CO2e Progress Report 2025 H2

Dustin Netherlands B.V.

Dustin

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Introduction

Every year, Dustin conducts a review of the carbon dioxide emission equivalents (CO2e) emission reduction targets. During these audits, all mentioned measures are checked based on observations and KPIs. If deviations are detected, this report indicates which corrective actions are being taken. Dustin's Leadership Team will be informed annually of the review carried out by the Compliance team on the objectives and results by means of a Management Review. This document describes the review for the second half of 2025 (financial year 2024/25) compared to the reference year 2020.

In this document, Dustin's Scope 1, 2 and 3 CO2e emission reduction targets are presented. These objectives as well as the associated measures and results only apply to the our facilities in Nijmegen and Wijchen in the Netherlands. This document also describes all the measures that have been and will be taken to achieve the objectives. The objectives have been drawn up with the approval of the management.

1 Our organisation

1.1 Our focus

We are currently at a time when sustainability is crucial for long-term success. For us, this is about combining business value with responsibility and using our influence to create value for customers, the environment and society at large. During the year, we took important steps forward by updating targets and targeted initiatives to reduce our climate and environmental footprint, increase circularity and strengthen our social impact across the value chain.

We are a major player and can make a difference. We believe in challenging the IT industry and pushing it towards a more circular and sustainable industry. By translating targets into tangible results, such as the takeback of approximately 1 million IT devices per year, we are creating real change. Sustainable business is profitable business.

During the year, we took an important step in our sustainability journey when we joined SBTi. This is another step in the development of our climate transition plan, which aims to reduce our GHG emissions in line with the Paris Agreement's 1.5°C target. We have worked intensively to update our base year emissions, improve data quality and ensure actions to reduce our emissions.

During the financial year, we submitted our near-term, long-term and net zero targets to SBTi for validation. After the end of the year, our targets were validated. Our transition plan to achieve these targets is integrated into our long-term strategic ambition and financial targets as well as planning, and has been approved by our CEO and Board. It is also integrated with the outcome of our materiality assessment and should be robust in relation to identified risks.

Our climate targets for 2029/30 (base year 2023/24) and main actions

Reduce Scope 1 and 2 emissions by 50% by:

- Electrification of the car fleet
- Electrification of the truck fleet and transition to HVO
- Renewable electricity and Guarantees of Origin (GOs)

Reduce CO2e intensity* in Scope 3 by 51.6% by:

- Increased share of purchases from suppliers with SBTi targets
- Increased share of sales of managed services and software
- Increased sales of product lifecycle services
- Increased sales of refurbished products
- Optimised sales for sustainability

*CO2e intensity = CO2e/value added (EBITDA + personnel costs)

Our climate targets for 2049/50

- Reach net-zero emissions in our value chain

Our Annual and Sustainability Report 2024/25 (see 1.4 Reporting period) is our first report under the Corporate Sustainability Reporting Directive (CSRD). We are now fully aligned with the requirements, which means a greater focus on double materiality and improved data quality. The report covers the whole Group and highlights the most material sustainability matters, where our greatest impact is in the supply chain.

1.2 Responsibilities

The Board of Directors is responsible for setting the overall strategy and objectives, approving the Code of Conduct and policies, and adopting the Annual and Sustainability Report.

The CEO is responsible for the day-to-day management, including work with sustainability and managing material IROs (material impacts, risks and opportunities). The CEO leads Group Management and makes decisions in consultation with Group Management. Group Management's senior executives are responsible for managing and following-up the IROs that fall within their field. This is determined by the nature of the IRO.

The Sustainability team is responsible for developing and implementing sustainability initiatives in accordance with our sustainability targets and integrating these in day-to-day operations as well as following up implemented measures. It also act as subject experts and are largely responsible for business intelligence as well as legal and regulatory compliance. The sustainability team reports to the EVP Online Sales.

The Sustainability reporting team is responsible for measuring, following up and reporting on sustainability status and acting as experts on rules and standards in sustainability reporting. The sustainability reporting team reports to the CFO in Group Management.

Business areas and Group functions are responsible for implementing sustainability, strategy, business principles and legal compliance in day-to-day operational work. They are also responsible for assigning IRO actions that fall within their respective responsibilities.

1.3 Reference year

The reference year is 2020.

1.4 Reporting period

As all Dustin reports are based on the financial year, this half year report describes the period from March 2025 until August 2025.

1.5 Verification

Assessment of climate and energy data, including emissions, are done on conjunction with the limited assurance of the Annual and Sustainability Report 2024/25 that was published on November 18, 2025.

