission per m ³ of applied ready-mix concrete	< 216,8 kg	205 kg (BESIX Benelux-France) 230 kg (BESIX Infra) 205 kg (Franki Foundations) 226 kg (Atlas Foundations)	Target is more difficult to reach in France (Atlas Foundations) as for ready-mix concrete the use of CEM III A/B is not widely applied as in Belgium and the Netherlands. Improvement from 253 kg CO2/m3 in 2024 (ATF). BESIX Infra - road concrete where more CEM I is applied
	average emission per ton of cement	< 574 kg	562 kg (BESIX Infra) 732 kg (BESIX Unitec/BESIX Connect) 384 kg (Franki Foundations) 78 kg (Franki Grondtechnieken) 311 kg (Atlas Foundations)	Target is not reached within BESIX Unitec - as supplier data was not available the average emission factor of 732 kg CO2 per ton was applied. BESIX Unitec only purchased approx. 5 ton of cement which is negligible on the total amount of the Org. Boundary
	average emission per ton of rebar	< 1.078 kg	918 kg (BESIX Benelux-France) 623 kg (Franki Foundations) 861 kg (Franki Grondtechnieken) 984 kg (Atlas Foundations) 1.020 kg (BESIX Infra)	

5. General information

5.1. CO2 PL Steering Cycle

The General Managers of BESIX BU Belgium-Luxembourg and BESIX BU Europe together with the General Managers of the BESIX Group entities belonging to the CO2 performance ladder's Organizational Boundary are accountable for the implementation and follow-up of the CO2 management within the Organizational Boundary and their respective area of control.

A Steering Cycle has been installed on both the level of the Organizational Boundary as individually in each (group) of companies. The Steering Cycle Responsible for the Organizational Boundary is the QHSE Manager of BESIX.



* responsible for setting reduction targets, data-management (collection, input in SmartTrackers, analysis), half-yearly reporting, internal & external communication, dialogue with external stakeholders, follow-up of BU/entity specific reduction programs and action plans, innovation, (sector)-initiatives, follow-up CO2-awarded projects.....within their BU/entity.

** supported by the Responsible Steering Cycle BESIX Group

5.2. Baseline year

The baseline year is 2019.

5.3. Reporting period

July 01, 2025 until December 31, 2025

5.4. Verification

As a verification of the CO2 footprint is, as per CO2 performance standard requirement, included in the certification and yearly follow-up audit by the independent Third Party Auditor, it has been decided not to perform an additional external verification of the CO2 footprint by an independent institution.

6. Demarcation

6.1. Organizational boundaries

The demarcation of the Organizational Boundary is based on the 'operational control' methodology as per GHG protocol and the lateral method as per CO2 performance ladder standard requirements.

A company has operational control over an operation if the company (or one of its subsidiaries) has the full authority to implement its operating policies and procedures. Under the operational control approach, 100% of scope 1 (direct) and 2 (indirect) emissions from operations over which the company has operational control are accounted for. Emissions from operations where-over the company has no operational control are not accounted for.

The companies included in the CO2 performance ladder Organizational Boundary are:

- BESIX Benelux-France (as from April 2nd 2024, BESIX BU Europe has been split in BU Belgium-Lux and BU Europe)
- BESIX Nederland
- BESIX Environment
- BESIX Infra
- BESIX Infra Support
- BESIX Unitec with its subsidiaries BESIX Connect and BESIX Unitec Nederland
- Franki Foundations Belgium with its subsidiaries Franki Grondtechnieken (NL) and Atlas Fondations (FR)

Only projects executed under the operational control (> 50% in the JV) of one of the companies mentioned above are included in the carbon footprint calculation of the CO2 performance ladder Organizational Boundary.

6.2. Organizational changes

- No organizational changes occurred in the reporting period

6.3. Description of the companies belonging to the Organizational Boundary

6.3.1. N.V. BESIX S.A.

N.V. BESIX S.A., hereafter called BESIX, is part of BESIX Group, a leading Belgian multi-disciplinary group based in Brussels and active in 25 countries on 5 continents in the construction, real estate development and concession sector. Active since 1909, BESIX main activities are situated in the building, marine and infrastructure sector.

As from April 2024 the organizational structure of the Business Units has been changed. The Business Unit Europe has been split in a BU Belgium-Lux and a BU Europe integrating some projects which belonged to the BU International.

BESIX's engineering department enables BESIX to carry out complex and unique projects, particularly in terms of technical and environmental aspects. BESIX has developed cutting-edge expertise in the energy performance of infrastructures. In 2020, for example, by combining sustainable solutions for electricity, ventilation and lighting, BESIX is building the first 100% CO2 neutral tunnel in the Benelux, in Rotterdam. In Paris, Brussels and Rotterdam, BESIX has contributed to the design and construction of buildings that meet the highest environmental certifications (BREEAM, LEED, Passive Building, Cradle-to-Cradle, etc.) and contributes to improving standards in the sector.

6.3.2. BESIX Nederland BV

BESIX Nederland BV, hereafter called BESIX Nederland, is an internal service provider and provides human resources, management and support services (QHSE, administration, accounting, fleet management,...) for the Dutch branch of BESIX. BESIX Nederland also manages the office in Dordrecht.

6.3.3. BESIX Environment

BESIX Environment is active in (waste)water treatment, waste processing and sustainable energy solutions such as biogas, biofuels, green hydrogen, heat recovery and renewable hydropower. The full scope of services includes the design, engineering, execution, start-up, operation and maintenance of environmental projects.

6.3.4. BESIX Infra

BESIX Infra is the knowledge-driven road building contractor for the Flemish and Brussels markets, and is one of the top three players in terms of roadworks in the Belgian infrastructure market for both public and private clients.

BESIX Infra is active in:

- road construction and related works, including earthworks, sewerage, paving and railway works;
- works of civil engineering;
- installation of non-electric road signs;
- carrying out jacking operations;
- realization of sports fields;
- remediation projects;
- processing and crushing of rubble and construction waste.

6.3.5. BESIX Infra Support

BESIX Infra Support is a service provider and provides human resources and support services (QHSE, administration, accounting, fleet management,...) for both BESIX Infra, Belasco, BESIX Unitec and BESIX Connect.

6.3.6. Franki Foundations (group)

Franki Foundations Belgium and its subsidiaries Franki Grondtechnieken (Netherlands) and Atlas Fondations (France) are specialized deep foundation contractors, delivering complex projects that meet the highest standards of design, quality and safety.

With more than a century of experience and know-how, Franki Foundations (group) is known worldwide as an expert in deep foundation techniques.

6.3.7. BESIX Unitec (group)

BESIX Unitec (group) has an extensive experience in cable and pipeline construction and offers its customers high-quality infrastructure solutions for underground and above-ground cables and pipelines, horizontal directional drilling, high voltage and traction, (fiber optic) networks and structured cabling systems, heat networks, signaling and monitoring systems, house connections, tunnel installations and traffic techniques.

As from 2024, BESIX Unitec (group) consists of BESIX Unitec and its subsidiaries BESIX Connect and BESIX Unitec Nederland.

The activities of BESIX Unitec are situated in:

- the construction and maintenance of networks for utilities and telecom operators.
- the construction and maintenance of technical infrastructure along motorways, railways and waterways.
- the construction, installation and maintenance of electrical installations
- consultancy and engineering related to process optimization and technical solutions within the infrastructure market
- providing client specific automated solutions

BESIX Connect NV was created in 2021 following the merger of Larabo and Uniconnect, both subsidiaries of BESIX Unitec since respectively 2017 and 2018, and is specialized in:

- the installation of underground cables and utility pipes (including connections)
- the construction of fiber optic networks (including connections)

6.4. Projects with CO2-related award advantage

Within the Organizational Boundary the following projects are awarded with a CO2 advantage:

Project	Project description	Operational control	Status
Knooppunt De Nieuwe Meer (NL)	Renovation junction De Nieuwe Meer and part of the A10-South in Amsterdam	Consortium (TriAX) specific operating policies and procedures (CO2 follow-up by the JV partner Dura Vermeer)	Ongoing
VOVK South-East Limburg (NL)	4 year maintenance contract for roads & infrastructure in the region South-East Limburg Netherlands	Joint venture specific operating policies and procedures (CO2 follow-up by the JV partner BESIX Infra NL)	Ongoing
A27 Noord Houten - Everdingen (NL)	Renovation of the A27 between Houten and Everdingen	Consortium (De Groene Waarden) specific operating policies and procedures (CO2 follow-up by BESIX)	Ongoing
Renovatie Krammersluizen	Renovation of an existing lock	BESIX	Ongoing
R4WO - EPC (BE)	Renovation of the ring road R4 around Ghent	Consortium (BRAVO-4) specific operating policies and procedures (CO2 follow-up by BESIX)	Ongoing
Best Spoortunnel	Renovation of the Railway tunnel and station in Best (NL)	BESIX Unitec Nederland	Ongoing
Strijderslaan Hamme	Renovation of a local road in Hamme	BESIX Infra	Ongoing
Via15 (NL)	Extending the existing highway A15 for 12 kilometers	Joint venture (GelreGroen) specific operating policies and procedures (CO2 follow-up by the JV partner Dura Vermeer)	Expected to start in 2026
De Groene Boog (NL)	Construction of a new motorway (A16) including a 100% CO2 neutral tunnel	Consortium specific operating policies and procedures (CO2 follow-up by the JV partner Dura Vermeer)	Works ended in 2024. Opening of highway in Q3-2025

Beside the above mentioned projects with a CO2 related advantage BESIX is also involved in the 'Oosterweel link - right bank' project for which all members of the consortium TM ROCO had to obtain a CO2 PL company level 3 certification one year after contract close and a CO2 PL company level 4 certification within 5 years after contract close. In the contract requirements specific requirements are mentioned for the use of fuel and energy.

Emissions and reductions of projects with a CO2-related award advantage for which BESIX has no operation control are separately reported. More information on these projects can be found on the company website www.besix.com/nl/about/co2performancescale and on www.CO2projectplan.nl. This website is an initiative of BESIX together with some other large Dutch construction companies with the objective to exchange knowledge about carbon reduction within the sector.

7. Calculation methodology

7.1. Current calculation method and conversion factors

The carbon footprint is calculated in accordance with the GHG protocol and version 3.1 of the CO2 performance ladder manual as published by SKAO in July 2020.

In general, the conversion factors as published on www.CO2emissiefactoren.nl are used for the carbon footprint calculation of the Org. Boundary whereby SKAO's modification list is considered to be leading. These conversion factors are kept up-to-date by the software provider 'Smartrackers by Visma'.

For the calculation of the non-renewable part of the electricity purchased in Belgium the conversion factor for grey electricity from www.CO2emissiefactoren.be is used while in France the conversion factor from www.aib-net.org is used.

A specific conversion factor for 2-takt has been determined based on literature. The impact of this emissions stream is however very limited.

For the scope 3 footprint calculation, emission factors are used from the Nederlandse Milieu Database (NMD), Simapro, Ecovinvent, Defra and product specific EPD's. For the footprint calculation of waste, conversion factors from Bilan Carbone are used.

7.2. Changes in calculation methodology

For the product categories cement, rebar and ready-mix concrete the transition of spent-based data to primary data (quantities and supplier specific data) has been initiated in 2024.

7.3. Exclusions

According to ISO14064-1, direct and indirect GHG sources which are defined as not material or whose quantification would not be technically feasible or cost effective, may be excluded from the carbon footprint calculation.

In the CO2 performance ladder Organizational Boundary footprint the following carbon emissions are excluded:

- Air condition refrigerants (mainly used for (site) offices): as leakage of air condition refrigerants are rare and minimal this is considered as not relevant and material;
- Cutting & welding gasses such as acetylene and oxygen - often used on site in small quantities but research on the significance shows that the effort for data collection would not be proportional with the significance in the carbon footprint;
- Lubricants used to protect internal combustion engines. Research shows that the effort for data collection would not be proportional with the significance in the carbon footprint.

7.4. Absorption of CO2

CO2 absorption or capture is not applied within the CO2 performance ladder Organizational Boundary.

7.5. Biomass

No biomass other than the additives in standard fuel blend is used within the CO2 performance ladder Organizational Boundary. Combustion of biomass is not applicable. GHG sinks and removals are also not applicable.

