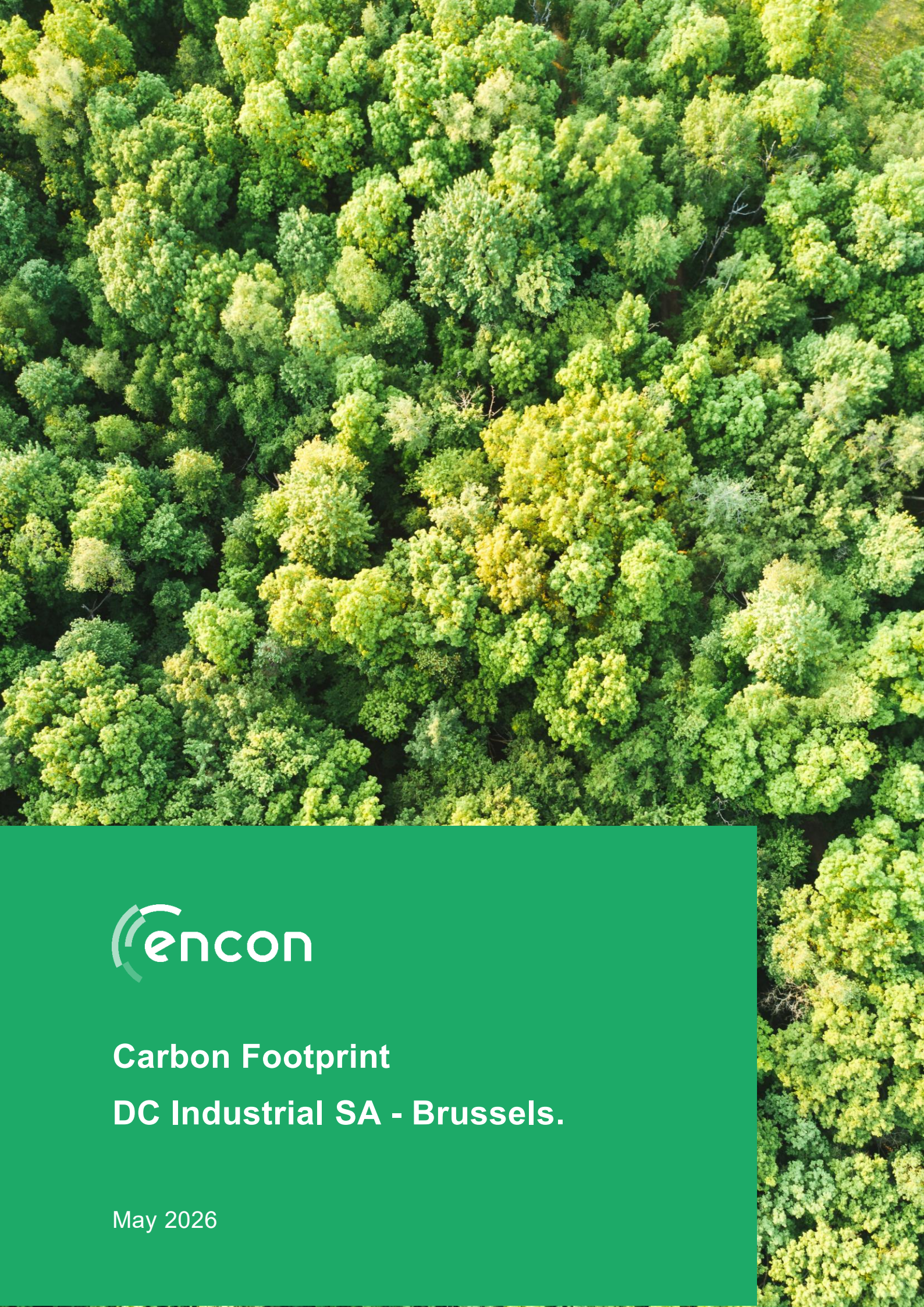


Carbon Footprint

DC Industrial SA - Brussels.

May 2026

GENERAL PROJECT DATA

Offer reference:	IND2-2025-0561
Execution date:	May 2026
Client:	DC Industrial SA Gachardstraat 88 B12. Brussels.
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Purpose of the study:	To calculate the organizational CO_2 footprint of DC Industrial SA for 2025. This includes a calculation of the Scope 1, 2, and Scope 3 Business travel emissions.

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1 INTRODUCTION

1.1 CONTEXT

More organizations are measuring their carbon footprint and starting a CO_2 reduction program. Strengthening the corporate image, expanding the product range, compliance and cost reduction are just some of the reasons cited.

Everyone agrees that our planet is warming because of excessive greenhouse gas emissions. Far-reaching measures are urgently needed to contain this warming. The challenges, however, are considerable.

For thousands of years, human activity had no significant impact on our climate and living environment. All this has changed in a very short time span. The increase in CO_2 has come about in just over 150 years, during three industrial revolutions. We need to reduce this excessive increase in the next 30 years, in a timeframe that is five times shorter.

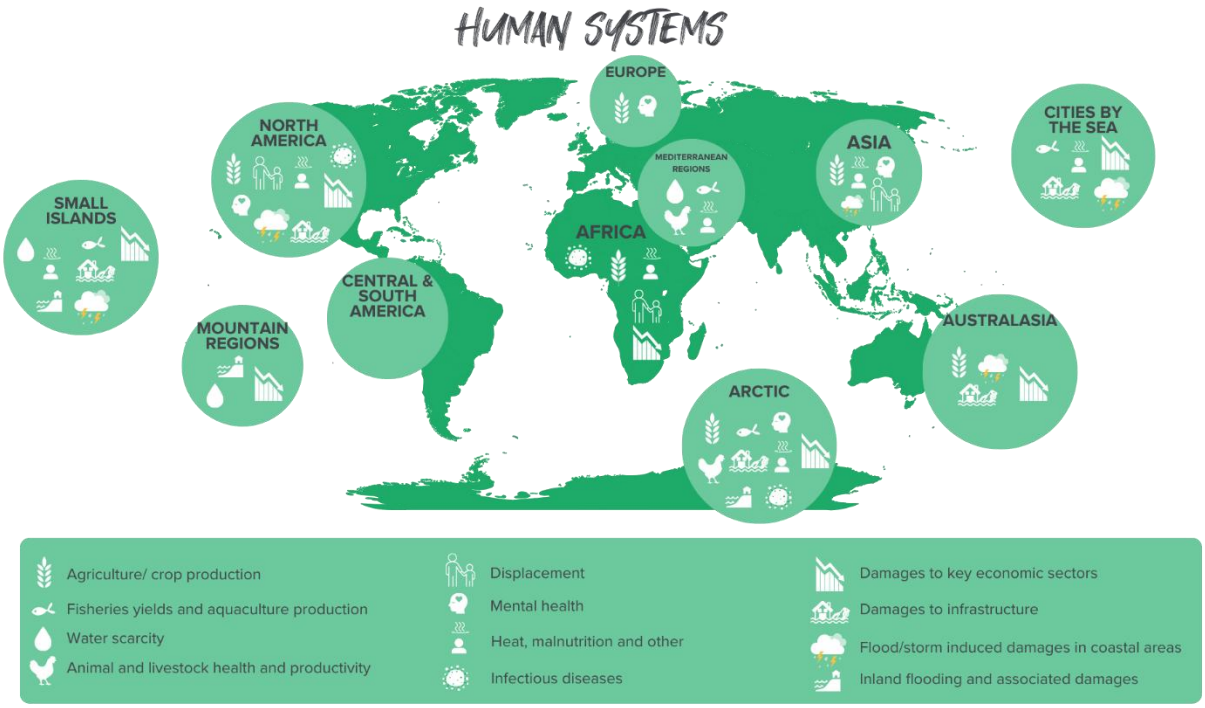


Figure 1: Perceived impact of climate change over the past decade on human systems.

The Paris Climate Agreement states that to avoid the major tipping points - events that could accelerate climate change irreversibly - global warming must be limited to 1.5 degrees Celsius. To achieve this, it is important to follow the Carbon Law, which states that the ambition set in Paris can be achieved by maintaining a global greenhouse gas reduction rate of 50% per decade.

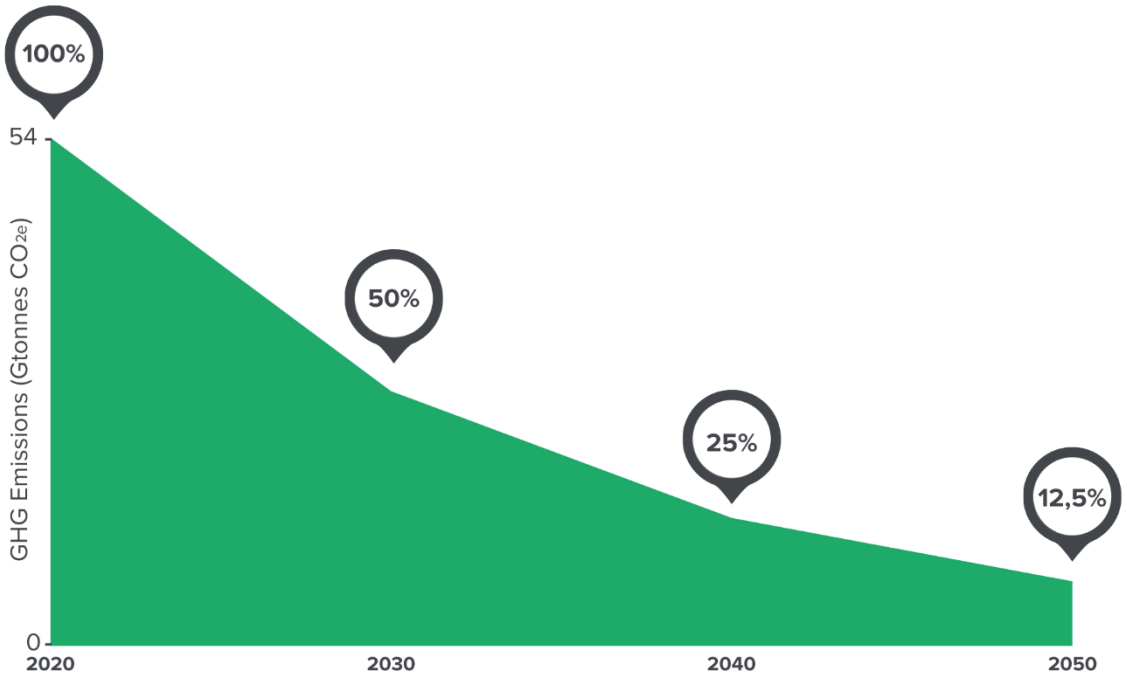


Figure 2: Global reduction in greenhouse gases needed to meet Paris climate agreement.

Contradictorily, we are technically advanced enough to face this challenge. The greatest difficulty is of a societal nature. It is imperative that people - citizens, business leaders, and politicians - show enough willingness to fully adopt the necessary solutions that are abundantly available. In short, the most important climate challenge is not technical, but societal.