Financial and sustainability reporting controls are a key part of Dustin's corporate governance. The internal control function supports the Audit Committee and management in maintaining a strong control environment and reports regularly on related activities. Its role is to develop, improve, and safeguard the Group's framework to ensure it remains effective and enables reliable financial statements and sustainability reports.

2 Boundaries

2.1 Organisational boundaries

The CO2 Performance Ladder is applicable for Dustin Netherlands, which includes the office in Nijmegen and the warehouse in Wijchen.

2.2 Operational boundaries

When determining the operational boundaries, a distinction is made between Scope 1, 2 and 3 categories. In the classification of the Greenhouse (GHG) Protocol as well as the CO2 Performance Ladder, this means the following:

- Scope 1: Direct emissions from mobile and stationary combustion

- Scope 2: Indirect emissions from purchased electricity, district heating and cooling

- Scope 3: Indirect emissions that arise in our value chain outside our direct control

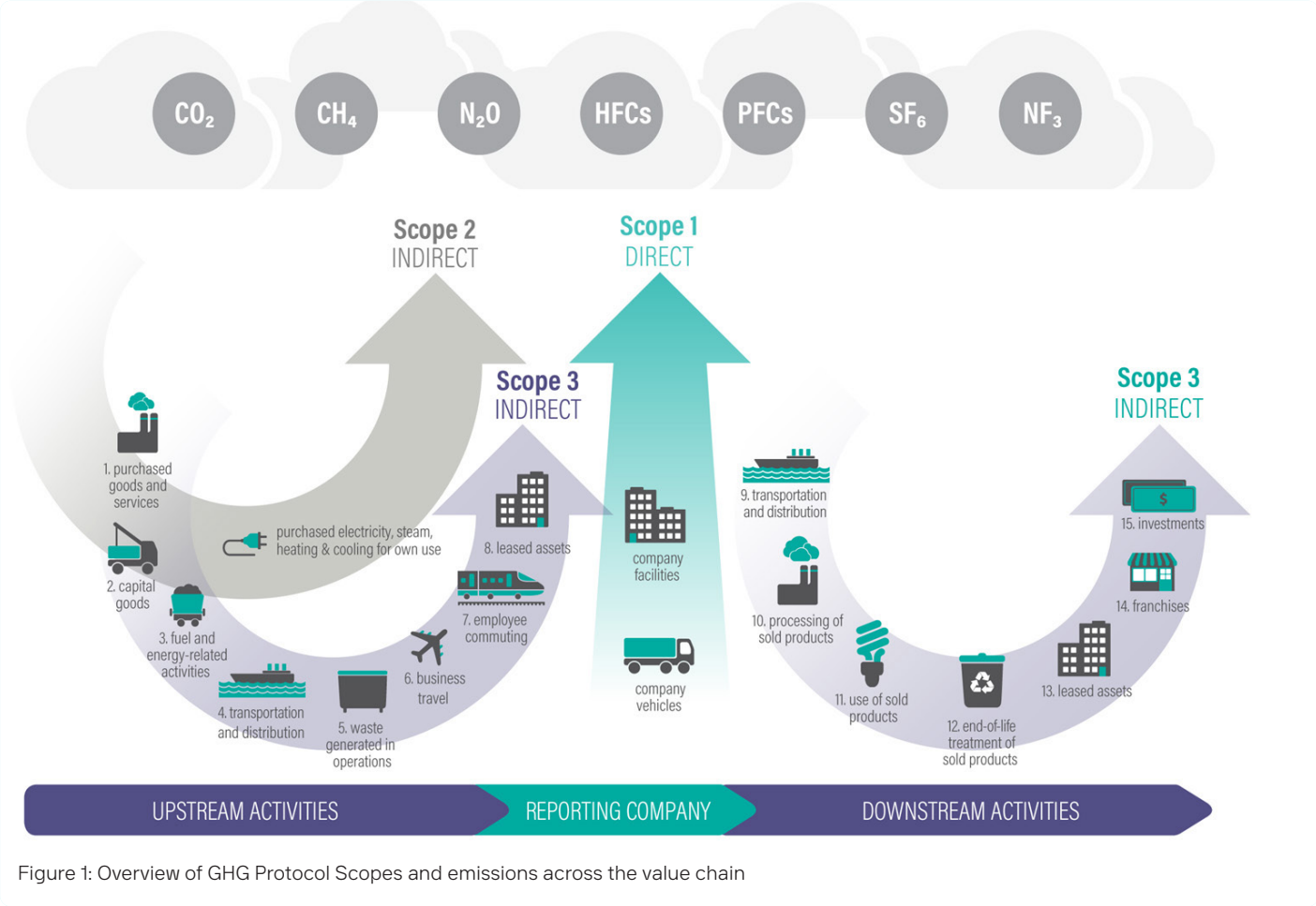


Figure 1: Overview of GHG Protocol Scopes and emissions across the value chain

As part of the energy management system, an Energy Assessment is kept up to date that describes the energy users within the organisation and provides an overview of the emission sources. If there are new emission flows within the organisation due to changed organisational boundaries or the purchase of new capital goods, the Energy Assessment and the Emission Inventory will be adjusted.