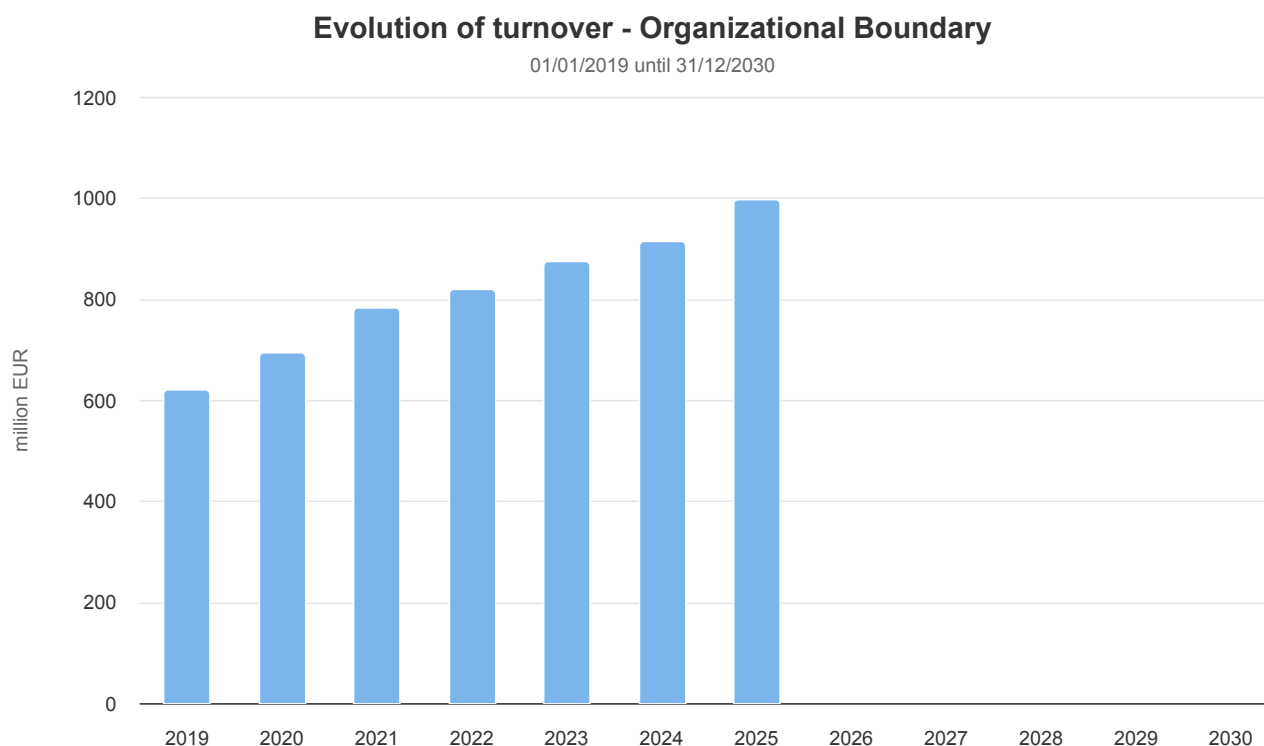
7.6. Uncertainties

The following uncertainties can be considered in the interpretation of the carbon footprint calculation of the CO2 performance ladder Organizational Boundary:

- the data source used for the calculation of the scope 1 & 2 carbon footprint mainly originates from invoices (electricity, natural gas,...), reporting by the supplier (electricity, fuel for on-road and off-road equipment, business travel,...) based on real consumption data and/or by meter reading. The margin of error can be considered as very small.
- if the data on purchased quantities is not available, for example in case of advance payment invoices for electricity and/or natural gas, conservative estimations are made based on the consumption of the previous years. Corrections are made retro-active once the final invoice is available and no later than in the reporting of the following period. The margin of error can be considered as very small.
- depending on the company, the scope 3 carbon footprint is calculated using the quantity-based method and/or spent-based methodology. In the latter, conversion factors are used to convert financial data into quantities (volume, square meters, weight,...). Emission factors originate from Dubocalc (National Environment Database of the Netherlands), LCA software 'One Click LCA' and/or Environmental Product Declarations. As a result the margin of error must be considered as quite important. The objective is to go more in detail over time in order to obtain more accurate data.

8. Evolution of turnover Organizational Boundary

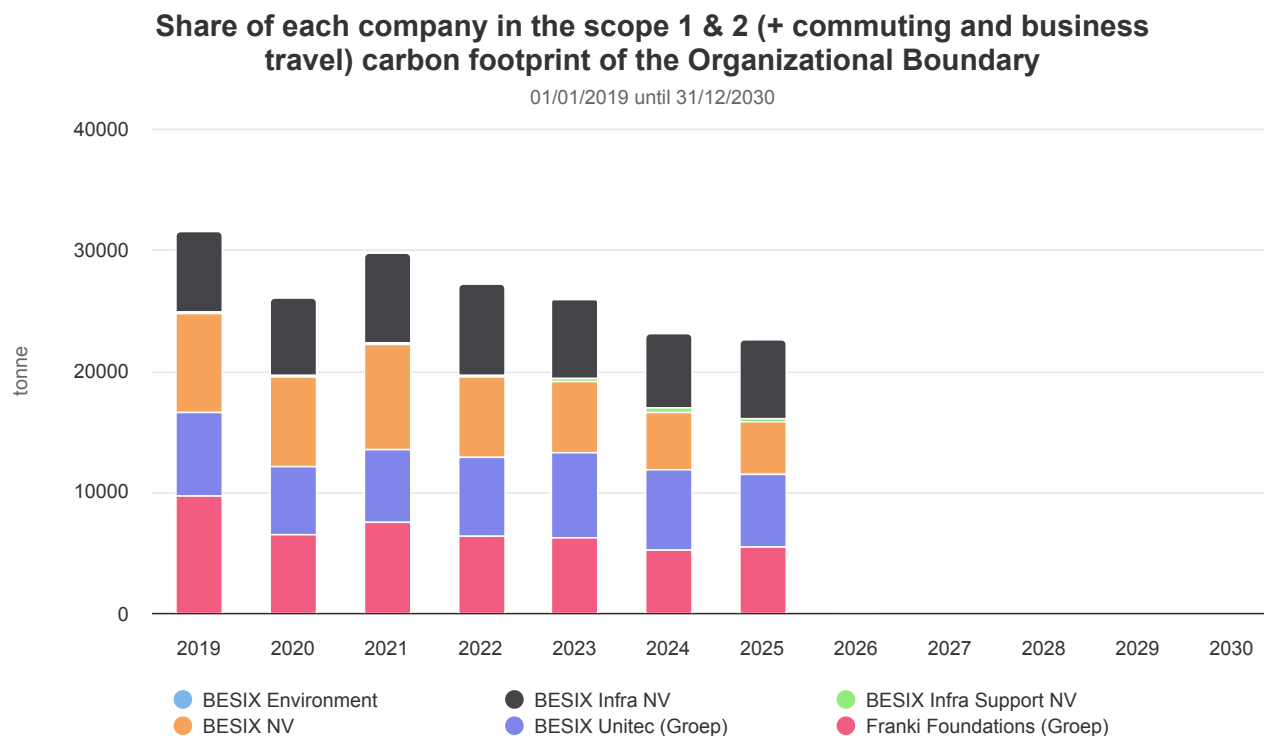
As an intensity target (emissions per million euro turnover) is used in both the overall reduction ambition as in a number of sub-KPI's, the evolution of the turnover has a direct impact. The graph below shows the evolution of the consolidated turnover for the Organizational Boundary.



As indicated in chapter 5.1, only projects executed under the operational control of one of the companies of the Org. Boundary are included in the turnover and thus carbon footprint calculation of the CO2 performance ladder's Organizational Boundary.

9. Scope 1 & 2 (+ commuting and business travel)

As a first step, the share of each company in the consolidated scope 1 & 2 (+ commuting and business travel) carbon footprint of the Organizational Boundary is made transparent in the below graph.



9.1. Evolution consolidated scope 1 & 2 (+ commuting and business travel) footprint of the Organizational Boundary

The consolidated carbon footprint consists of all scope 1 & 2 + commuting and business travel related emissions of the companies belonging to the Organizational Boundary.

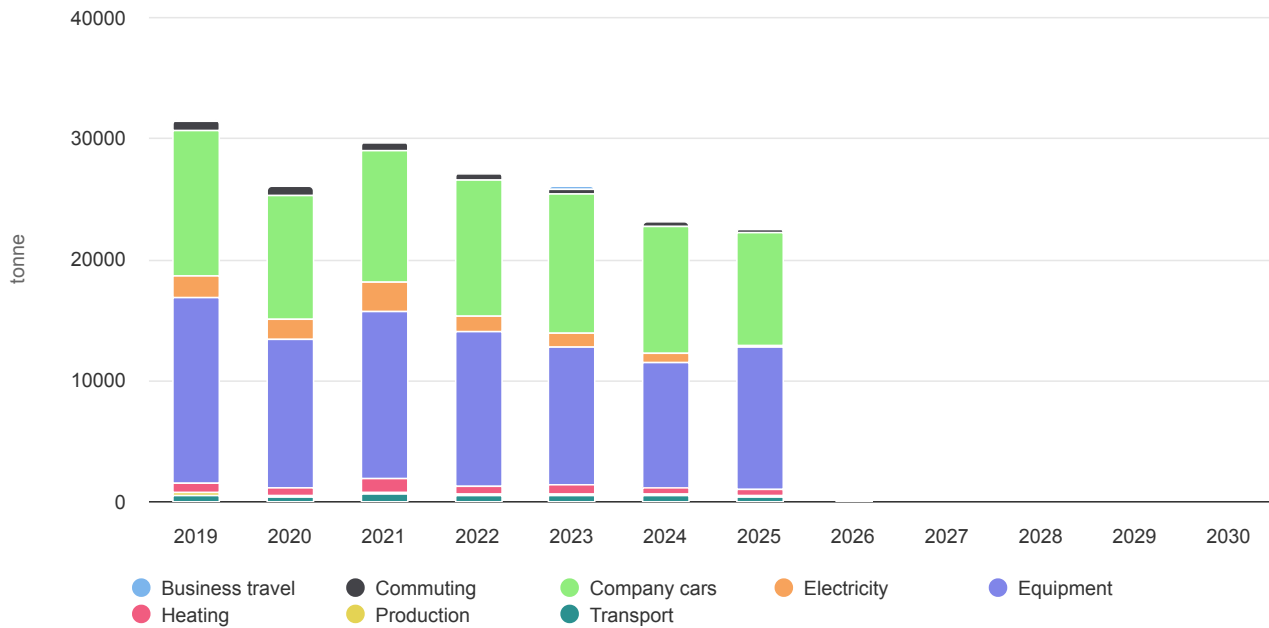
In 2025 the scope 1 & 2 (+ commuting and business travel) footprint of the Org. Boundary accounted for 22.566 ton CO2eq which is 558 ton less than in 2024. End 2025, the scope 1 & 2 footprint was reduced with 28% in absolute figures in comparison with the baseline year 2019.

We expect in the coming years:

- a further decrease of the emissions related to the company car fleet (electrification) and energy (electricity and heating by fossil fuel) required for the offices and projects as part of the office renovation program and purchase of Guarantees of Origin.
- an increase of the site equipment related emissions for multiple reasons. In 2024 the project portfolio of BESIX consisted for an important part of utility projects (offices, housing) in the finishing phase which required less fossil fuel driven own equipment. In 2024 there were also some major infrastructure and industrial projects in design or start-up phase for which the execution started only in Q4-2024 or in 2025. In addition BESIX invested in 2025 in own heavy site equipment which leads to an increase of fuel related emissions.
- a decrease of heating related emissions as BESIX Head Office will be relocated in 2028 to a fossil-free heated building. At the same time the site of Franki Foundations in Saintes will be reshaped impacting also the heating related emissions in a positive way. In 2025 heating emissions already dropped by the inauguration of the new Head Office of BESIX Infra and BESIX Unitec.
- a decreasing trend for the emissions from company car fleet while site equipment related emissions will increase. In 2025 measures have been taken, specifically in the use of generators to shift to a reduction.

Scope 1 & 2 (+ commuting and business travel) footprint - Organizational Boundary

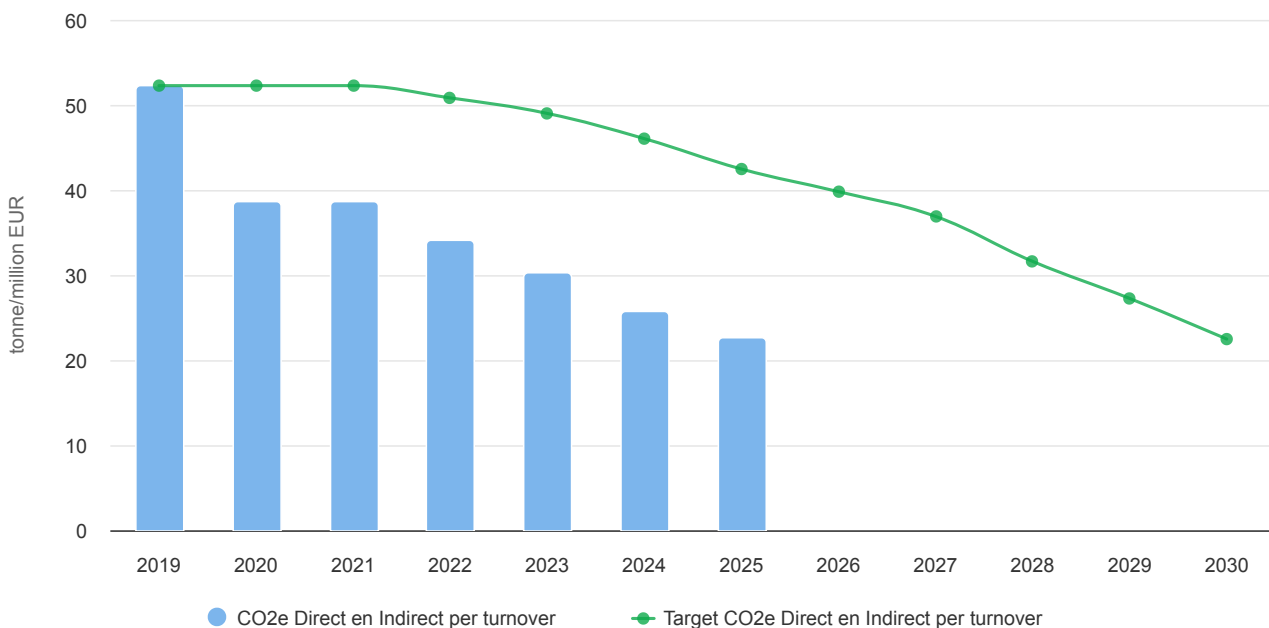
01/01/2019 until 31/12/2030



End 2025, the scope 1 & 2 (+ commuting and business travel) footprint per million euro turnover is 22,65 which is below the targeted value of 42,47 for end 2025.

Scope 1 & 2 (+ commuting and business travel) footprint per million euro turnover - Organizational Boundary

01/01/2019 until 31/12/2030



- **Electricity** includes the electricity used for:
 - heating & cooling of buildings and site offices;
 - powering appliances and office equipment (ICT,...);
 - the production process in the fixed facilities (batching plant, recycling plant,...)
 - lighting of buildings
 - powering the site (lighting, site offices, small & heavy site equipment,...)
 - charging of electrical vehicles at own offices / fixed facilities / sites (when no charging cards are required)

- charging of electrical heavy site equipment
- **Company lease car and utility vehicles** includes:
 - the fossil fuel consumption (gasoil, gasoline,...) (Well to Wheel (= WTW))
 - the consumption of sustainable fuels (HVO100,...)
 - the electricity consumption related to home and public charging of electrical vehicles
- **Production** includes:
 - the fossil fuel consumption (gasoil, gasoline, natural gaz,...) for the production process of the fixed facilities (batching plants, recycling plant,...)
 - the consumption of sustainable fuels (HVO100,...)
- **Equipment** includes:
 - the fossil fuel consumption (gasoil, gasoline,...) required for the generators and the use of heavy site equipment (WTW)
 - the consumption of sustainable fuels (HVO100,...)
 - the fossil fuel consumption required for the small fossil fuel powered site equipment (two and four-stroke engines)
- **Transport** includes:
 - the use fossil fuel (gasoil,...) consumption for own transport trucks (WTW)
 - the consumption of sustainable fuels (HVO100,...)
- **Heating** includes:
 - fossil fuel required for heating the offices, fixed facilities and project sites
- **Commuting** includes:
 - the emissions related to commuting by private car and public transport. This is calculated based on km driven.
- **Business travel** includes:
 - business travel by private car, airplane and/or public transport (train, metro,...)

