ENERGY PERFORMANCE BOOKLET

2025

DEME-QHSES-BOOKLET-016

GENERAL

Extern

TABLE OF CONTENTS

01 COMPANY PROFILE EXT

02 REPORT RESPONSIBILITIES AND REPORTING PERIOD EXT

03 ORGANIZATIONAL BOUNDARIES AND REPORTING BOUNDARIES EXT

04 QUANTIFICATION METHODOLOGY, BASE YEAR AND BASE YEAR CHANGES EXT

05 EMISSION INVENTORY INT

06 ENERGY MANAGEMENT APPROACH EXT

07 EXCLUSION OF CO_2 EMISSION SOURCES EXT

08 ASSESSING AND REDUCING UNCERTAINTIES EXT

09 INVENTORY VERIFICATION AND GWP VALUES EXT

10 WHAT IS ENERGY? EXT

11 WHAT IS CO_2? EXT

12 WHAT ARE BIOGENIC CO_2 EMISSIONS? EXT

01. COMPANY PROFILE

Extern

GENERAL

DEME is a world leader in the highly specialized fields of dredging, solutions for the offshore energy industry and infrastructure and environmental works. The company has more than 140 years of knowledge and experience and throughout its history as a leader in innovation and new technologies has always taken a pioneering approach.

DEME's vision is to work towards a sustainable future by offering solutions to global challenges: rising sea levels, a growing population, reduction of CO_2 emissions, polluted rivers and soils and the scarcity of minerals.

DEME has its roots in Belgium but has a strong presence on all seas and continents of the world and is active in more than 90 countries. The company can count on nearly 6,000 highly skilled professionals around the world. With a versatile and modern fleet of more than 100 ships, backed by a wide range of auxiliary equipment, the company can provide solutions for even the most complex projects.

DEME achieved a turnover of 4.2 billion euros in 2025.

01. COMPANY PROFILE

Extern

POLICIES AND STATEMENTS

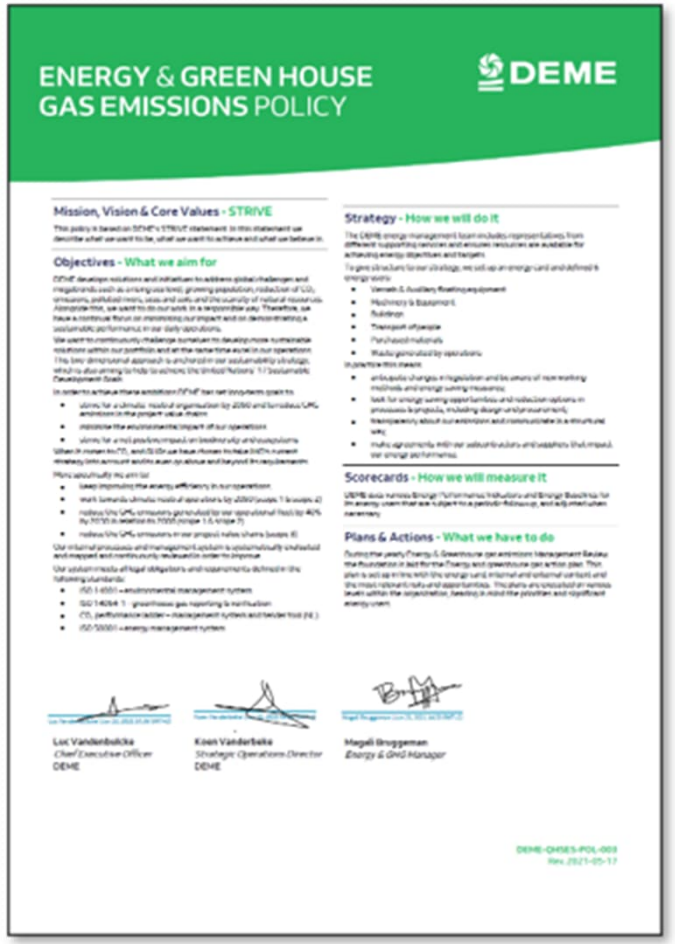
DEME's core values reflect our unshakable belief in the quest to deliver excellence. They serve as a compass that guides the way we work with our business partners, within communities, and with each other. Detailed information regarding our core values is expressed in DEME's mission, vision and values statement.

As part of this belief, DEME has developed an Energy & Green House Gas emissions policy.

This policy describes:

- what we aim for
- how we will do it
- how we will measure it
- what we have to do

To describe how we will achieve our predetermined goals, we developed an annual action plan that follows our energy user structure.


ENERGY & GREEN HOUSE GAS EMISSIONS POLICY

DEME

Mission, Vision & Core Values - STRIVE

Objectives - What we aim for

Strategy - How we will do it

Scorecards - How we will measure it

Plans & Actions - What we have to do

01. COMPANY PROFILE

REDUCTION TARGETS SCOPE 1,2 AND 3 EMISSIONS

DEME'S GLOBAL AMBITION

As stated in our Energy and GHG Policy, the following ambitions and goals are set on DEME worldwide level.

We want to continuously challenge ourselves to develop more sustainable solutions within our portfolio and at the same time excel in our operations. This two-dimensional approach is anchored in our sustainability strategy, which is also aiming to help to achieve the United Nations' 17 Sustainable Development Goals.

In order to achieve these ambitions DEME has set long-term goals to:

strive for a climate-neutral organisation by 2050 and to reduce GHG emissions in the project value chains

When it comes to CO_2 and GHGs we have chosen to take IMO's current strategy into account. More specifically, DEME aims to:

- Enhance energy efficiency within its operations
- Achieve climate-neutral operations by 2050 (Scope 1 & Scope 2)
- Reduce GHG emissions from the operational fleet by 40% by 2030 compared to 2008 per unit of work
- Mitigate GHG emissions across project value chains (Scope 3)

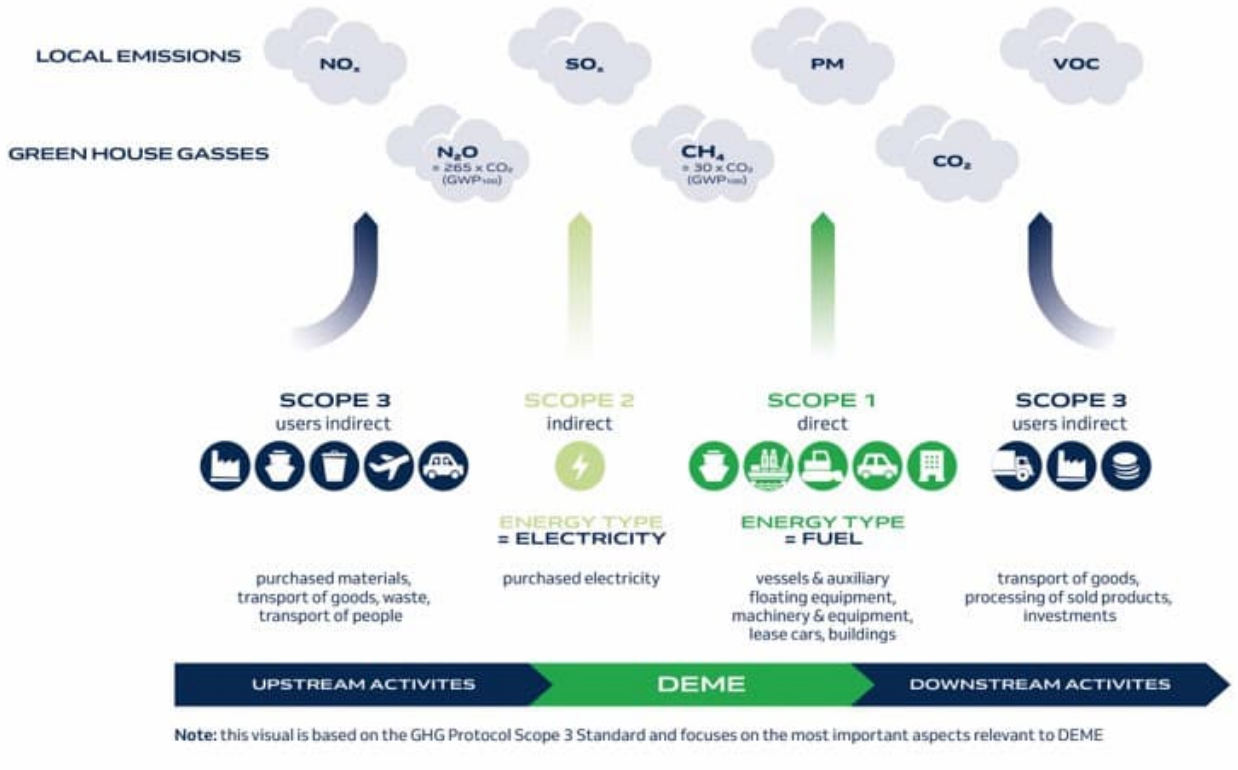
02. REPORT RESPONSIBILITIES AND REPORTING PERIOD

The Energy and carbon footprint described in this report is intended for the use within the ISO 50001 and CO_2 Performance ladder boundary. The Energy and GHG inventory is compiled under the responsibility of the DEME Corporate QHSE-S Manager and in accordance with the ISO 14064 principles.

The source of the data can always be found in a tag near the chart or table.

ACTION	RESPONSIBLE	FUNCTION	DATE
PREPARATION	ALEXANDER CALLEBAUT	QHSE-S ENGINEER	03/03/2026
PREPARATION	HANNE PONNET	QHSE-S ENGINEER	04/03/2026
REVISION 1	NICK DEBOEVER	TEAM COORDINATOR	06/03/2026
REVISION 2	JISKA VERHULST	SUSTAINABILITY DIRECTOR	10/03/2026
FINAL REVISION	KAREL HUYBRECHTS	DEME QHSE-S MANAGER	13/03/2026

03. ORGANIZATIONAL BOUNDARIES AND REPORTING BOUNDARIES



To define the operational boundaries, the CO_2 emissions are categorized in different scopes as determined by the GHG Protocol:

- **Scope 1**: contains all direct emissions. Direct emissions occur from sources that are owned or controlled by the company, such as the consumption of fuel and natural gas.
- **Scope 2:** covers indirect emissions from the consumption of purchased electricity. Scope 2 emissions physically occur at the facility where electricity is generated.
- **Scope 3:** is a reporting category that includes all other indirect emissions. Scope 3 emissions are a consequence of the activities of the company but occur from sources not owned or controlled by the company. This includes air travel and subcontractor's equipment for example.

03. ORGANIZATIONAL BOUNDARIES AND REPORTING BOUNDARIES

Extern

The boundary determination is based on the GHG protocol method ‘operational control’. A company has operational control over an operation if the company (or one of its subsidiaries) has the full authority to introduce and implement its operating policies at the operation. Under the operational control approach, 100% of scope 1 (direct emissions) and scope 2 company emissions from operations over which the company has operational control are accounted for.

