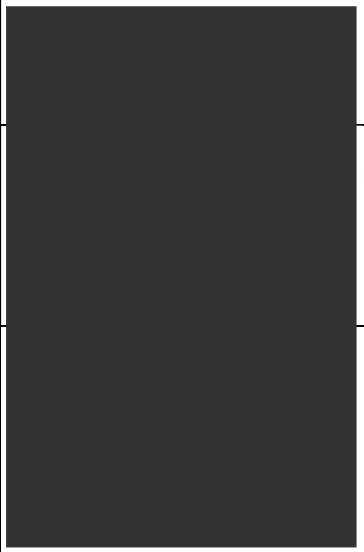
Short term PoA – Climate Transition Plan 2026 - 2030



General				
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Prepared by	Nick van den Berg	Sustainability advisor	15-10-2026	
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Short-term strategy & plan of action

This action plan describes how Van Gelder will implement the short-term objectives for CO_2 reduction, energy savings and sustainable energy as set out in the climate transition plan towards 2050. The measures focus on the emission flows that are responsible for the majority of CO_2 emissions within the organisation and contribute to the objective of achieving a CO_2 reduction of at least 21% by 2030 and 41% by 2035 compared to the base year of 2025.

In addition to CO_2 reduction, Van Gelder also focuses on energy savings and sustainable energy. The focus is on reducing natural gas and electricity consumption and increasing the share of sustainably generated energy through solar panels, battery storage and the purchase of green electricity. The ambition is to reduce energy consumption by 15% by 2030 and by 18% in 2035 compared to 2025. In addition, the share of sustainably generated and used energy will be increased to 40% in 2030 and 55% in 2035. Based on these insights, the energy objectives will be further concretized and monitored in the coming years through the Energy Plan and the energy assessment.

For each major emission stream, concrete objectives, preparatory actions, measures, responsibilities and projections have been developed for the period 2026-2028 in preparation for achieving our targets in 2030 and 2035.

The measures have been drawn up according to the principles of the Trias Energetica; first reducing energy consumption; then increasing the use of sustainable energy; Finally, the most efficient use of residual fossil energy.

The feasibility of the objectives is assessed annually on the basis of results achieved, developments within the sector and developments at clients, suppliers and legislation and regulations. For each emission stream, opportunities and risks have therefore been identified that can affect the achievement of the targets.

Introduction scope 1 and 2

Van Gelder's direct emissions are mainly caused by buildings, the vehicle fleet, its own equipment and the asphalt plant. For these emission flows, Van Gelder largely has influence on investments, energy consumption and operational choices.

The reduction strategy therefore focuses on energy savings, electrification, sustainable energy generation and making business processes more sustainable. In addition to the CO_2 reduction target, the aim is to reduce natural gas and electricity consumption and to increase the share of renewable energy by means of solar panels, battery storage and the purchase of green electricity.

The table below provides insight into the distribution of scope 1 and 2 emissions and the expected contribution of the various emission streams to the reduction target. Based on current forecasts, a CO_2 reduction of approximately 24% will be achieved in 2028 compared to 2025. This means that the target of a 21% reduction by 2030 is expected to be achieved as early as 2028. The largest contribution is made by the electrification of the vehicle fleet and the sustainability of the equipment fleet and asphalt production.

Emission stream	Share of emissions	Emissions 2025 (tonnes of CO_2)	Reduction in 2028 (tonnes of CO_2)	Expected reduction in % by 2028
Buildings	3%	525	99	19%
Fleet	22%	4.446	3.142	71%
Equipment service	36%	7.153	1.073	15%
Asphalt production	29%	5.814	492	8%
Electricity*	9%	1.884*	0	0%
Total	**100%**	**19.911**	**4.806**	**24%**

* Electricity is included in the energy target, 100% CO2 reduction through the purchase of GOs (therefore not included in the total reduction). See the Energy Plan for measures to reduce energy consumption, generate and make the electricity grid more flexible

Buildings

Emissions from buildings are mainly caused by natural gas consumption. In the coming years, Van Gelder will focus on making the locations with the highest gas consumption more sustainable, replacing installations at natural replacement moments and further expanding locally generated sustainable energy. These measures are expected to contribute to energy savings, CO_2 reduction, local sustainable energy generation and flexibilisation of the energy system.

The exact size of this contribution will be further quantified after the inventory in 2026. In addition, it is being worked out how the office locations can be made completely natural gas-free by 2030 at the latest.

Important opportunities lie in energy-saving measures, solar panels and battery storage. Important risks are grid congestion, investment budgets and technical limitations of existing locations. These measures are aimed at a structural reduction in both energy consumption and CO_2 emissions from building-related activities.

Measure	Planning	Expected reduction	Responsible
Inventory of energy labels, energy consumption and peak load of all office, work and project locations	2026	Procedural measure	Facilities
Energy-saving building measures (replacing LED lighting and using timers on gas heaters in warehouses)	2026-2028	N.t.b.a.	Facilities
Roof replacement at various locations for insulation and preparation of solar panels	2027-2028	Process measure for the preparation of solar panels	Facilities
Installation of solar panels at different locations	2027-2028	50-120 tonnes of CO_2	Facilities
Research and implementation of battery storage linked to solar panels	2027-2028	Less grid congestion due to grid flexibility	Facilities
Relocation to more energy-efficient offices	2027	20-60 tons of CO_2	Facilities
Smart charging of electric forklifts between 22:00 and 05:00	2026	Less grid congestion due to grid flexibility	Facilities
Purchasing green electricity (GOs)	2026-2028	2,000 tonnes of CO_2 per year	Facilities

Fleet

Passenger mobility is one of the largest emission sources within scope 1 of Van Gelder. Passenger mobility is one of the largest emission sources within scope 1 of Van Gelder. The objective is to have all passenger cars with yellow license plates emission-free by 2026 and that at least 50% of work buses will be emission-free by 2028. Important risks are delivery times of vehicles and availability of charging infrastructure.