Every single day, Encon proves conclusively that ecology and economy can coexist in an efficient manner. Encon specializes in energy-saving, renewable energy, and sustainability projects and, over the course of 1 year, has achieved to map 1 million tons of CO_2 and a potential saving of 200 000 tonnes of CO_2e.

1.2 CO_2 FOOTPRINT

The CO_2 footprint, also known as the 'Carbon Footprint,' is the annual greenhouse gas emissions of an organization, particular activity, event, product, or person. Greenhouse gases comprise the emissions that result from a (business) activity or the life cycle of a product. These emissions can be divided into:

- Scope 1: direct emissions from sources owned, or controlled, by the company (ex: fuel combustion)
- Scope 2: indirect emissions linked to energy (e.g.: purchase of electricity)
- Scope 3: indirect emissions (e.g.: purchase of materials, waste disposal, transport...)
    - Upstream activities
    - Downstream activities

The following figure (source: GHG Protocol Corporate Value Chain Standard) gives an overview of the different types of emissions:

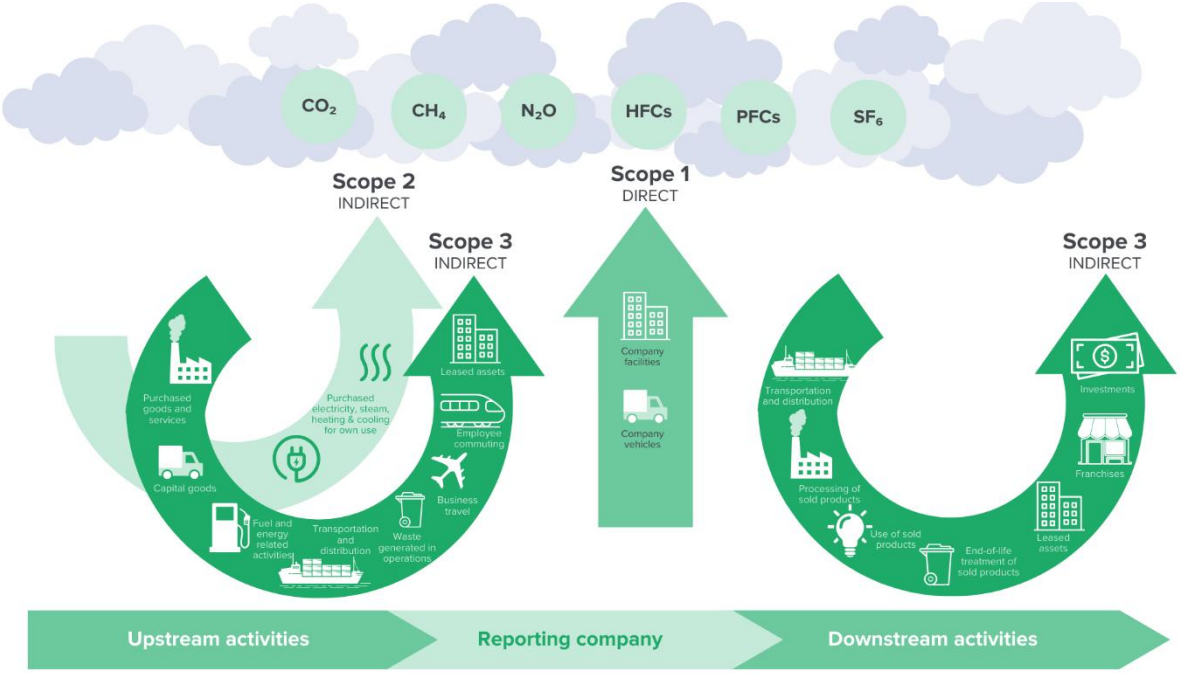


Figure 3: Overview of the different types of emissions according to the Greenhouse Gas Protocol

It is important to note that this does not only include actual CO_2 emissions, but also emissions of the other greenhouse gases defined by the Intergovernmental Panel on Climate Change (IPCC). This defines greenhouse gases as gaseous components of the atmosphere, both natural and anthropogenic, that absorb and emit radiation at specific wavelengths within the spectrum of thermal infrared radiation emitted by the earth's surface, the atmosphere itself, and by clouds.

Consequently, this study includes the seven gases listed in the Kyoto Protocol: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulphur hexafluoride (SF_6), and nitrogen trifluoride (NF_3). All identified GHGs are converted to CO_2e by multiplying by the corresponding Global Warming Potential factor published by the IPCC in AR5.

1.3 PURPOSE OF THIS DOCUMENT

This document includes a detailed overview of the carbon footprint of DC Industrial SA at organization level. The calculation is fully in accordance with the Greenhouse Gas protocol and follows the requirements as indicated in the CO_2 performance ladder manual v3.1. The applied methodology, practical approach and thresholds are discussed at length to demonstrate how an accurate footprint of all DC Industrial SA's business activities have been obtained. This provides DC Industrial SA with a clear and comprehensive overview of all factors contributing to their carbon footprint, where future measures can be taken to reduce this footprint, to join the SBTi, get certified with the CO_2 performance ladder or to provide carbon neutral services.

2 METHODOLOGY

2.1 SUMMARY TABLE

Company name	**DC Industrial SA.**
Description of the organization	DC Industrial SA conducts dredging contracts under its administration or with partners and/or subcontractors. This concerns both environmental dredging works and capital dredging works but also provide specialised support to hydraulic engineering contractors. Classically, the work in which sand and/or gravel is supplied to build combi walls, sheet pile walls. This business is managed centrally from the headquarters in Brussels. Projects take place in Northern and Western Europe and on a case-by-case basis in other countries.
Footprint calculation according to following standard:	Greenhouse Gas Protocol - Corporate standard CO_2 performance ladder manual v3.1
Chosen consolidation approach (equity share, operational control, or financial control)	Operational control: This means that a company considers 100% of the emissions released by its activities over which it has control. A company is assumed to have operational control over an activity if the company has full authority to set and implement its operational policies for the activity.
Description and address of the site(s) that are within the organizational boundary of the company	**Aggregates/Resources** • **AWS FRANCE S.A.S.U.**: Soil/logistics platform – France • **DC AGGREGATE Ltd.**: Aggregates/logistics platform - United Kingdom • **DC RESOURCES Baltics SIA**: Office & Openair Warehouse – Lithuania • **H&H Resources Brussels NV**: Sand depot, Office – Belgium • **LES CARRIERES DU FOND DES VAULX SA**: Quarry in Wellin - Belgium • **SOCIETE D'EXPLOITATION DES CARRIERES D'YVOIR SA**: Quarry in Yvoir, offices, equipment – Belgium • **TANGHE NV**: Concrete plant, depot, shop – Belgium • **THYBORØN NORDSØRAL A/S**: Office & production installation – Denmark • **Nieuwpoortse Handelsmaatschappij (N.H.M.) NV**: Platforms of aggregates, office, depots, production – Belgium • **DC RESOURCES GmbH**: Aggregates trading, office – Germany

	• **DC RESOURCES A/S** [Dansk Natursten]: Aggregates trading, platform, offices, workshop – Denmark • **Kroghs A/S:** Extraction, processing and supply of sand, gravel and mortar products – Denmark • **Danopal A/S:** Supply and distribution of sand and mineral raw materials for construction and industrial applications - Denmark • **GRANULATS ET SABLES DE WALLONIE (G.S.W.) NV**: Aggregates trading, ships – Belgium **Dredging** • **DC DREDGING B.V.**: Office, dredging ships, technical department – The Netherlands **Environment** • **BIOTERRA NV**: Soil remediation, office – Belgium • **DC Industrial SA**: Holding, office, equipment - Belgium
Description of the activities that are within the organizational boundary of the company (Description of inventory boundary)	The activities of DC Industrial SA which cause emissions can be summarized: • Electricity consumption by office activities, lighting, and other technical installations. • Fuel consumption due to heating of the buildings, processes, use of passenger cars and other vehicles. • Business travel.
Analysed period	31/12/2024 - 31/12/2025.

Table 1: Project Description

2.2 GENERAL INFORMATION AND METHODOLOGY

The footprint of DC Industrial SA was calculated in accordance with the Greenhouse Gas Protocol - Corporate standard, as well as with the requirements as indicated in the CO_2 performance ladder manual (Chapter 5). Following Chapter 5 of the CO_2 performance ladder manual, this report is also in conformity with ISO14064-1 (see also ISO 14064 statement). This standard describes how the different scopes should be calculated and reported. When it was not possible to collect certain information and calculate the emissions, this will always be communicated transparently in the report.

Since DC Industrial SA 's goal is to be certified with **CO_2 performance ladder** at level 3, a full calculation was done for Scope 1 and 2. In addition, category 6 of Scope 3, business travel, has also been calculated. A deviation of this calculation from the GHG protocol required by the CO_2 performance ladder is that the upstream emissions of electricity and fuels are included in Scope 1 and 2. According to the GHG Protocol standards, these upstream emissions—encompassing the extraction, production, and transportation of energy and fuels—are typically categorized under Scope 3, Category 3 (Energy and Fuel-Related Activities). For this calculation, these emissions have instead been integrated into the corresponding activities reported in Scopes 1 and 2.

2.3 CALCULATED YEAR

The CO_2 footprint of the year 2025 was calculated based on collected data representative of the period 31/12/2024 to 31/12/2025.

2.4 ACTIVITIES AND BOUNDARIES

To determine the activities and boundaries of DC Industrial SA, the CO_2 matrix of DC Industrial SA was completed during a collaborative workshop during the kick-off meetings.

2.4.1 CO_2 MATRIX

The objective of the CO_2 matrix is to provide a summary overview of the various emission sources present within the boundaries of the organization. These emission sources are linked to the activities conducted by DC Industrial SA. This document serves as a basis for a complete calculation and detailed analysis, considering the organization's responsibilities and operational Scope.

2.4.2 SECTORAL DIFFERENCES

The ratio between Scope 1, Scope 2 and Scope 3 emissions is determined by a whole range of factors. In the case of a company that purchases milk to produces cheese, for example, the emissions of milk production will fall under Scope 3. If the company has its own cattle, the milk production (and related methane production from the cows) will fall under Scope 1 emissions.

However, it is not only the operational boundaries that determine this ratio, but the sector is also of great importance. The figure below shows the overall relationship between the various Scopes, with "Own operations" being the Scope 1 and Scope 2 emissions of companies in the sector concerned.