To eliminate double counting and allow cross verifications with the operational parameters of DEME’s fleet under its control, joint operations (mainly joint venture projects) require a specific approach. A difference is made between emissions coming from to mutually operated equipment and emissions coming from separate equipment.

If DEME has operational control over an entity: all the mutual emissions are taken up into DEME’s carbon footprint, in addition to the emissions from DEME equipment used. If DEME has no operational control, only emissions from DEME equipment are taken up in the DEME inventory.

04. QUANTIFICATION METHODOLOGY, BASE YEAR AND BASE YEAR CHANGES

The identification of GHG sources and energy users provides the basis for the quantification of the emitted GHGs. Multiplying the data from the emission sources and energy consumers, each with their relevant emission factor, results in the carbon footprint.

The base year for the DEME organisation is set at the year 2008. Targets, objectives and goals are always considered in relation to this year, unless explicitly stated otherwise.

Changes in the quantification methodology or base year will be conducted considering quality improvement to the reported data, transparent towards the intended users.

The emission inventory or base year will only be recalculated in case of changes to operational boundaries or fixed emissions factors.

06. ENERGY MANAGEMENT APPROACH

To give structure to our strategy, we set up an energy card and defined 5 significant energy users.

ASSET TYPE	
VESSELS & AUXILIARY FLOATING EQUIPMENT	
MACHINERY & EQUIPMENT	
BUILDINGS	
TRANSPORT OF PEOPLE	
PURCHASED GOODS AND SERVICES	

The energy card contains emission factors that are linked to these asset types. For each of those energy users, we have defined objectives, targets and specific action plans.

We have selected these five SEUs because we have direct influence/control over them.

07. EXCLUSION OF CO_2 EMISSION SOURCES

According to ISO 14064-1, direct or indirect GHG sources whose contribution to GHG emissions or removals is not material or whose quantification would not be technically feasible or cost effective, may be excluded from quantification.

The following GHG sources were excluded from the DEME carbon footprint.

a) **Cutting & welding gases:** Gases such as acetylene and oxygen are occasionally used on worksites and on ships for cutting and welding purposes when repairing equipment. The research on the significance of cutting and welding gases indicates that the data collection would not be proportional with the significance in the carbon footprint report at this time.

b) **Lubricants:** Various sorts of lubricants are used in normal conditions i.e. to protect internal combustion engines and reduce friction between moving surfaces. Waste oil is processed according to IMO MARPOL requirements. Lubricants are not included in the GHG emission inventory at this time.

c) **Air conditioning refrigerants:** Air conditioning refrigerants are purchased on an ad hoc basis. Their consumption can be found in offices and on-board ship's logs. However, the leakage of these gases is minimal and not material.

d) **Scope 3 emissions:** Not all scope 3 emissions are reported by DEME. Only the most essential emissions that can be monitored and for which reduction measures can be taken, are considered. For more details see Document [DEME-QHSE-RPT-045].

08. ASSESSING AND REDUCING UNCERTAINTIES

The qualitative influences of uncertainty on the DEME GHG emission inventory (or in this case GHG - carbon footprint) are the following:

1. Source data consists of invoices and delivery records. If the source data on purchased quantities is not available, actual or estimated energy consumption data is used. Estimations are always conservative. It may occur that fuel supply to third (non-DEME) equipment is not separately registered when the fuel is included in the invoice/delivery record of the DEME equipment or DEME project reported figure.
2. Vessels in co-ownership are considered as subcontracted, however accounted for in scope 1 when their consumption could not be separately identified.
3. Energy supplied to equipment is not registered separately when shared fuel tanks are used on site.
4. The quantity of gas consumed is reported in GCV (higher or gross calorific value), not NCV (lower or net calorific value).
5. For each flight, the total air miles are provided by the travel agency.
6. The fuel consumption of cars is based on the data provided by the fuel supplier (invoices). Here, all invoices from the fuel supplier are considered (i.e., including use of the car for private purposes).
7. The use of private cars for business purposes is compiled from the reimbursed expenses for employees.
8. The fuel consumption for the ships of DEME Building Materials includes the total energy consumption of all their activities throughout Europe.
9. Except for the emissions for maritime & fluvial transport, chartered vessels and business travel all the scope 3 emissions are calculated based on the total cost of sales and by applying average CO_2 emission conversion factors [DEME-QHSES-RPT-045].

DEME For DEME, flexibility of the energy system is of limited importance. However, when congestion in the local electricity network becomes relevant, buffer batteries are used to manage the impact.

09. INVENTORY VERIFICATION AND GLOBAL WARMING POTENTIAL VALUES

Extern

Depending on our reporting purposes, we use different emission factors.

Most of the GHG emissions are calculated based on the GHG emission factors listed on the website www.CO2emissiefactoren.nl as prescribed by the CO_2 Performance ladder handbook 4.0

For activities which are not listed on the website, different sources are consulted e.g. UK DEFRA. We aim to identify the most appropriate conversion factors for each type of consumption source.

To guarantee the quality of the CO_2 emission inventory, internal routine checks are performed in combination with external verification assessments (2024).

To identify significant emissions, DEME uses the ranking method as described in section §3.A.4 of the CO_2 Performance ladder.

10. WHAT IS ENERGY?

Energy comes in many forms and is literally everywere. In this report, energy (E) is either expressed in Joules (J) or Kilowatt Hours (kWh). A common mistake is using the unit Watt (W) to express energy. Watt is however the unit of power (P), and power is an amount of energy used during a certain time period.

There is a fixed relationship between the above units that can be expressed as follows:

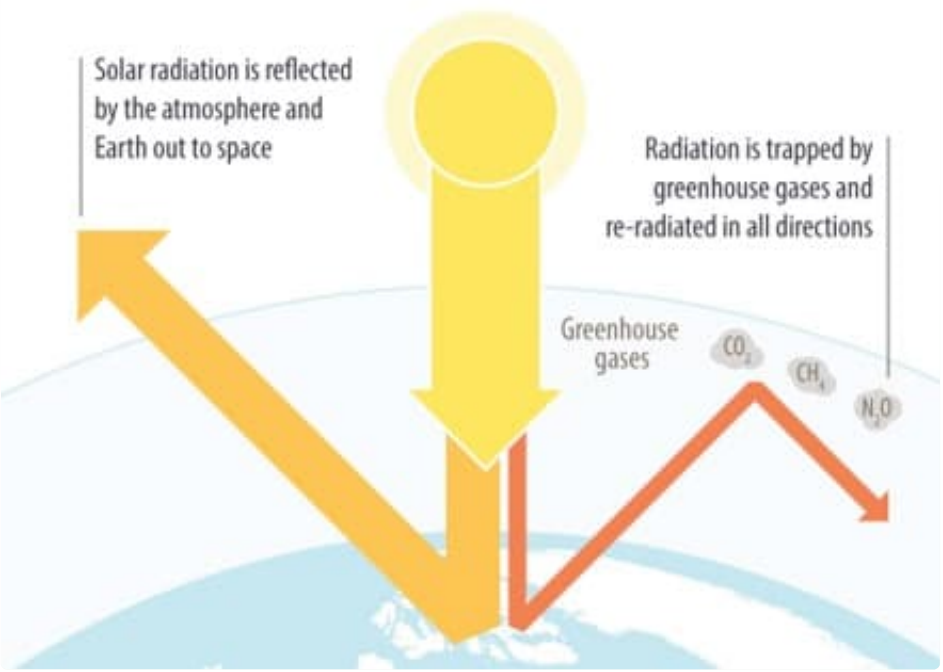
$$P = 1\,W = 1\,\frac{J}{s}$$

$$E = 1\,kWh = 1000\,\frac{J}{s} * 3\,600\,s = 3\,600\,000\,J$$

Note that 1J is a very small amount of energy. That is why we often talk about Giga Joules (GJ) or Terra Joules (TJ). Burning 1m^3 of Marine Diesel Oil, releases 36 GJ of energy. If this amount of fuel is burned in 1 hour, the average power that is released during that hour is 10 MW.

Energy sources can be categorised as renewable or non-renewable. Renewable energy sources can easily be replenished, while non-renewable cannot.

11. WHAT IS CO_2?



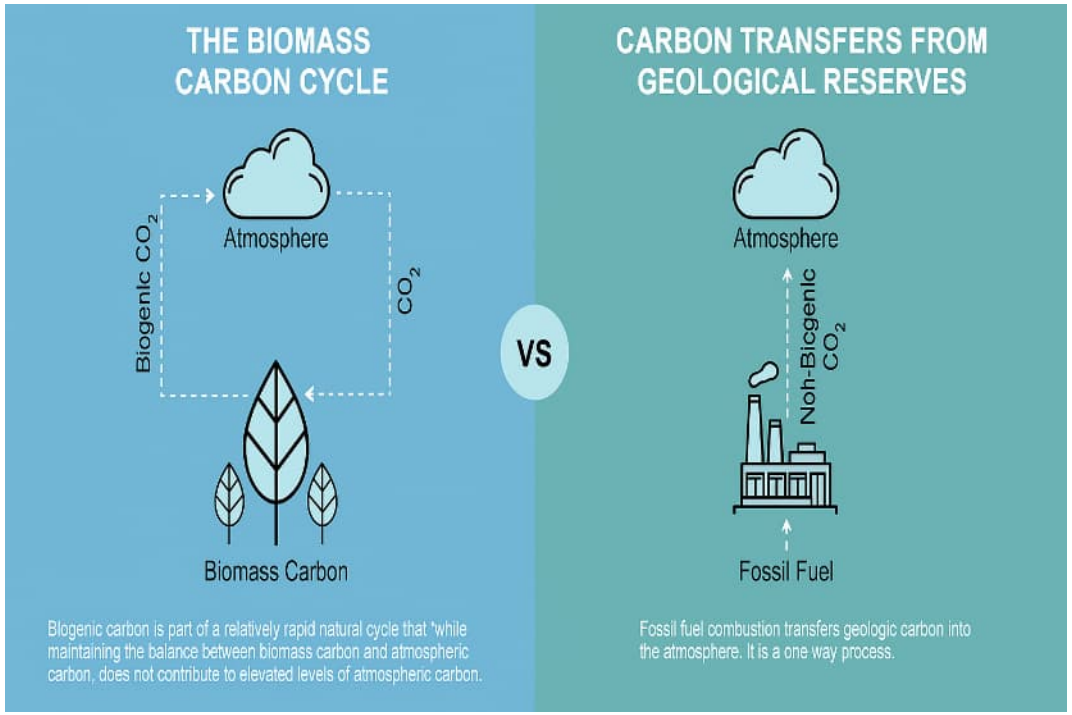
Carbon dioxide is a gas consisting of one part carbon and two parts oxygen. It is one of the most important gases on the earth because plants use it to produce carbohydrates in a process called photosynthesis. It is however also a Greenhouse Gas (GHG). This means that it contributes to climate change by trapping solar radiation in our atmosphere, together with other GHGs like Nitrous Oxide (N_2O) and Methane (CH_4) which are the most common ones[1].