Measure	Planning	Expected CO_2 reduction	Responsible
Increase share of electric vehicles with yellow license plates from 71% to 100%	2026-2028	1,638 tonnes of CO_2	Facilities
Replacement of work buses for ZE and use of cargo vehicles in urban areas to replace conventional commercial vehicles	2026-2028	1,504 tonnes of CO_2	Facilities

Equipment service

The reduction is achieved by using natural replacement moments and focusing investments on the equipment categories with the greatest reduction potential. The main focus of emissions is in the higher power classes, while the greatest feasibility is currently found in the lower power classes. As a result, the first focus will be on equipment where emission-free alternatives are already widely available. Electric equipment converts energy into labor more efficiently than conventional diesel-powered equipment, so the electrification of the equipment fleet contributes to both CO_2 reduction and Van Gelder's energy target.

Measure	Planning	Expected contribution	Responsible
Investments in line with sustainability roadmap (SEB)	2026-2028	<19 kW: 106 tonnes 19-56 kW: 521 tonnes 56-130 kW: 369 tonnes 130-300 kW: 77 tonnes **Total: 1,073 tonnes of CO_2**	Management / Equipment Service
Investing on the basis of requests from operating companies and sustainability requests from clients	2026-2028	Included in the measure above for 2026, still to be dealt with from 2027	Management / Equipment Service
Converting fossil equipment to emission-free alternatives if possible	2026-2028	To be used if lifespan allows it and is attractive	Equipment service
HVO100 as a temporary transitional solution if electrification does not result in enough reduction	2026-2027	Can only be used if necessary	Equipment service
Providing insight into all project locations, including the use of equipment, energy consumption and emissions	2027	Procedural measure	Equipment service
Applying a self-sufficient shack with solar panels and local energy generation	2026-2028	Reduction of diesel and electricity consumption at project sites (not yet exactly determined).	Equipment service

Asphalt plant

The asphalt plant is one of the largest emission sources within Van Gelder and at the same time offers many opportunities to reduce natural gas consumption, and thus CO2. The short-term approach focuses on optimising existing processes and further scaling up proven measures such as warm-mix asphalt. However, the greatest reduction in gas consumption and CO_2 emissions is expected from the transition to hybrid or fully electric asphalt production, for which the first exploratory steps are currently being taken.

Achieving the reduction targets partly depends on acceptance within the asphalt chain and the willingness of clients to apply sustainable alternatives (such as asphalt produced at lower temperatures). Because of this high dependence on the market, the expected CO2 reductions have been estimated conservatively, while the technical potential is high.

Measure	Planning	Impact per tonne of asphalt	Expected contribution	Responsible
Decrease in the number of different asphalt mixtures	2026-2028	0.7 kg CO_2/tonne	50-245 tonnes of CO_2	APMN
Increasing the acceptance and application of warm-mix asphalt within the asphalt chain	2026-2028	2.0 kg CO_2/tonne	70-700 tonnes of CO_2	APMN
Expansion of covered storage and work areas	2028	2.2 kg CO_2/tonne	77-770 tonnes of CO_2	APMN
Improved storage and protection of fine material fractions	2028	0.7 kg CO_2/tonne	245 tonnes of CO_2	APMN
Increasing the use of cold supply of materials	2026-2028	0.2 kg CO_2/tonne	7 tonnes of CO_2	APMN
Research into hybrid and fully electric asphalt production	2026-2035	N.t.b.a.	Procedural measure	APMN

Introduction scope 3

Van Gelder's largest CO_2 emissions are within the chain. These emissions are caused by the use of transport, subcontractors, materials, suppliers and participating asphalt plants, among other things. Because Van Gelder cannot reduce these emissions independently, the emphasis is on cooperation, management and making concrete agreements with chain partners.

In 2026, we will gain insight into emission flows, determine reduction potential and identify the largest emitters. Despite differences in data quality, monitoring and control are made possible by this Plan of Action. The data quality is also improved annually. From 2027, reduction agreements will be made with suppliers, design choices will be adjusted and sustainability requirements will be included in contracts. The largest reductions are expected from 2028, when these measures are widely applied within the organisation and chain.

In addition to the upstream emissions of suppliers and subcontractors, Van Gelder is working on a better understanding of the downstream impact of its products and services. This involves looking at the energy consumption, maintenance, lifespan, reuse and processing of products and materials after they have been delivered.

Progress is directed towards both the actual CO_2 reduction achieved and the implementation of preparatory measures. Because many reductions depend on clients, suppliers and market developments, an annual assessment is made of whether additional measures are needed to stay on track towards the 2030 and 2035 targets.

Emission stream	Share of emissions	Emissions 2025 (tonnes of CO_2)	Expected reduction 2028	Reduction (tonnes of CO_2)
Infra Equipment & Transport*	52%	198.330	12%	16.505
EW&T Equipment & Transport	19%	71.600	23%	16.550
Participating asphalt plants	4%	16.408	9%	1.476
Materials	20%	75.180	11%	8.351
Waste	1%	4.024	3%	120
Other	5%	17.900	0%**	0**
Total	**100%**	**383.442**	**13%**	**51.106**

* The expected CO2 reduction of Infra in this PoA only shows up to and including 2028, while it has been calculated up to and including 2030.

** Reduction of 'Other' is to be determined

Infrastructure equipment and transport

Within Infra, emissions are approximately 52% of the scope 3 total, these emissions are mainly caused by heavy equipment, earthmoving machinery, transport movements and subcontractors. The approach focuses on electrification of equipment in accordance with the SEB roadmap, making transport more sustainable and making reduction agreements with suppliers and chain partners.

The greatest reduction opportunities lie in emission-free light and medium-heavy equipment, emission-free transport and CO_2 control on projects. Important risks are the availability of emission-free heavy equipment, grid congestion and the dependence on clients and suppliers. This is working towards a structural reduction in scope 3 emissions towards 2030.