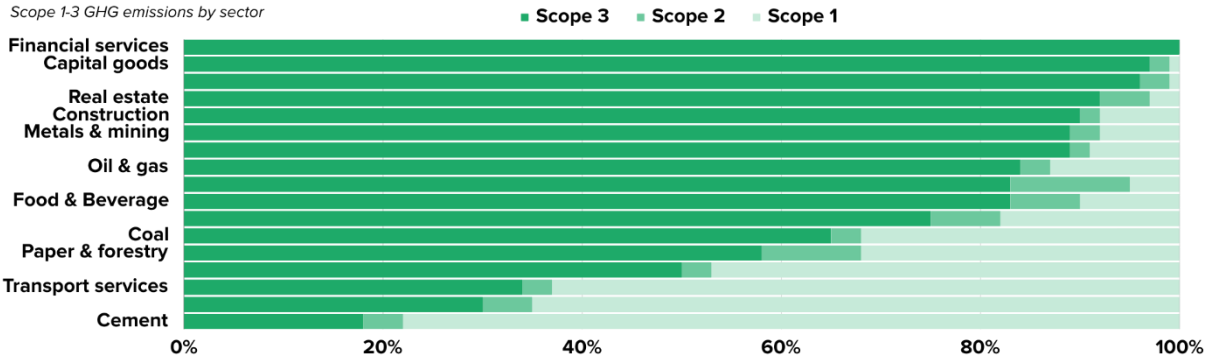


Figure 4: Distribution between the different Scope emissions for different sectors.

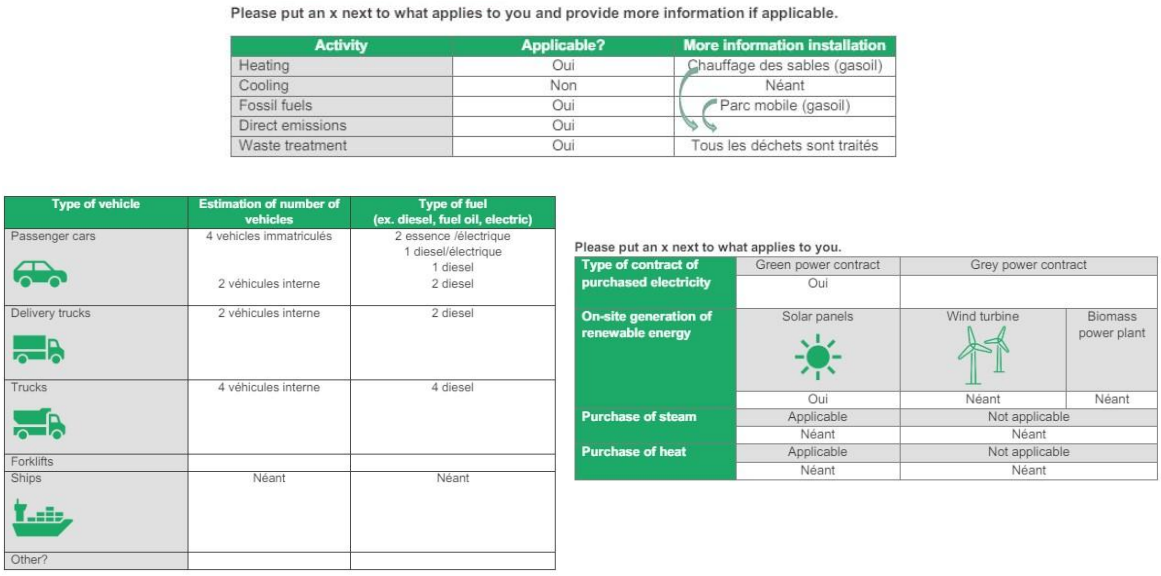
A comparison of the financial services sector and food and beverage sectors is used as an example. A company that offers financial services will only have a limited impact under Scope 1 and Scope 2 emissions. The largest impact is seen in Scope 3, which consists of upstream and downstream emissions, such as the portfolio a company in the financial sector can offer to their clients.

For a food and beverage company, the Scope 1 and 2 emissions are slightly higher, i.e. 20%. The main difference lies in the activities the company can perform, such as the processing of food items delivered to them by farmers.

A company that purchases few raw materials itself, but consumes a lot of diesel and electricity, will have significant Scope 1 and Scope 2 emissions. The breakdown of an organization's footprint is therefore strongly related to its activities and the sector in which they operate. Creating a CO_2 matrix helps to get an idea of which factors have the greatest impact on the footprint.

2.4.3 CO_2 MATRIX DC INDUSTRIAL SA.

The CO_2 matrix for DC Industrial SA was created during a workshop with an Encon expert. This revealed which emission sources are present at the site(s) (Scope 1 & 2 emissions) and which significant processes and emission sources are present in the upstream and downstream of the organization's chain of DC Industrial SA (Scope 3 emissions). For this exercise, only business travel was considered as needed for the CO_2 performance ladder level 3. An example of one of the entities is shown in the image below.



Please put an x next to what applies to you and provide more information if applicable.

Activity	Applicable?	More information installation
Heating	Oui	Chauffage des sables (gasoil)
Cooling	Non	Néant
Fossil fuels	Oui	Parc mobile (gasoil)
Direct emissions	Oui	
Waste treatment	Oui	Tous les déchets sont traités

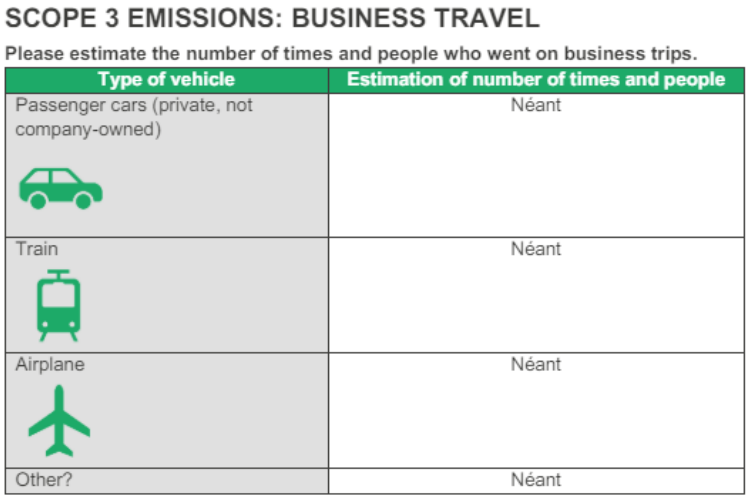
Type of vehicle	Estimation of number of vehicles	Type of fuel (ex. diesel, fuel oil, electric)
Passenger cars	4 vehicles immatriculés 2 véhicules interne	2 essence /électrique 1 diesel/électrique 1 diesel 2 diesel
Delivery trucks	2 véhicules interne	2 diesel
Trucks	4 véhicules interne	4 diesel
Forklifts		
Ships	Néant	Néant
Other?		

Please put an x next to what applies to you.

Type of contract of purchased electricity	Green power contract	Grey power contract	
	Oui		
On-site generation of renewable energy	Solar panels	Wind turbine	Biomass power plant
	Oui	Néant	Néant
Purchase of steam	Applicable	Not applicable	
	Néant	Néant	
Purchase of heat	Applicable	Not applicable	
	Néant	Néant	

Figure 5: CO_2 Matrix for DC Industrial SA.

Next to scope 1 and 2, business travel was questioned and seen if this certain category was seen as relevant by the participants.



SCOPE 3 EMISSIONS: BUSINESS TRAVEL

Please estimate the number of times and people who went on business trips.

Type of vehicle	Estimation of number of times and people
Passenger cars (private, not company-owned)	Néant
Train	Néant
Airplane	Néant
Other?	Néant

Figure 6: Business travel CO_2 matrix for an entity within DC Industrial SA.

2.5 PRACTICAL APPROACH

2.5.1 INFORMATION REQUEST AND QUALITY OF INFORMATION

A comprehensive information request in the form of a client-specific Excel file was created for the preparation of the GHG inventory of DC Industrial SA.

In this context, a distinction was made between primary and secondary data. According to the GHG protocol, primary data comes from specific activities within the organization's value chain. This data can be collected using measurement systems, invoices (e.g. electricity), mass balances or other internal calculations or systems. Secondary data are data that are not available and for which internationally acknowledged databases or scientific literature are used to make valid estimates and approximations. When the emission sources available in CO_2emissiefactoren.be are not identical to the specifically needed emission sources or when only monetary values are available from mass-related information, Environmental Extended Input-Output (EEIO) tables are used. These tables use the spend-based method where monetary values are converted to GHG emissions. These provide the greatest degree of inaccuracy but allow calculations/estimates to be made that would otherwise not be possible due to the large workload. As a result, these estimates are only made when other representative information such as mass, quantity or material specific information is not available.

The information provided by DC Industrial SA can in any case be considered primary data. In addition, the CO_2emissiefactoren.be database was used to process secondary data. The supplied information was subjected to the data quality parameters specified by the Greenhouse Gas Protocol - Corporate standard.

The supplied information was subjected to the data quality parameters specified by the Greenhouse Gas Protocol - Corporate standard.

1. **Technological representativeness:**

Companies should select data that is technology specific.

2. **Temporal representativeness:**

Companies should select data that is temporally specific.

3. **Geographic representativeness:**

Companies should select data that is geographically specific. E.g.: emission factors such as those of electricity generation and consumption, are always used from the country where the company is located (or related countries, depending on availability in databases).

4. **Completeness:**

Companies must select data that are complete. If estimates are made, these estimates are based on databases or (scientific) literature.

5. **Reliability:**

Companies must select data that is reliable. E.g.: Reliable data is collected by distinguishing between primary and secondary data. If primary data are not available, estimates and approximations are made (proxy data).

2.5.2 SCOPE 1 & 2 LIMITS

For every site of DC Industrial SA, the consumption data was requested from the site manager. The reliability of each consumption value was determined based on the delivered data and the estimations made by each site manager. The table below shows the different categories in which the data of each site is allocated to.

Category	Code	Description of activities
Reliable	**R**	Reported data is reliable, no rounded numbers
Assumption	**A**	Data is estimated based on different assumptions
Not applicable	**N/A**	The requested data is not applicable to this site
Not reported	**N/R**	There is no data reported but this is applicable
Partially reported	**P/R**	Information does not represent the complete year

Table 2: Categories of the scope 1 and 2 limits

The table below shows these scope 1 and 2 limitations.

Site:	Purchased electricity	Building heating & processes	Transport own vehicles	Refrigerant leakage	Purchased heat	Direct process emissions
Entity: Aggregates/Resources						
AWS FRANCE S.A.S.U. (FR)	R	R	A	N/A	N/A	N/A
DC AGGREGATE Ltd. (UK)	N/A	N/A	N/A	N/A	N/A	N/A
DC RESOURCES Baltics SIA (LT)	R	N/A	R	N/A	N/A	N/A
H & H Resources Brussels NV (BE)	R	R	R	N/A	N/A	N/A
LES CARRIERES DU FOND DES VAUX SA (BE)	R	R	R	N/A	N/A	N/A
SOCIETE D'EXPLOITATION DES CARRIERES D'YVOIR SA (BE)	R	N/A	R	N/A	N/A	N/A
TANGHE NV (BE)	R	R	A	N/A	N/A	N/A
THYBORØN NORDSØRAL A/S (DK)	R	N/A	R	N/A	N/A	N/A
Kroghs A/S (DK)	A	R	R	N/A	N/A	N/A
Danopal A/S (DK)	R	R	R	N/A	N/A	N/A
DC RESOURCES GmbH (DE)	N/A	N/A	A	N/A	N/A	N/A
DC RESOURCES A/S [Dansk Natursten] (DK)	R	R	R	N/A	N/A	N/A
GRANULATS ET SABLES DE WALLONIE (G.S.W.) NV (BE)	N/A	N/A	R	N/A	N/A	N/A
MINERALS DC NOWAK Sp. z.o.o. Sp. K. (PO)	N/A	N/A	N/A	N/A	N/A	N/A
Nieuwpoortse Handelsmaatschappij (N.H.M.) NV (BE)	R	A	R	N/A	N/A	N/A

Entity: Dredging						
DC DREDGING B.V. (NL)	R	R	R	N/A	N/A	N/A
Entity: Environment						
BIOTERRA NV (BE)	R	R	R	N/A	N/A	N/A
DC Industrial SA (BE)	R	A	A	N/A	N/A	N/A

Based on the tables above, the following assumptions can be made on the data reliability of all business units.