10. Scope 1

The overall ambition for the Organizational Boundary is to reduce the scope 1 emissions per million euro turnover with **55% by end 2030** related to the baseline year (2019).

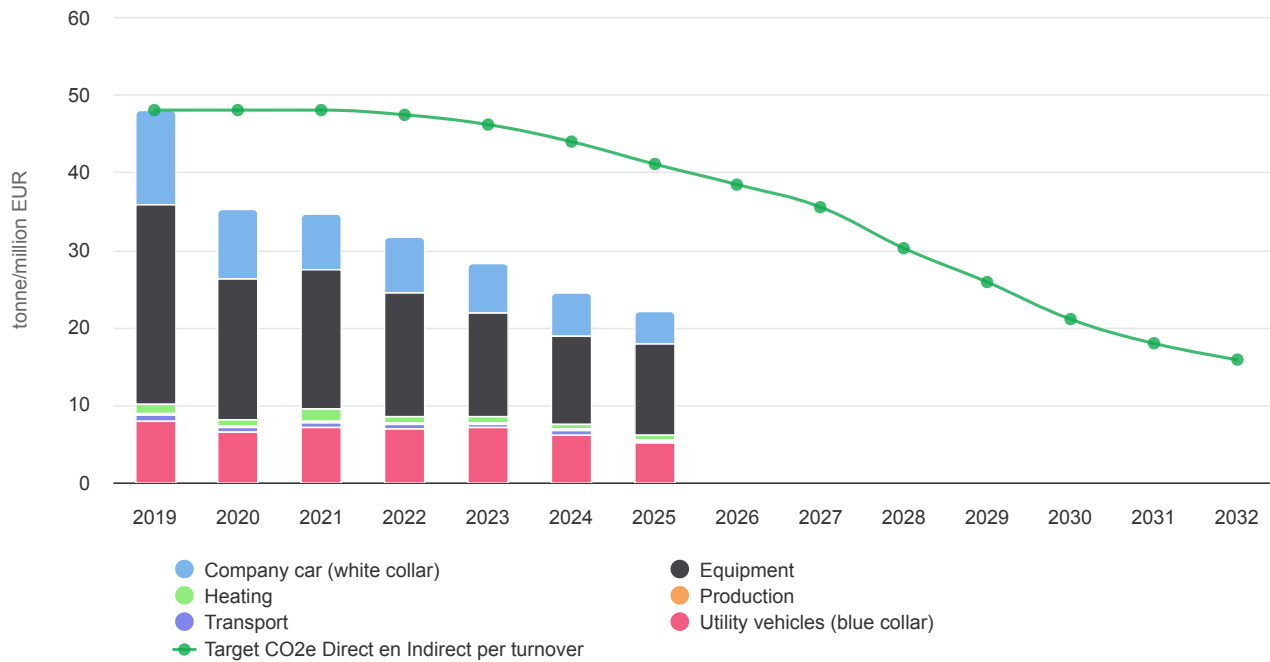
End 2025, the scope 1 footprint per million euro turnover is 22,10 which is below the targeted value of 41,04 for 2025. The emissions related to site equipment is the largest contributor in the scope 1 footprint.

We expect in the coming years:

- a further decrease of the emissions related to the company car fleet (electrification) and heating (by fossil fuel) of the offices as part of the renovation program.
- that the emissions related to utility vehicles will remain stable for the coming 2 to 3 years due to the limited availability of heavy-duty vehicles with an acceptable range. Franki Foundations, BESIX Infra and BESIX Unitec often work in circumstances where there is no or limited charging possibilities. Additionally heavy-duty vehicles require a specific driving permit due to the weight of these vehicles. We expect that as from 2030 emissions can be reduced as we expect HVO to become more available at an acceptable cost level by end 2029.
- an increase of the site equipment related emissions for multiple reasons. In 2024 the project portfolio of BESIX consisted for an important part of utility projects (offices, housing) in the finishing phase which require less fossil fuel driven own equipment. In 2024 there were also some major infrastructure and industrial projects in design phase for which the execution started only in Q4-2024 or are planned to start in 2025. The project portfolio of BESIX will also shift in the coming years more and more from utility projects (offices, housing) to industrial and infrastructure projects on which more own equipment will be used.

Scope 1 footprint per million euro turnover

01/01/2019 until 31/12/2032



Specific sub-targets have been defined for the most relevant scope 1 categories. These intensity reduction targets have been set for end 2030 and relates to the baseline year 2019.

- minimal 90% reduction for the emissions related to company lease cars (see paragraph 10.1);
- minimal 60% reduction for the emissions related to utility vehicles (see paragraph 10.2);
- minimal 25% reduction for the emissions related to (heavy) site equipment. This includes also the fuel that is procured by a BESIX company and made available to its subcontractor. (see paragraph 10.3)

Annual targets have been defined per company for each of the above mentioned subcategories. Progress against set targets is monitored within every company individually in the company specific half-yearly progress reports.

10.1. Company lease car

The reduction ambition (per million euro turnover) for company lease cars has been increased in 2025 from **60% by end 2032 to 90% by end 2029**.

As BESIX and the underlying entities have no control on the type of electricity (green/grey) used at public charging stations or by the employee for charging the company lease car at home, the reduction target has been limited to 90%.

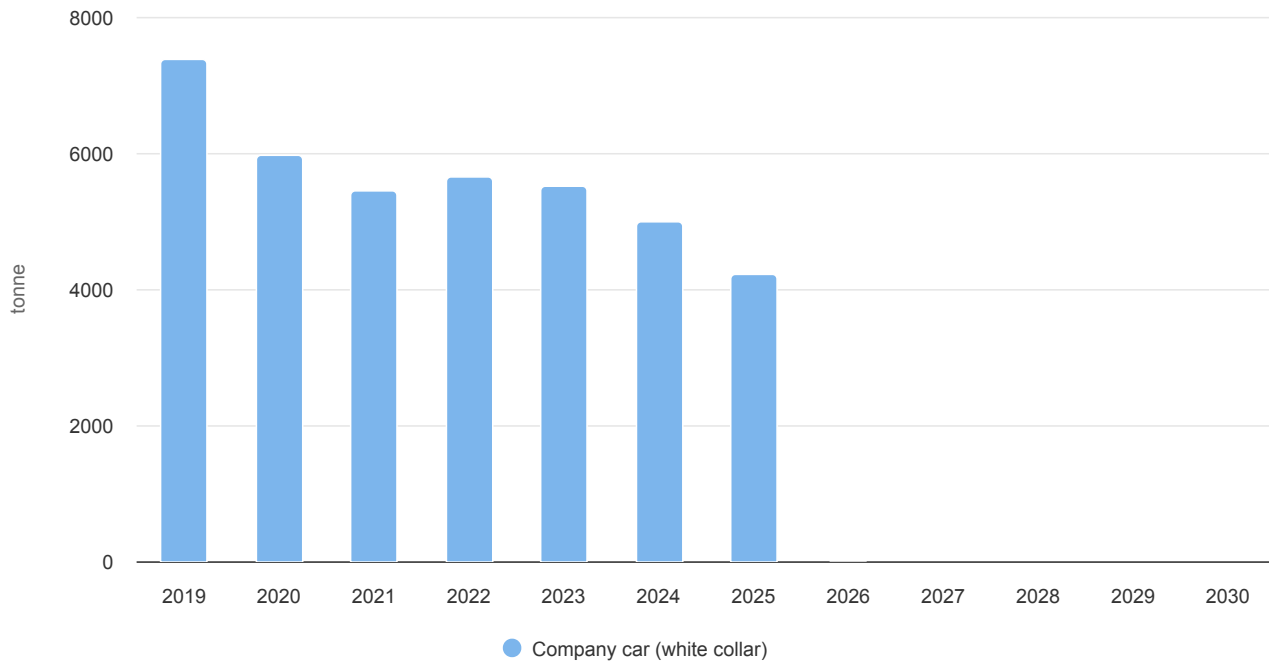
Electricity use from public / at home charging or charging the company cars at the office, fixed installations and/or projects is included in this performance indicator.

Intermediate intensity reduction targets have been determined and are visualized in the chart below.

The company car related emissions continue to decrease in line with the ongoing electrification roadmap. Taking into account the average 5 year leasing period and the fact that as from mid-2023 every new company lease car is fully electric we expect no issue in reaching the 2029 target.

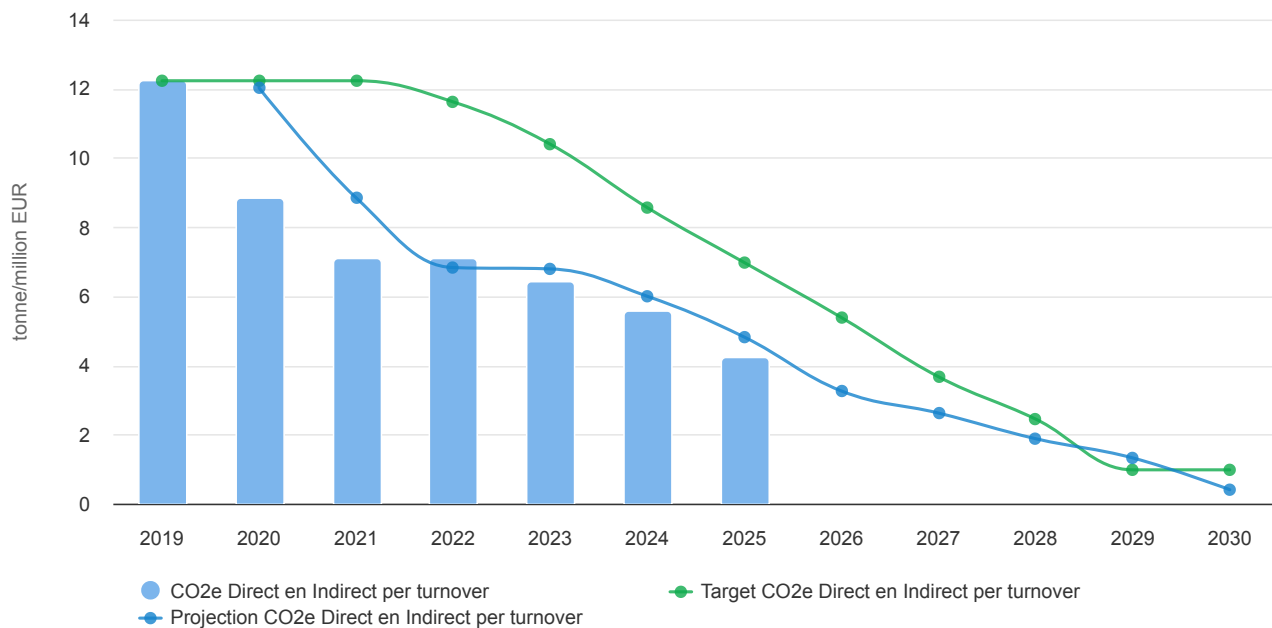
Emissions company lease car fleet - Org. Boundary

01/01/2019 until 31/12/2030



Emission company lease car fleet per million euro turnover - Organizational Boundary

01/01/2019 until 31/12/2030



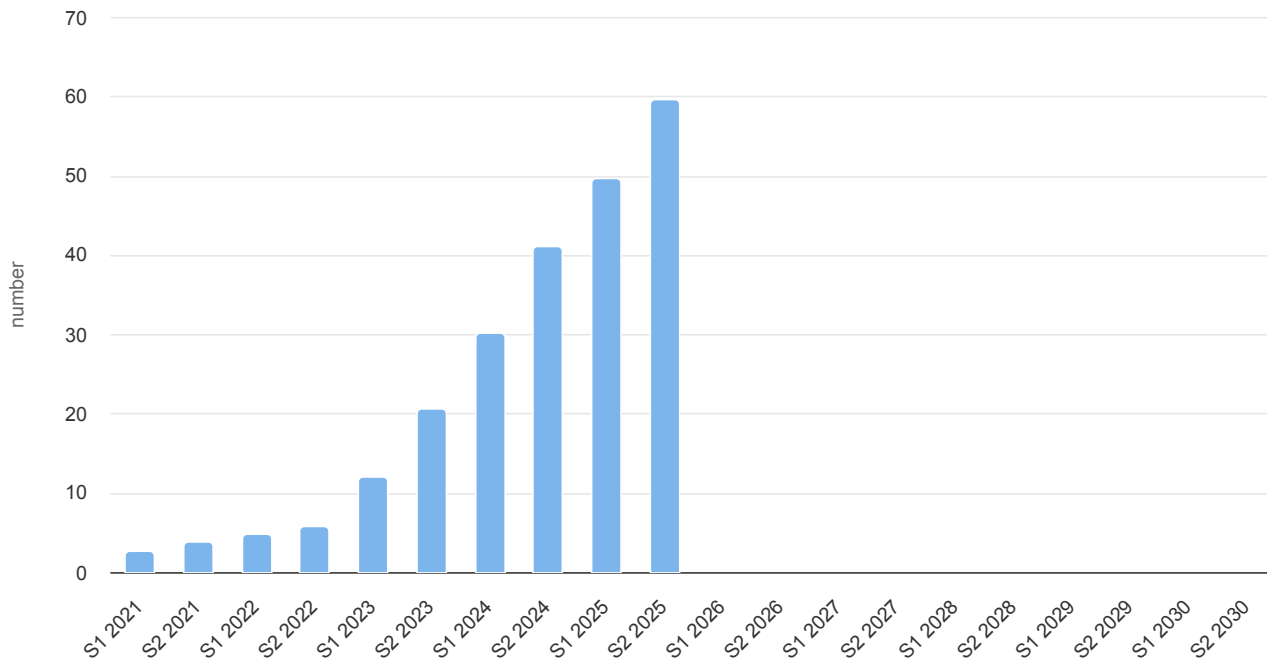
In addition to the intensity carbon footprint, a KPI '% full electric company lease cars' has been set. By end 2025, 50% of the company lease cars must be fully electric and 100% by end 2029.