Measure	Planning	Expected contribution	Responsible
Identify the category of emissions with policy-based investments	2026	Procedural measure	Dept. Sustainability
Translating impact and objectives to the business units within the Infra division	2026-2027	Procedural measure (done for VGAM, VGVT and Rail follow)	Business with sustainability support
Identify the most impactful suppliers and determine the selection of chain partners	2026	Procedural measure	Division Directorate Infra
Discussions with chain partners about joint CO2 targets to arrive at a joint roadmap on CO2 reduction	2027-2028	Procedural measure	Business with Procurement Support
Include CO2 requirements in contracts	end of 2027	Procedural measure	Purchasing
Registration of CO2 on projects by means of Digital Diary registration within VGAM	From 2025	Procedural measure	Division Directorate Infra
Registration of CO2 on projects by means of Digital Diary registration within VGVT, Rail and Vermeulen	From 2027	Procedural measure	Division Directorate Infra
Further development of the roadmap for the Infra division	2027	Procedural measure	Division Directorate Infra
Monitoring of VGVT, Rail and Vermeulen using the roadmap division Infra	From 2027	Procedural measure	Business with sustainability support
Infra business units report on progress every quarter	2027	Procedural measure	Business with sustainability support
Monitoring supplier performance on equipment and transport change	From 2028	Procedural measure	Business with support from Procurement & Sustainability
Scaling up electrification of SEB cate. < 19 kW	2027-2029	**Total reduction: 302 tonnes**	Division Directorate Infra
Scaling up electrification of SEB cate. 19-56 kW (to 25% to 100% ZE)	2027-2030	**Total reduction: 713 tonnes**	Division Directorate Infra
Scaling up electrification of SEB cate. 56-130 kW (to 25% to 10% ZE)	2028-2030	**Total reduction: 275 tonnes**	Division Directorate Infra
Scaling up electric transport (N3): Scaling up to 2 extra electric trucks per year will result in 55 tonnes of CO2 reduction every year	2027-2030	Deployment of extra ZE trucks compared to 2025 Total reduction: 221 tonnes	Division Directorate Infra
Additional use of HVO100 compared to current consumption of 2025 (amount equivalent to 4% reduction in 2026)	2027	360 tons	Division Directorate Infra
Scaling up electrification by means of the Infra - Traffic Technology roadmap	2027-2030	521 tonnes of CO_2	Division Directorate Infra

Scaling up electrification using the Infra - Rail roadmap	2027-2030	320 tonnes of CO_2	Division Directorate Infra
Scaling up electrification based on the Infra – Vermeulen roadmap	2027-2030	159 tonnes of CO_2	Division Directorate Infra

EW&T equipment and transport

Within EW&T, the majority of CO_2 emissions are caused by the use of equipment and transport by subcontractors, landlords and suppliers. That is why the approach focuses on cooperation in the chain, encouraging emission-free equipment in accordance with the SEB roadmap and making reduction agreements with the largest emitters.

There are both opportunities and risks here. Due to the energy transition and grid congestion, the focus of clients (including grid operators) is mainly on the timely realisation of grid expansions, which means that the added value of emission-free equipment is not always financially appreciated. In addition, emission-free alternatives require significant investments from chain partners, which can limit their availability.

At the same time, emission-free working is increasingly being requested and sustainability is weighing more heavily in tenders. This offers opportunities to accelerate the transition together with chain partners. A point of attention remains that limited room for investment among chain partners can lead to a greater facilitating or investing role for EW&T.

Measure	Planning	Expected contribution	Responsible
Mapping out the category in which the emissions fall with appropriate investments based on policy	2026	Procedural measure	Sustainability Department
Translating impact and objectives to the business units within EW&T	2026	Procedural measure	Business with sustainability support
Identify top 50% of emitting suppliers and determine selection of chain partners	2026	Procedural measure	Divisional management EW&T
Registration of CO_2 on projects	From 2027	Procedural measure	Divisional management EW&T
Business units report on progress on a quarterly basis	From 2027	Procedural measure	Divisional management EW&T with support for sustainability
Discussions with chain partners about joint CO_2 targets	2027	Procedural measure	Business with Procurement Support
Include CO_2 requirements in contracts	End of 2027	Procedural measure	Purchasing
Monitoring supplier performance	From 2028	Procedural measure	Purchasing
Replacement/use of equipment subcontractors	2026-2028	**Total 5,250 tonnes of CO_2**	Divisional management EW&T with support of purchasing
Emission-free transport of subcontractors	2026-2028	**Total 4,800 tonnes of CO_2**	Divisional management EW&T with support of purchasing
Optimization projects / emission-free projects	2026-2028	**Total 6,500 tonnes of CO_2**	Divisional management EW&T

Participating asphalt plants

The asphalt production of our participating asphalt plants is responsible for approximately 4% of Van Gelder's total emissions. The reduction strategy focuses on further optimising the asphalt plants, reducing energy consumption per tonne of asphalt produced and increasing the share of sustainable raw materials.

Our goal is to emit 15 kg of CO_2 per ton of asphalt by 2030. reductions are achieved through measures such as hot-mix asphalt, optimization of mixtures, improved storage of raw materials and further process optimization. These measures ensure a gradual reduction in the CO_2 intensity of asphalt production,

However, the largest reductions are expected from 2030, when hybrid and fully electric asphalt production becomes technically and economically feasible. That is why the focus in the period up to 2030 is not only on direct emission reduction, but also on preparing for this technological transition through research, pilots and cooperation with market parties.

Important opportunities are the increasing acceptance of hot-mix asphalt, further chain cooperation within the asphalt sector, technological developments around electrification and the growing demand from clients for sustainable asphalt solutions. Important risks are the dependence on clients for the application of sustainable mixtures, the limited technical availability of low-emission production techniques, uncertainty surrounding energy infrastructure and the high investment costs associated with the transition to hybrid and fully electric asphalt production.

Measure	Planning	Expected contribution	Responsible
Decrease in the number of different asphalt mixtures	2026-2030	732 tonnes of CO_2	Division Directorate Infra
Increasing acceptance and application of warm-mix asphalt	2026-2030	492 tonnes of CO_2	Division Directorate Infra
Expansion of covered storage and work areas	2026-2030	231 tonnes of CO_2	Division Directorate Infra
Improved storage and protection of fine material fractions	2026-2030	N.t.b.a.	Division Directorate Infra
Increasing the use of cold supply of materials	2026-2030	70 tons of CO_2	Division Directorate Infra
Research into hybrid and fully electric asphalt production	2026-2035	N.t.b.a.	Division Directorate Infra

Materials

Materials are responsible for approximately 21% of Van Gelder's total scope 3 emissions, making them one of the most important emission streams within the chain. The emissions are mainly caused by the production of materials such as concrete, cables, aluminum and plastics. That is why the approach focuses on smarter design, the application of circular principles and increasing the share of secondary and biobased raw materials.