Site:	Purchased electricity	Building heating & processes	Transport own vehicles	Refrigerant leakage	Purchased heat	Direct process emissions
Aggregates/Resources	R	R	R	N/A	N/A	N/A
Dredging	R	R	R	N/A	N/A	N/A
Environment	R	R	R	N/A	N/A	N/A

Table 3: Reliability of scope 1 and 2 data

2.5.3 SCOPE 3 LIMITS

Since the calculation is performed within the framework of the CO_2 Performance Ladder, specifically level 3, only the category relating to business travel was included in the calculation.

GHG Protocol reporting category	Activities reported	Data collection	Source emission factors
6. Business travel – Transportation of employees for business-related activities during the reporting year (in vehicles not owned or operated by the company).	Emissions from flights, taxis, rail, and personal vehicles.	Business travel is often procured through a central system, and travel providers often readily provide data to enable companies to calculate emissions. The data required would include, where applicable: • Mode of transport. • Origin and destination, including country. • Distance of journey. • Class of journey.	Emission factors from the database CO_2emissiefactoren.be

Table 4: Reliability of scope 3 data

3 CO_2 FOOTPRINT DC INDUSTRIAL SA 2025.

3.1 OVERVIEW 2025.

The table below shows the consolidated CO_2 footprint of DC Industrial SA for the year 2025. There can be seen that scope 1 has an impact of 98,85% while Scope 2 has an impact of 1,15% on the CO_2 footprint of DC Industrial SA.

Scope	Sum of Emissions [tCO_2e]	Sum of % of total Scope 1 and 2
Scope 1	**74.309,11**	**98,85%**
Stationary Combustion	1.306,18	1,74%
Energy Supply - Stationary emissions	407,13	0,54%
Mobile Combustion	57.111,46	75,98%
Energy Supply - Mobile emissions	15.484,33	20,60%
Scope 2	**861,25**	**1,15%**
Electricity	591,27	0,79%
Energy Supply - Electricity	269,99	0,36%
Grand Total	**75.170,36**	**100,00%**

Table 5: CO_2e footprint DC Industrial SA 2025.

The total amount of Scope 1 and 2 emissions can also be divided across the different business units of DC Industrial SA: Dredging, Aggregates/Resources, and Environment. The business unit Dredging accounts for 79,65% of the total CO_2 footprint of DC Industrial SA, or a total of 59.870,40 tonnes of CO_2e, which makes it the largest contributor to the overall footprint.

Scope	Sum of Emissions [tCO_2e]	Sum of % of total Scope 1 and 2
Scope 1	**74.309,11**	**98,85%**
Aggregates	12.325,19	16,40%
Dredging	59.870,40	79,65%
Environment	2.113,52	2,81%
Scope 2	**861,25**	**1,15%**
Aggregates	819,30	1,09%
Dredging	0,00	0,00%
Environment	41,95	0,06%
Grand Total	**75.170,36**	**100,00%**

Table 6: CO_2e footprint DC Industrial SA 2025 per business unit

The overall overview, including all subcategories, is illustrated in the figure below:

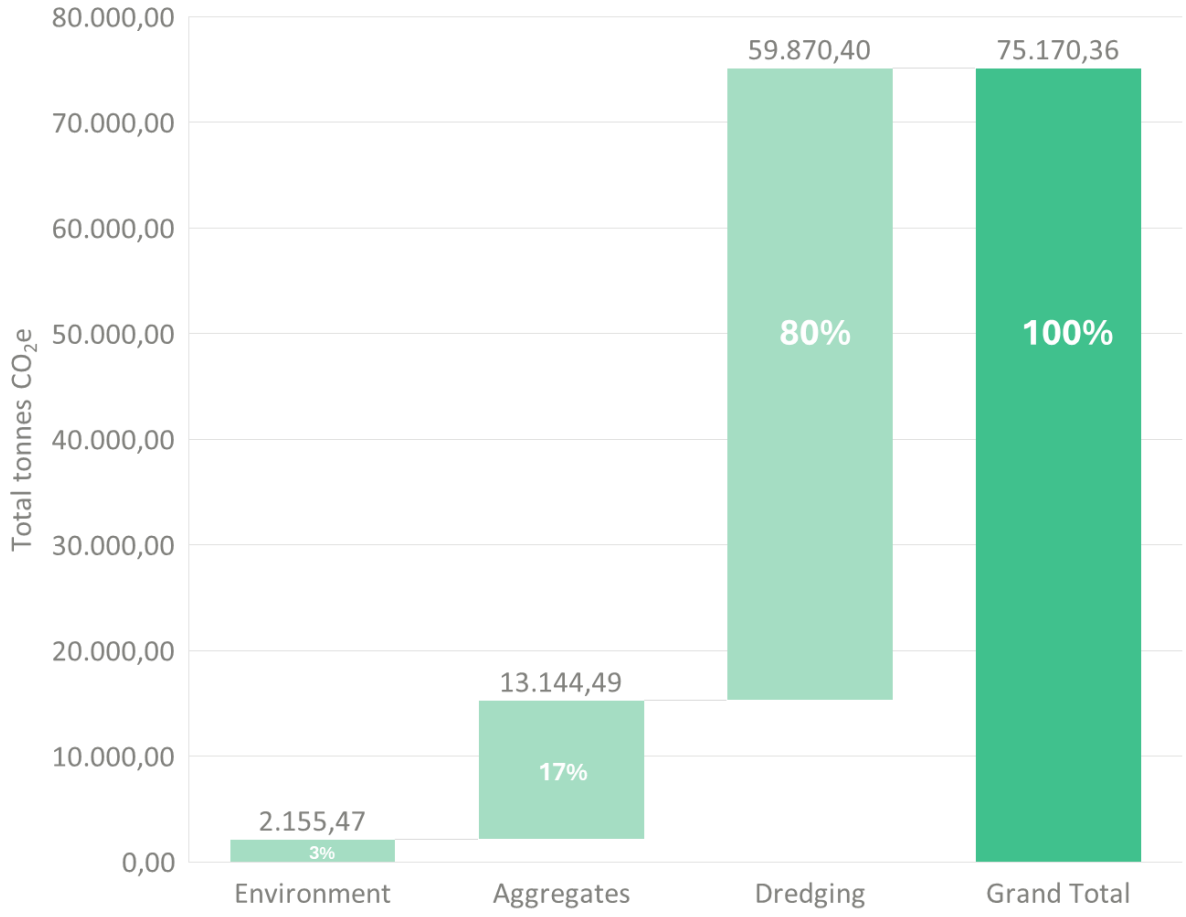


Figure 7: Scope 1 and 2 CO_2e footprint DC Industrial SA 2025.

Another visualization of this total is by splitting this impact according to the energy carrier/consumer that causes the emission. This is shown in the table below. Here, marine fuel oil consumption (81,30%), diesel consumption (17,32%) and grey electricity (1,15%) belong to the biggest contributors to the overall Scope 1 and 2 CO_2 footprint of DC Industrial SA.

Scope	Sum of Emissions [tCO_2e]	Sum of % of total Scope 1 and 2
Scope 1	**74.309,11**	**98,85%**
Marine Diesel Oil (MDO) (L)	61.117,09	81,30%
Diesel	13.016,93	17,32%
Petrol	163,95	0,22%
Car (average size) (km)	5,22	0,01%
Natural gas	3,01	<0,01%
LPG	2,91	<0,01%
Scope 2	**861,25**	**1,15%**
Denmark	786,65	1,05%
Belgium	70,91	0,09%
Latvia	1,97	<0,01%
France	1,73	<0,01%
Own generated solar electricity	<0,01	<0,01%
The Netherlands	<0,01	<0,01%
Grand Total	**75.170,36**	**100,00%**

Table 7: CO_2e footprint DC Industrial SA 2025 per energy carrier/consumer

In the following chapters, each scope is discussed separately, with an explanation of the various emission sources.

It is important to note that the following discussion will include numbers representing all fuel- and energy-related emissions associated with a specific activity, as required by the CO_2 Performance Ladder Manual v3.1. These will be indicated by data points labelled “energy supply,” “[Generation],” and/or “[Transmission & Distribution].” The volumes listed with these data points are based on the data provided for their respective scope 1 and 2 activities and are not included in the grand total of volumes. However, their emissions are included in the grand total and summed within the total carbon footprint.

3.2 SCOPE 1

The table below shows the different Scope 1 categories.

Scope	Sum of Emissions [tCO_2e]	Sum of % of total Scope 1 and 2
Stationary Combustion	1.306,18	1,74%
Energy Supply - Stationary emissions	407,13	0,54%
Mobile Combustion	57.111,46	75,98%
Energy Supply - Mobile emissions	15.484,33	20,60%
Grand Total	**74.309,11**	**98,85%**

Table 8: Emission sources Scope 1 in 2025.

As already mentioned before, the scope 1 emissions comprise 98,85% of the total carbon footprint of DC Industrial SA, or 74.309,11 in tonnes CO_2e.

The various Scope 1 categories are discussed in detail below.

3.2.1 STATIONARY EMISSIONS

Stationary emissions are caused by the consumption of fossil fuels in the process operations of DC Industrial SA. This category has an impact of 2,28% on the carbon footprint of DC Industrial SA for the year 2025, or 1.713,31 in tonnes CO_2e. Examples of stationary emissions include the consumption of natural gas for building heating, diesel consumption of the stationary, technical equipment for sand production, the use of red diesel or domestic fuel for heating, etc. The stationary emissions of DC Industrial SA are listed in the table below.