The overview below describes which emissions currently apply to the Nijmegen and Wijchen facilities, including relevance. The relevance of the emissions mentioned for these two facilities is also indicated here.

Emission sources	Applicable	Relevance
Scope 1		
Gas consumption	Yes	High
Fuel vehicles - own	Yes	High
Fuel vehicles - leased	Yes	High
Scope 2 (market based)		
Purchased electricity	Yes	High
Scope 3 (upstream)		
1. Purchased goods and services	Yes	No*
2. Capital goods	No	
3. Fuel and energy-related activities	No	
4. Upstream transportation and distribution	Yes	No*
5. Waste generated in operations	No	
6. Business travel	No	
7. Employee commuting	No	
8. Upstream leased assets	No	
Scope 3 (downstream)		
9. Downstream transportation and distribution	No	
10. Processing of sold products	No	
11. Use of sold products	Yes	No*
12. End-of-life treatment of sold products	Yes	No*
13. Downstream leased assets	No	
14. Franchises	No	
15. Investments	No	

*Emission source is material for Dustin and measured on segments and customers, not on country level, and thus not relevant for this report.

Reporting principles

Scope 1

Mobile combustion: Includes cars owned or leased by us and used by employees for business. We use activity-based data. For owned cars in the Netherlands, the amount of fuel purchased is used. For the leased cars in the Netherlands, supplier-specific data from leasing partners is used, based on distance driven and vehicle type.

Stationary combustion: Refers to gas used for heating our offices and warehouses in the Netherlands. Consumption is reported in normal cubic metres (Nm^3) using meter readings.

Scope 2

For Dustin Netherlands, our indirect emissions consist of purchased electricity for the Nijmegen and Wijchen facilities as well as electricity used for electric vehicles. Energy consumption data is collected from the warehouses and offices using invoices and meter readings.

The Scope 2 method applied in this report is market-based and follows the guidance on emission factor sources stated in 3.1. The electricity for Nijmegen and Wijchen facilities is not covered by a renewable contract from the landlord, but we purchase GOs separately. To follow the guidance, the grey electricity emission factor is applied since the cancellation of GOs takes place outside the Netherlands. Read more in 4.1.

Scope 3

Purchased goods and services (Category 1)
Includes goods and services sold. We use a third-party database that collects data from our manufacturers for the entire lifecycle of the product, from cradle to grave.

Upstream transportation and distribution (Category 4)
Emissions are calculated using the Well-to-Wheel method, excluding partners under five per cent of total emissions, and account for drop shipping using shipment numbers and average emissions for each country.

Use of sold products (Category 11)
Emissions are calculated with a third-party database based on annual energy consumption (kWh) per product, multiplied by expected lifetime and EU electricity intensity factors.

End-of-life treatment of sold products (Category 12)
Emissions are primarily based on supplier-specific data collected via a third-party database. If unavailable, estimated average data is used, supplemented by spend-based information as needed.

The following Scope 3 Categories are not included in our reporting, as they are either deemed non-material (less than 1 per cent of total emissions) or not relevant to our strategy:

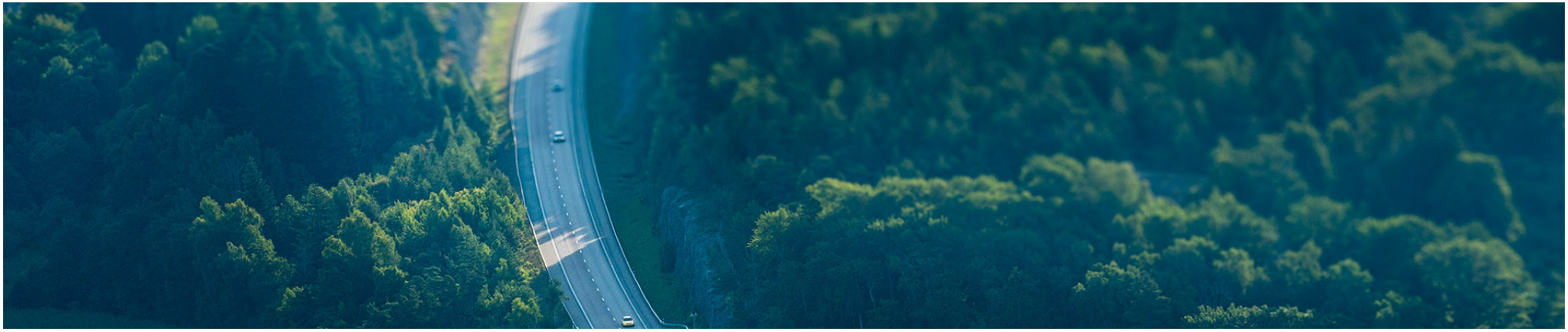
- 3.2 Capital goods
- 3.3 Fuel and energy-related activities
- 3.5 Waste generated in operations
- 3.6 Business travel
- 3.7 Employee commuting
- 3.8 Upstream leased assets
- 3.9 Downstream transportation and distribution
- 3.13 Downstream leased assets