In 2026, insight will first be gained into material flows, ECI values and reduction opportunities. From 2027, material-related emissions will be actively controlled by making ECI mandatory for asphalt, concrete and large projects. As a result, a first reduction is expected from 2027. However, the greatest reductions are foreseen from 2028, when design choices, circular alternatives, secondary raw materials and sustainable procurement are structurally applied within projects.

Important opportunities lie in circular design, reducing the use of materials, the reuse of existing assets and innovations such as TubeFinder. Important risks are the availability of sustainable materials, higher costs of circular alternatives and the dependence on clients and suppliers for large-scale application. Because the environmental impact of materials is largely determined during the design and procurement phase, this is also where the greatest reduction potential lies towards 2030.

Measure	Planning	Expected reduction	Responsible
Gain insight into material flows and relevant ECI values	2026	Basis for targeted reduction measures	Dept Sustainability
Working in accordance with the Circular Materials Plan	From 2026	Procedural measure	Business
Applying circular design principles	From 2027	Procedural measure	Business
Using fewer raw materials through smart design	From 2027	Procedural measure	Business
ECI mandatory for asphalt, concrete and large projects	2026-2028	1,518 tonnes of CO_2	Business
Using products with lower ECI within Rail	2026-2028	759 tonnes of CO_2	Business
Applying and further boosting TubeFinder	2026-2030	2,025 tonnes of CO_2	Business
Application of other secondary and biobased raw materials	2027-2030	N.t.b.a.	Business / Purchasing
Making purchasing and supplier selection for materials more sustainable	2027-2030	N.t.b.a.	Purchasing

Waste

Waste-related emissions represent approximately 4% of Van Gelder's total scope 3 emissions. The approach focuses on gaining insight into waste streams, reducing the number of waste processors and increasing reuse and recycling. In 2026, the focus will be on collecting management information and identifying the largest waste streams. From 2027, measures to further reduce waste-related emissions will be adopted together with strategic waste partners.

Important opportunities lie in further standardization of waste processing, higher recycling percentages and more reuse of materials. Important risks are differences in registration between waste processors and limited influence on waste flows that arise within projects.

Measure	Planning	Expected reduction	Responsible
Gaining insight into waste streams	2026	Basis for targeted reduction measures	Sustainability
Analysis of largest waste streams	2026	Identification of the greatest reduction opportunities	Sustainability
Designate solid waste processors by region	2027	Better management of waste performance	Purchasing & Sustainability
Measures to set waste reduction targets with waste processors	2027	Structural reduction of waste-related emissions	Sustainability & Business
Optimize for reuse and recycling	From 2027	Fewer primary raw materials needed	Business
Increase separation and recycling rates	2026-2028	120 tonnes of CO_2	Business
Monitoring waste performance	Semi-annual	Adjustment towards the 2030 target	Sustainability

Other

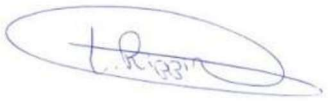
The remaining scope 3 emissions represent approximately 5% of Van Gelder's total scope 3 emissions. For these emission streams, sufficient insight is currently lacking to set concrete reduction targets. Therefore, the focus in 2026 will be on conducting a baseline measurement and gaining insight into the size and influenceability of these emission flows. Based on this, additional reduction measures and targets will be set from 2027 onwards.

Measure	Planning	Expected reduction	Responsible
Gain insight into commuting and electric transport options	2027-2028	N.t.b.a.	Sustainability & HR
Mapping the energy consumption of products during the use phase	2027-2028	N.t.b.a.	Dept. Sustainability
Mapping the processing of sold products*	2027-2028	N.t.b.a.	Dept. Sustainability
Setting reduction targets based on the baseline measurement	From 2027	N.t.b.a.	Dept. Sustainability

* We will include these in scope 3 analysis next year, measures will be determined on the basis of the baseline measurement.

Progress report – Short term PvA – 2026 (up to and including Q3)



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Prepared by	Nick van den Berg	Sustainability advisor	15-10-2026	
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Released by	Henri van der Kamp	Managing Director of Van Gelder Groep	16-10-2026	

Introduction

Van Gelder aims to achieve a CO_2 reduction of at least 21% by 2030 and at least a 41% CO_2 reduction by 2035 compared to the base year of 2025. To achieve these objectives, an action plan has been drawn up for the period 2026-2028 with measures for the most important emission flows within scope 1, 2 and 3.

In 2026, the focus was on implementing the first measures, gaining insight into emission flows and creating the preconditions for further reduction in the following years. For various emission streams, the largest reductions are not expected until 2028, because in 2026 and 2027 work will mainly be done on preparation, investments, chain cooperation and setting up management information.

This progress report describes the extent to which the measures and preparatory actions from the 2026 action plan have been achieved and what CO_2 reductions have been achieved. Where reductions are still visible to a limited extent, it is substantiated how the actions implemented contribute to achieving the target of 21% CO_2 reduction by 2030.

For this progress report, the measures from the action plan were collected from the responsible business units. For each measure, it was assessed whether it was achieved in the first nine months of 2026, what the progress of any preparatory actions is and what the contribution is to the CO_2 reduction targets. Where sufficient data was available, the CO_2 reduction was calculated on the basis of realised results. The final CO_2 reduction will be determined on the basis of the CO_2 footprint for the whole of 2026. Based on the results achieved, preparatory measures implemented and the remaining reduction task, it was assessed for each emission stream whether Van Gelder is on a realistic path towards the targets for 2028 and 2030.