In this report, the unit 'kTon CO_2' and 'kTon CO_2 eq' are used. 'kTon' is the combination of 'kilo' (thousand) and 'ton' (thousand kg). Multiplying those two terms, results in 'Million kg' or 'kTon'.

The difference between CO_2 and CO_2 eq is that CO_2 eq (where eq stands for equivalents) also includes the Global Warming Potential (GWP) of N_2O and CH_4. The effect of these GHGs is calculated in terms of amount of CO_2. The GHG effect of 1kg N_2O is the same as 265 kg CO_2, while for 1 kg CH_4 this translates to 30 kg CO_2. This might seem like a lot, but it is important to note that most of our DEME GHG emissions (>90%) are CO_2.

[1]Except for water vapour

12. WHAT ARE BIOGENIC CO_2 EMISSIONS?



When plants (biomass) grow they remove carbon dioxide (CO_2) from the air through photosynthesis and store it as carbon. When they are burned (combusted) this carbon is released as carbon dioxide and a small amount of methane (CH_4). This CO_2 released is called biogenic CO_2 emissions.

Anthropogenic biogenic GHG emissions and removals are a result of human activity. Anthropogenic biogenic GHG emissions (e.g. CO_2, CH_4 and N_2O) may result from biomass combustion as well as other processes (e.g. aerobic and anaerobic decomposition of biomass and soil organic matter).

Within DEME our biogenic emissions come from the use of biobased biofuels.

PROGRESS AND CARBON FOOTPRINT REPORT
BELGIUM, THE NETHERLANDS & LUXEMBOURG

TABLE OF CONTENTS

01 SCOPE OF ENTITIES EXT

02 EVOLUTION OF SCOPE 1 EMISSIONS EXT

03 EVOLUTION OF SCOPE 2 EMISSIONS EXT

04 REDUCTION TARGETS SCOPE 1,2 AND 3 EMISSIONS EXT

05 SCOPE 1 TARGET PROCESS EXT

06 SCOPE 2 TARGET PROCESS EXT

07 SCOPE 3 TARGET PROCESS EXT

08 EMISSIONS AND REDUCTIONS-PROJECT LEVEL EXT

09 GHG EMISSIONS DASHBOARD (BENELUX) EXT

10 PERFORMANCE DASHBOARD (BENELUX) INT

11 CLIMATE TRANSITION PLAN EXT

12 I&I AND VALUE CHAIN ANALYSIS EXT

DEME

Extern

01. SCOPE OF ENTITIES

PROGRESS AND CARBON FOOTPRINT REPORT (BENELUX)

The scope of the Progress and Carbon Footprint Report limits to the entities of CO_2 Performance ladder.

Company	Expiry date	Expiry status
BAGGERWERKEN DECLOEDT EN ZOON NV		
CO2 prestatieladder	Saturday, March ...	Certificate valid
DEME BLUE ENERGY NV		
CO2 prestatieladder	Saturday, March ...	Certificate valid
DEME BUILDING MATERIALS BV		
CO2 prestatieladder	Saturday, March ...	Certificate valid
DEME BUILDING MATERIALS NV		
CO2 prestatieladder	Saturday, March ...	Certificate valid
DEME DREDGING NV		
CO2 prestatieladder	Saturday, March ...	Certificate valid
DEME ENVIRONMENTAL BEHEER BV		
CO2 prestatieladder	Saturday, March ...	Certificate valid
DEME ENVIRONMENTAL NL BV		
CO2 prestatieladder	Saturday, March ...	Certificate valid
DEME ENVIRONMENTAL NV		
CO2 prestatieladder	Saturday, March ...	Certificate valid
DEME ENVIRONMENTAL RECYCLING CENTRA BV		
CO2 prestatieladder	Saturday, March ...	Certificate valid
DEME ENVIRONMENTAL ZANDEXPLOITATIE BV		
CO2 prestatieladder	Saturday, March ...	Certificate valid
DEME ENVIRONNEMENT SA		
CO2 prestatieladder	Saturday, March ...	Certificate valid
DEME INFRA NL BV		
CO2 prestatieladder	Saturday, March ...	Certificate valid
DEME INFRA NV		
CO2 prestatieladder	Saturday, March ...	Certificate valid
DEME OFFSHORE BE NV		
CO2 prestatieladder	Saturday, March ...	Certificate valid
DEME OFFSHORE HOLDING NV		
CO2 prestatieladder	Saturday, March ...	Certificate valid
DEME OFFSHORE NL BV		
CO2 prestatieladder	Saturday, March ...	Certificate valid
DEME OFFSHORE PROCUREMENT & SHIPPING LU SA		
CO2 prestatieladder	Saturday, March ...	Certificate valid

Company	Expiry date	Expiry status
DREDGING INTERNATIONAL NETHERLANDS BV		
CO2 prestatieladder	Saturday, March ...	Certificate valid
DREDGING INTERNATIONAL NV		
CO2 prestatieladder	Saturday, March ...	Certificate valid
DREDGING, ENVIRONMENTAL & MARINE ENGINEERING NV		
CO2 prestatieladder	Saturday, March ...	Certificate valid
GROND RECYCLAGE CENTRUM NV		
CO2 prestatieladder	Saturday, March ...	Certificate valid

02. EVOLUTION OF SCOPE 1 EMISSIONS

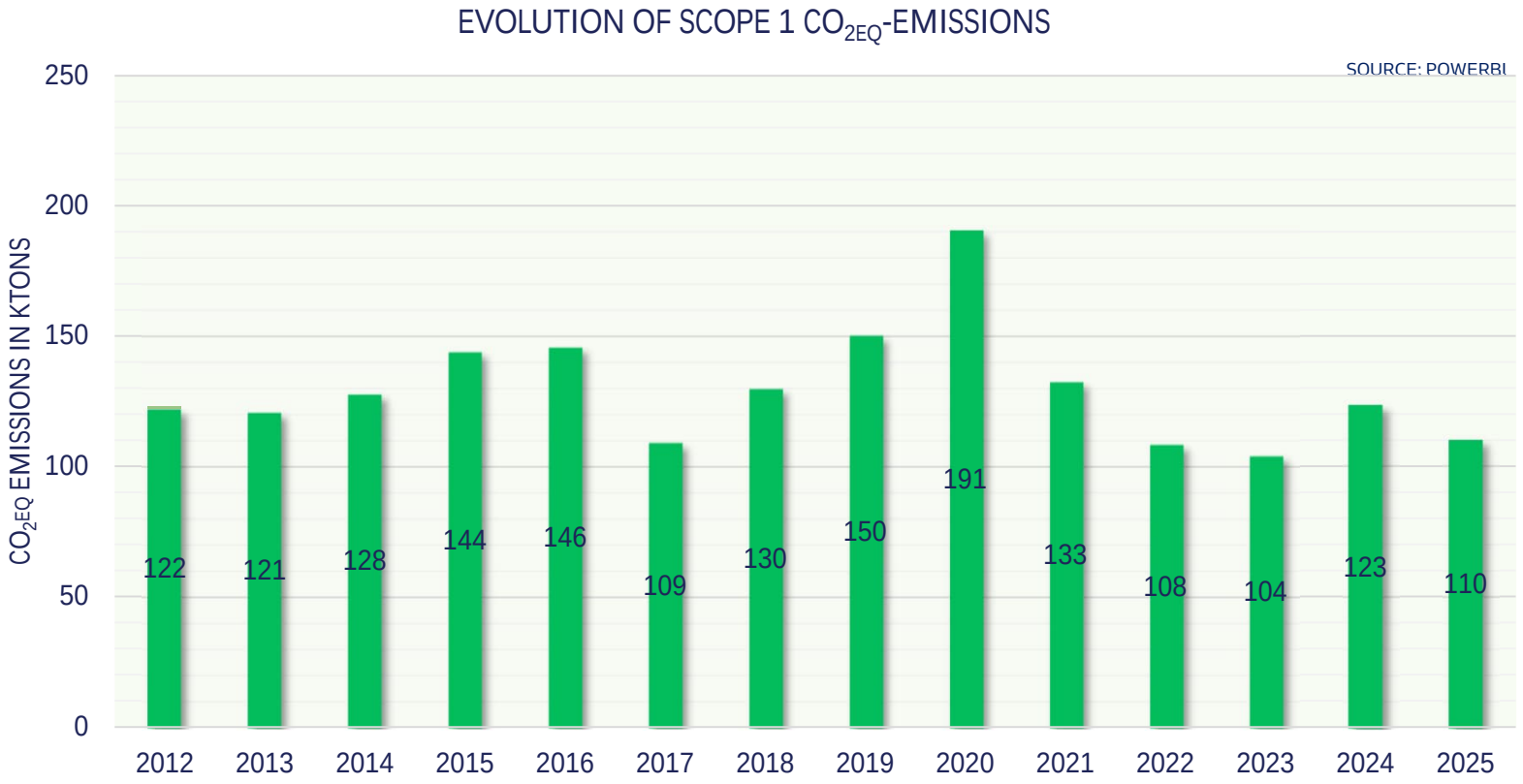
PROGRESS AND CARBON FOOTPRINT REPORT (BENELUX)

During 2025

110 kTon

of scope 1 CO_2 eq emissions were emitted in Belgium, Luxembourg and The Netherlands as a result of our activities.