The following categories are not applicable to our operations and are therefore not included:

- 3.10 Processing of sold products
- 3.14 Franchises
- 3.15 Investments

2.3 Projects with tender advantages

At this moment there is a running project with the City of Rotterdam where advantage was given due to the CO2 Performance Ladder.



3 Calculation methodology

The preparation of the Periodic Report is part of the Energy Management System that has been introduced as part of the CO2 Performance Ladder. For this reason, the most recent CO2 Performance Ladder Handbook, as published by the Foundation for Climate Neutral Procurement & Entrepreneurship (SKAO), is leading within the calculation methodology.

3.1 Current calculation methodology & conversion factors

The CO2 Performance Ladder Handbook, as published by SKAO, forms the basis for the calculations within each Periodic Report. The conversion factors as stated on the website www.co2emissiefactoren.nl are applied.

3.2 Calculation/allocation of emissions within projects with advantage

A project that is obtained based on a CO2e-related advantage will have a separate CO2e footprint. This is calculated based on the expected deployment of the equipment that has been bought, in this case electronic hardware and related services, like installation. Since the amount of purchased hardware in the contractional period is not yet known, a CO2e footprint report will be provided at a later stage.

3.3 Changes to calculation methodology

During the reporting period, we made several changes to the scope of our reporting and calculation methods for GHG emissions, to improve data quality and increase transparency.

Leased vehicles were transferred from Scope 3 to 1.

In Scope 2, electricity from electric cars is now included.

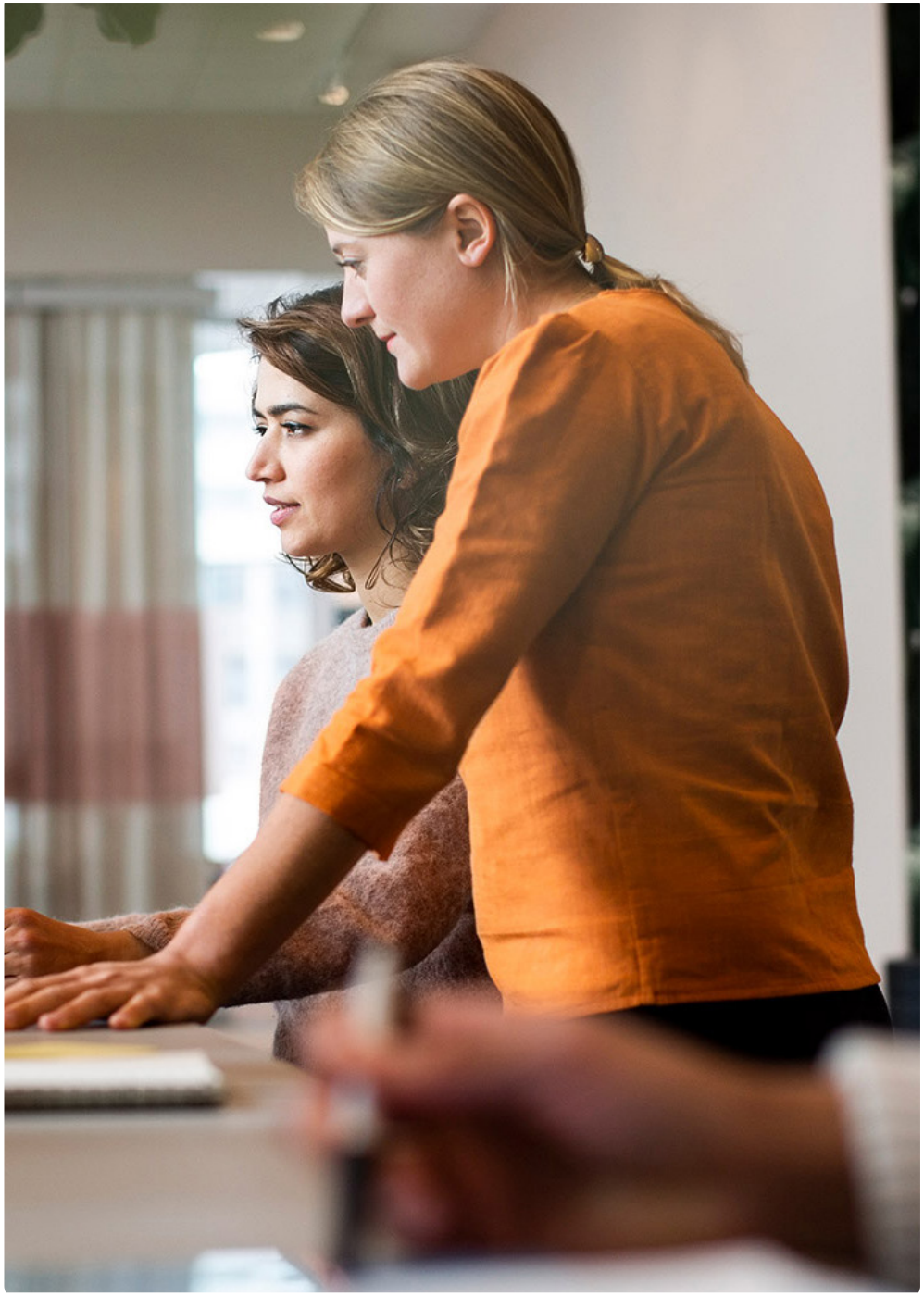
In Scope 3, Downstream transportation and distribution have been transferred to Upstream transportation. End-of-life treatment of sold products has been added as part of our strategic work on climate and circularity. New data sources were applied used for the categories Purchased goods and services, Upstream transportation and distribution and Use of sold products.