Based on the measures implemented, reductions achieved and preparatory actions carried out, Van Gelder concludes that the most important actions from the action plan for 2026 have largely been achieved. For some emission streams, the reduction achieved is lagging behind the original expectation. To achieve the targets for 2028 and 2030, further scaling up of emission-free equipment, emission-free projects, making materials more sustainable and chain cooperation is therefore needed. Progress is assessed every six months and, where necessary, additional control measures are used to keep the objectives within reach.

Emission stream	Emissions 2025 (tonnes of CO_2)	Reduction 2026 (tonnes of CO_2)	Projected emissions 2026 (tonnes of CO_2)	Expected reduction (%)
Scope 1	17.938	2.063	17.759	10,4%
Scope 2	1.884	1.884	0	100%
Scope 3	383.442	5.560	376620	1,5%
Total	**403.264**	**7.623**	**394.379**	**2%**

Introduction scope 1 and 2

Van Gelder's direct emissions are mainly caused by buildings, the vehicle fleet, its own equipment and asphalt production. For these emission flows, Van Gelder largely has influence on investments, energy consumption and operational choices.

The reduction strategy focuses on energy savings, electrification, sustainable energy generation and making business processes more sustainable. The largest reduction contributions towards 2030 are expected from the vehicle fleet, the equipment park and asphalt production. At the same time, investments are being made in making buildings more sustainable, solar panels, battery storage and the further electrification of business activities.

In 2026, a CO_2 reduction of approximately 10% is expected to be achieved compared to 2025. This decrease is mainly due to the further electrification of the vehicle fleet, investments in the equipment service and the first results of measures within the asphalt chain. These measures not only contribute to CO_2 reduction, but also to the objective of further reducing energy consumption. With this, Van Gelder has taken an important first step towards the reduction target of 21% by 2030. In the coming years, efforts will be made to make equipment, asphalt production and buildings more sustainable in order to further increase the reduction.

Emission stream	Share of emissions	Emissions 2025 (tonnes of CO_2)	Projected emissions 2026 (tonnes of CO_2)	Expected reduction (%)
Buildings (scope 1)	3%	525	525	0%
Fleet (scope 1)	22%	4.446	2.804	84%
Equipment service (scope 1)	36%	7.153	6.906	3%
Asphalt production (scope 1)	29%	5.814	5.640	3%
Electricity consumption and heat (scope 2)	9%	1.884*	1.884*	100%*
Total	**100%**	**19.911**	**17.759**	**-10%**

*with purchased GOs, not included in the total reduction

Conclusion: With an expected CO_2 reduction of approximately 10% in 2026, Van Gelder is on course towards the target of a 21% reduction by 2030. The biggest contribution is made by the further electrification of the vehicle fleet. In order to continue the reduction in the coming years, additional efforts on equipment, asphalt production and buildings will remain necessary.

Buildings

In 2026, the focus was on gaining insight into the energy consumption of the buildings and implementing energy-saving measures. The inventory of energy labels, energy consumption and peak load has been completed. This shows that the ambition to make all locations gas-free before 2030 is probably not feasible. That is why an adjusted roadmap will be drawn up in 2027 for making real estate more sustainable.

In addition, LED lighting and timers have been applied to gas heaters. The timers have led to an average of 8.5% lower gas consumption, which corresponds to approximately 28.9 tonnes of CO_2 reduction. Preparations have also been made for solar panels, battery storage and smart charging of electric forklifts.

Although some of the measures do not yet result in direct energy or CO_2 reduction, the most important actions from the action plan have been implemented. This gives Van Gelder sufficient insight to focus on further energy savings and making buildings more sustainable from 2027 onwards.

Measure from the action plan	Location	CO_2 or energy reduction	Measure successful?
Inventory of energy labels, energy consumption and peak load	All office, work and project locations	No direct reduction, but insight into savings potential	Yes
Replacement of lighting with LED	Various locations	Lower electricity consumption	Yes
Placing timers on gas heaters	Warehouse locations	8.5% lower gas consumption, approximately 28.9 tonnes of CO_2 reduction, effect expected in 2027	Yes
Smart charging of electric forklifts outside peak hours	Warehouse locations	No direct CO_2 reduction, lower peak load	Yes
Battery Storage Research	Locations with future solar panels	No direct reduction yet	Partially. Exploration carried out, decision-making and

			further elaboration will follow in 2027
Preparation for installing solar panels	Multiple	No direct reduction in 2026 yet	Yes, preparation completed
Purchasing green electricity (GOs)	All	1,884 tonnes of CO_2	Yes

Conclusion: the most important preparatory measures have been implemented and sufficient insight has been gained to be able to steer energy and CO_2 reduction in a more targeted way in the coming years. In the inventory of the energy consumption and peak load of our buildings, we have not yet been able to conclude that the objective of having gas-free buildings is achievable. This requires further research that we will carry out in 2027, and change the target if the research shows that.

Fleet

In 2026, work continued on the electrification of the fleet. The share of electric passenger cars has increased further and is almost at the intended level at around 95%. Recent acquisitions are expected to achieve the goal of 100% electric passenger cars by 2027.

In addition, a start has been made on replacing work buses with emission-free alternatives. By the end of 2026, approximately 14.5% of work buses will be emission-free. Given the current replacement planning, the target of 50% emission-free work buses by 2028 remains achievable.

To further reduce emissions in urban areas, the first cargo vehicles have been used as an alternative to conventional commercial vehicles. This will gain experience with emission-free and more efficient mobility solutions within inner-city activities.

The reductions achieved are in line with the objectives of the action plan. The largest reduction contributions are expected in the coming years from the further electrification of work buses and the replacement of vehicles at natural replacement moments.

Measure from the action plan	CO_2 or energy reduction	Measure successful?
Electric passenger cars expanded to 95% of the fleet	1,138 tonnes of CO_2*	Yes, almost on target
Several emission-free work buses purchased and cargo vehicles used	504 tonnes of CO_2*	Yes, on course towards 50% emission-free work buses by 2028
Total reduction achieved	1,642 tonnes of CO_2	Yes

Conclusion: The target for yellow license plates has almost been achieved: approximately 95% of passenger cars are now electric. In addition, emission-free work buses and cargo vehicles were deployed, resulting in a reduction of approximately 1,642 tonnes of CO_2. This puts Van Gelder on course towards the targets for 2028 and 2030.