A graph indicating the percentage of full electric company lease cars in the company lease car fleet of the Organizational Boundary has been added below. It shows that we reached the 2025 target and that we are on track for the 2029 target.

In order to facilitate the transition additional charging points are installed at offices, fixed production locations and projects as per need.

% full electric company lease cars - Organizational Boundary

01/01/2021 until 31/12/2030



10.2. Utility vehicles

The overall ambition is to reduce by end 2030 the emission from the fleet of utility vehicles (related to turnover) with 60% compared to 2019.

Today there is limited progress in the shift to a more sustainable fleet of utility vehicles.

Within BESIX the transition to a full electric utility vehicle fleet has started in the first semester of 2024. End 2025 and as planned, 10% of BESIX utility vehicle fleet are fully electric.

Begin 2025, it was decided to temporarily stop the roll-out of the transition plan within BESIX and to perform first an evaluation of the driver experiences and at the same time to perform a new TCO calculation before continuing the roll-out of the transition plan.

In order to facilitate the transition, new BESIX project sites are equipped with charging points as per need.

Within BESIX Infra, BESIX Unitec the situation is more complex. Where for BESIX the utility vehicles are mainly used for the transport of personnel, for BESIX Infra and BESIX Unitec utility vehicles are also used as mobile working stations and for the transport of both materials and equipment. This implies that both companies need heavy-duty utility vehicles which require a specific driving license (due to the total weight of the vehicle).

In 2026 BESIX Unitec will start with a pilot case with full electric utility vehicles for their business line fiber to the home.

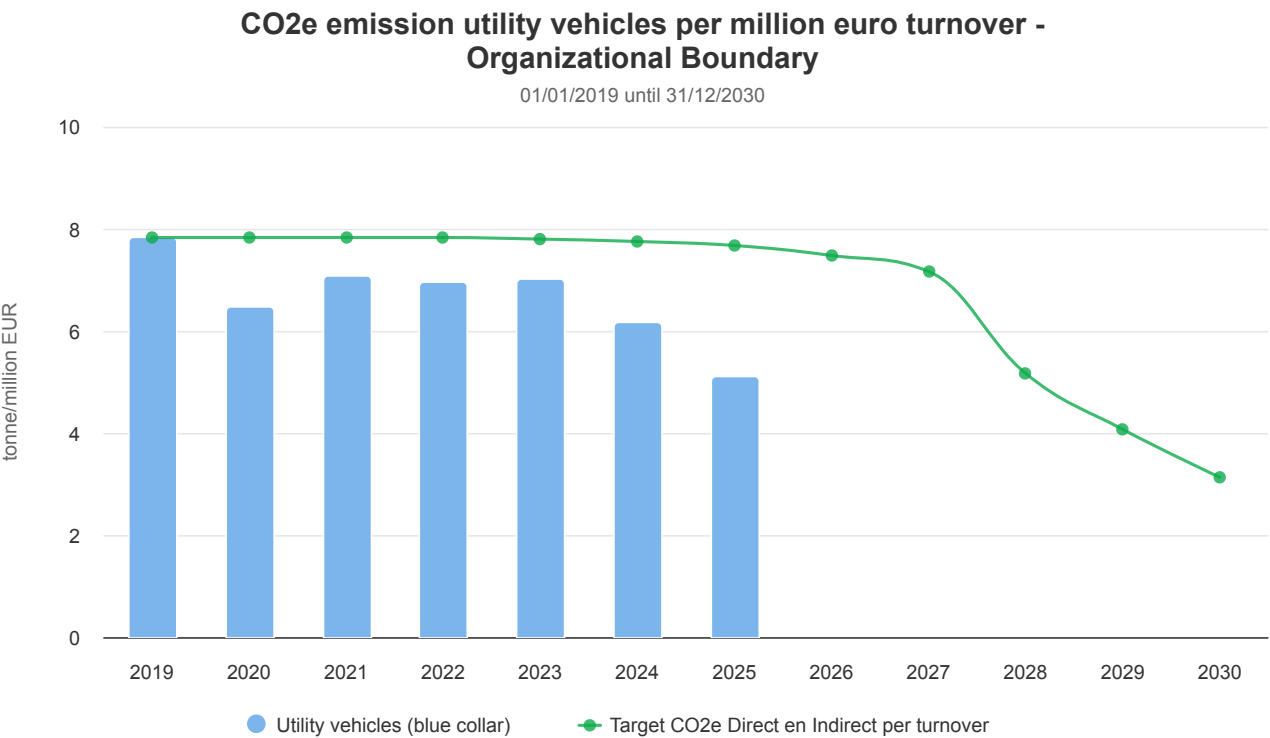
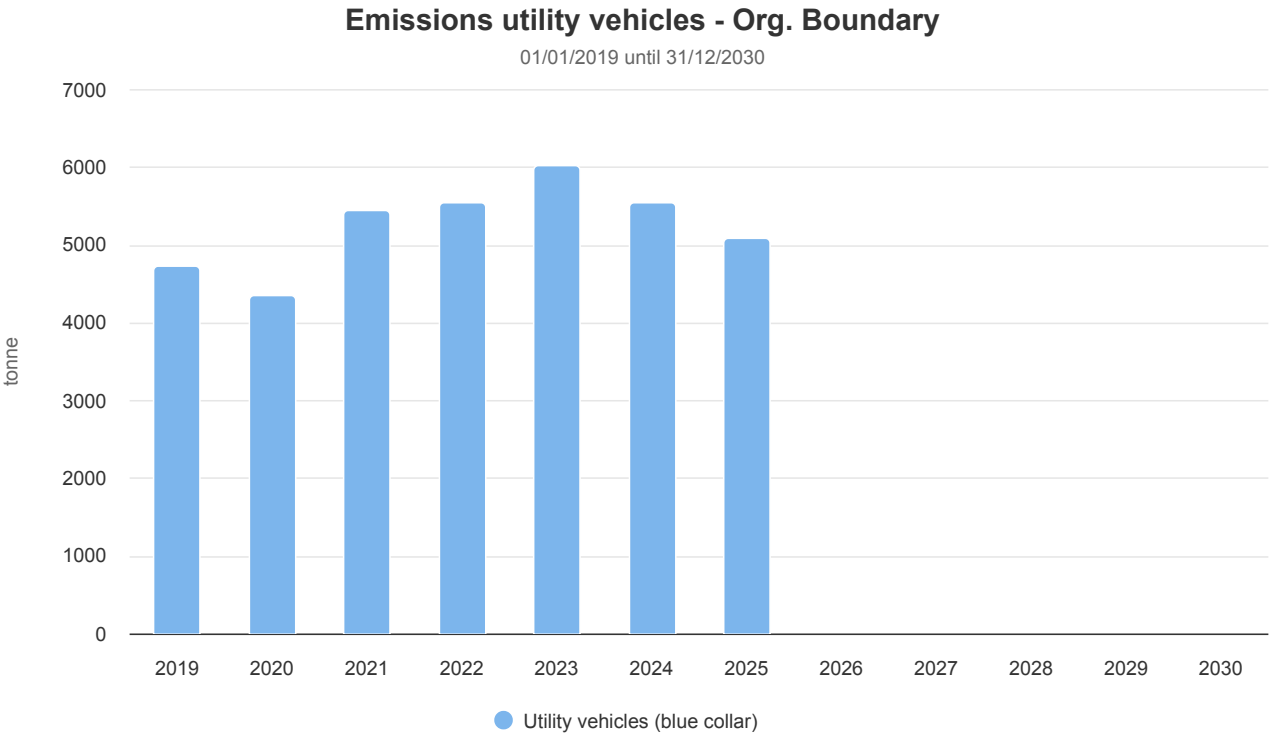
Management of BESIX Unitec and BESIX Infra decided in 2025 that as from 2026 new utility vehicles for people working on a fixed location will be changed to an EV at the end of the leasing contract. It is expected that the first EV's will become operational in the second half of 2026.

Blocking factor at Franki Foundations is that they are often the first subcontractor on site and that there is often no grid connection organized yet by the General Contractor.

As the transition to full electric heavy-duty vehicles with the required range is not going as fast as expected and due to the fact that for these heavy-weight vehicles a specific driver licence is required it was decided in 2024 to shift the 2025 target with 2 years while maintaining the ambition level end 2028.

The use of Hydro Vegetated Oil (HVO) as fuel for the Belgian fleet of utility vehicles has been studied in 2025 but remains not realistic for the moment due to the high price and the limited availability (petrol stations) in Belgium. This will be further monitored as we believe this can be an intermediate solution during the shift to a 100% electric utility vehicle fleet.

The 2028 target has therefore been maintained as we expect that HVO will be more widely available by mid-2028 at an acceptable cost. At that moment the ETS2 will come into force impacting the fuel price.



10.3. Heavy site equipment

The emissions of the fuel provided by BESIX Infra to its subcontractors for their (heavy) site equipment is included in the scope 1 emissions as per CO2 Performance Ladder document ' Voorbeelden toewijzing brandstofemissies ' version 1.1 dd. 02/11/2020.

The actual intensity reduction target (per million euro turnover) has been reviewed during the 2025 CO2 PL management review and upgraded from 27% to 40% reduction by no later than 2030 related to the reference year 2019.

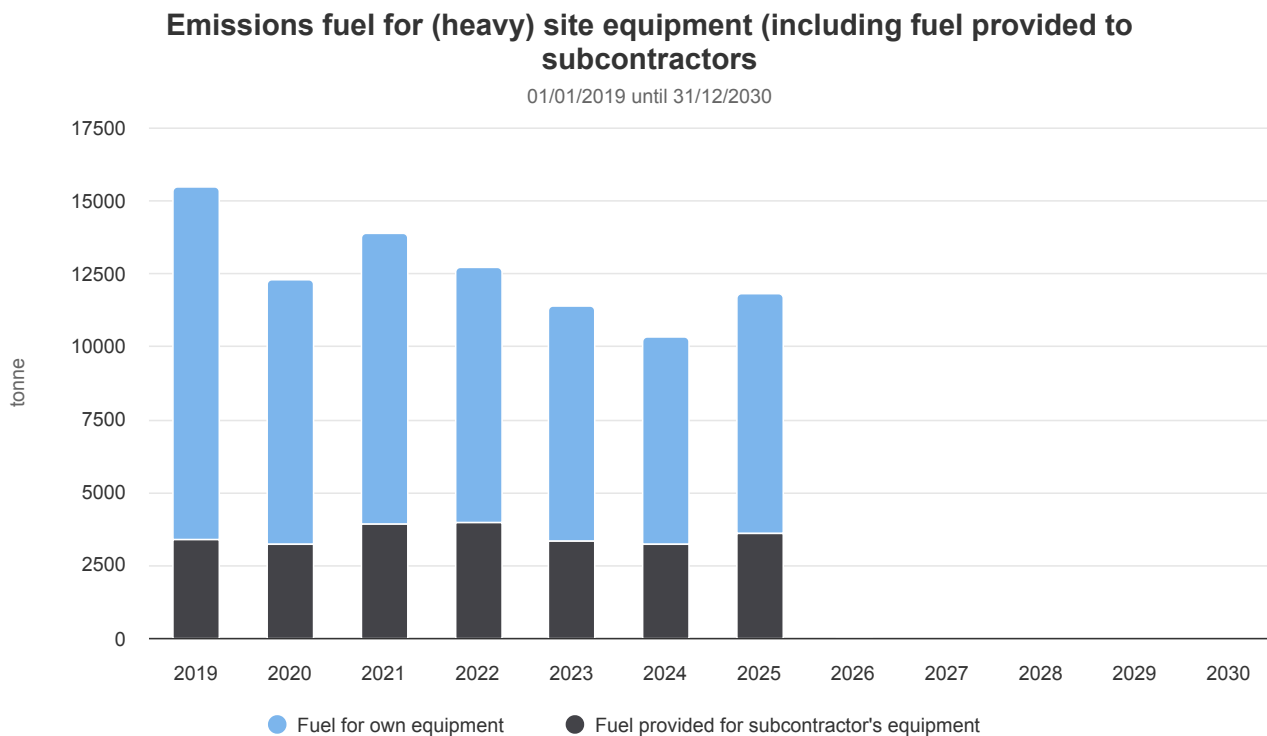
The below graphs shows an increase after some years of decrease. This is directly linked with the fact that BESIX invested importantly in 2025 in new heavy site equipment after years of no investment. In 2025 also some large infrastructure projects started (R4WO) or increased their work (TM ROCO)

As it is the company's strategy to shift more to infrastructure and industrial projects and that large infrastructure project will start up in 2025 and 2026 we expect that this KPI will show an increasing trend in the coming years. We therefore don't further increase the target above the shift of the 2030 target to 2028 (as per 2025 CO2 PL management review decision).

As the electrification of mobile heavy site equipment is difficult in Belgium for the moment, the strategy of BESIX is to focus on the generators and to shift to hybrid generators and battery packs.