3.4 Recalculation of reference year and historical data

There has been no recalculation of the reference year.

3.5 Exclusions

There are no exclusions on CO2e emissions for the facilities in Nijmegen and Wijchen.



4 Analysis of progress

4.1 Measures

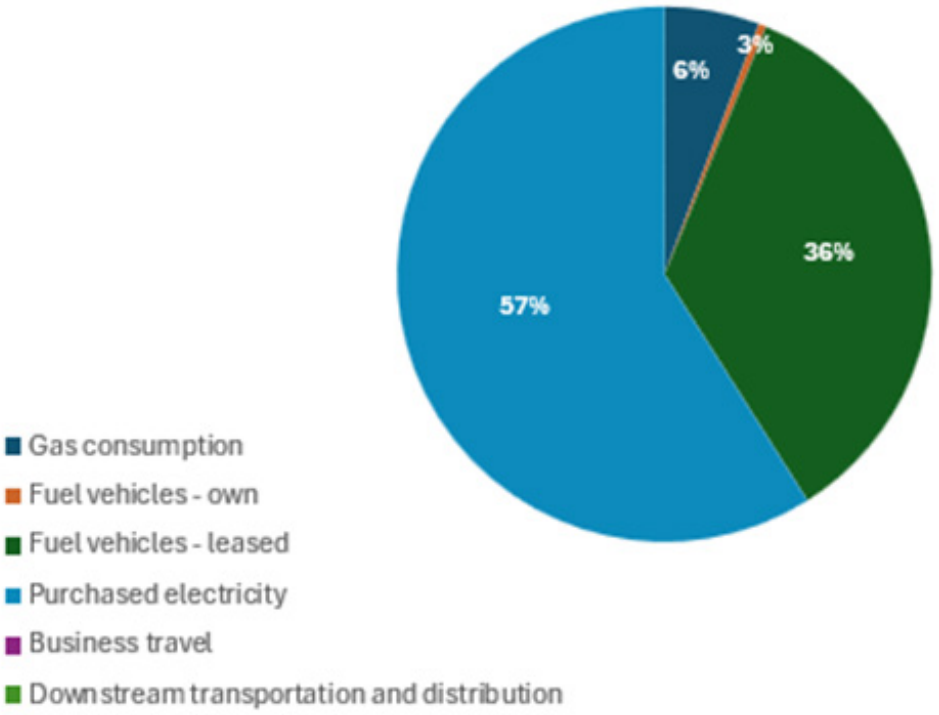
Measure	Status
Electrification of car fleet	We are planning to replace all our owned and leased cars with electric vehicles. We collaborate with partners to replace vehicles when contracts are renewed and are installing charging stations at our offices and warehouses. Potential risks include the supply of electricity and political incentives for infrastructure development. During the financial year, Dustin committed to replace all owned and leased cars with electrical vehicles by 2029/30. This is stated in our Car Policy.
Electrification of truck fleet and transition to HVO	Between 2027/28 and 2029/30, we are planning to replace 50 per cent of heavy duty trucks with electric alternatives and use HVO for smaller trucks. Possible risks include the lengthy process to install charging points and the price trend for HVO. Compared to the same period last year, kg CO_2e per delivery in the Netherlands decreased from 2.5 to 1.2. This reduction is mainly due to an increased shift from diesel to HVO as fuel in own trucks.
Renewable electricity and Guarantees of Origin (GOs)	Our ambition is to source 100 per cent of the electricity we purchase for our offices and warehouses from renewable sources by 2029/30, partly by using GOs. During the financial year, both the Nijmegen and Wijchen facilities used fossil electricity. The buildings are not owned by Dustin. We have recurring tenant consultations in which switching to renewable electricity is discussed. In the meantime, for electricity use not already covered by a certificate, we purchased GOs, so our entire electricity consumption during the year is covered. These include wind and solar and in accordance with the RE100 technical criteria. Based on extensive research and a CO_2e reduction plan for the Nijmegen office, various measures have been implemented such as improved insulation, updated systems with smart controls, on-site energy generation via solar panels, and the expansion of electric charging facilities to support the electrification of our company fleet. We have signed a lease for a new warehouse in Nijmegen, designed to meet future operational needs with features like improved climate control, EV charging stations, and low energy consumption. The move will take place in the first half of 2027.