Equipment service

The sustainability of the rolling stock focuses on increasing the share of emission-free rolling stock in accordance with the sustainability roadmap and the principles of the SEB roadmap. Priority is given to equipment categories for which emission-free alternatives are widely available. In 2026, the planned investments continued and the share of emission-free equipment increased further.

Van Gelder is firmly committed to making the equipment park more sustainable. A large part of the light equipment now consists of emission-free alternatives, which is an important step towards the sustainability goals for 2030 and beyond. In the coming years, the focus will increasingly be on making heavier equipment more sustainable, where the greatest reduction potential is present.

In 2026, further investments will be made in emission-free equipment, in line with the sustainability roadmap and the needs of the operating companies. In addition, steps have been taken to gain better insight into the use of equipment on projects. This information helps to steer more specifically towards emission reduction and the further sustainability of implementation.

Measure from the action plan	Progress 2026	Measure successful
Investments in line with sustainability roadmap (SEB)	Investments made in multiple power classes, 247 tonnes of CO_2	Partly, is still slightly behind expectations. Scaling up in 2027 is needed.
Investing based on requests from operating companies	Investments made based on project and customer demand	See rule above
Converting fossil equipment to emission-free alternatives	Not done, focus was on replacement with new emission-free equipment	No. The measure was not implemented in 2026 because available alternatives were limited. The focus was on replacement with new emission-free equipment.
HVO100 as a temporary solution	Not applied	Not used in the materiel service in 2026
Providing insight into all project locations	Preparatory work started, realization planned for 2027	Partially. Preparatory work has been carried out, full implementation will follow in 2027.
Self-sufficient shack with solar panels	50% of the chain have solar panels	Partially. Solar panels have been used on approximately 50% of the chain. The effect on CO_2 emissions will be monitored from 2027.

Conclusion: The most important actions from the action plan have largely been achieved, but the CO_2 reduction achieved is still lagging behind expectations. The share of zero-emission rolling stock is developing positively and is already above the target for 2028 for very light rolling stock. At the same time, a large part of the remaining reduction potential is in the heavier power classes. To achieve the targets for 2028 and 2030, additional investments and further upscaling in 2027 are necessary.

Asphalt production

In 2026, the asphalt plant will actively manage the CO_2 intensity and gas consumption per tonne of asphalt produced. To this end, various optimisations have been implemented in the production process to further reduce energy consumption. In addition, the possibilities for further site roofing and optimisation of the storage of raw materials have been further elaborated.

However, the largest reductions in asphalt production cannot be achieved independently by Van Gelder, but require cooperation within the entire asphalt chain. That is why in 2026 efforts were made to increase the acceptance of warm-mix asphalt and to reduce the number of different asphalt mixtures. Van Gelder offers standard warm-mix asphalt, stimulates chain cooperation through the NPDW and is in talks with Rijkswaterstaat and market parties to further increase the acceptance of warm-mix asphalt.

Preparations for the longer-term transition have also started. The first explorations of hybrid asphalt production are now at Technology Readiness Level (TRL) 5, while the development of fully electric asphalt production is at TRL 3. These developments form an important basis for the large emission reductions expected after 2030.

The average CO_2 emissions in 2026 (up to and including period 9) were 16.66 kg CO_2 per tonne of asphalt. This is higher than the reference year 2025, in which emissions were 16.36 kg CO_2 per tonne of asphalt. This increase is largely explained by differences in product mix, weather conditions and operational conditions during the year.

Measure from the action plan	CO_2 or energy reduction by 2026	Measure successful?
Purchase of different types of mixture	90 tonnes of CO_2	Partially. The number of mixture types has been reduced, but further reduction remains dependent on acceptance within the asphalt chain.
Increasing the acceptance and application of warm-mix asphalt (30% warm-mix in 2026)	0 tonnes of CO_2	Partially. The measure has been implemented and warm-mix is actively offered, but the effect on total emissions is not yet visible in 2026.
Drying of raw materials under covered storage and work areas (10% of total)	77 tonnes of CO_2	Yes. The canopy has been realized, and emission reduction is in line with expectations.
Increasing the use of cold supply of materials	7 tonnes of CO_2	Partially. The measure was implemented, but the reduction achieved was limited by operational circumstances.
Research into hybrid and fully electric asphalt production	N/A	Partially. Initial explorations have been carried out, but the research is still in the start-up phase.

Conclusion: Despite the fact that the CO_2 intensity in 2026 will be higher than in 2025, the most important measures from the action plan have been implemented and additional reduction measures have been prepared. To achieve the target of less than 15 kg CO_2 per tonne of asphalt, further optimisations of the production process and greater acceptance of sustainable asphalt solutions are necessary.

Introduction scope 3

Van Gelder's largest CO_2 emissions are within the chain. The most important emission streams are Infra Materiel & Transport, EW&T Materiel & Transport, Materials and Participating Asphalt Plants.

For many scope 3 emissions, Van Gelder has only partial direct influence. That is why the approach is aimed at cooperation with suppliers, subcontractors and clients, making projects more sustainable, circular design and making performance agreements in the chain.

In 2026, the emphasis was mainly on preparation: gaining insight, identifying the largest emitters, translating objectives into business units and setting up management information. As a result, the largest reductions are not expected in 2026, but mainly from 2028 onwards.

Emission stream	Share of emissions	Emissions 2025 (tonnes of CO_2)	Expected reduction in 2026 (tonnes of CO_2)	Reduction (tonnes of CO_2)
Infra Equipment & Transport	52%	198.330	187	0%
EW&T Equipment & Transport	19%	71.600	2.870	4%
Participating asphalt plants	4%	16.408	522	3%
Materials	20%	75.180	1.971	3%
Waste	1%	4.024	10	0%
Other	5%	17.900	0	0%
Total	**100%**	**383.442**	**5.760**	**2%**

** Reduction of 'Other' is to be determined

Conclusion: By 2026, 5,760 tonnes of CO_2 reduction will have been achieved, which amounts to about a 2% reduction compared to 2025. The reduction achieved therefore falls short of the reduction path

needed to achieve approximately 12% reduction by 2028. At the same time, the most important preparatory measures from the action plan were implemented, including gaining insight into emission flows, translating objectives into business units, selecting chain partners and setting up management information. The strategy aims to greatly scale up the reduction from 2027 and especially from 2028 through a further increase in emission-free equipment, ZE projects, ECI-driven material choices and sustainability within the chain. Van Gelder monitors progress and will apply additional control measures, such as the use of HVO100, if the required acceleration is not sufficiently achieved.