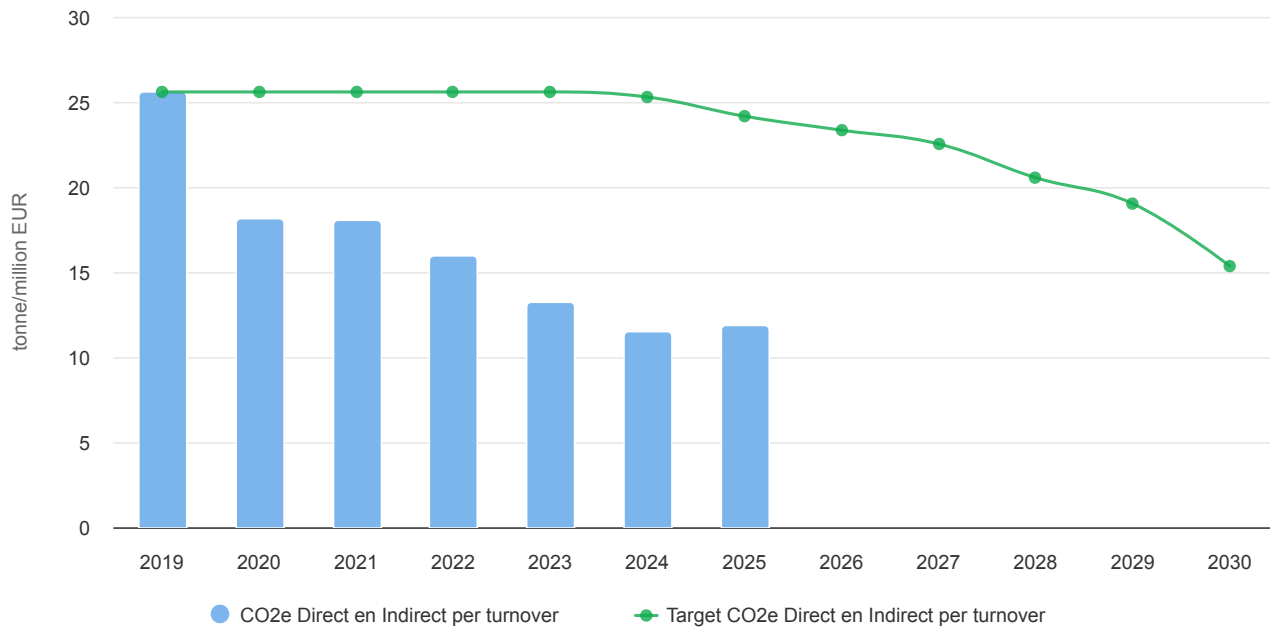
As part of some expected infrastructure projects in the Netherlands which are planned to start in 2026/2027, BESIX has the ambition to further invest in full electric powered mobile heavy site equipment for her activities in the NL.

BESIX Infra planned to test an electric wheel loader in 2026 on one of their concrete & recycling facilities.



CO2e emissions heavy site equipment (including fuel provided to subcontractors) per million euro turnover

01/01/2019 until 31/12/2030



10.4. Heating of offices

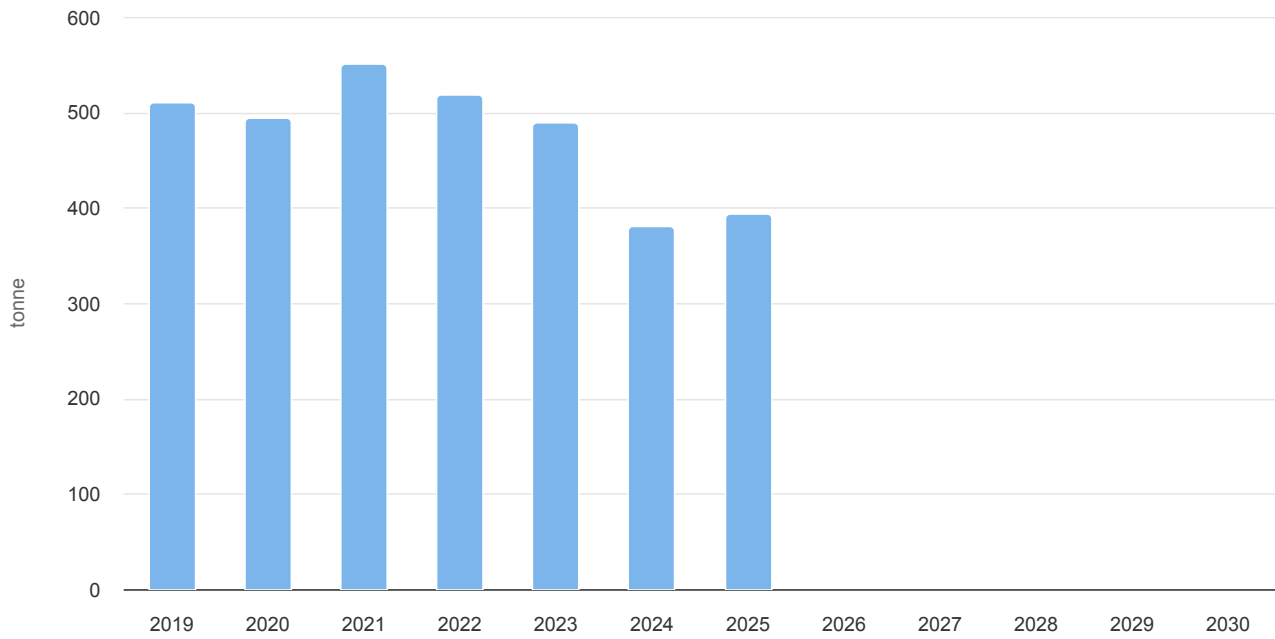
It was decided in the 2025 CO2 PL management review to introduce as from 2025 a KPI related to the fossil heating of offices and fixed facilities. The ambition is to reduce heating with fossil fuels by 45% by end 2030 compared to 2019.

Multiple actions were or will be taken in the coming years to reduce the need of fossil heating:

- the renovation of the offices of BESIX Infra / BESIX Unitec in Schelle into fossil-free heated offices has been concluded end 2024. Mid-2024 BESIX Unitec moved into their new office, BESIX Infra followed end 2024. Only for the workshop heating is still performed by means of natural gaz. The impact is clearly visible in the graph.
- The heating of the offices of BESIX Infra and BESIX Unitec changed from fossil heating to heating by heatpumps.
- introduction of the possibility that employees from one BESIX Group company can work in a satellite office of another BESIX Group company
- Franki Foundations plans in 2028-2030 a renovation of its offices in Saintes.
- the Head Office of BESIX in Brussels will be relocated by end 2028 to a fossil-free heated building.

Heating of offices and fixed facilities related emissions - Org. Boundary

01/01/2019 until 31/12/2030



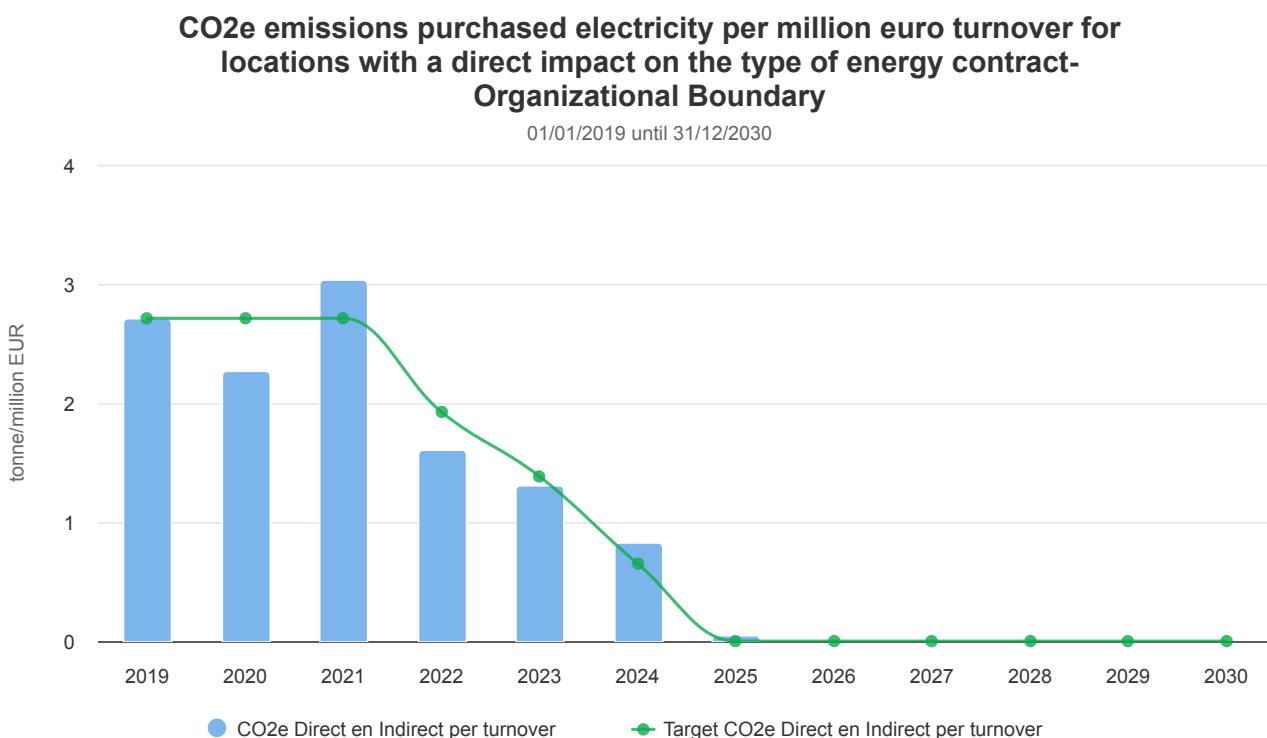
11. Scope 2

The overall scope 2 ambition is to use 100% renewable electricity (produced in the country of use) for the offices, fixed production facilities (work shops, Steel & Formwork SPL BESIX, concrete batching plants BESIX Infra,...) and projects by no later than end 2025.

This ambition applies only to the offices, fixed production facilities and projects for which we have a direct impact on the type of energy contract. Electricity used for charging the electric vehicles at these locations are included in this ambition. This is not the case for electricity used at public charging facilities or at the home of the employee for charging the company lease car.

Leased offices where electricity is part of the rental fee and where we thus have no direct impact on the type of energy contract are excluded from this ambition and KPI. The same applies for projects where energy is provided by the Client and not invoiced to the BESIX Group company.

This ambition is realized by procuring 100% renewable electricity directly from the energy supplier, by procuring Guarantees of Origin of renewable energy afterwards for the non-renewable component of the purchased electricity and/or by self-production of renewable energy (solar, wind,...).



Own renewable energy production:

In 2025, 4,2% of the total amount of consumed electricity (incl. charging company fleet) originates from own renewable energy production (the electricity that originates from the Third-Party wind mill on the premises of BESIX Infra in Bilzen is not accounted in this KPI).

It is expected that the consumption of own renewable energy production will increase in the coming years as:

- solar panels (including battery systems) will be applied more and more on project level with a primary focus on projects where grid connections are not possible or in the period awaiting the final grid connection.
- Franki Foundations plans to install in 2027 solar panels on their site in Koekelare.
- Franki Foundations studies the possibility of installing a battery system on their site in Saintes in order to increase the use of the own produced renewable energy (solar panels) and to decrease the amount of electricity that is injected into the grid.

- BESIX's new Head Office will be equipped with a solar panel installation. This will contribute in the KPI as from 2028.

At the same time, it is expected that the need for electricity will only increase due to the ongoing electrification of both the fleet as offices.

Progress:

- The actual BESIX Group frame agreement for the supply of electricity on the Belgian projects is a 100% Belgian renewable energy contract but as the energy mix also includes a biomass component, it is not considered 100% green. It is estimated that about 75% of the electricity supplied can be considered as green according to the CO2 performance ladder definition. In the 2025 CO2 PL management review it has been decided to 'greenify' the remaining 25% through the procurement of Guarantees of Origin (GoO) in order to achieve our 2025 target of 100% local green electricity.
- The BESIX Group frame agreement for the supply of the electricity to the Belgian offices and fixed installations is a non-renewable energy contract. The purchased electricity is however made renewable by BESIX by purchasing local Guarantees of Origin. Both in the Netherlands and France, local Guarantees of Origin are bought when the purchased electricity was not renewable.
- Solar panels were installed on the workshop of BESIX Unitec and BESIX Infra in Schelle.
- Following a pilot project with battery packs in 2024, this approach is currently implemented BESIX wide in 2025.
- In 2025 an Energy audit has been realized in the rebar bending facility in Sint-Pieters-Leeuw.

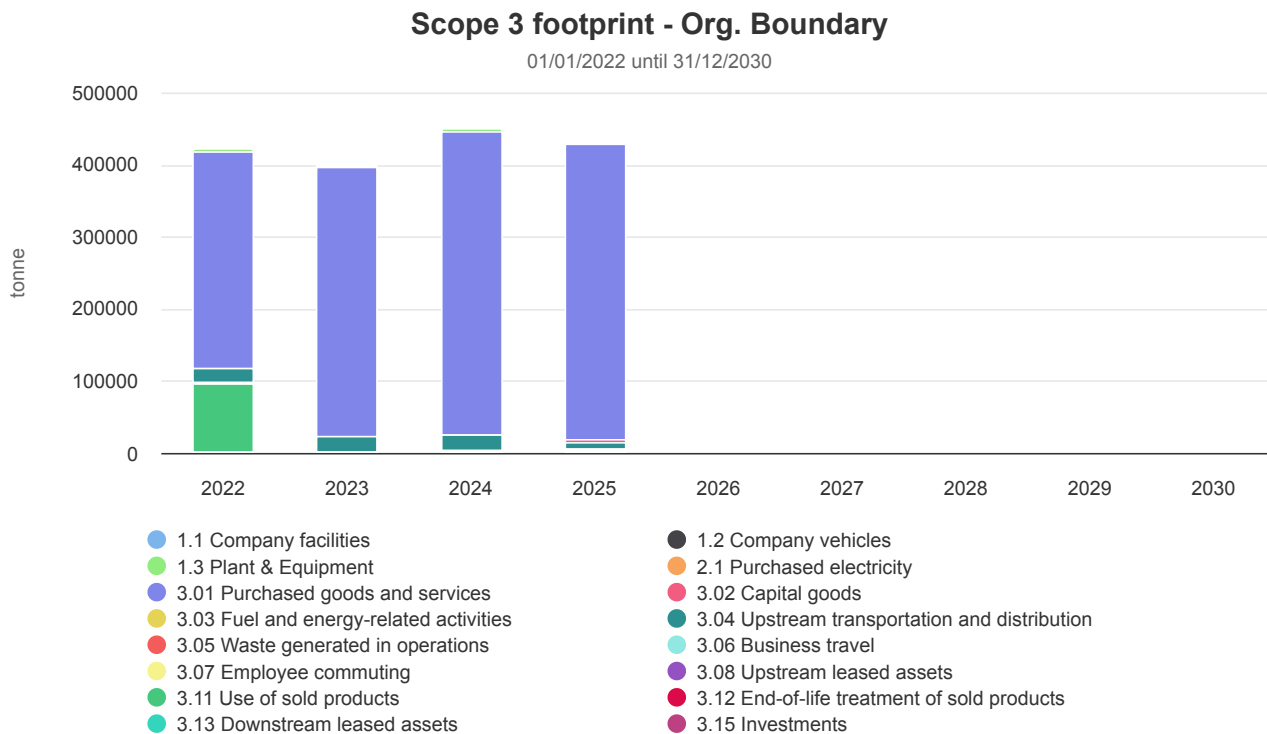
12. Scope 3

The following **upstream** scope 3 emissions were calculated and analyzed for 2025

- purchased goods and services (= raw materials & goods + subcontracted work)
- waste generated in operations
- hired transport (upstream)
- commuting with private car and/or public transport
- business travel

The **downstream** scope 3 emission category 'use of sold products' has been added to the scope 3 calculation.