4.2 Reference year & historical data

The footprint in the reference year 2020 was in total 1042 ton CO2e. As there was no half year reporting then, the amount of CO2e for a half year is set on half of the total emissions, i.e. 521 ton CO2e.

4.3 Direct & Indirect emissions 2025 H1

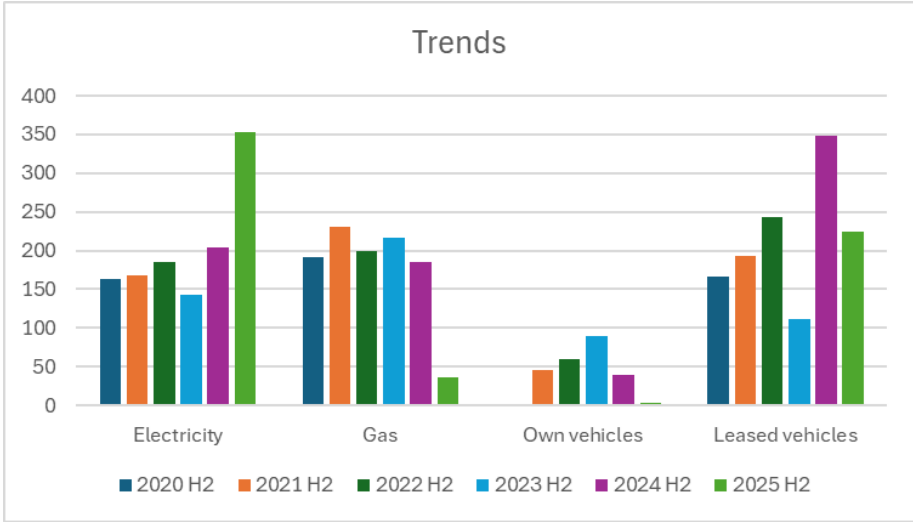
In the period March 2025 to August 2025, the CO2e footprint was 619 ton CO2e.