Infra Equipment & Transport

Within Infra, the most important preparatory measures will have been implemented in 2026.

The reduction task has been translated to the various business units and the first reporting structures have been set up. In addition, an analysis was carried out of the five largest clients per region to gain insight into their SEB ambitions and roadmaps. It was also investigated which equipment is used by subcontractors on projects, so that insight is gained into the current starting position and the possibilities for making equipment and transport within the chain more sustainable.

In addition, the deployment of emission-free equipment and emission-free projects is actively managed. The completely emission-free asphalt set is used daily and work is already being done in various regions according to the SEB roadmap. This not only creates practical experience with emission-free working, but also better insight into the technical, operational and organizational preconditions for further upscaling.

Within Van Gelder Rail, the importance of emission-free working and sustainable materials is increasing. In 2026, the first steps will have been taken with the implementation of emission-free projects. This is expected to be further expanded in the coming years, creating more opportunities to reduce CO_2 emissions from projects and further reduce the environmental impact of rail infrastructure.

Within Van Gelder Verkeerstechniek, the demand for emission-free working is increasing rapidly. In 2026, the first contracts will have been implemented in which emission-free deployment is an important requirement. Many of these contracts have been introduced in phases, which means that a large part of the results will become visible in the coming years. In addition to making equipment and transport more sustainable, Van Gelder Verkeerstechniek also contributes to reducing energy consumption in public spaces. By using energy-efficient installations and LED lighting, the energy consumption of infrastructure is further reduced. In this way, Van Gelder Verkeerstechniek not only contributes to reducing its own emissions, but also to reducing emissions within the use phase of the realized installations. In the coming years, Van Gelder Verkeerstechniek will continue to work with clients on innovative and sustainable solutions that contribute to a future-proof public space.

Measure from the action plan	CO_2 savings 2026	Measure successful?
Identify the category of emissions with policy-based investments	Procedural measure	Yes
Translating impact and objectives to the business units within the Infra division	Procedural measure	Yes
Identify the most impactful suppliers and determine the selection of chain partners	Procedural measure	Yes
Preparations made for registration of CO_2 on projects, CO_2 steering committee set up	Procedural measure	Yes
ZE take on projects: Emission-free implementation Hoek van Holland	103 tons	Yes
Deployment of ZE equipment on the projects within VGAM	20 tons	No, less than expected
Electricity from overhead lines	Contribution to making the electricity grid more flexible	Yes, further research needed to roll this out more widely

ZE projects Rail and VGVT	64 tons	No, less than expected

Conclusion: The preparatory measures have been implemented and the first reductions are (limited) visible. However, the reduction achieved falls short of the original expectation. To achieve the 2028 targets, we will deploy additional HVO and experiment with other cleaner fuels. Due to the increasing demand for emission-free implementation and the growth of projects with ECI and SEB requirements, the largest reductions are expected from 2027 and especially from 2028. If necessary, additional control measures are used to keep the objectives within reach.

EW&T Equipment & Transport

Van Gelder continues to invest in making equipment, vehicles and project implementation more sustainable. In 2026, further steps were taken in the replacement of equipment and commercial vehicles with low- and zero-emission alternatives. In addition, measures have been taken within projects to further limit emissions during implementation.

The transition to emission-free working requires new technologies, additional energy supplies and close cooperation with clients and chain partners. Despite these challenges, the use of emission-free equipment is growing and more and more projects are being carried out with sustainable solutions.

In the coming years, Van Gelder will continue to focus on making the equipment park, vehicles and project implementation more sustainable. The focus is on increasing the use of emission-free solutions and achieving further CO_2 reduction within the entire implementation chain.

Measure from the action plan	CO_2 savings 2026	Measure successful?
Initial selection of chain partners and preferred suppliers drawn up.	N/A	Yes
Impact and objectives translated to the business units within the EW&T division, including a measure overview with corresponding effect.	N/A	Yes
An analysis of emissions has been carried out for the largest emitters.	N/A	Yes
Preparations made for registration of CO_2 on projects, CO_2 steering committee set up	N/A	Yes
Investments in equipment through subcontractors	295 tons	Partly, is going slower than expected, scaling up necessary in 2027
Investments in N1/N2/N3	280 tons	Partly, is going slower than expected, scaling up necessary in 2027
CO_2 savings on CO_2 projects	373 tonnes	Partly, is going slower than expected, scaling up necessary in 2027
Electrical equipment Klever	Total 339 tons.	Multiple drilling rigs are electric
Total:	948 tonnes and 1.3% of total CO_2 EW&T	1,081 tonnes (6% compared to the 2026-2028 reduction target)

Conclusion: By 2026, approximately 948 tonnes of CO_2 reduction will have been achieved, which amounts to approximately 1.3% reduction. The most important preparatory measures have been implemented, but the reduction achieved falls short of the original expectation.

To achieve the 2028 targets, acceleration of zero-emission equipment, vehicles and project implementation is needed in 2027. If progress lags behind again in 2027, HVO100 can be used as a control measure to achieve additional CO_2 reduction and keep the target within reach.

Participating asphalt plants

By 2026, the participating asphalt plants will have implemented various measures to reduce energy consumption and CO_2 emissions from asphalt production. The focus was on process optimisation, increasing the proportion of hot-mix asphalt, reducing the number of asphalt mixtures and improving the storage and processing of raw materials.