Scope 3 reduction opportunities are identified on project level. The scope 3 reduction measures and results of projects with a CO2 award advantage are publicly communicated on www.co2projectplan.nl



12.1. Purchased goods and services

In the graphs below the evolution of the category 'Purchased goods and services (= raw materials & goods and subcontracted work)' has been visualized. The decrease of the scope 3 footprint is due to several reasons:

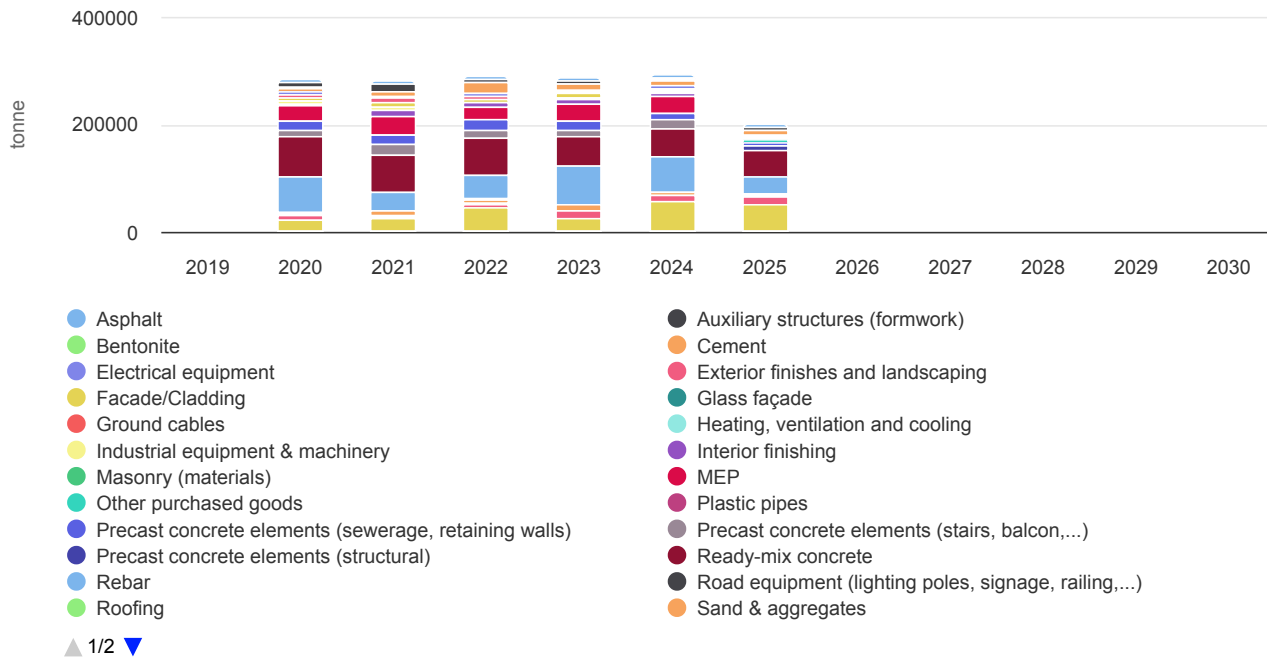
- shift from buildings to more infrastructure and industrial projects which requires less precast-concrete and finishing materials.
- for rebar supplier specific data was used from the large infrastructure projects R4WO which gave more insights. As low-emission steel was used this explains the decrease in emissions.

The activities 'concrete works incl. rebar installation', foundation works((sheet)piling,...), 'road works (asphalt)' and 'structural steel installation accounts for more than 50% of 2025 scope 3 footprint.

The high footprint of structural steel is linked with the steel required for the ongoing data center projects and the Halle project where a temporary bridge has been installed.

CO2 footprint 'Purchased goods

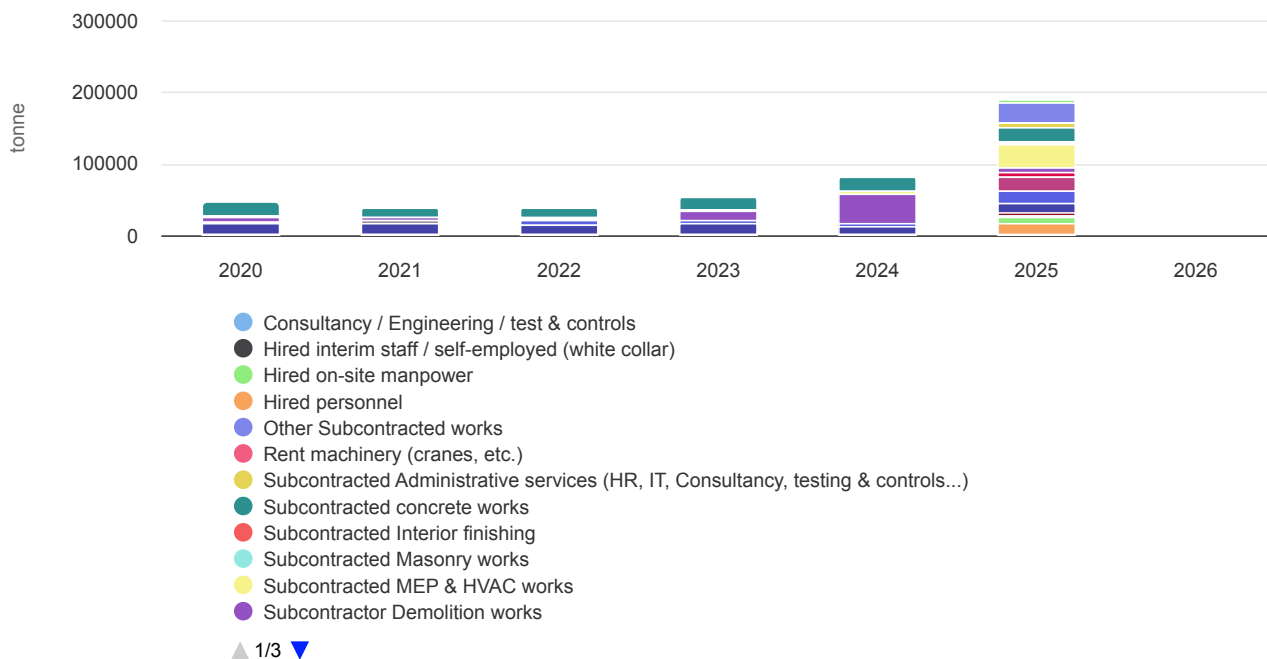
01/01/2019 until 31/12/2030



The increase of service related emissions can be explained by the fact that in preparation of upgrading to step 2 certification later 2026, all activities have been accounted in the footprint calculation while before this was limited to our main activities.

CO2 footprint 'Purchased services

01/01/2020 until 31/12/2026



The scope 3 strategy has been reviewed in 2024/2025 and remains focused on 'ready-mix concrete' and steel products (rebar, structural steel and piles & sheet piles) including the transport and installation of these building materials with a primary focus on 'ready-mix concrete' and this in line with the company's commitment to the 'Betonakkoord' in the Netherlands and the 'Circulair Betonakkoord Vlaanderen' in Belgium.

In 2025 the following actions in relation to the emission category 'Purchased goods & services' were undertaken:

- participation as 'Industrial partner' in a number of research projects (see chapter 11.02.01).
- integration of a sustainability module as part of the BESIX Development Academy (BDA) training program. The module consists of a chapter on scope 1 & 2 emissions and a chapter on scope 3 emissions with a focus on procurement (supply chain) and engineering for both ready-mix concrete and steel (rebar,...).
- training & awareness creation by Sustainability Newsletters and Alerts. In 2025 an internal newsletter was shared about the impact of masonry. Newsletters were also published on the life cycle phases A4 (transport) and A5 (site installation and equipment). In 2026 a newsletter on retaining walls shall be developed.
- introduction of sustainability criteria in the performance evaluation of the BESIX category managers (as from 2025)
- Franki Foundations is pushing the sector on an European level to move forward with the possibility to re-use existing foundations for new buildings. Together with the EFFC (European Federation of Foundation Contractors), Franki Foundations wants to develop a standard on as-built data and to use this for structuring both new and historical data. In a second phase Franki Foundations will work on the standardization for the re-use of existing foundations in design studies for new projects by engineering companies and architects.

12.1.1. Ready-mix concrete

The Betonakkoord targets a carbon emission reduction of 30% by 2030 compared to 1990. This reduction must be realized by optimization of design and by reducing carbon emissions during the production process.

BESIX has translated this in a target of maximum 159 kg CO₂eq per m³ of applied ready-mix concrete for the most often ready-mix concrete strength classes used (C30/37 and C35/45) considering life cycle phase A1 to A3.

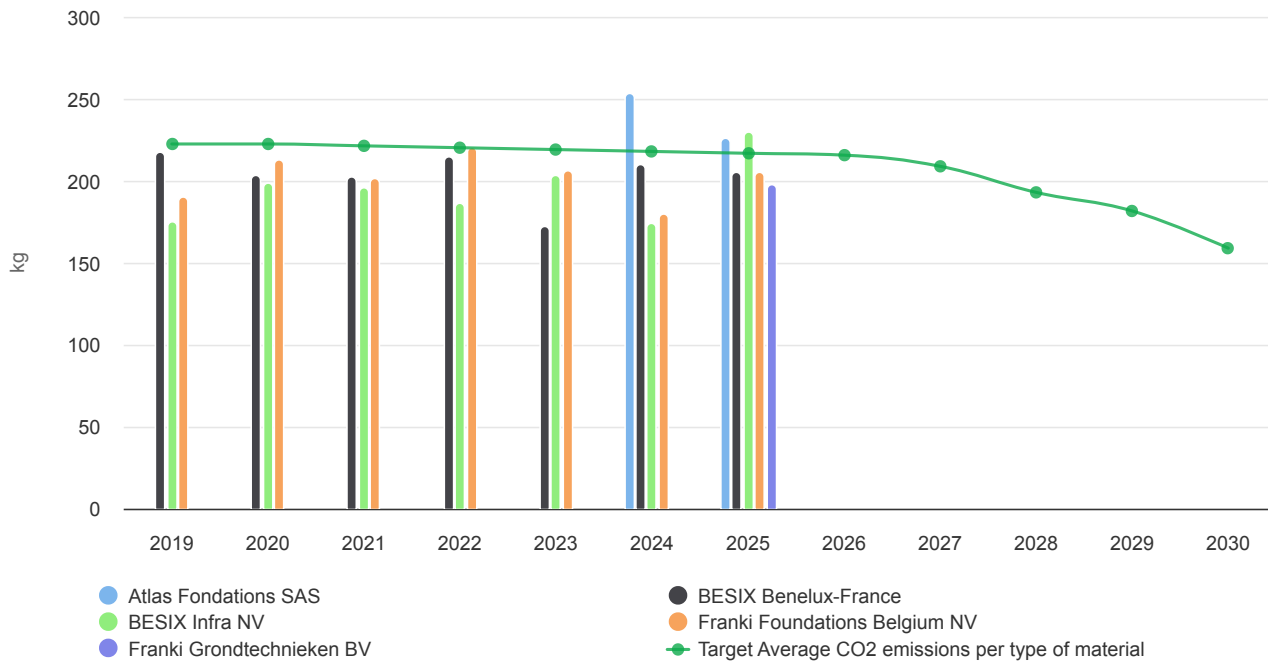
Annual sub-targets have been defined relative to the 1990 reference value and taking into account:

- the Betonakkoord CO₂ roadmap version 1.2 dd. 20/01/2021
- the reduction roadmaps of the cement branch organization and cement supplier information indicating that the largest reduction is expected from 2028 onwards once the planned carbon capture projects are operational.
- that CEM III is not yet a widely used in France where mainly CEM I and CEM II is used.
- that CEM III/B is widely used in the Netherlands but not in Belgium where rather CEM III/A is applied

The possible shortage of fly ash and blast furnace slag in the coming years due to the shift in the steel manufacturing industry from BOF to EAF which will lead to an increase of the average emissions per ton of cement has not been taken into account in the target setting. This will be evaluated yearly and if required target setting will be adapted.

Average CO2 emissions (in kg) per m3 ready-mix concrete

01/01/2019 until 31/12/2030



BESIX Infra didn't reach the target as no supplier specific data was obtained for 2025 and that therefore a conservative approach was applied. Atlas Fondations improved but didn't reached the target neither. Reason is that in France the use of CEM III/A or B is not widely applied.

Franki Foundations performed in 2025 a value chain analysis of its most applied piling solution which gave more insights in reduction possibilities and strategies regarding piling.