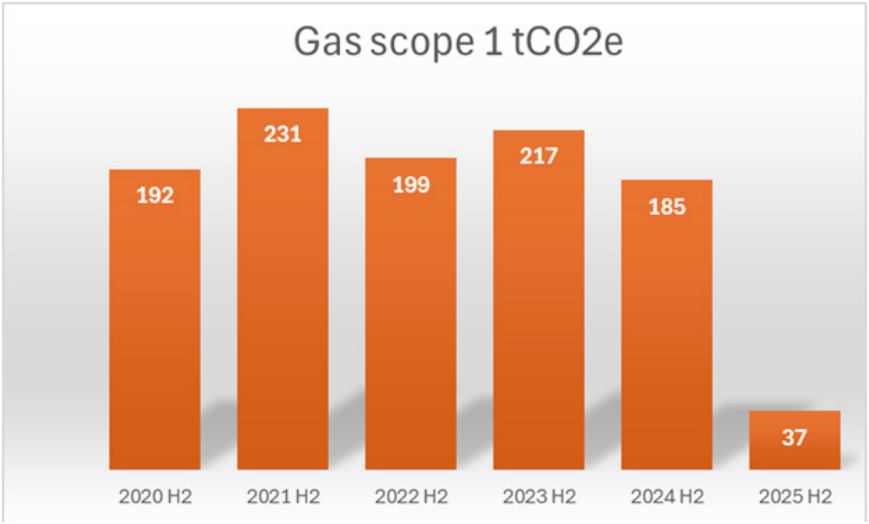


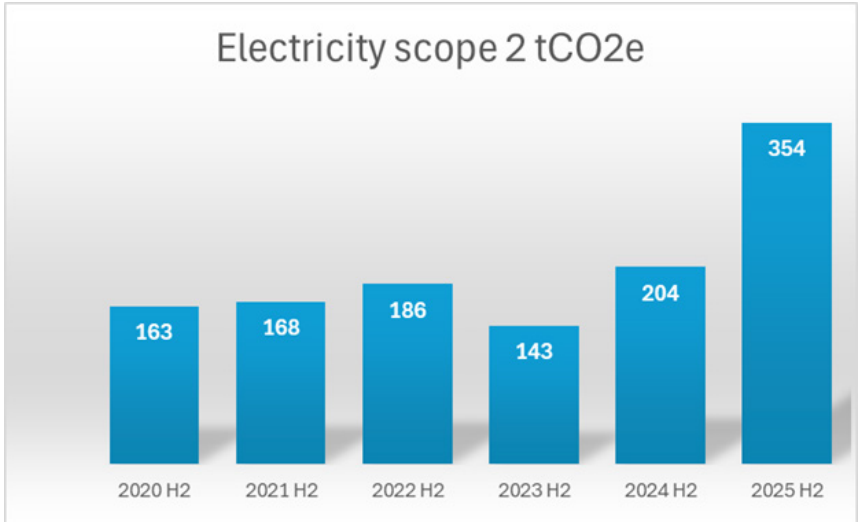
4.4 Trends/progress reduction targets

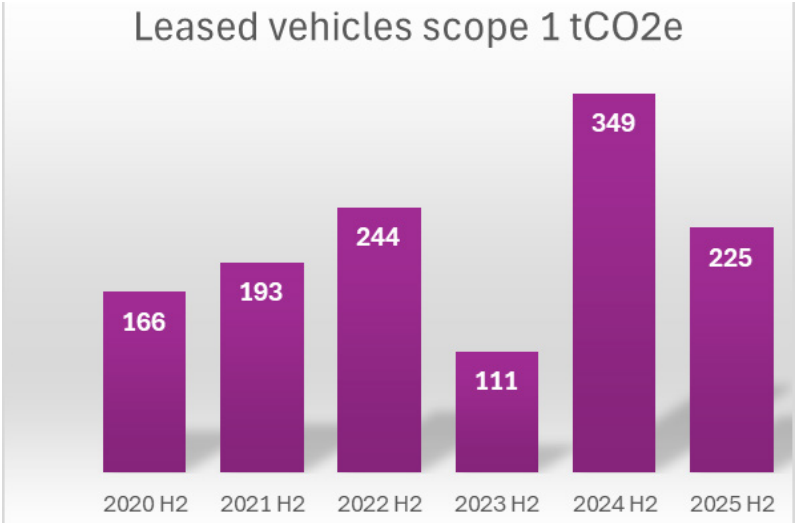
CO2e footprint trends for every second half year period from 2020 to 2025 (ton CO2e):

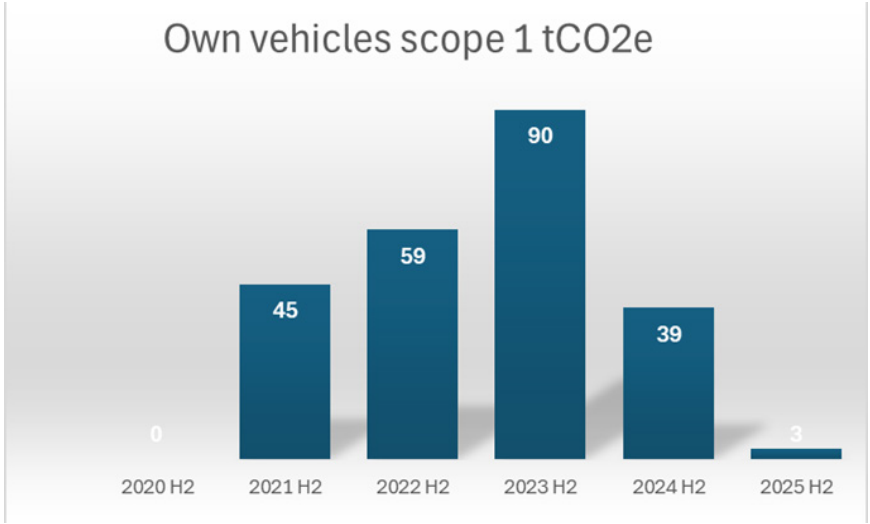
Emission source (tCO2e)	2025 H2	2024 H2	2023 H2	2022 H2	2021 H2	2020 H2
Scope 1 emissions						
Gas consumption	37	185	217	199	231	192
Fuel vehicles - own	3	39	90	59	45	N/A
Fuel vehicles - leased	225	N/A	N/A	N/A	N/A	N/A
Scope 2 emissions						
Purchased electricity	354	204	143	186	168	163
Scope 3 emissions						
Fuel leased vehicles	N/A	349	111	244	193	166
Business travel	N/A	91	133	N/A	N/A	N/A
Downstream transportation and distribution	N/A	30	N/A	N/A	N/A	N/A