Scope	Sum of Volume	Sum of Emissions [tCO_2e]	% of category total	Sum of % of total Scope 1 and 2
LES CARRIERES DU FOND DES VAUX SA (Belgium)	**-**	**364,25**	**21,26%**	**0,48%**
Diesel (L)	-	364,25	21,26%	0,48%
Buildings	8.290,00	21,94	1,28%	0,03%
Buildings [Generation]	8.290,00	6,76	0,39%	0,01%
Processes	96.925,00	256,46	14,97%	0,34%
Processes [Generation]	96.925,00	79,09	4,62%	0,11%
DC RESOURCES A/S [Dansk Natursten] (Denmark)	**-**	**345,34**	**20,16%**	**0,46%**
Diesel (L)	-	345,34	20,16%	0,46%
Processes	106.258,00	261,61	15,27%	0,35%
Processes [Generation]	106.258,00	83,73	4,89%	0,11%
Danopal A/S	**-**	**312,66**	**18,25%**	**0,42%**
Diesel (L)	-	312,66	18,25%	0,42%
Processes	90.311,00	238,96	13,95%	0,32%
Processes [Generation]	90.311,00	73,69	4,30%	0,10%
Kroghs A/S	**-**	**262,80**	**15,34%**	**0,35%**
Diesel (L)	-	262,80	15,34%	0,35%
Processes	75.910,00	200,86	11,72%	0,27%
Processes [Generation]	75.910,00	61,94	3,62%	0,08%
TANGHE NV (Belgium)	**-**	**203,00**	**11,85%**	**0,27%**
Diesel (L)	-	203,00	11,85%	0,27%
Processes	58.637,00	155,15	9,06%	0,21%
Processes [Generation]	58.637,00	47,85	2,79%	0,06%
H&H Resources Brussels NV (Belgium)	**-**	**174,20**	**10,17%**	**0,23%**
Diesel (L)	-	174,20	10,17%	0,23%
Processes	53.600,00	131,96	7,70%	0,18%
Processes [Generation]	53.600,00	42,24	2,47%	0,06%
Nieuwpoortse Handelsmaatschappij (N.H.M.) NV (Belgium)	**-**	**24,23**	**1,41%**	**0,03%**
Diesel (L)	-	24,23	1,41%	0,03%
Heating	7.000,00	18,52	1,08%	0,02%
Heating [Generation]	7.000,00	5,71	0,33%	0,01%
BIOTERRA (OP)	**-**	**11,64**	**0,68%**	**0,02%**
Diesel (L)	-	11,64	0,68%	0,02%
Buildings	3.362,00	8,90	0,52%	0,01%
Buildings [Generation]	3.362,00	2,74	0,16%	<0,01%

DC INDUSTRIAL SA (OP)	**-**	**6,99**	**0,41%**	**0,01%**
Diesel (L)	-	6,99	0,41%	0,01%
Heating	752,76	1,99	0,12%	<0,01%
Heating [Generation]	752,76	0,61	0,04%	<0,01%
Processes	1.266,00	3,35	0,20%	<0,01%
Processes [Generation]	1.266,00	1,03	0,06%	<0,01%
AWS FRANCE S.A.S.U. (France)	**-**	**5,19**	**0,30%**	**0,01%**
Diesel (L)	-	5,19	0,30%	0,01%
Processes	1.499,00	3,97	0,23%	0,01%
Processes [Generation]	1.499,00	1,22	0,07%	<0,01%
DC DREDGING B.V. (The Netherlands)	**-**	**3,01**	**0,18%**	**<0,01%**
Natural gas (m^3)	-	3,01	0,18%	<0,01%
Buildings	1.411,00	2,51	0,15%	<0,01%
Buildings [Generation]	1.411,00	0,50	0,03%	<0,01%
Grand Total	**1.010.443,52**	**1.713,31**	**100,00%**	**2,28%**

Table 9: Stationary emissions in 2025.

The table above shows that Les Carrieres Du Fond des Vaux emits most of the stationary emissions within the carbon footprint of DC Industrial SA, amounting to 21,26% of all stationary emissions, or 0,48% of all scope 1 and 2 emissions. This is a difference compared to 2024, where DC Resources A/S was the highest emitter within this category.

3.2.2 MOBILE EMISSIONS

Mobile emissions are emissions that arise from the combustion of fossil fuels in vehicles (passenger cars, delivery trucks, heavy duty trucks, forklifts...) in control of DC Industrial SA. This category includes the various vehicles in operational control of DC Industrial SA. However, this category does not consider the commuting of staff without a company car. The impact of commuting is reflected in Scope 3 category 7: employee commuting. The table below shows the mobile emissions.

Scope	Sum of Volume	Sum of Emissions [tCO_2e]	% of category total	Sum of % of total Scope 1 and 2
DC DREDGING B.V. (The Netherlands)	-	**59.867,39**	**82,47%**	**79,64%**
Marine Diesel Oil (MDO) (L)	-	59.604,09	82,10%	79,29%
SHIPS	17.346.940,00	47.166,33	64,97%	62,75%
SHIPS [Generation]	17.346.940,00	12.437,76	17,13%	16,55%
Diesel (L)	-	243,55	0,34%	0,32%
DELIVERY TRUCKS	17.782,00	43,78	0,06%	0,06%
DELIVERY TRUCKS [Generation]	17.782,00	14,01	0,02%	0,02%
WHEELLOADERS	57.156,00	140,72	0,19%	0,19%
WHEELLOADERS [Generation]	57.156,00	45,04	0,06%	0,06%
Petrol (L)	-	16,84	0,02%	0,02%
DELIVERY TRUCKS	861,00	1,84	<0,01%	<0,01%
DELIVERY TRUCKS [Generation]	861,00	0,57	<0,01%	<0,01%
PASSENGER CARS	5.160,00	11,04	0,02%	0,01%
PASSENGER CARS [Generation]	5.160,00	3,40	<0,01%	<0,01%
LPG (L)	-	2,91	<0,01%	<0,01%
FORKLIFTS	1.624,00	2,64	<0,01%	<0,01%
FORKLIFTS [Generation]	1.624,00	0,27	<0,01%	<0,01%
Kroghs A/S	-	**3.875,94**	**5,34%**	**5,16%**
Diesel (L)	-	3.875,94	5,34%	5,16%
WHEELLOADERS	1.119.566,00	2.962,37	4,08%	3,94%
WHEELLOADERS [Generation]	1.119.566,00	913,57	1,26%	1,22%

Nieuwpoortse Handelsmaatschappij (N.H.M.) NV (Belgium)	-	**1.400,19**	**1,93%**	**1,86%**
Diesel (L)	-	1.379,74	1,90%	1,84%
CRANES	24.811,00	61,08	0,08%	0,08%
CRANES [Generation]	24.811,00	19,55	0,03%	0,03%
FORKLIFTS	12.406,00	30,54	0,04%	0,04%
FORKLIFTS [Generation]	12.406,00	9,78	0,01%	0,01%
PASSENGER CARS	6.066,29	14,94	0,02%	0,02%
PASSENGER CARS [Generation]	6.066,29	4,78	0,01%	0,01%
TRUCKS	170.354,72	419,41	0,58%	0,56%
TRUCKS [Generation]	170.354,72	134,24	0,18%	0,18%
WHEELLOADERS	210.896,00	519,23	0,72%	0,69%
WHEELLOADERS [Generation]	210.896,00	166,19	0,23%	0,22%
Petrol (L)	-	20,45	0,03%	0,03%
PASSENGER CARS	7.312,33	15,64	0,02%	0,02%
PASSENGER CARS [Generation]	7.312,33	4,81	0,01%	0,01%
LES CARRIERES DU FOND DES VAUX SA (Belgium)	-	**1.327,88**	**1,83%**	**1,77%**
Diesel (L)	-	1.309,96	1,80%	1,74%
FORKLIFTS	1.275,00	3,14	<0,01%	<0,01%
FORKLIFTS [Generation]	1.275,00	1,00	<0,01%	<0,01%
OTHER (1 mini pelle + 5 véhicules utilitaires)	10.933,00	26,92	0,04%	0,04%
OTHER (1 mini pelle + 5 véhicules utilitaires) [Generation]	10.933,00	8,62	0,01%	0,01%
WHEELLOADERS	390.856,00	962,29	1,33%	1,28%
WHEELLOADERS [Generation]	390.856,00	307,99	0,42%	0,41%
Petrol (L)	12.818,00	17,93	0,02%	0,02%
PASSENGER CARS	6.409,00	13,71	0,02%	0,02%
PASSENGER CARS [Generation]	6.409,00	4,22	0,01%	0,01%
GRANULATES ET SABLES DE WALLONIE (G.S.W.) NV (Belgium)	-	**1.163,58**	**1,60%**	**1,55%**
Marine Diesel Oil (MDO) (L)	-	1.145,05	1,58%	1,52%
SHIPS	333.250,00	906,11	1,25%	1,21%
SHIPS [Generation]	333.250,00	238,94	0,33%	0,32%
Petrol (L)	-	18,53	0,03%	0,02%
PASSENGER CARS	6.625,07	14,17	0,02%	0,02%
PASSENGER CARS [Generation]	6.625,07	4,36	0,01%	0,01%

BIOTERRA (OP)	-	**1.166,99**	**1,61%**	**1,55%**
Diesel (L)	-	1.145,81	1,58%	1,52%
CRANES	116.790,84	309,03	0,43%	0,41%
CRANES [Generation]	116.790,84	95,30	0,13%	0,13%
DUMPERS	26.769,94	70,83	0,10%	0,09%
DUMPERS [Generation]	26.769,94	21,84	0,03%	0,03%
FORKLIFTS	2.646,89	7,00	0,01%	0,01%
FORKLIFTS [Generation]	2.646,89	2,16	<0,01%	<0,01%
PASSENGER CARS	15.670,00	38,58	0,05%	0,05%
PASSENGER CARS [Generation]	15.670,00	12,35	0,02%	0,02%
PASSENGER CARS (jeeps)	2.079,89	5,50	0,01%	0,01%
PASSENGER CARS (jeeps) [Generation]	2.079,89	1,70	<0,01%	<0,01%
WHEELLOADERS	167.968,92	444,45	0,61%	0,59%
WHEELLOADERS [Generation]	167.968,92	137,06	0,19%	0,18%
Petrol (L)	-	21,18	0,03%	0,03%
PASSENGER CARS	7.574,00	16,20	0,02%	0,02%
PASSENGER CARS [Generation]	7.574,00	4,98	0,01%	0,01%
DC RESOURCES A/S [Dansk Natursten] (Denmark)	-	**1.082,92**	**1,49%**	**1,44%**
Diesel (L)	-	1.082,92	1,49%	1,44%
PASSENGER CARS	1.942,13	4,78	0,01%	0,01%
PASSENGER CARS [Generation]	1.942,13	1,53	<0,01%	<0,01%
WHEELLOADERS	310.978,00	822,85	1,13%	1,09%
WHEELLOADERS [Generation]	310.978,00	253,76	0,35%	0,34%
DC INDUSTRIAL SA (OP)	-	**927,90**	**1,28%**	**1,23%**
Diesel (L)	-	491,31	0,68%	0,65%
CRANES	137.077,00	362,71	0,50%	0,48%
CRANES [Generation]	137.077,00	111,85	0,15%	0,15%
PASSENGER CARS	5.154,72	12,69	0,02%	0,02%
PASSENGER CARS [Generation]	5.154,72	4,06	0,01%	0,01%
Marine Diesel Oil (MDO) (L)	-	367,95	0,51%	0,49%
SHIPS	107.088,00	291,17	0,40%	0,39%
SHIPS [Generation]	107.088,00	76,78	0,11%	0,10%
Petrol (L)	-	68,63	0,09%	0,09%
PASSENGER CARS	24.538,68	52,49	0,07%	0,07%
PASSENGER CARS [Generation]	24.538,68	16,15	0,02%	0,02%
THYBORON NORDSO RAL A/S (Denmark)	-	**741,28**	**1,02%**	**0,99%**
Diesel (L)	-	741,28	1,02%	0,99%
WHEELLOADERS	214.119,00	566,56	0,78%	0,75%
WHEELLOADERS [Generation]	214.119,00	174,72	0,24%	0,23%