12.1.2. Rebar

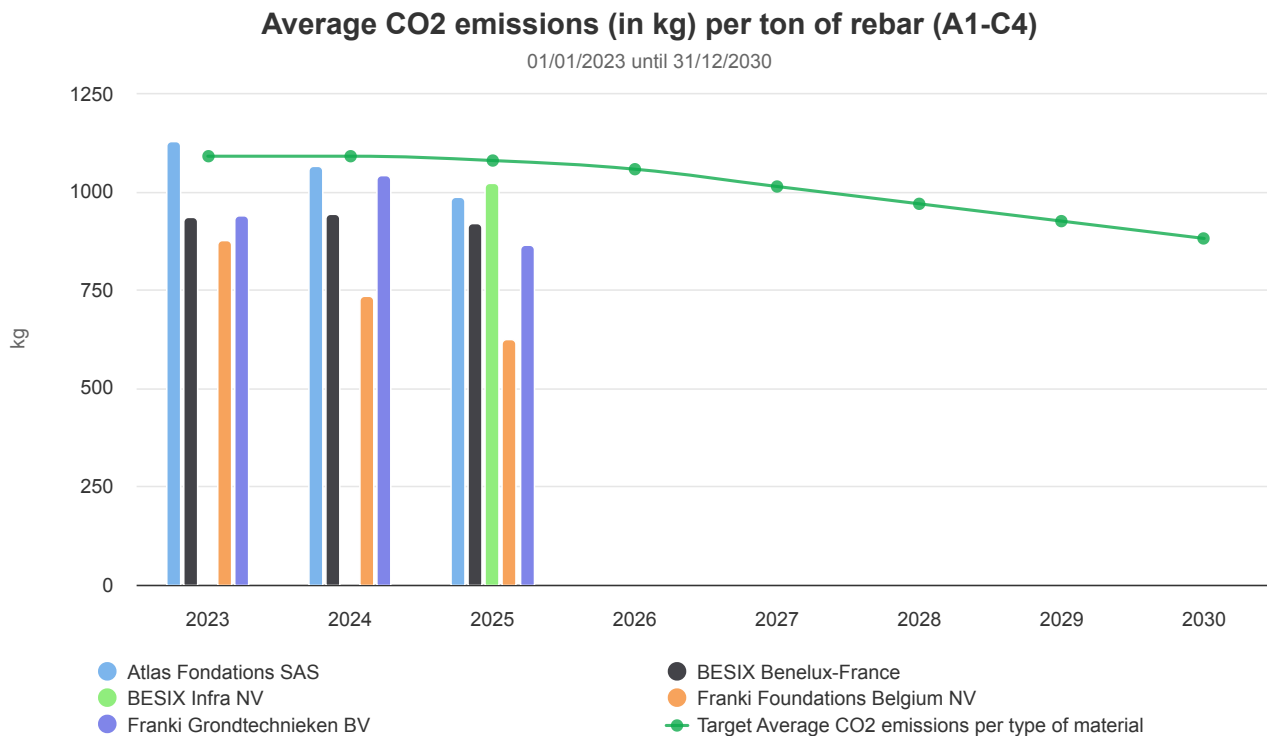
Rebar is one of the main contributors to BESIX scope 3 footprint.

Reducing these emissions is realized through:

1. optimizing the design and rebar ratio's
2. using alternative and more sustainable transport methods (e.g. transport over water)
3. the use of rebar with a lower GWP (global warming potential)

For the latter we refer to the Bouwakkoord Staal which focuses on the design, fabrication and use of structural steel products. The Bouwakkoord Staal emphasizes a reduction of 60% in 2030 compared to 1990.

The Bouwakkoord Staal ambition was incorporated in BESIX in 2024 by setting a target for rebar of maximum 0,9 ton CO2eq per ton of procured rebar by no later than 2030. This target includes the life cycle phases A1 till C4.



In 2025 the following actions were undertaken:

- In the second semester of 2024 and first quarter of 2025 a specific value chain analysis has been executed on rebar detailing the GWP values for the most common rebar supplier at BESIX. Based on this information the 2024 footprint related to rebar of BESIX Belgium has been calculated partly based on primary data (quantities and EPD) and partly on spent basis leading to a more accurate footprint. This has been further expanded to the org. Boundary scope in 2025 with the objective to transition to a complete rebar footprint based on primary data.
- As a result of the value chain analysis it was noticed that BESIX average steel footprint value reaches the 2030 target. It was decided in the 2025 management review to strengthen the ambition to 0,8 ton CO2 per ton of rebar by end of 2030. The target line has been adapted accordingly.
- Franki Foundations obtained an ATG-certification for Atlas- and Omega piles and will further expand this to other foundation techniques. This certification allows, due to a rigorous quality control & monitoring, to apply a lower safety factor in the design of foundations leading to less required ready-mix concrete and rebar.

12.1.3. Sheetpiles

BESIX aims to reduce the emissions related to the use of sheet piles. Reducing these emissions is realized through:

1. optimizing the design of foundation solutions
2. applying more sustainable foundation techniques and more sustainable equipment
3. using alternative and more sustainable transport methods (e.g. transport over water)
4. the use of recycled / secondary used sheet piles and/or sheet piles with a lower GWP (global warming potential)

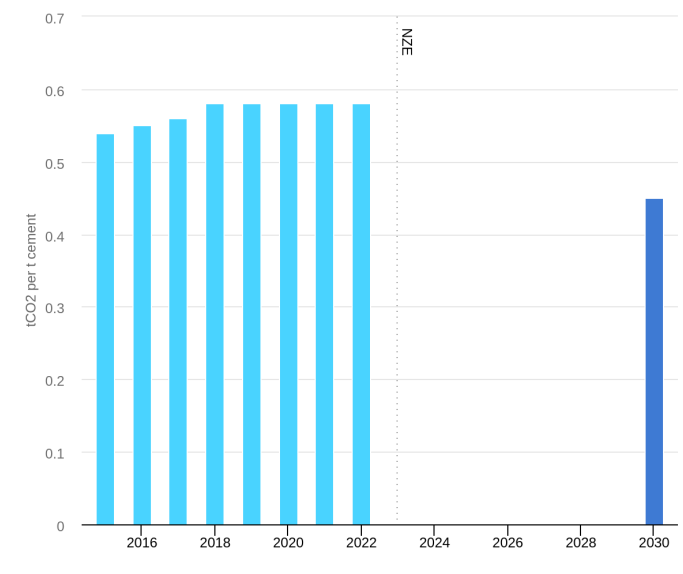
For the latter we refer to the Bouwakkkoord Staal concluded in 2022 which focuses on the design, fabrication and use of steel products. The Bouwakkkoord Staal emphasizes a reduction of 60% in 2030 compared to 1990.

Data in 2025 is not detailed enough to transition to more accurate footprint calculation or set a KPI. Primary focus is on rebar and ready-mix concrete. (Sheet)piles and structural steel will be part of a more detailed analysis in 2027.

12.1.4. Cement

Cement is mainly procured by BESIX Infra, BESIX Unitec and Franki Foundations. The type of cement procured is mainly CEM III

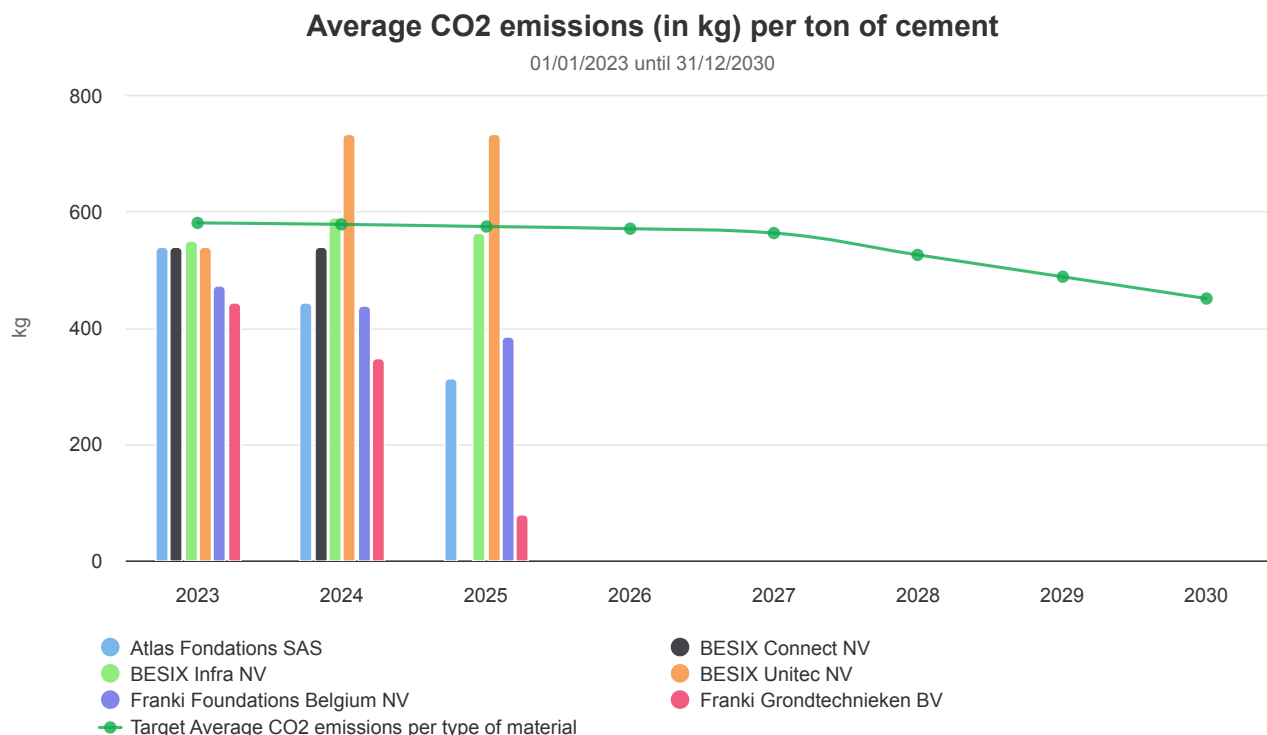
BESIX Group 2030 target (= 450kg CO₂ per ton of cement) is aligned with the roadmap as defined by IEA. (<https://www.iea.org/energy-system/industry/cement>). The target covers the life cycle phases A1 till A3.



Annual sub-targets have been defined relative to the IEA 1990 reference value (= 750 kg CO₂ per ton of cement) and taking into account:

- the historical values from 2015 till 2022
- the roadmap of CEMBureau
- the reduction roadmaps of the main cement suppliers (Holcim, Heidelberg,...) indicating that the largest reduction is expected from 2028 onwards once their carbon capture projects are operational.
- the fact that the use of CEM III is not yet a common practice in France where mainly CEM I and CEM II is used.

The possible shortage of fly ash and blast furnace slag in the coming years due to the shift in the steel manufacturing industry from BOF to EAF which will lead to an increase of the average emissions per ton of cement has not been taken into account in the target setting. This will be evaluated yearly and if required target setting will be adapted.



Except BESIX Unitec all entities procure cement in line with the defined target. BESIX Unitec procured in 2025 a limited amount (5 ton) of cement which is negligible considering the total amount purchased by the companies of the Org. Boundary. As the cement bought by BESIX Unitec was bought in a retailer no specific information was available. We took therefore a very conservative emissions factor.

12.1.5. Prefabricated concrete elements

This category consists for a large part of prefabricated concrete elements (sewer pipes, line elements) within BESIX Infra as pavement such as (concrete) pavement tiles within BESIX Infra and BESIX Connect.

In 2025 BESIX Unitec and BESIX Connect will detail the paving used in their operations with the objective to further reduce its footprint.

Other prefabricated structural concrete elements (floor, walls, beams, ...) will be subject to a value chain study in a later phase. Reduction opportunities are studied on project level.

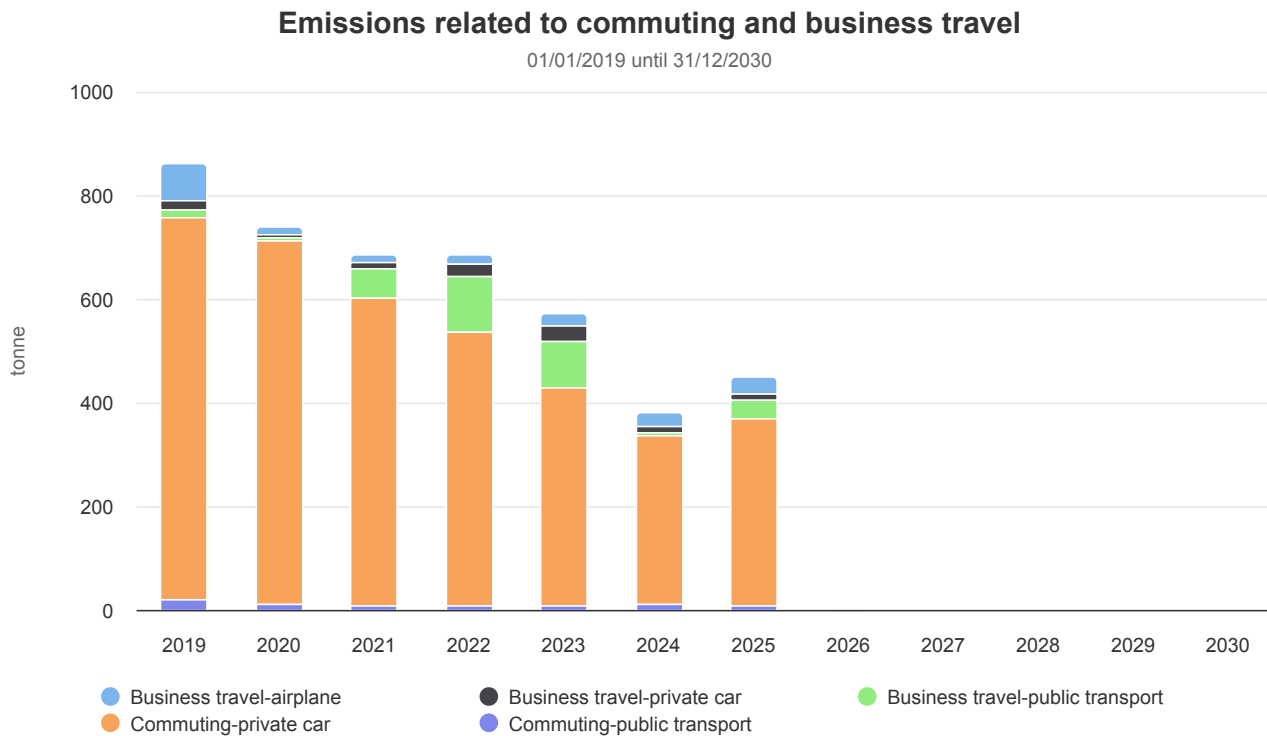
12.1.6. Asphalt

BESIX Infra performed a value chain analysis on the asphalt used in their projects in collaboration with their supplier Belasco. As a result reduction targets have been defined with 2024 as reference year: a decrease on the emissions of the consolidated value chain of 3% by end 2027 and 15% by end 2030.