Within the asphalt chain, cooperation remains an important condition for further emission reduction. That is why in 2026 efforts were made to increase the acceptance of warm-mix asphalt and to stimulate standardisation of asphalt mixtures. In addition, measures have been implemented aimed at improving the storage of raw materials and increasing the use of cold supply of materials.

Several participating asphalt plants have also started preparing future sustainability measures. For example, a Regenerative Thermal Oxidizer (RTO) has been realized in Tiel as an emission-reducing measure and further technical optimizations have been investigated. In addition, the first explorations of hybrid and fully electric asphalt production are underway within the sector.

Measure from the action plan	Expected CO_2 savings in 2026	Measure successful?
Purchase of different types of mixture	270 tonnes of CO_2	Partially. Further reduction remains dependent on acceptance within the asphalt chain. Especially by APRR.
Increasing the acceptance and application of warm-mix asphalt	0 tonnes of CO_2	Partially. The measure has been implemented, but the effect on emissions is not yet visible.
Drying of raw materials under covered storage and working areas	231 tonnes of CO_2	Yes. Roofs realized and reduction in line with expectations.
Increasing the use of cold supply of materials	21 tonnes of CO_2	Partially. Measure implemented, but effect was limited due to operational circumstances.
Afterburning with RTO realized APT	Not established	Yes
Optimizations production process APRR	Not established	Yes

Conclusion: By 2026, approximately 522 tonnes of CO_2 reduction will have been achieved with the measures implemented. Most measures have been implemented, but the full reduction effect is not yet visible due to dependence on weather conditions, operational conditions and the acceptance of sustainable asphalt solutions within the asphalt chain. The participating asphalt plants have thus achieved the most important actions from the action plan for 2026 and further optimisations have been initiated.

Materials

In 2026, the focus within the Materials emission stream was mainly on gaining insight and preparing measures that should lead to actual CO_2 reduction from 2027 and 2028. In line with the action plan, the material inflows, waste flows and relevant ECI values have been made transparent. In addition, the foundation has been laid for further management of circular design, material reduction and sustainable procurement.

From 2026, work will be carried out in accordance with the Circular Materials Plan. Preparations have also been made for the application of circular design principles, the optimisation of recycling and reuse, and the reduction of resource use through smart design choices. In addition, ECI has been made mandatory for asphalt, concrete and large projects, which will allow for more explicit management of material-related emissions from 2027 onwards.

The only measure that has demonstrably led to a substantial CO_2 reduction in 2026 is the use of TubeFinder. By reusing existing infrastructure, a CO_2 reduction of 1,181 tonnes was achieved over the first three quarters of 2026. This is approximately 1.3% more than in 2025.

For concrete products with ECI reduction within VGAM, no demonstrable reduction has yet been achieved in 2026. Within Rail, data is still being collected on products with ECI reduction.

Measure taken	CO_2 savings 2026	Measure successful?
Sustainable asphalt mixtures with ECI reduction within VGAM	259 tonnes of CO_2	Yes
Concrete products with ECI reduction within VGAM	0 tons	No, has not yet yielded a demonstrable reduction in 2026
Products with ECI reduction within Rail	138 tonnes of CO_2	Yes
TubeFinder deployment	1,181 tonnes of CO_2	Yes, 1.3% more reduction than in 2025
Biobased asphalt test section in Amsterdam	Unknown	Partly, data will be available in 2027
TakeBack Services with Suppliers	Not yet available	Partly, not all data has been requested yet. This is what we will do in 2027

Conclusion: In 2026, the measures within Materials were largely in the preparation phase, in accordance with the plan of action. The most important insights into material flows, waste flows and ECI have been obtained and the preconditions for further control have been set up. The only significant direct reduction has been achieved through TubeFinder. The largest reductions are expected to become visible from 2027 and especially from 2028 through the application of ECI, circular design principles, material reduction and sustainable procurement. This emission stream is therefore in line with the expected reduction path from the action plan**.**

Waste

The first waste reports became available in 2026, providing better insight into the waste flows and waste processing within Van Gelder for the first time. In addition, discussions have been started with waste processors to determine measures that can achieve the waste reduction target for 2030.

In 2026, the focus was mainly on gaining insight and determining a joint approach with waste processors. As a result, limited direct CO_2 reductions are still visible. However, the available data show that the processing by the partner we work with scores relatively favourably compared to the average processing of construction and demolition waste and metals.

For some of the waste streams, sufficient data is still missing to determine the actual reduction. This information is expected to be further supplemented in the coming years, so that waste-related emissions can be better managed.

Measure taken	CO_2 savings 2026	Measure successful?
CO_2 reduction through collection and processing by external parties	No direct reduction, emissions per tonne of waste equal to 2025	Partly, with an average of 6.6 kg CO_2 per tonne of waste, emissions remain lower than the average processing of construction waste and metals.
CO_2 reduction through collection and processing by external parties	No data available yet	Partially. The necessary data is not yet fully available, so the effect cannot yet be determined.
CO_2 reduction through collection and processing by external parties	No data available yet	Partially. The necessary data is not yet fully available, so the effect cannot yet be determined.

Conclusion: In 2026, the measures within Waste were largely in the inventory and preparation phase. The first waste reports have become available and discussions with waste processors have started. This has created more insight into the waste streams and possibilities for reduction. From 2027 onwards, the focus will be on concrete waste reduction measures and additional data collection to better monitor progress.

Other

The Other emission stream consists of various categories for which insufficient insight was available in 2026 to set concrete reduction targets. In accordance with the plan of action, the focus was therefore on carrying out a baseline measurement and gaining insight into the size and influenceability of these emission flows.

In 2026, a start was made on mapping commuting, the energy consumption of products during the use phase and the processing of sold products at the end of their lifespan. The information collected will be used to set reduction options and targets from 2027 onwards.

Because these emission streams together represent only a limited share of total scope 3 emissions and the focus in 2026 was on gaining insight, no concrete CO_2 reductions have yet been achieved.

Measure taken	Result 2026	Measure successful?
Gain insight into commuting and electric transport options	First inventory carried out	Yes
Preparing reduction targets based on baseline measurement	To be worked out in 2027	Partially. Data collection has started, but not yet enough to determine reduction possibilities.