This is a decrease of 10,5% with respect to 2024



02. EVOLUTION OF BIOGENIC EMISSIONS

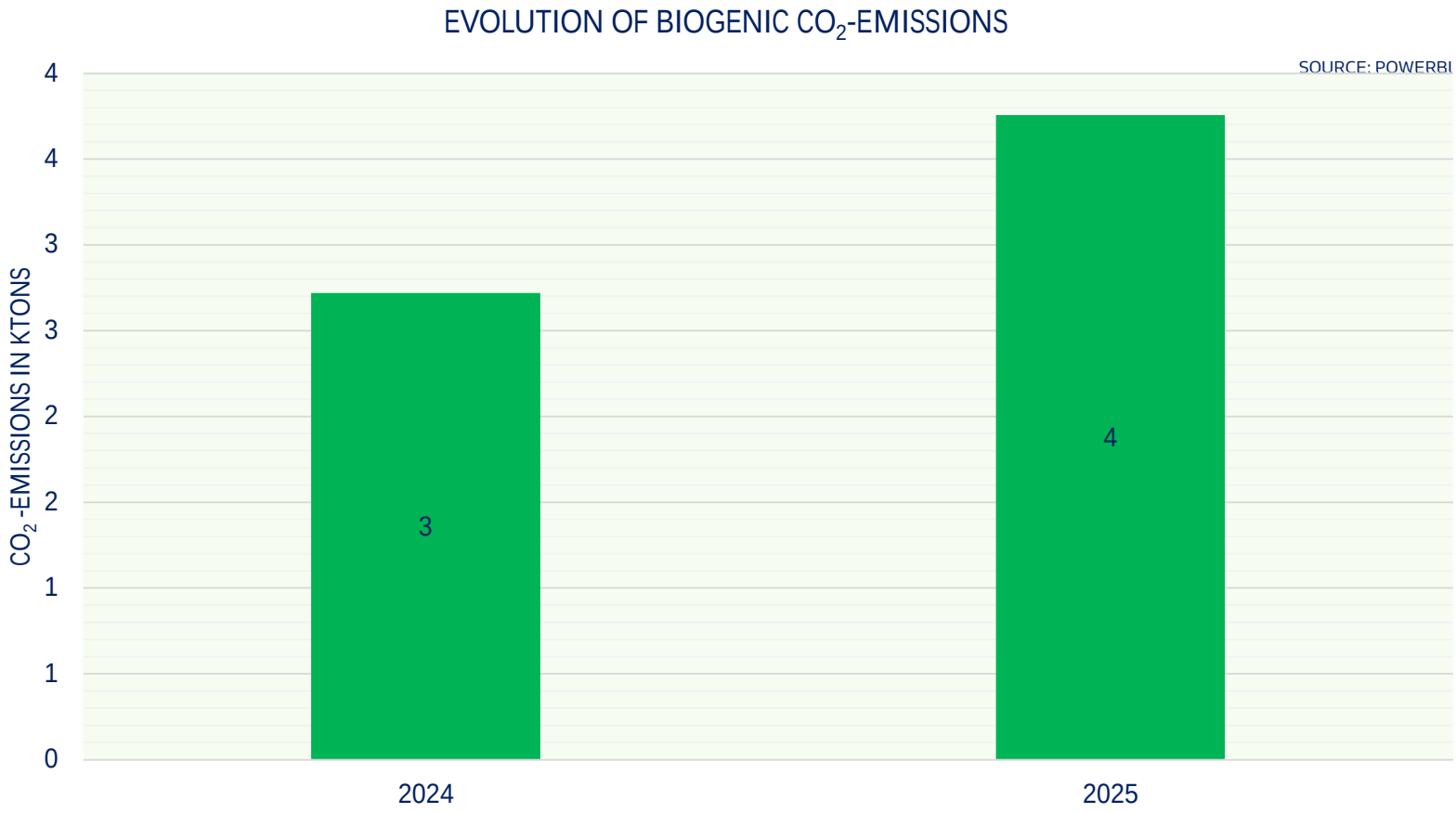
PROGRESS AND CARBON FOOTPRINT REPORT (BENELUX)

During 2025

4 kTon

of biogenic CO_2 emissions were emitted in Belgium, Luxembourg and The Netherlands as a result of our activities.

This is an increase of 33,3% with respect to 2024



03. EVOLUTION OF SCOPE 2 EMISSIONS

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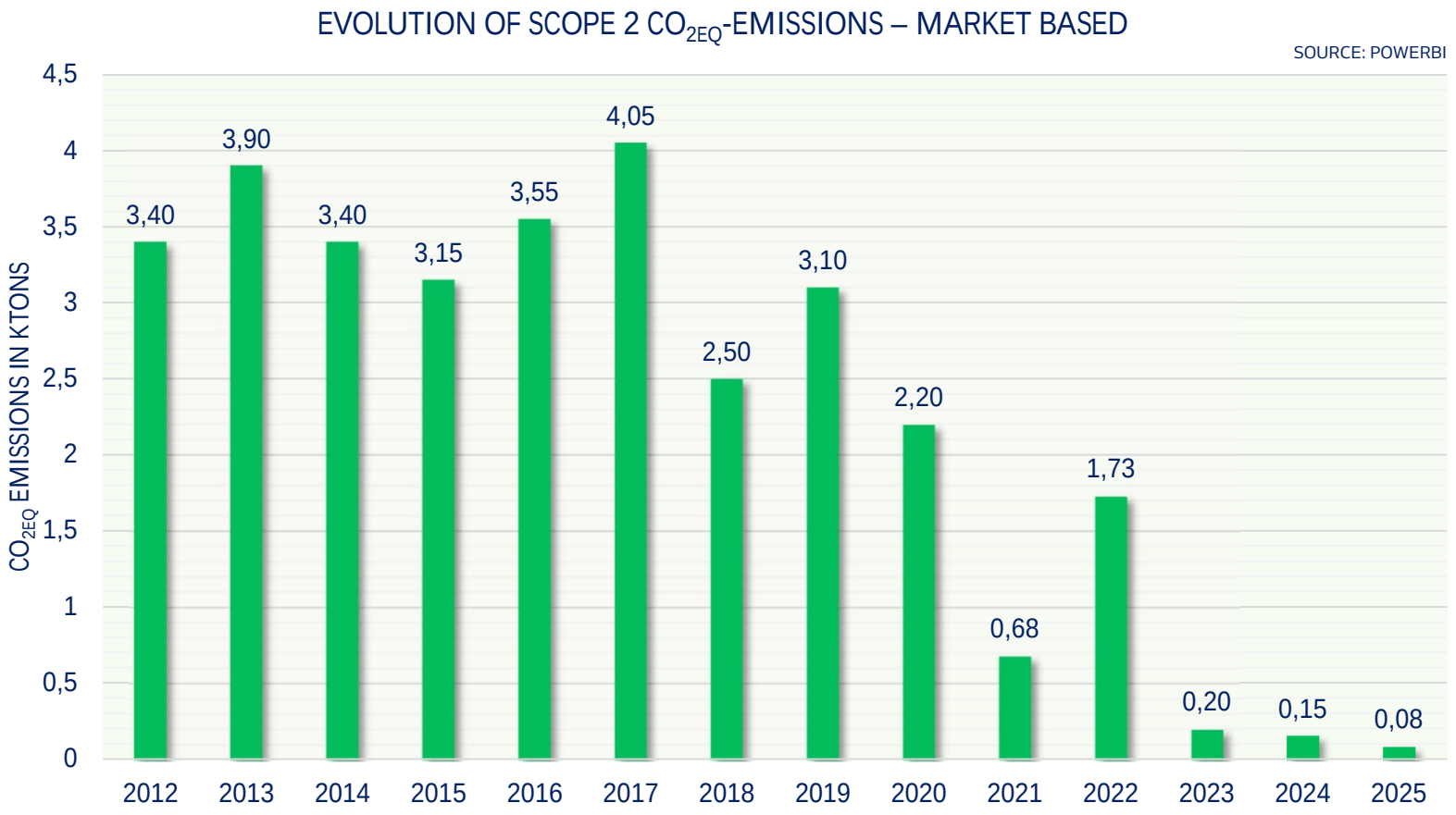
PROGRESS AND CARBON FOOTPRINT REPORT (BENELUX) – MARKET BASED

During 2025

0,08 kTon

of scope 2 CO_2 eq emissions market based were emitted in Belgium, Luxembourg and The Netherlands as a result of our activities.

This is a decrease of 46,6% with respect to 2024



03. EVOLUTION OF SCOPE 2 EMISSIONS

Extern

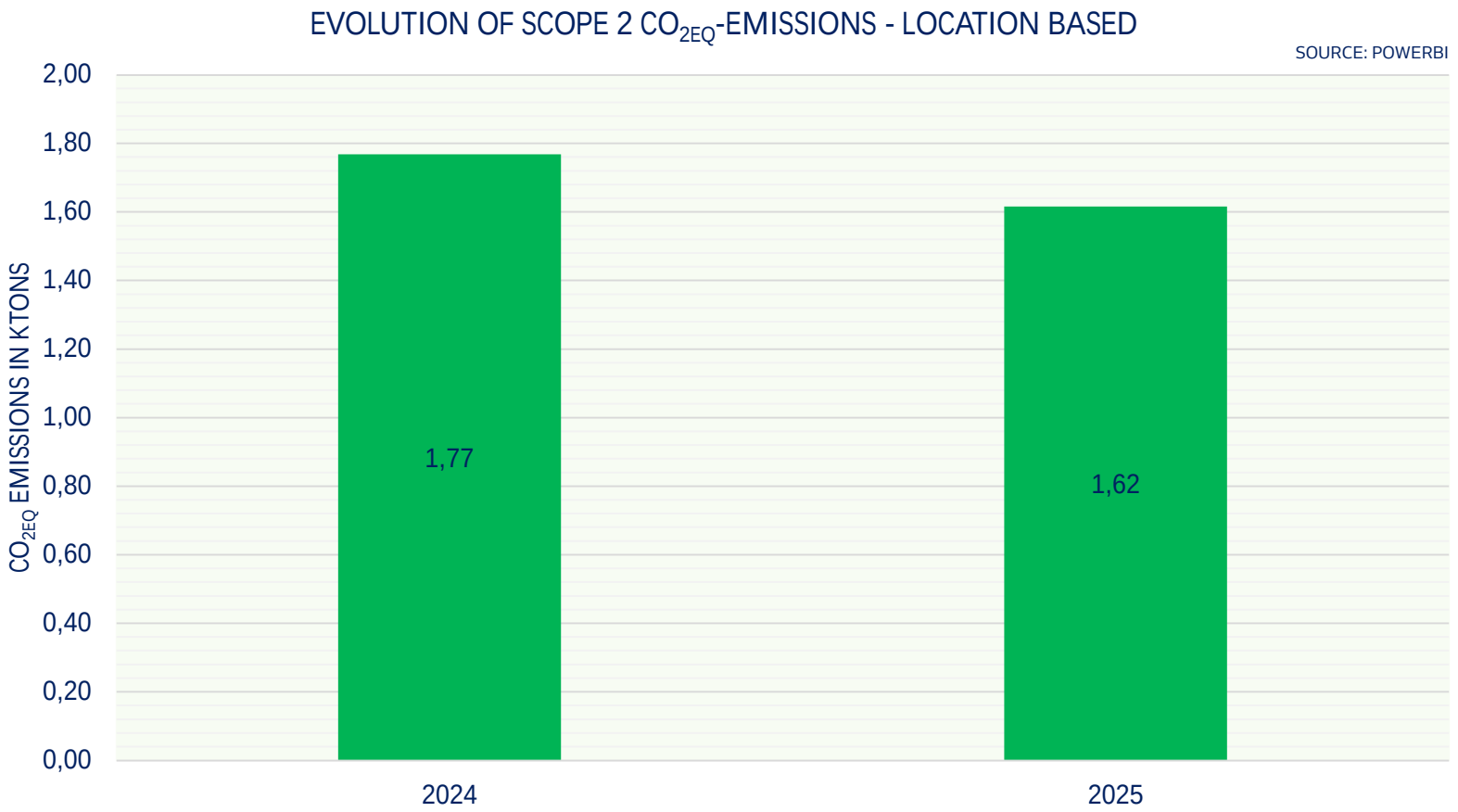
PROGRESS AND CARBON FOOTPRINT REPORT (BENELUX) – LOCATION BASED

During 2025

1,62 kTon

of scope 2 CO_2 eq emissions location based were emitted in Belgium, Luxembourg and The Netherlands as a result of our activities.