Ton CO2e Dustin Netherlands

4.5 Analysis of progress of reduction targets

For own vehicles fleet, which consist of trucks, the share of HVO in litres increased significantly from 63 per cent in H2 2024 to 99 per cent in H2 2025. This action contributes to our Scope 1 and 2 target and resulted in a 93 per cent CO2e reduction despite an increase in driven kilometres.

For leased vehicles, the share of electric vehicles reached 40 (35) per cent. Combined with fewer kilometres driven, this contributed to lower fuel consumption and further emissions reductions.

In our facilities, gas consumption for heating decreased compared to the previous period. This improvement is explained by improvements by landlord and better data quality provided.

Electricity consumption increased compared to H2 2024. This is primarily due to additional use of leased electric vehicles, which accounts for approximately 43 per cent of total kWh.

The graphs presented reflect market-based Scope 2 emissions for electricity and do not include the impact of Guarantees of Origin (GOs) purchased to cover all electricity. However, we ensure that all electricity consumption across Dustin is sourced from renewable sources.

4.6 Uncertainties

Activity data for Scope 1 and 2 was collected for 11 months. The twelfth month was estimated using an average of the last five months reported.

For leased cars, there is some uncertainty in the data, as the calculations are based on self-reported mileage and data from several different sources. We cannot distinguish between private and business driving, so we apply a conservative assumption that all driving is for business.

Electricity consumption from electric cars is reported using data from our leasing portal without further estimations. Project is underway to gather and integrate vehicle data into a common system, which is expected to improve data quality and comparability over time.

We strive continuously to develop our measurement methodologies and improve data collection and accuracy of the metrics, to ensure high quality and transparency in our reporting, especially the data associated with uncertainties. We collaborate with stakeholders in the value chain and other external parties to gain access to more complete primary data including, for example, the weight and LCA calculations for the products we sell. We will also request more and better data from our property owners for such items as energy consumption. In parallel, we are working to automate both data collection and calculations. See 5.1.

5. Chain initiatives

5.1 New emission factor database for product-related data

We are aware of the challenges associated with reporting Scope 3 emissions. Our suppliers and manufacturers often apply their own calculation models and assumptions, which impacts the accuracy and comparability of the emissions data collected. In some cases, we also needed to use more general methods, such as spend-based data.

To improve data quality, we have changed the data source for purchased goods to one that provides supplier-specific data, thereby increasing the accuracy of our calculations for Scope 3 Categories 1, 4, 11 and 12. We use the product specific data for thousands of products so customers can see emissions for the exact items they purchased. When product specific data is not available, we apply an average derived from the primary data we do have. Primary data includes verified information from manufacturers, such as Environmental Product Declarations (EPDs) and Product Carbon Footprints (PCFs). Where this is not available, we use industry averages.

The data is provided by the carbon data platform Rejoose, which supplies transparent and traceable data suitable for external assurance. Rejoose's platform has been independently validated by PNZ Advisory with strong alignment to GHG Protocol, ISO 14067, ISO 14025 and CSRD and EPD relevant standards. The integration is now ongoing, which will enable routine updates of emission factors in the future.

5.2 Participation in the Ecostars project

Ecostars is a program of the municipality of Rotterdam and helps our organisation on its way to clean and smart transport. Based on consultations, valuations and online events, we are informed and rewarded for steps towards clean and smart logistics.

Ecostars City

With the Ecostars City program, the Municipality of Rotterdam informs, supports and appreciates companies that regularly drive in the city centre of Rotterdam in the transition to clean and efficient logistics. Covered topics:

- Zero Emission Zone in Rotterdam
- Tailor-made e-ordering advice (electric delivery vans)
- Subsidy and tax options for the purchase of electric delivery vans
- Solutions for efficient and emission-free city logistics

Dustin