TANGHE NV (Belgium)	-	**455,45**	**0,63%**	**0,61%**
Diesel (L)	-	455,45	0,63%	0,61%
CRANES	500,00	1,32	<0,01%	<0,01%
CRANES [Generation]	500,00	0,41	<0,01%	<0,01%
DELIVERY TRUCKS	1.000,00	2,46	<0,01%	<0,01%
DELIVERY TRUCKS [Generation]	1.000,00	0,79	<0,01%	<0,01%
FORKLIFTS	1.200,00	3,18	<0,01%	<0,01%
FORKLIFTS [Generation]	1.200,00	0,98	<0,01%	<0,01%
PASSENGER CARS	400,00	0,98	<0,01%	<0,01%
PASSENGER CARS [Generation]	400,00	0,32	<0,01%	<0,01%
TRUCKS	131.600,00	324,00	0,45%	0,43%
TRUCKS [Generation]	131.600,00	103,70	0,14%	0,14%
WHEELLOADERS	5.000,00	13,23	0,02%	0,02%
WHEELLOADERS [Generation]	5.000,00	4,08	0,01%	0,01%
H&H Resources Brussels NV (Belgium)	-	**213,75**	**0,29%**	**0,28%**
Diesel (L)	-	213,75	0,29%	0,28%
FORKLIFTS	5.688,00	14,00	0,02%	0,02%
FORKLIFTS [Generation]	5.688,00	4,48	0,01%	0,01%
WHEELLOADERS	60.082,00	147,92	0,20%	0,20%
WHEELLOADERS [Generation]	60.082,00	47,34	0,07%	0,06%
SOCIETE D'EXPLOITATION DES CARRIERES D'YVOIR SA (Belgium)	-	**196,98**	**0,27%**	**0,26%**
Diesel (L)	-	196,98	0,27%	0,26%
FORKLIFTS (1 Manitou)	725,00	1,92	<0,01%	<0,01%
FORKLIFTS (1 Manitou) [Generation]	725,00	0,59	<0,01%	<0,01%
PASSENGER CARS	3.430,00	8,44	0,01%	0,01%
PASSENGER CARS [Generation]	3.430,00	2,70	<0,01%	<0,01%
WHEELLOADERS (3 BULL)	52.953,00	140,11	0,19%	0,19%
WHEELLOADERS (3 BULL) [Generation]	52.953,00	43,21	0,06%	0,06%
DC RESOURCES S.A.S.U. (France)	-	**98,97**	**0,14%**	**0,13%**
Diesel (L)	-	98,97	0,14%	0,13%
WHEELLOADERS	30.453,00	74,98	0,10%	0,10%
WHEELLOADERS [Generation]	30.453,00	24,00	0,03%	0,03%
DC RESOURCES GmbH (Germany)	-	**5,22**	**0,01%**	**0,01%**
Car (average size) (km)	-	5,22	0,01%	0,01%
PASSENGER CARS	25.000,00	4,07	0,01%	0,01%
PASSENGER CARS [Generation]	25.000,00	1,15	<0,01%	<0,01%
Danopal A/S	-	**56,97**	**0,08%**	**0,08%**
Diesel (L)	-	56,97	0,08%	0,08%
WHEELLOADERS	17.528,00	43,15	0,06%	0,06%
WHEELLOADERS [Generation]	17.528,00	13,81	0,02%	0,02%

AWS FRANCE S.A.S.U. (France)	-	**8,65**	**0,01%**	**0,01%**
Diesel (L)	-	8,65	0,01%	0,01%
PASSENGER CARS	532,43	1,31	<0,01%	<0,01%
PASSENGER CARS [Generation]	532,43	0,42	<0,01%	<0,01%
WHEELLOADERS	2.000,00	5,29	0,01%	0,01%
WHEELLOADERS [Generation]	2.000,00	1,63	<0,01%	<0,01%
DC RESOURCES Baltics SIA (Latvia)	-	**5,74**	**0,01%**	**0,01%**
Diesel (L)	-	5,36	0,01%	0,01%
PASSENGER CARS	1.649,64	4,06	0,01%	0,01%
PASSENGER CARS [Generation]	1.649,64	1,30	<0,01%	<0,01%
Petrol (L)	-	0,38	<0,01%	<0,01%
PASSENGER CARS	136,00	0,29	<0,01%	<0,01%
PASSENGER CARS [Generation]	136,00	0,09	<0,01%	<0,01%
Grand Total	-	**72.595,80**	**100,00%**	**96,58%**

Table 10: Mobile emissions in 2025.

The table above shows that the use of the vehicles causes an impact of 96,58% (72.595,80 tonnes CO_2e) on the carbon footprint of DC Industrial SA. The highest contributor within this category lies in the marine fuel oil consumption of the ships connected to the entity DC Dredging B.V. The ships within this entity amount to a total of 82,47% of the total category, as well as 79,64% of all scope 1 and 2 emissions. The ships of DC Dredging B.V. emitted a total of 59.604,09 tonnes CO_2e in 2025.

3.3 SCOPE 2

The Scope 2 emissions are specifically linked to the purchased electricity for the entire electricity consumption of the site(s). Electricity is used to power the printers, lighting, heating, and other technical equipment of DC Industrial SA.

The table below shows the impact connected to all purchased electricity of DC Industrial SA.

Some entities within the organizational boundary of DC Industrial produce electricity with solar panels at their sites, causing a part of their electricity consumption to have a smaller impact. The impact mostly comes from the purchase of grey electricity at the different sites within the entities. The production of this grey electricity causes a CO_2e emission of 861,25 tonnes of CO_2e which has an impact of 1,15% on the total emissions.

Scope	Sum of Volume	Sum of Emissions [tCO_2e]	% of category total	Sum of % of total Scope 1 and 2
Electricity (kWh)	**-**	**591,27**	**68,65%**	**0,79%**
Residual mix (no green electricity contract) (kWh)	-	560,10	65,03%	0,75%
Kroghs A/S	1.063.353,00	448,62	52,09%	0,60%
Danopal A/S	224.718,00	94,81	11,01%	0,13%
DC RESOURCES A/S [Dansk Natursten] (Denmark)	33.261,00	14,03	1,63%	0,02%
DC RESOURCES Baltics SIA (Latvia)	2.785,00	1,40	0,16%	<0,01%
DC RESOURCES S.A.S.U. (France)	39.251,00	0,92	0,11%	<0,01%
AWS FRANCE S.A.S.U. (France)	13.322,00	0,31	0,04%	<0,01%
Residual mix (no green electricity contract) BE & NL (kWh)	-	25,23	2,93%	0,03%
DC INDUSTRIAL SA (OP)	135.648,99	25,23	2,93%	0,03%
Country average mix (kWh)	-	4,43	0,51%	0,01%
Kroghs A/S	10.000,00	2,43	0,28%	<0,01%
DC RESOURCES A/S [Dansk Natursten] (Denmark)	8.196,60	2,00	0,23%	<0,01%
Country average mix BE & NL (kWh)	-	1,50	0,17%	<0,01%
Nieuwpoortse Handelsmaatschappij (N.H.M.) NV (Belgium)	4.499,08	0,65	0,08%	<0,01%
SOCIETE D'EXPLOITATION DES CARRIERES D'YVOIR SA (Belgium)	3.926,00	0,57	0,07%	<0,01%
LES CARRIERES DU FOND DES VAUX SA (Belgium)	1.937,00	0,28	0,03%	<0,01%
Green electricity contract (kWh)	-	0,00	0,00%	0,00%
DC RESOURCES Baltics SIA (Latvia)	5.405,00	0,00	0,00%	0,00%
THYBORON NORDSO RAL A/S (Denmark)	714.319,00	0,00	0,00%	0,00%
Green electricity contract BE & NL (kWh)	-	0,00	0,00%	0,00%
LES CARRIERES DU FOND DES VAUX SA (Belgium)	1.315.513,00	0,00	0,00%	0,00%
SOCIETE D'EXPLOITATION DES CARRIERES D'YVOIR SA (Belgium)	1.982.492,00	0,00	0,00%	0,00%
H&H Resources Brussels NV (Belgium)	82.142,00	0,00	0,00%	0,00%
TANGHE NV (Belgium)	45.700,00	0,00	0,00%	0,00%
BIOTERRA (OP)	1.884.830,00	0,00	0,00%	0,00%
Nieuwpoortse Handelsmaatschappij (N.H.M.) NV (Belgium)	463.679,48	0,00	0,00%	0,00%
Solar electricity (kWh)	-	0,00	0,00%	0,00%
BIOTERRA (OP)	208.870,00	0,00	0,00%	0,00%
DC DREDGING B.V. (The Netherlands)	12.556,00	0,00	0,00%	0,00%
LES CARRIERES DU FOND DES VAUX SA (Belgium)	1.010.984,00	0,00	0,00%	0,00%
DC DREDGING B.V. (The Netherlands)	34.345,00	0,00	0,00%	0,00%