This is a decrease of
9%
with respect to 2024



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04. REDUCTION TARGETS SCOPE 1, 2 AND 3 EMISSIONS

Progress and carbon footprint report (benelux)

DEME'S AMBITION BELGIUM AND THE NETHERLANDS

	TARGET	TARGET YEAR	SCOPE
	40% GHG EMISSIONS REDUCTION COMPARED TO 2008 IN TERMS OF CO_{2EQ} PER UNIT OF WORK	2030	1
	CLIMATE-NEUTRAL HEADQUARTERS	2025	1, 2
	OFFICES IN BENELUX 100% GREEN ELECTRICITY	2028	2
	PROJECT SITES IN BENELUX 100% GREEN ELECTRICITY	2028	2
	CLIMATE NEUTRAL IN OPERATIONS WITH MACHINERY & EQUIPMENT (BENELUX)	2035	1, 2
	30 GRAMS CO_2/KILOMETER FOR LEASE CARS	2028	1
	100% OF OUR OWN DE NL EARTHMOVING EQUIPMENT WILL BE ZERO EMISSION	2035	1,2
	HIRE MACHINERY & EQUIPMENT WITH STAGE V ENGINES, IF NOT POSSIBLE STAGE IV (BENELUX)	2025-...	3

LV1

JV2

LV1 Per unit of work

Voulismas Laura, 2026-04-15T07:52:50.552

JV2 Please double check exact formulation with Laura/Malo/Robin. It’s about the difference in scope between DEME HQs (smallest scope) versus DEME campus (broader scope). We need to stay consistent in wording across all policy and reporting documents!

Verhulst Jiska, 2026-04-15T14:09:37.660

05. SCOPE 1 TARGET PROGRESS

PROGRESS AND CARBON FOOTPRINT REPORTS (BENELUX)

During 2025, the average CO_2 emissions of our fleet(2330 cars) was

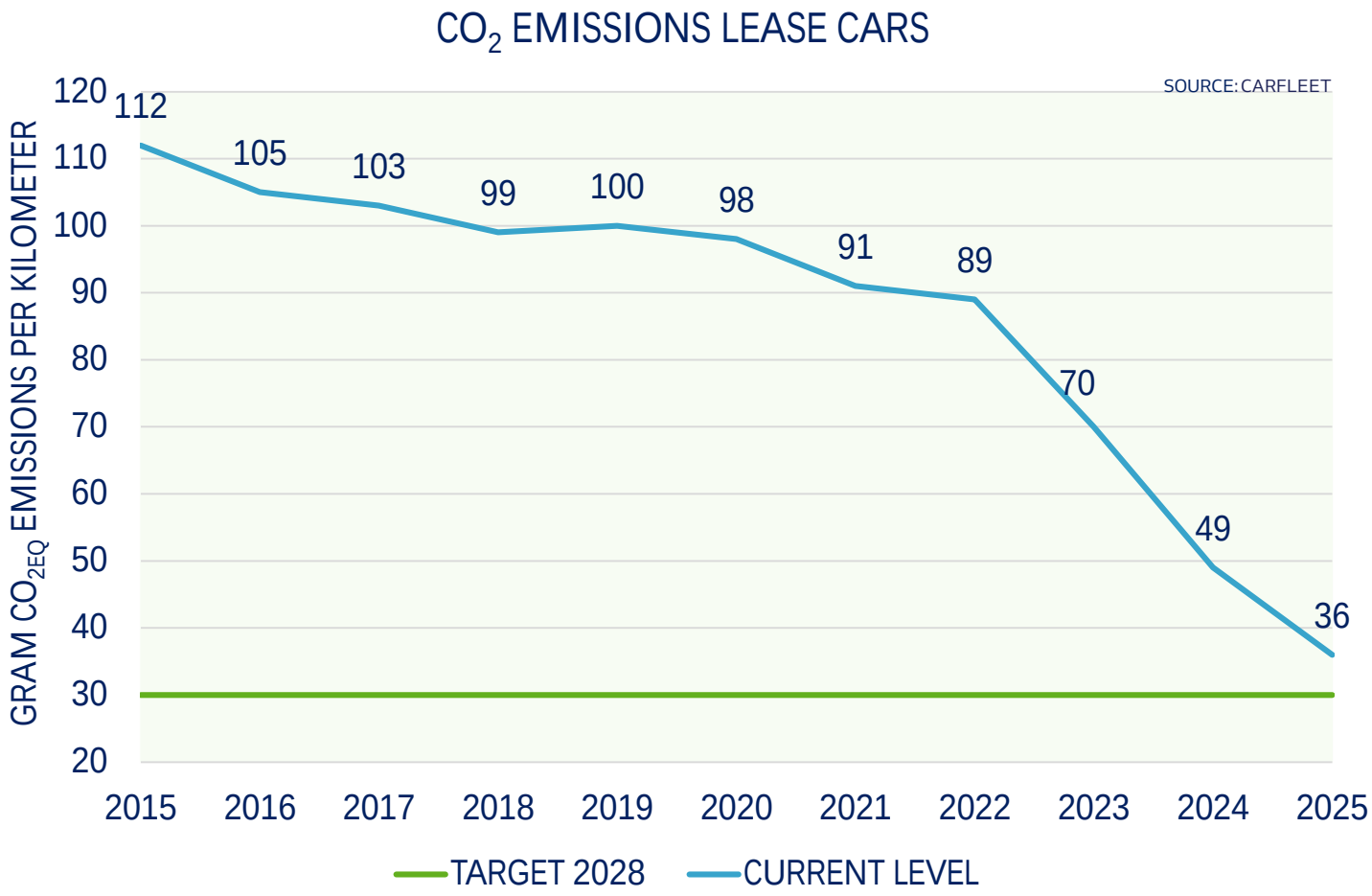
36 g CO_2 /km

This is a decrease of

27 %

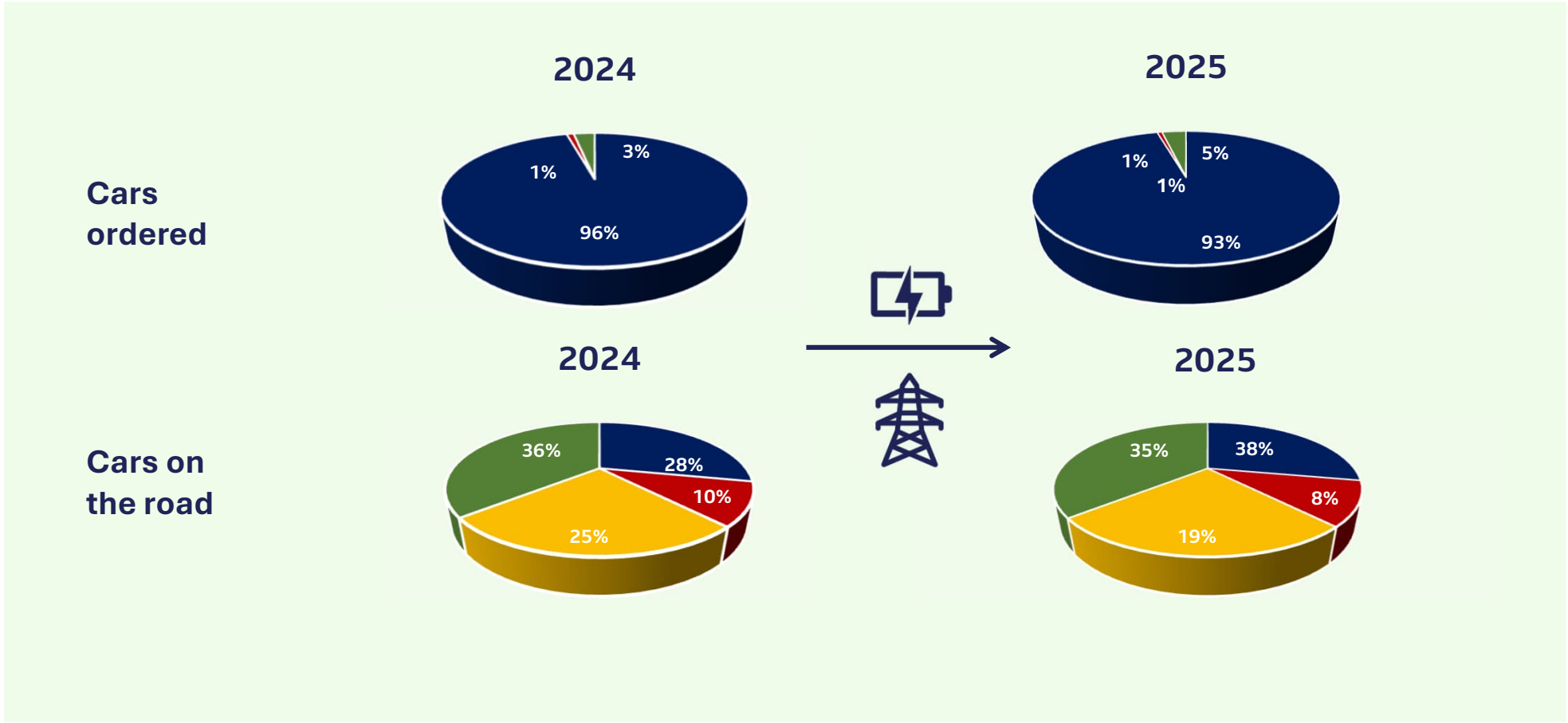
with respects to 2024.

This means that we are on track to achieving our target of 30 g CO_2/km in 2028



TRANSPORT OF PEOPLE - CARS

DEME CAR FLEET



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06. SCOPE 2 TARGET PROGRESS

PROGRESS AND CARBON FOOTPRINT REPORT (BENE)