BESIX Infra has initiated a study with Belasco to change the asphalt production process to a more sustainable process.

12.2. Business travel and commuting

As part of the environmental rules, a sustainability business travel policy has been developed and implemented in 2023.



12.3. Sold products - Sustainable Engineering Solutions

12.3.1. Research groups

BESIX Group participates as 'Industrial partner' in several research projects. These include the creation of sustainable and recycled concretes with the University of Ghent and the Block Research Group of ETH Zurich, innovative concretes (such as the European Smartincs project for self-healing concretes).



The lifeMACS project is a research project funded by the Research Foundation – Flanders (FWO). The research topics which are treated in this project are inspired by the fact that repair and upgrading of structures are becoming increasingly important and are associated to an increasing part of activities in the construction sector. Current state of the art lacks a coupled Bayesian framework that enables to update through-life performance predictions, optimize inspections and interventions and fully exploit knowledge available through information gathered or modelled, limiting the exploitation of the benefits of applying a life-cycle framework. The project is unique in developing a multi-layer Bayesian approach that enables to perform a coherent through-life performance quantification, life-cycle management and decision making for existing concrete structures taking into account all available information from inspections, monitoring and structural modelling.

12.3.2. Smart Buildings

Since 2018, BESIX is partnering with Proximus in the field of Smart Buildings. These buildings integrate new technologies improving their performance, in particular comfort, sustainability, maintenance and hospitality. In addition to assisting their tenants and owners to be more efficient and comfortable, smart buildings optimize energy consumption and simplify maintenance through remote inspection and by automatically detecting anomalies. All this is enabled by cutting-edge technologies such as digital twins, the Internet of Things, data science and artificial intelligence.

The office of BESIX Nederland in Dordrecht is [an example of a next-generation smart building](#) that can be considered as an European reference in this field.

The gained knowledge has being implemented in 2023 and 2024 in the renovation of the head office of BESIX Infra / BESIX Unitec.

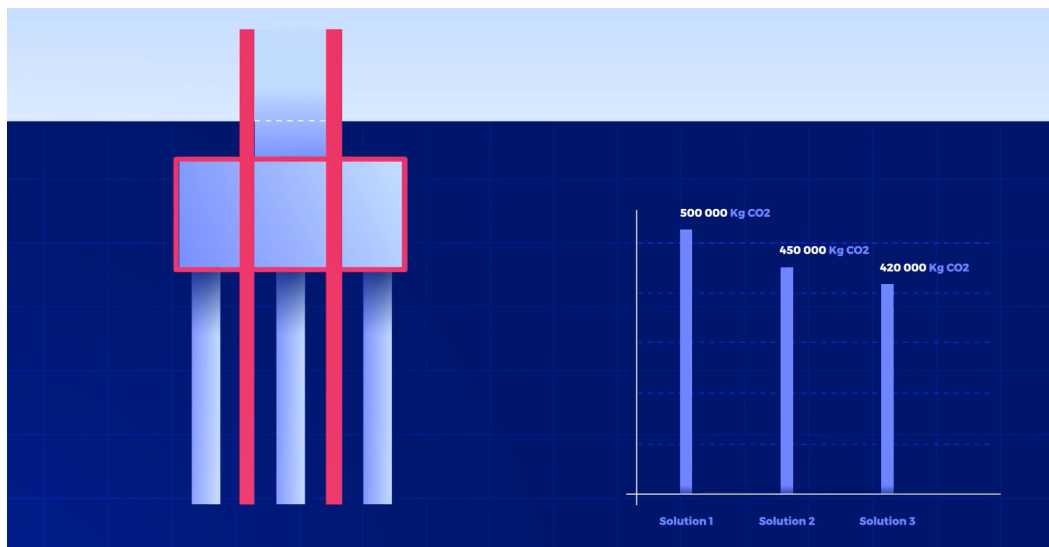
12.3.3. Carbon as a design parameter

In 2021 a competence center related to Life Cycle Analysis has been set-up within BESIX Engineering Department with the objective to implement carbon as a controlling parameter in design. In 2022, CO₂-impact based on the primary design data/quantities has been implemented in several tenders, allowing the identification of carbon hotspots and proposal of sustainable alternatives.

In 2023 this approach has been tested on a number of tenders and projects in execution in order to create an internal benchmark. In order to increase efficiency and to automate the process, a development project was initiated in July 2023 with the objective to link the BIM and LCA software.

A methodology to integrate CO₂ as a parameter in parametrical design process has been developed.

Both BESIX Nederland and Franki Foundations have embedded this approach in their tenders. For every tender and depending on the interest of the Client, a light or more detailed carbon footprint and/or ECI (Environmental Cost Indicator) calculation is added to the tender while proposing more sustainable alternatives.



13. Commitment and (sector)-initiatives

Apart from initiating change in our own organizations, BESIX is also participating in or leading a number of (sector) initiatives. This is only a selection of the many internal and external initiatives BESIX participates in.

If you want to know more, just keep an eye on our media channels for more information about the sustainable initiatives we're taking in our Group. A full list of (sector) initiatives can be found on the CO2 performance ladder webpage on the BESIX website (www.besix.com).

13.1. Betonakkoord Nederland and Circular Betonakkoord Vlaanderen

BESIX is a signatory of the Dutch 'Betonakkoord'. Together with BESIX Infra, BESIX committed in December 2022 also to the 'Circulair Betonakkoord Vlaanderen'.



BESIX Infra, via Groen Beton Vert (FPRG vzw en GBV vzw) and BESIX were, as member of the working group, project group and transition group, actively involved in the development of the "Circular Betonakkoord Vlaanderen"

More information can be found on www.betonakkoord.nl and [Circulair beton: naar een betonakkoord voor Vlaanderen \(vlaanderen-circulair.be\)](http://Circulair beton: naar een betonakkoord voor Vlaanderen (vlaanderen-circulair.be)).

13.2. Het Nieuwe Normaal

BESIX Nederland committed in December 2023 to the initiative 'Het Normaal'. The framework consists of 3 themes for which indicators have been defined indicating the circularity of a project:

- total environmental impact, CO2-emissions and CO2-capture of materials
- use of materials (origin, % of healthy construction materials and process of managing residual materials)
- value retention and more specific adaptive capacity, detachability and reuse potential



More information can be found on www.hetnieuwenormaal.nl.

13.3. CO2 performance ladder in Belgium and Europe

In 2025 BESIX, as part of the initial Steering Committee, continued to participate in the roll-out of the CO2 performance ladder in Belgium as a member of the Technical Advisory Committee (TAC).

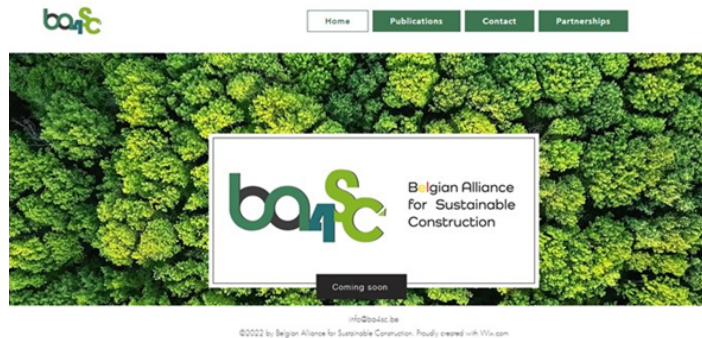
In 2025:

- BESIX assisted ASEA in France by presenting the experience of a Belgian company to the French industry in 2 webinars.
- BESIX participated in the event of BENOR for the launch of the CO2 Performance Ladder 4.0 in Belgium -
- BESIX participated in the event of Buildwise, BENOR and ADEB-VBA in a seminar on CO2PL 4.0.
- BESIX promoted the CO2PL to a number of its clients.

More information on <https://www.echelledeperformanceco2.be/en/news-item/co2-prestatieladder-gaat-de-grens-over-oek-bel..> and <https://www.co2-prestatieladder.be/nl>

13.4. Belgian Alliance for Sustainable Construction

In 2022 BESIX, together with some colleague construction companies, worked out a sustainability strategy for ADEB-VBA which is the branche organization of large Belgian construction companies. As a member of the Sustainability steering committee BESIX is also actively involved in the initiative 'Belgian Alliance for Sustainable Construction' which has been launched in 2022.



More information can be found on [BA4SC | Belgian Alliance for Sustainable Construction \(BA4SC\)](#).

13.5. Belgian Green Building Council

In 2024 the Belgian Green Building Council has been established in which BESIX RED (BESIX Group real estate company) is a founding member.

By bringing together private, academic, and public sectors, along with key industry federations, BGBC is driving the transformation toward a more sustainable real estate sector. This initiative aligns perfectly with BESIX Group commitment to innovation, collaboration and responsible urban development.

In 2024 BESIX Nederland also became a member of the Dutch Green Building Council.

More information on the Belgian Green Building Council can be found on: www.belgiangbcb.be

13.6. CO2 projectplan

The CO2 Project Plan is a sector initiative led by BESIX Nederland gathering all large Dutch construction companies. The CO2 project plan is used on CO2 awarded projects to analyze the foreseen carbon emissions, including scope 3, of the project and to take measures to reduce these carbon emissions by, for example, application of saving energy measures, use of sustainable energy, design optimization, use of more sustainable materials and optimization of execution and transport methodologies.

Experiences by the members of the initiative are shared publicly and form a basis for dialogue on sustainability. By sharing experiences and inspiring each other, the members of the initiative strive for a joint carbon reduction within the construction sector and its supply chain. It is our objective to also include our Belgian CO2 awarded projects in this initiative.

More information can be found on [CO2-Projectplan \(co2projectplan.nl\)](http://CO2-Projectplan.co2projectplan.nl)

13.7. District heating network Vlaanderen

As a member of the branch organization 'Warmtenetwerk Vlaanderen' BESIX Unitec supports the development and implementation of district heating – and cooling networks in Flanders.



13.8. Belgian Hydrogen Council



In September 2022, TWEED (Wallonia) and WaterstofNet (Flanders) clusters have joined forces and established the Belgian Hydrogen Council. To facilitate the cooperation between the industry and the various governments on hydrogen, WaterstofNet and Cluster Tweed will work together intensively under the flag of a 'Belgian Hydrogen Council' which comprises Flemish members of WIC (Waterstof industrie Cluster) and French members of H2Hub. BESIX Environment is an active member of the Belgian Hydrogen Council and participated in the several meetings in 2025

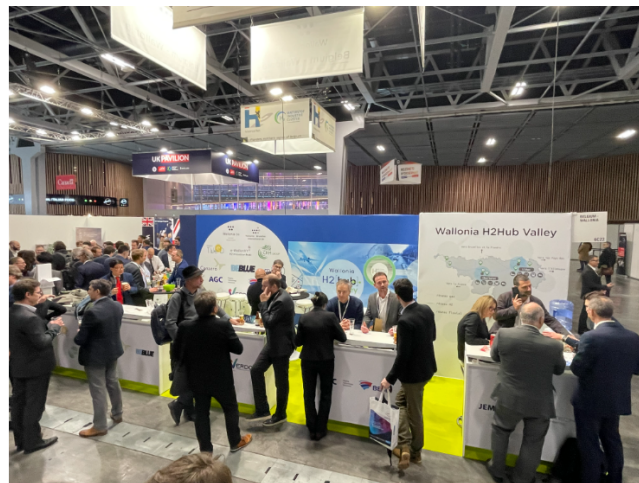
13.9. TWEED

The mission of the TWEED Cluster (Technologie Wallonne Energie - Environnement et Développement Durable) is to promote investment, innovation, development and value in sustainable energy production and exploitation, by mobilizing and acting as a facilitator between industry, knowledge institutes and governments, in this sector, around projects. BESIX is a member and represented in the Board of Directors. BESIX Environment participates in the cluster H2O and Hydrogen workgroup.



More information can be found on <https://clusters.wallonie.be/tweed/en>

In January 2025 BESIX Environment participated in the Hyvolution exhibit in Paris in support of the Wallonia Hub.



BESIX Environment will present 'The water sector towards the Net-Zero Carbon Economy' in the General Assembly of the Cluster TWEED beginning of April.

13.10. Waterstofnet

WaterstofNet is a knowledge and collaboration platform and unites the hydrogen industry in Flanders and the Netherlands via the Waterstof Industrie Cluster. Together with industrial partners, WaterstofNet initializes and develops hydrogen projects. The cluster also aspires to facilitate through knowledge sharing, acting as a representative mouthpiece that addresses authorities.



WaterstofNet is a partner of the Flemish and Dutch governments in the realisation of their goals involving hydrogen and serve as the point of contact for governments, authorities, companies and the broad public.

More information can be found on www.waterstofnet.eu

13.11. Other (sector)initiatives and development projects

Other initiatives can be found on the dedicated CO2 Performance ladder webpage on the website of BESIX or the BESIX page on the SKAO website.

14. More information

More information can be found on:

- the dedicated CO2 webpage (<https://www.besix.com/en/about/co2performancescale>) on the BESIX website. This webpage is also accessible via the website of each company belonging to the Organizational Boundary.
- the SKAO website (<https://www.co2-prestatieladder.nl/nl/certificaathouders>)

In case of questions and/or suggestions, feel free to contact us on QHSE@besix.com