Energy Supply (kWh)	**-**	**269,99**	**31,35%**	**0,36%**
Residual mix (no green electricity contract) (kWh)	-	224,04	26,01%	0,30%
Kroghs A/S	1.063.353,00	179,45	20,84%	0,24%
Danopal A/S	224.718,00	37,92	4,40%	0,05%
DC RESOURCES A/S [Dansk Natursten] (Denmark)	33.261,00	5,61	0,65%	0,01%
DC RESOURCES Baltics SIA (Latvia)	2.785,00	0,56	0,07%	<0,01%
DC RESOURCES S.A.S.U. (France)	39.251,00	0,37	0,04%	<0,01%
AWS FRANCE S.A.S.U. (France)	13.322,00	0,13	0,01%	<0,01%
Residual mix (no green electricity contract) BE & NL (kWh)	-	3,53	0,41%	<0,01%
DC INDUSTRIAL SA (OP)	135.648,99	3,53	0,41%	<0,01%
Country average mix (kWh)	-	1,77	0,21%	<0,01%
Kroghs A/S	10.000,00	0,97	0,11%	<0,01%
DC RESOURCES A/S [Dansk Natursten] (Denmark)	8.196,60	0,80	0,09%	<0,01%
Country average mix BE & NL (kWh)	-	0,23	0,03%	<0,01%
Nieuwpoortse Handelsmaatschappij (N.H.M.) NV (Belgium)	4.499,08	0,10	0,01%	<0,01%
SOCIETE D'EXPLOITATION DES CARRIERES D'YVOIR SA (Belgium)	3.926,00	0,09	0,01%	<0,01%
LES CARRIERES DU FOND DES VAUX SA (Belgium)	1.937,00	0,04	<0,01%	<0,01%
Green electricity contract (kWh)	-	0,00	0,00%	0,00%
DC RESOURCES Baltics SIA (Latvia)	5.405,00	0,00	0,00%	0,00%
THYBORON NORDSO RAL A/S (Denmark)	714.319,00	0,00	0,00%	0,00%
Green electricity contract BE & NL (kWh)	-	40,42	4,69%	0,05%
SOCIETE D'EXPLOITATION DES CARRIERES D'YVOIR SA (Belgium)	1.982.492,00	13,88	1,61%	0,02%
BIOTERRA (OP)	1.884.830,00	13,19	1,53%	0,02%
LES CARRIERES DU FOND DES VAUX SA (Belgium)	1.315.513,00	9,21	1,07%	0,01%
Nieuwpoortse Handelsmaatschappij (N.H.M.) NV (Belgium)	463.679,48	3,25	0,38%	<0,01%
H&H Resources Brussels NV (Belgium)	82.142,00	0,57	0,07%	<0,01%
TANGHE NV (Belgium)	45.700,00	0,32	0,04%	<0,01%
Solar electricity (kWh)	-	0,00	0,00%	0,00%
BIOTERRA (OP)	208.870,00	0,00	0,00%	0,00%
DC DREDGING B.V. (The Netherlands)	12.556,00	0,00	0,00%	0,00%
LES CARRIERES DU FOND DES VAUX SA (Belgium)	1.010.984,00	0,00	0,00%	0,00%
DC DREDGING B.V. (The Netherlands)	34.345,00	0,00	0,00%	0,00%
Grand Total	**-**	**861,25**	**100,00%**	**1,15%**

Table 11 Scope 2 emissions

The above calculation was performed based on the **market-based method**, which uses supplier-specific emission factors, and the power generation situation at the sites of DC Industrial SA. The supplier specific emission factor was calculated based on the provided electricity mix of the electricity supplier of an entity within DC Industrial SA. This method reflects the total emission connected to the choices and purchase behaviour of DC Industrial SA. DC Industrial SA can lower this total impact by reducing their electricity consumption, choosing to buy solely green electricity, or to produce more electricity on-site.

In case the electricity mix was not provided by the electricity provider; and the entity was in The Netherlands or Belgium, emission factors provided by CO_2emissiefactoren.be or CO_2emissiefactoren.nl were used. In case the electricity mix was not provided by the electricity provider, and the entity was located outside of The Netherlands and Belgium, the emission factor provided by the AIB was used.

Following the GHG Protocol, Scope 2 emissions are also reported with another method, **the location-based method**. The location-based method reflects the average emissions intensity of the grid on which energy consumption occurs depending on the country the company is located, and the year. With this method, the grid-average emission factor of all electricity produced within Belgium is multiplied by the total energy consumption of the company (meaning: the consumption of grey electricity + the consumption of all on-site produced and consumed electricity)

The table below shows the Scope 2 emissions following the location-based method. Percentages of Scope 2 are compared to the total of Scope 1+2 with the location-based method, amounting to a total of 1.148,06 tonnes CO_2e.

Scope	Sum of Volume	Sum of Emissions [tCO2e]	% of category total	Sum of % of total scope 1 and 2
Electricity	**-**	**973,26**	**84,77%**	**1,29%**
Green electricity contract BE & NL (kWh)	-	837,28	72,93%	1,11%
SOCIETE D'EXPLOITATION DES CARRIERES D'YVOIR SA (Belgium)	1.982.492,00	287,46	25,04%	0,38%
BIOTERRA (OP)	1.884,83	273,30	23,81%	0,36%
LES CARRIERES DU FOND DES VAUX SA (Belgium)	1.315.513,00	190,75	16,61%	0,25%
Nieuwpoortse Handelsmaatschappij (N.H.M.) NV (Belgium)	463.679,48	67,23	5,86%	0,09%
H&H Resources Brussels NV (Belgium)	82.142,00	11,91	1,04%	0,02%
TANGHE NV (Belgium)	45,70	6,63	0,58%	0,01%
Residual mix (no green electricity contract) (kWh)	-	68,98	6,01%	0,09%
Kroghs A/S	1.063.353,00	54,42	4,74%	0,07%
Danopal A/S	224.718,00	11,50	1,00%	0,02%
DC RESOURCES A/S [Dansk Natursten] (Denmark)	33.261,00	1,70	0,15%	0,00%
DC RESOURCES S.A.S.U. (France)	39.251,00	0,71	0,06%	0,00%
DC RESOURCES Baltics SIA (Latvia)	2.785,00	0,41	0,04%	0,00%
AWS FRANCE S.A.S.U. (France)	13.322,00	0,24	0,02%	0,00%
Green electricity contract (kWh)	-	37,34	3,25%	0,05%
THYBORON NORDSO RAL A/S (Denmark)	714.319,00	36,56	3,18%	0,05%
DC RESOURCES Baltics SIA (Latvia)	5.405,00	0,79	0,07%	0,00%
Residual mix (no green electricity contract) BE & NL (kWh)	-	19,67	1,71%	0,03%
DC INDUSTRIAL SA (OP)	135.648,99	19,67	1,71%	0,03%
Country average mix BE & NL (kWh)	-	1,50	0,13%	0,00%
Nieuwpoortse Handelsmaatschappij (N.H.M.) NV (Belgium)	4.499,08	0,65	0,06%	0,00%
SOCIETE D'EXPLOITATION DES CARRIERES D'YVOIR SA (Belgium)	3.926,00	0,57	0,05%	0,00%
LES CARRIERES DU FOND DES VAUX SA (Belgium)	1.937,00	0,28	0,02%	0,00%
Country average mix (kWh)	-	0,93	0,08%	0,00%
Kroghs A/S	10.000,00	0,51	0,04%	0,00%
DC RESOURCES A/S [Dansk Natursten] (Denmark)	8.196,60	0,42	0,04%	0,00%
Solar electricity (kWh)	-	0,00	0,00%	0,00%
BIOTERRA (OP)	208,87	0,00	0,00%	0,00%
DC DREDGING B.V. (The Netherlands)	12.556,00	0,00	0,00%	0,00%
LES CARRIERES DU FOND DES VAUX SA (Belgium)	1.010.984,00	0,00	0,00%	0,00%
DC DREDGING B.V. (The Netherlands)	34.345,00	7,56	0,66%	0,01%

Energy Supply	-	**174,80**	**15,23%**	**0,23%**
Green electricity contract BE & NL (kWh)	-	127,04	11,07%	0,17%
SOCIETE D'EXPLOITATION DES CARRIERES D'YVOIR SA (Belgium)	1.982.492,00	43,61	3,80%	0,06%
BIOTERRA (OP)	1.884,83	41,47	3,61%	0,05%
LES CARRIERES DU FOND DES VAUX SA (Belgium)	1.315.513,00	28,94	2,52%	0,04%
Nieuwpoortse Handelsmaatschappij (N.H.M.) NV (Belgium)	463.679,48	10,20	0,89%	0,01%
H&H Resources Brussels NV (Belgium)	82.142,00	1,81	0,16%	0,00%
TANGHE NV (Belgium)	45,70	1,01	0,09%	0,00%
Residual mix (no green electricity contract) (kWh)	-	27,59	2,40%	0,04%
Kroghs A/S	2.126.706,00	21,77	1,90%	0,03%
Danopal A/S	449.436,00	4,60	0,40%	0,01%
DC RESOURCES A/S [Dansk Natursten] (Denmark)	66.522,00	0,68	0,06%	0,00%
DC RESOURCES S.A.S.U. (France)	78.502,00	0,28	0,02%	0,00%
DC RESOURCES Baltics SIA (Latvia)	5.570,00	0,16	0,01%	0,00%
AWS FRANCE S.A.S.U. (France)	26.644,00	0,10	0,01%	0,00%
Green electricity contract (kWh)	-	14,94	1,30%	0,02%
THYBORON NORDSO RAL A/S (Denmark)	1.428.638,00	14,62	1,27%	0,02%
DC RESOURCES Baltics SIA (Latvia)	10.810,00	0,31	0,03%	0,00%
Residual mix (no green electricity contract) BE & NL (kWh)	-	2,98	0,26%	0,00%
DC INDUSTRIAL SA (OP)	135.648,99	2,98	0,26%	0,00%
Residual mix (no green electricity contract) (kWh)	-	0,37	0,03%	0,00%
Kroghs A/S	20.000,00	0,20	0,02%	0,00%
DC RESOURCES A/S [Dansk Natursten] (Denmark)	16.393,20	0,17	0,01%	0,00%
Country average mix BE & NL (kWh)	-	0,23	0,02%	0,00%
Nieuwpoortse Handelsmaatschappij (N.H.M.) NV (Belgium)	4.499,08	0,10	0,01%	0,00%
SOCIETE D'EXPLOITATION DES CARRIERES D'YVOIR SA (Belgium)	3.926,00	0,09	0,01%	0,00%
LES CARRIERES DU FOND DES VAUX SA (Belgium)	1.937,00	0,04	0,00%	0,00%
Solar electricity (kWh)	-	0,00	0,00%	0,00%
BIOTERRA (OP)	417,74	0,00	0,00%	0,00%
DC DREDGING B.V. (The Netherlands)	25.112,00	0,00	0,00%	0,00%
LES CARRIERES DU FOND DES VAUX SA (Belgium)	2.021.968,00	0,00	0,00%	0,00%
DC DREDGING B.V. (The Netherlands)	34.345,00	1,65	0,14%	0,00%
Grand Total	**17.467.304,57**	**1.148,06**	**100,00%**	**1,52%**

Table 12 Scope 2 emissions following the location-based method.

Both methods can be used in different scenarios. When referring to the emissions DC Industrial SA purposefully emits and can reduce by making sustainable electricity choices. DC Industrial SA can communicate based on the market-based method. When we want to compare DC Industrial SA ’s Scope 2 emissions with another company, the location-based method can be used, as this method will only consider energy consumption and not what happens on-site.

3.4 SCOPE 3

Scope 3 emissions are usually more complex to assess correctly than scope 1 and scope 2 emissions. The scope 3 emissions include all emissions in the up- and downstream of an organization's value chain. Of the 15 different scope 3 emission categories, only one category was considered in the calculation.

3.4.1 CATEGORY 06: BUSINESS TRAVEL

This category includes emissions released because of business travel with vehicles over which DC Industrial SA has no operational control. This means that this category only considers trips made by airplane, train, taxi, or other vehicles that are not found within DC Industrial SA 's operational boundaries. The emissions released because of business travel have an impact of 138,62 tonnes of CO_2e.