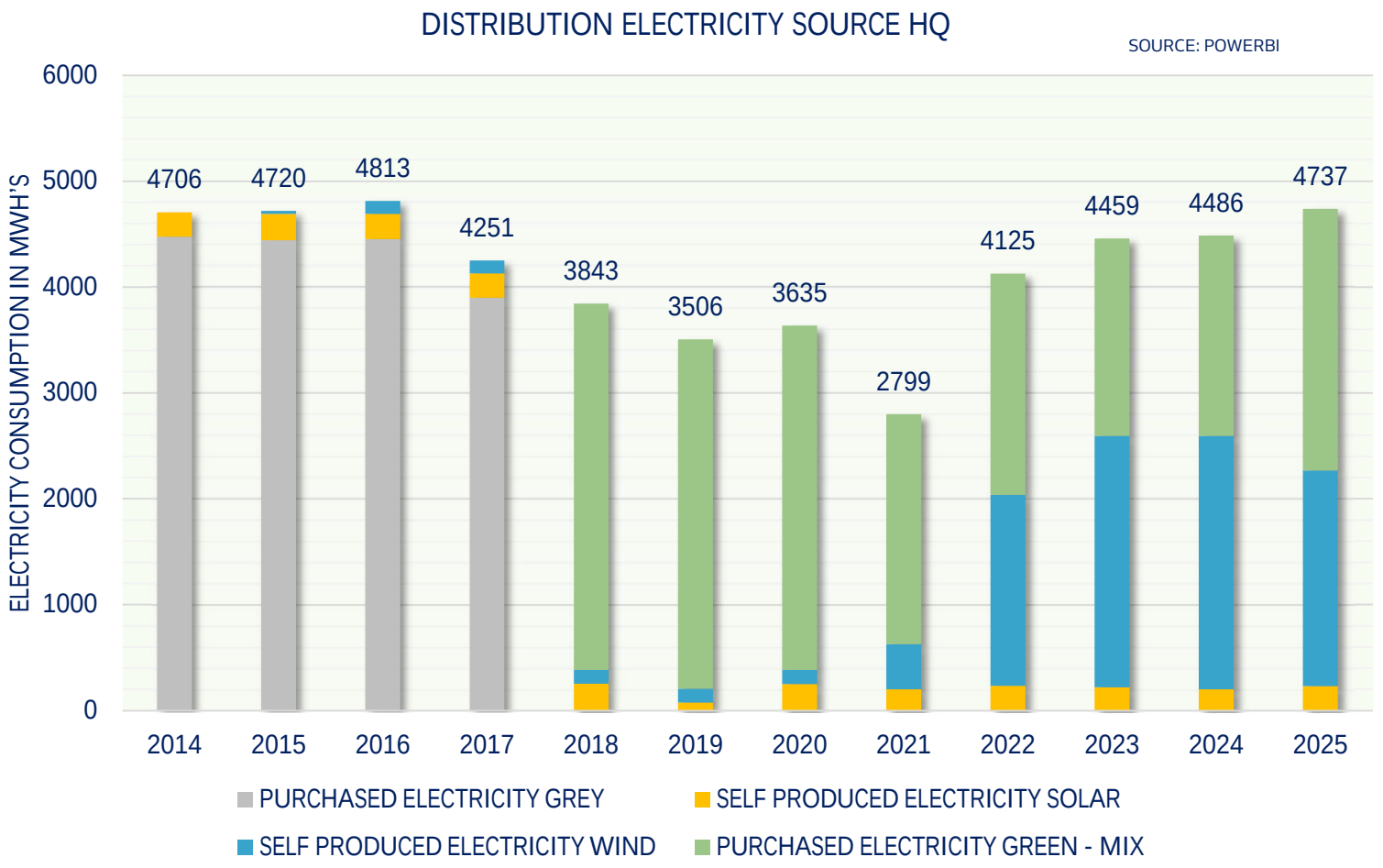
During 2025, the total electricity consumption was

4737 MWh

at HQ Campus Zwijndrecht.

This is an increase of
5,6%
with respect to 2024

All the electricity that was consumed at HQ, came from renewable energy sources.



06. SCOPE 2 TARGET PROGRESS

PROGRESS AND CARBON FOOTPRINT REPORT (BENELUX)

During 2025, the total electricity consumption was at our project sites in BeNeLux.

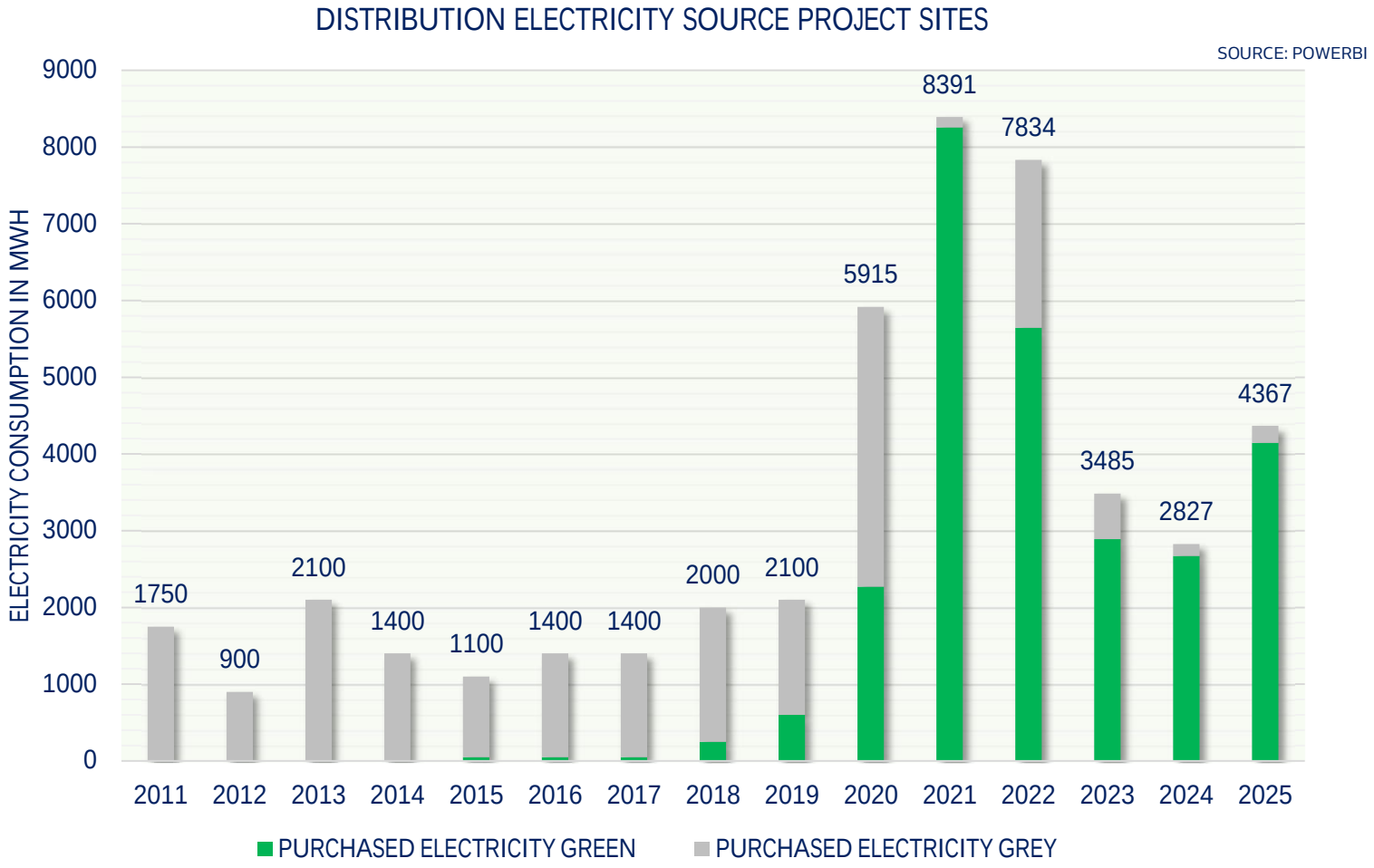
4367 MWh

This is an increase of

54%

with respect of 2024 (BeNeLux only).

95% of electricity that was consumed at our project sites, came from renewable energy sources.



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07. SCOPE 3 TARGET PROGRESS

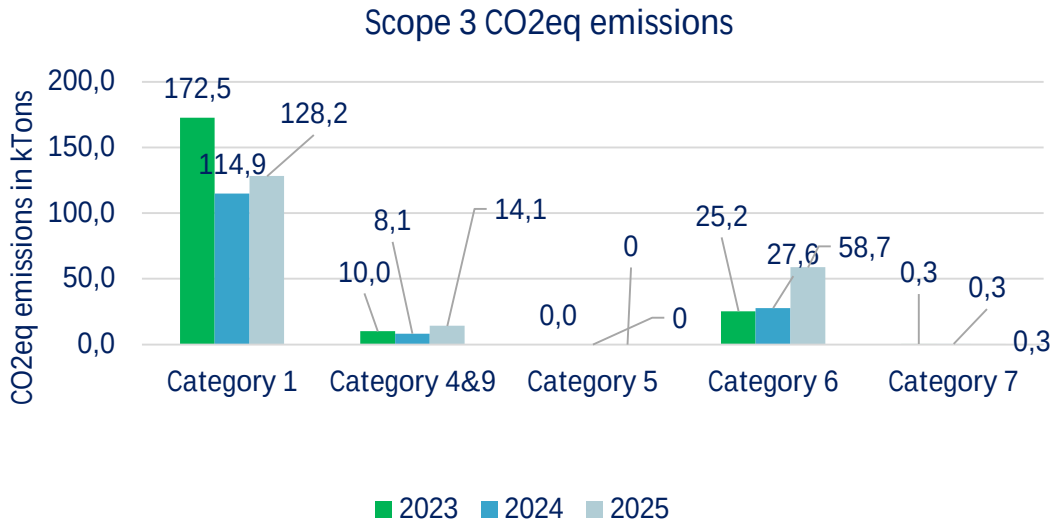
PROGRESS AND CARBON FOOTPRINT REPORT (BENELUX)

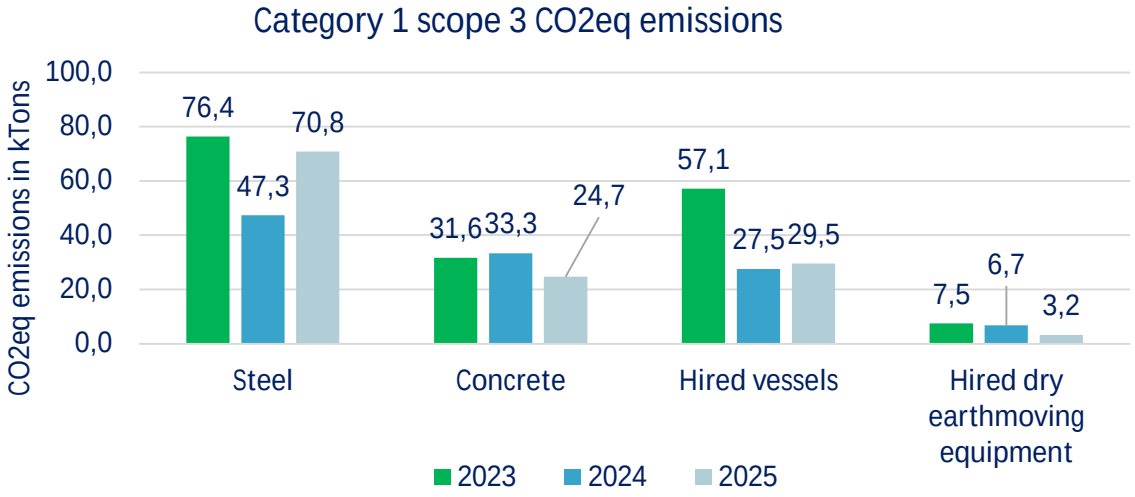
DEME has analysed its scope 3 emissions and decided to monitor only 6 emission categories (see table 5.1 GHG Protocol Scope 3 Standard in the 'Handreiking Aanbesteden Versie 3.0') for which the amounts are measurable and reducible; e.g.:

- Cat 1: purchase of goods & services (concrete, steel, cables, fuel consumption of hired equipment);
- Cat 4 & 9: transport;
- Cat 5: generated waste;
- Cat 6: business travel*;
- Cat 7: commuter travel.

The scope 3 emissions for 2025 are shown in the graph below compared with previous years.

** The subcategories C5, C7 and C10 were not considered material at DEME group level in the 2025 screening exercise. The subcategory C13 is excluded as the emissions from our downstream leased assets (DEME vessels chartered to third parties) are included in our Scope 1 emissions boundary.





DEME

*As of 2025, we are expanding our reporting to include all business travel, not only air travel
** See reference text on page 271 of our DEME Annual report 2025

08. EMISSIONS AND REDUCTIONS – PROJECT LEVEL

Extern

PROGRESS AND CARBON FOOTPRINT REPORT (BENELUX)

DEME's energy reduction program is evaluated and assessed by means of an energy management action plan. Ref. document DEME-QHSES-PRE-012. This action plan is linked to the Sustainability Programs on Climate & Energy. Reference is also made to our Year Action Plans.
To get more insight in its chain emissions, chain analysis were conducted:

Construction of windfarm "Rentel Project"

- In 2019 we started a new chain study on the Rentel Wind Turbine project. Depending on this outcome of this study and the review by an independent recognized consultancy, we will be able to formulate new objectives.

Maritime & fluvial marine aggregates transport

- DBM analysed its activities for processing and supplying marine aggregates. The major contribution of its scope 3 emissions is due to external transport activities. Therefore, DBM established a reduction policy for its maritime & fluvial transport. The policy aims for a 6 % reduction in CO_2 emissions per ton km, starting from 2015 till 2022.

Infrastructural works "Blankenburgverbinding"

- In the beginning of 2020, a chain study was carried out for project Blankenburgverbinding. Based on the results of this study, new targets will be set.

Dredging vessels BNL

- De Vries and van de Wiel performed an MKI calculation for various types of fuel for both the Piet Hein and Zeeland ships.

Inland waterway transport

- 2 LCAs were performed to determine the footprint of rented vessels

Emissions and reductions related to projects with a specific award advantage on the CO_2 Performance Ladder are separately reported.

An overview of these projects is given in the table below.

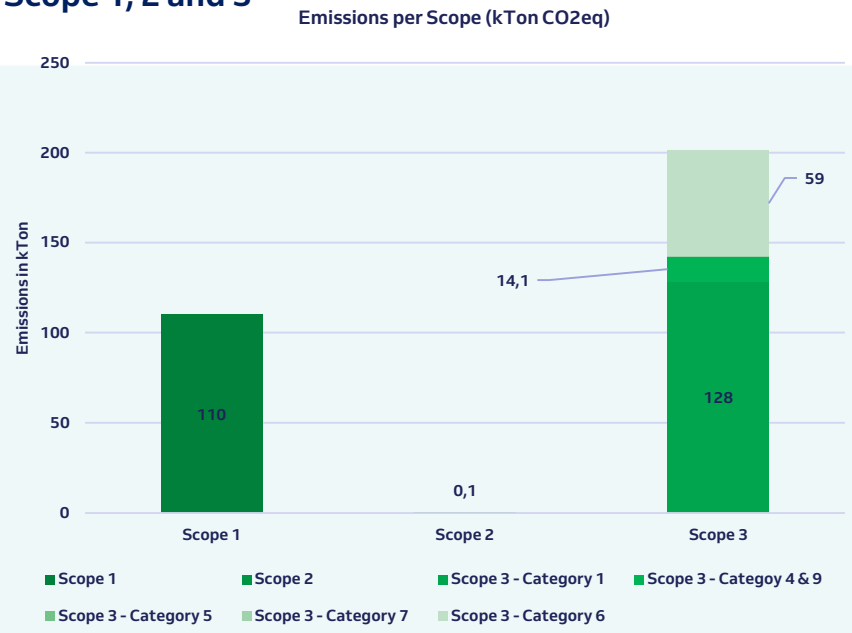
Further information about the projects can be found at DEME's corporate website.

Project budget nb.	Project description	Status project
5937	Marken	Ongoing since 2023
6339	SPW Dragages Wallons	Ongoing since 2026

09. GHG EMISSIONS DASHBOARD (BENELUX)

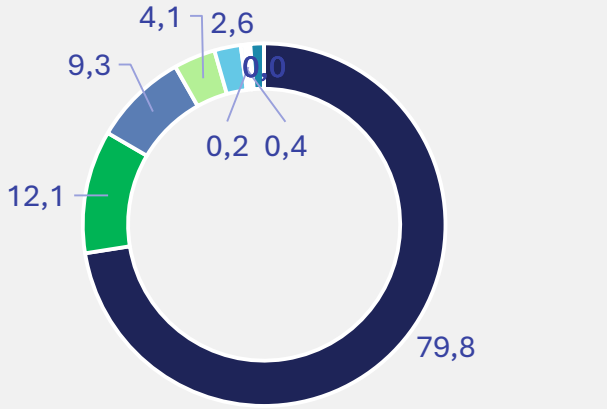
Extern

Scope 1, 2 and 3



Scope 1 and 2

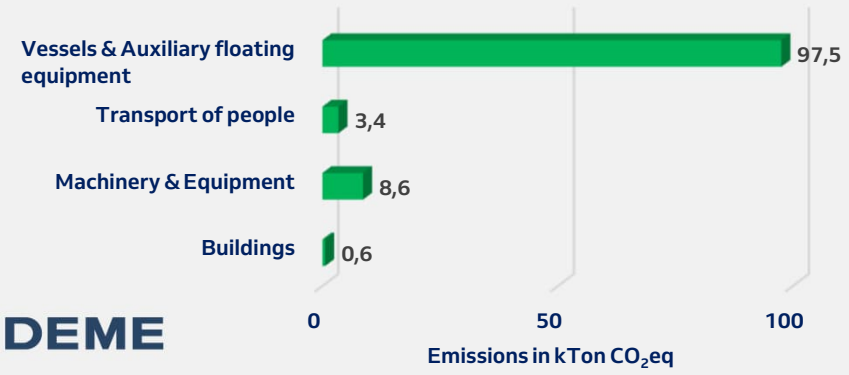
Emissions by Energy subtype (kTon CO_2eq)



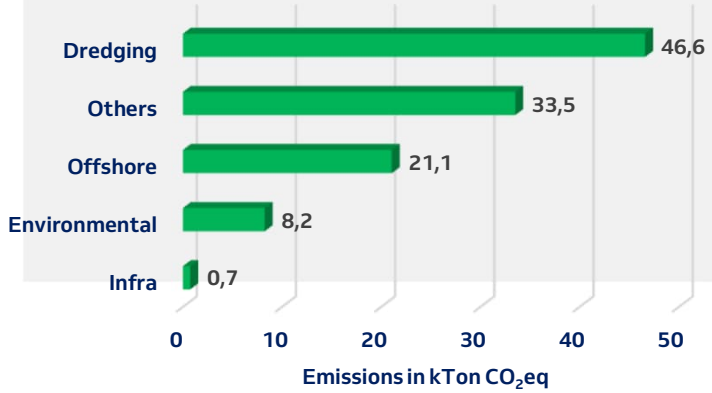
- Marine Distillate Fuel with Sulphur <0.1%79,8 kton CO2 eq
- LNG12,1 kton CO2 eq
- Diesel EN 5909,3 kton CO2 eq
- Marine Residual Fuel with Sulphur <0.5%4,1 kton CO2 eq
- Petrol E952,6 kton CO2 eq
- Diesel for heating0,4 kton CO2 eq
- Car Private Average0,2 kton CO2 eq
- Purchased Electricity Source Unknown0,1 kton CO2 eq
- Bio Diesel FAME <30%0,1 kton CO2 eq
- Natural Gas0,1 kton CO2 eq
- Marine Distillate Fuel with Sulphur <0.5%1,3 kton CO2 eq
- Purchased Electricity Grey0 kton CO2 eq
- Self Produced Electricity Green Wind0 kton CO2 eq

Scope 1 and 2

Emissions by Asset type (kTon CO_2 eq)



Emissions by Activity line (kTon CO_2eq)



DEME

11. CLIMATE TRANSITION PLAN

Extern

GENERAL

DEME qualifies as a front-runner within its sector, with a CO_2-intensity value of 0,0001 tonnes of CO_2 per euro of revenue. This CO_2-intensity value is calculated based of total CO_2 emissions from scope 1, scope 2 (market-based), and scope 3, relative to total company revenue within the scope of the CO_2-Performance Ladder.

DEME is one of the very few companies in its sector that is certified at CO_2-Performance Ladder version 4.0, level 3, which substantiates its position as a front-runner in CO_2 management and reduction. At present, publicly available and comparable CO_2-intensity data from peer organisations is limited. Once additional verified CO_2-intensity information becomes available through Mijn CO_2-Prestatieladder, DEME will conduct a more detailed quantitative comparison with other relevant organisations and, where necessary, update its sector positioning accordingly.

11. CLIMATE TRANSITION PLAN

Extern

VESSELS

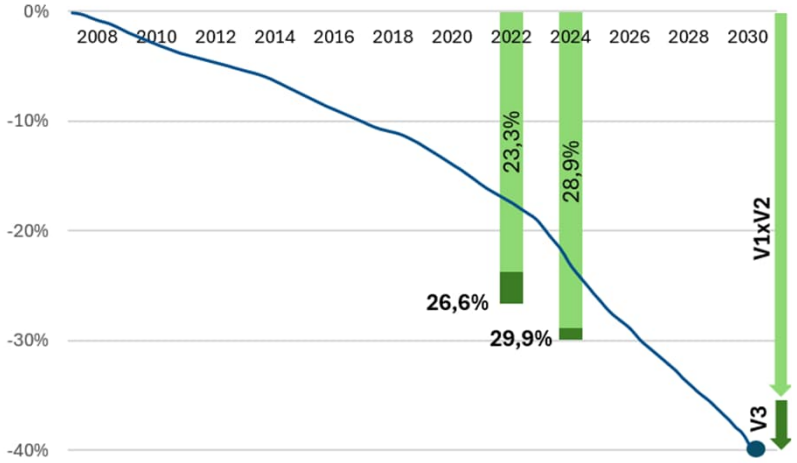
Keyperson: Operational responsible

Energy Baseline

I. 2008

Booklet Graph(s)

I.



Targets scope 1 & 2

Medium term target

I. 40% relative CO2Eq reduction of our DEME fleet by 2030 compared to 2008, per unit of work (V1xV2xV3)

Long term target

II. Reduce and eliminate CO2Eq emissions from conventional fossil fuels to achieve net-zero operations by 2050

Actions

Several actions are being taken with each action having their own responsible person.