The table below shows the emissions released due to business travel.

Scope	Sum of Volume	Sum of Emissions [tCO_2e]	% of category total	Sum of % of total scope 3
Auto gemiddeld (km)	**175.468,00**	**16,54**	**11,93%**	**11,93%**
AWS FRANCE S.A.S.U. (France)	26.230,00	3,75	2,71%	2,71%
DC AGGREGATE Ltd. (UK)	19.404,00	2,78	2,00%	2,00%
DC RESOURCES A/S [Dansk Natursten] (Denmark)	74.767,00	2,13	1,54%	1,54%
Kroghs A/S	40.748,00	5,83	4,21%	4,21%
THYBORON NORDSO RAL A/S (Denmark)	14.319,00	2,05	1,48%	1,48%
Vliegtuig (pass.km)	**722.944,58**	**115,67**	**83,45%**	**83,45%**
DC AGGREGATE Ltd. (UK)	5.686,00	0,91	0,66%	0,66%
DC DREDGING B.V. (The Netherlands)	606.286,56	97,01	69,98%	69,98%
DC RESOURCES A/S [Dansk Natursten] (Denmark)	25.149,00	4,02	2,90%	2,90%
DC RESOURCES Baltics SIA (Latvia)	82.153,02	13,14	9,48%	9,48%
Kroghs A/S	2.202,00	0,35	0,25%	0,25%
THYBORON NORDSO RAL A/S (Denmark)	1.468,00	0,23	0,17%	0,17%
Trein (pass.km)	**39.398,00**	**0,08**	**0,06%**	**0,06%**
AWS FRANCE S.A.S.U. (France)	28.000,00	0,06	0,04%	0,04%
DC AGGREGATE Ltd. (UK)	9.870,00	0,02	0,01%	0,01%
DC RESOURCES A/S [Dansk Natursten] (Denmark)	1.528,00	0,00	<0,01%	<0,01%
Veerboot (pass.km)	**5.828,00**	**6,33**	**4,56%**	**4,56%**
DC RESOURCES A/S [Dansk Natursten] (Denmark)	4.756,00	5,16	3,72%	3,72%
Kroghs A/S	1.072,00	1,16	0,84%	0,84%
Grand Total	**-**	**138,62**	**100,00%**	**100,00%**

Table 13: Business trips made in 2025.

3.5 COMPARISON OF FOOTPRINT TO PREVIOUS YEARS

This report shows the footprint of the year 2025, the third year in which DC Industrial SA measures its yearly footprint. The figures below show some of the most important figures to compare 2024 and 2025 to 2025 for Scope 1, 2 and business travel.

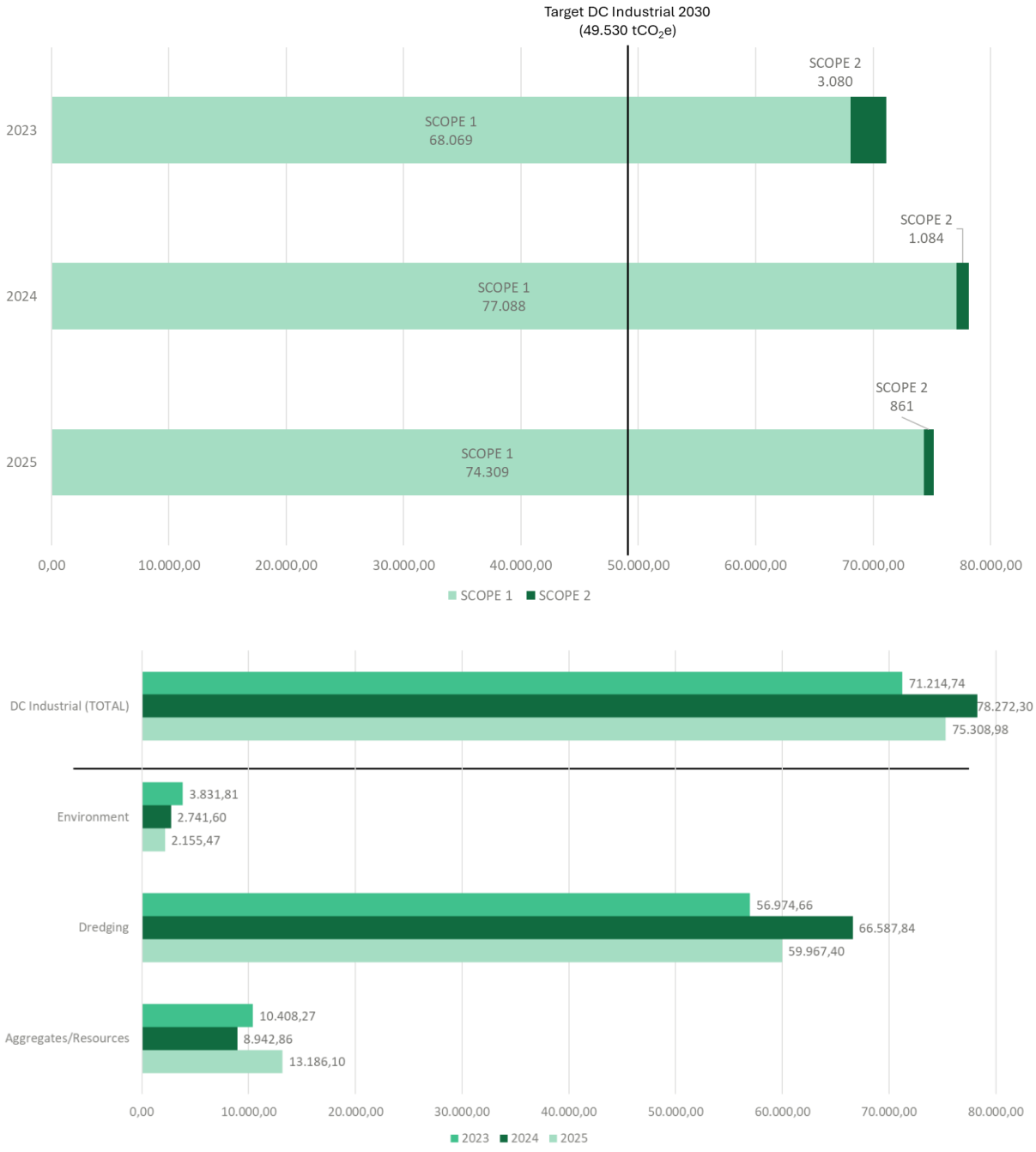


Figure 8: Scope 1 and 2 CO_2e footprint DC Industrial SA from 2023-2024-2025

As can be seen, 2025 showed a decrease compared to 2024 in total absolute emissions of 2.963,32 tonnes CO_2e, or a 4% decrease in terms of emissions. This is mostly a combination in a 21% reduction of scope 2 emissions, as well as an 8% decrease in marine oil consumption by the dredging ships.

This decrease in the footprint of dredging ships and scope 2 is partly compensated by an increase in fuel consumption in the business unit aggregates, both in stationary and mobile combustion. Due to an increase in both natural gas, petrol, and diesel, for example, stationary emissions almost doubled.

Compared to the base year of 2023, 2025 showed an increase of 5% of total emissions, mostly due to an increase in both the business unit dredging and aggregates, mostly caused by an increase in mobile emissions and stationary emissions. Scope 2 emissions, however, are decreasing consistently since 2023. The emissions from the business unit Environment reaches a second year of consistent decrease of over 20%. As of writing, DC Industrial is 25.778 tonnes CO_2e away from its goal of 49.530 tonnes CO_2e.

For business travel, this remains under the material threshold of total emissions, moving from 100 tonnes CO_2e to 139 tonnes CO_2e. This means that the decision to focus fully on the more material relevant Scope 1 and 2 categories for DC Industrial remains the same.

APPENDIX 1 USED EMISSION FACTORS & SOURCES

For each activity, the most relevant and localised emission factor possible has been selected, at the discretion of the reporter. The key considerations in emission factor selection were locality and relevancy, as well as the availability of emission factors and consistency of methodologies throughout each emission factor source.

A full list of emission factor publications used in this report can be found in the table below:

Publisher	Publication Version	Publication Date	URL	Usage[1]
Association of Issuing Bodies	y2025	26/08/2025	link	18.2%
UK.gov GHG Reporting Factors	v2025 1.0	10/06/2025	link	0.4%
CO_2emissiefactoren.nl	v2025	15/01/2025	link	66.0%
CO_2emissiefactoren.be	v2025.02	15/01/2025	link	11.7%
Group De Cloedt	Library of Emission Factors	-	-	3.6%

Each emission factor used in the calculation has an assigned validity period overlapping or partially overlapping with the application period of the reported activity. The validity period of emission factors is determined by its publication document[2].

1 Usage is defined as the number of data points in the inventory using a certain emission factor publication. The size of the data points is not considered. Usage is different from the relative share of total emissions.

2 In case the application period of the activity overlaps with the validity period of more than one emission factor, the median data of the application period is used to determine which factor to use (e.g. if an activity stretches from August 2021 to July 2022, the median date is 29/01/2022)

APPENDIX 2 ISO 14064 STATEMENT

Requirement	Description	Paragraph
a)	Description of the reporting organisation	3.1
b)	Responsible person/entity for the report	General project data
c)	Reporting period	3.3
d)	Documentation of the organizational boundaries	3.1-3.2-3.3
e)	Documentation on reporting limits, including established criteria for defining significant emissions	3.5
f)	Direct emissions, in tonnes of CO_2e	3.1-3.2-3.3
g)	Description of how biogenic CO_2 emissions and removals are treated and quantified in tonnes of CO_2e	N/A
h)	Direct removal of GHG, in tonnes of CO_2e	N/A
i)	Exclusions of significant GHG sources or sinks	N/A
j)	Indirect emissions, in tonnes of CO_2e	N/A
k)	Selection of reference year	4.5
l)	Explanation of changes in reference year or other historical GHG data and any recalculation of the reference year or other historical GHG data. Documentation of any limitations of comparability resulting from a recalculation	4.5
m)	Quantification method and explanation of the choice	3
n)	Explanation of changes in quantification methods previously used	3
o)	Reference/documentation emission factors and removal factors	3 + Appendix 1
p)	Description of the impact of uncertainties regarding the accuracy of emission and removal data	3.5
q)	Description and results of the uncertainty assessment	3.5
r)	Declaration of conformity to ISO 14064-1	3.2
s)	Statement regarding the verification of the emission inventory, including mention of the degree of assurance	3.4.3 + General project data
t)	GWP values and their source used in the calculation. From the latest IPCC report, otherwise in the calculation mention the reference emission factors or database, as well as their source	3 + Appendix 1

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[1] Carnegie Mellon University Green Design Institute, "Economic Input-Output Life Cycle Assessment (EIO-LCA) US 2007 (388 sectors) Producer model [Internet]," [Online]. Available: http://www.eiolca.net/. [Accessed 02 09 2021].

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