11. CLIMATE TRANSITION PLAN

Extern

MACHINERY & EQUIPMENT (= DRY EARTH MOVING, PILING AND FOUNDATION EQUIPMENT)

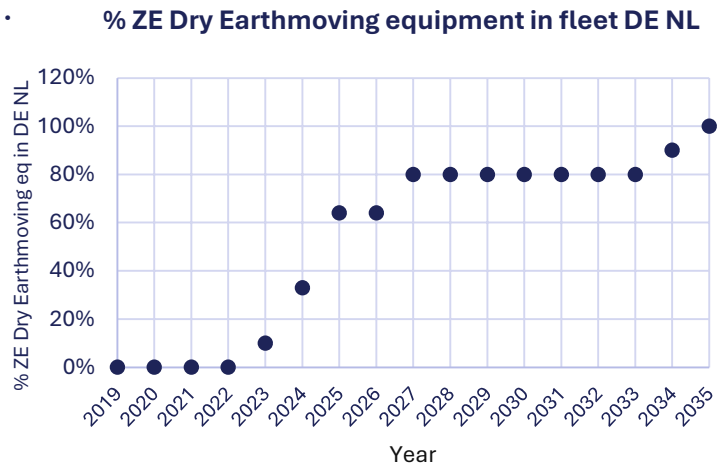
Keypersons: Operational responsibles

Energy Baseline

I. 2022
II. 2019
III. 2019

Booklet Graph(s)

II.



Targets scope 1, 2 & 3

Short term target

I. Hire Machinery & Equipment with stage V engines, if not possible minimum stage IV as from 2025 in the Benelux Area for Dry Earth Moving Equipment

Medium term targets

I. Comply with the SEB-convenant to reach climate neutral operations with Machinery and Equipment by 2035 in Benelux
II. By 2035, 100 % of our own DE NL earthmoving equipment will be ZERO Emission

Actions

Several actions are being taken with each action having their own responsible person.

DEME

11. CLIMATE TRANSITION PLAN

Extern

OFFICES & BUILDINGS

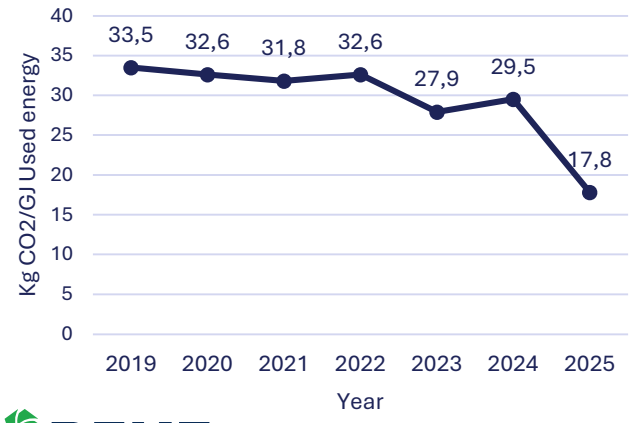
Keypersons: Operational responsibles

Energy Baseline

I. 2018
II. 2018
III. 2018

Booklet Graph(s)

I. **HQ Zero Carbon emissions by 2025**



Targets scope 1 & 2

Short term target

I. HQ Zwijndrecht office – climate neutral by 2025
II. Offices in BeNeLux – 100% green electricity procurement by 2028
III. Project sites in BeNeLux – 100% green electricity procurement by 2028

Actions

Several actions are being taken with each action having their own responsible person.

DEME

11. CLIMATE TRANSITION PLAN

Extern

TRANSPORT OF PEOPLE

Keypersons: Operational responsibles

Energy Baseline

I. 2019
II. 2011

Targets scope 1, 2 & 3

Short term targets

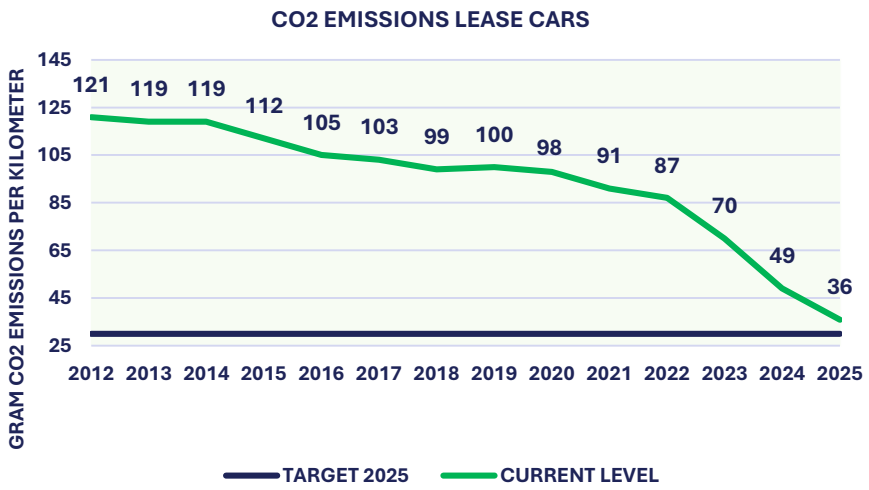
I. Reduce air travel for air distances below 500km by 2025
II. 30 grams CO2/kilometer for lease cars by 2028 BeNeLux

Actions

Several actions are being taken with each action having their own responsible person.

Booklet Graph(s)

II.



11. CLIMATE TRANSITION PLAN

Extern

PURCHASE OF GOODS & SERVICES

Keypersons: Operational responsibles

Energy Baseline

I. See target

Targets scope 3

Short term targets

I. To report (CSRD) in 2027 (over FY2026) on 5 relevant scope 3 GHG categories worldwide
II. To onboard 100% of our high ESG risk strategic, core and niche suppliers and 100% of our medium ESG risk strategic suppliers in EcoVadis
III. To include for all our vessel newbuilt contracts a requirement on delivery of EPD in line with ISO14064 & ISO14067

Actions

Several actions are being taken with each action having their own responsible person.

12. I&I ANALYSIS

Extern

Metric	Unit	FY2025	Impact	Influence & reduction possibilities	Reasoning
Scope 1&2 – Vessels	tCO2e	762.510	High	High	DEME has a direct influence on their own generation of emissions.
Scope 1&2 – Machinery & Equipment	tCO2e	40.559	Medium	High	DEME has a direct influence on their own generation of emissions.
Scope1&2 - Buildings	tCO2e	<4.056	Low	High	DEME has a direct influence on their own generation of emissions.
Scope1&2 – Lease Cars	tCO2e	<4.056	Low	High	DEME has a direct influence on their own generation of emissions.
C1. Purchased goods & services	tCO2e	480.712	High	High	DEME can influence suppliers by including requirements in frame agreements to integrate more options on energy efficient & lower GHG emitting products and services.
C2. Capital goods	tCO2e	289.462	High	Low	Emission reduction opportunities are only possible in the chain of steel production of the steel the shipyard uses for the ships and the ship design itself.
C3. Fuel- and Energy-Related Activities not included in Scope 1 or Scope 2	tCO2e	271.440	High	Low	Emission reduction opportunities are only possible in the fuel production chain itself and very difficult to influence.
C4. Upstream transport & distribution	tCO2e	222.293	High	Medium	In transportation, DEME can influence the CO2 emissions of the transports by making agreements with its chain partners on this matter.
C5. Waste generated in operations	tCO2e	4.670	Low	Medium	DEME can influence scope 3 emissions from the waste chain by making agreements with the waste collectors/processors to reduce emissions by requesting more recycling.
C6. Business travel	tCO2e	50.459,69	Medium	High	For short-term car leasing, DEME can exert influence by making agreements to use electric cars instead of fuel. The same applies to air travel by means of green seats and encouraging consideration of carbon footprint as a decision factor.
C7. Employee commuting	tCO2e	455,59	Low	Medium	DEME can influence commuting by, for example, creating more facilities for shared transport from public transport hubs to the company.
C8. Upstream leased assets	tCO2e	107.823	Medium	Medium	DEME can influence chain partners that rent out ships by questioning the fuel type and opting for a greener fuel. Although not always easy since there is a premium price involved.
C9. Downstream transportation and distribution	-	-	-	NA	NA
C10. Processing of sold products	tCO2e	6.382,92	Low	Low	This concerns the sale of the soil and sand dredged by DEME. This concerns large quantities that are sold in the concrete industry and for embankments. In concrete, sand only contributes very little to the CO2 emissions of concrete production (approx. 5%). As a result, the ability to influence CO2 emissions from concrete by DEME is not relevant. With elevations, the scope 3 CO2 emissions are virtually negligible. The ability to influence the reduction of scope 3 emissions from this sand and soil by DEME is therefore very limited.
C11. Use of Sold products	-	-	-	NA	NA
C12. End of life treatment of sold products	-	-	-	NA	NA
C13. Downstream leased assets	-	-	-	NA	NA
C14. Franchises	-	-	-	NA	NA
C15. Investments	-	-	-	NA	NA

12. VALUE CHAIN ANALYSIS

Extern

MAPPING

Upstream	Own Operations	Downstream
Suppliers and workers in value chain	*Own workforce*	*Clients, Authorities, End-users, communities, society*
- Shipbuilding & equipment manufacturing - Raw materials supply (steel, concrete, cables, rock, fuel…) - Technical services (engineering, ..) - Hiring of people, vessels & equipment	- **Dredging & Infra:** dredging, land reclamation, marine infrastructure works - **Offshore Energy:** (engineering, construction) and installation of OWF / (oil & gas) components - **Environmental:** soil remediation, sediment treatment recycling centers - **Concessions:** windfarms, port development & construction	- Asset delivery - O&M phase - Use of assets - End of life owned equipment - Ship recycling - Demolition of assets

*full analysis of all direct relations can be found p. 238 - 250 Annual report 2025

12. VALUE CHAIN ANALYSIS

Extern

ANALYSIS OF THE VALUE CHAIN PARTNERS & REDUCTION POSSIBILITIES

Relevant value chain partners	Allocation of emissions	Reduction possibilities
Vessel & equipment manufacturers	Medium	Low (scope 3)
Hired vessels & equipment	Medium	Medium (scope 3)
Fuel suppliers 1.MINERVA BUNKERING (USA) LLC 2. ALEXMAR SHIPPING COMPANY SAE 3. HORIZON ENERGY NV 4. BURANDO ENERGIES 5. UNIOIL SUPPLY A/S BUNKER ONE 6. Dan-Bunkering (America) Inc. 7. ESTABLISHMENT IMDAD ALMUN 8. FINCO ENERGIES INTERNATIONAL MARINE BV 9. ISLAND OIL LTD (FACTOR) 10. Finco Marine Energies	High 1. 10% of all fuel emissions 2. 9% of all fuel emissions 3. 5% of all fuel emissions 4. 5% of all fuel emissions 5. 4% of all fuel emissions 6. 4% of all fuel emissions 7. 3% of all fuel emissions 8. 3% of all fuel emissions 9. 2% of all fuel emissions 10. 2% of all fuel emissions	High (scope 1 & OBE – see Action fiche)

Influence and policy choices: The organization can directly influence fuel use and vessel efficiency and indirectly influence suppliers and clients through procurement and project design choices.

Potential negative effects:

- Higher costs of sustainable fuels and technologies
- Limited availability of alternative fuels in certain regions
- Possible trade-offs between operational performance and emission reduction

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