ANL Carbon Footprint Addendum 2023 – 2025

Arcadis Netherlands B.V.

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1 Introduction

1.1 Purpose of Addendum

This addendum is intended to be read together with the *Arcadis Netherlands Climate Transition Plan*, the *Scope 3 and OIE Emission Footprint Report 2025* and the *Arcadis Netherlands B.V. Carbon Footprint* reports for 2023, 2024 and 2025, and does not replace them. The purpose of this addendum is to provide further insight into corrections made to the 2023, 2024 and 2025 plane travel emissions, following Sustainable Aviation Fuel (SAF) clarifications that emerged from an independent review of the Climate Transition Plan.

1.2 Scope of Updates

Specifically, this addendum will provide updated information regarding:

- A correction applied to 2023 flight emissions and SAF reduction
- Updated SAF calculations for 2023, 2024 and 2025
- Associated corrections to the CO2 reduction percentage of 2024 and 2025 Carbon Footprint reports, using corrected 2023 values as the baseline value.

2 Updates to Flight Emissions and SAF

2.1 Flight Emissions Update 2023

Arcadis Netherlands B.V. monitors flight emissions through the Thrust platform, using output provided by Arcadis Global. In 2024, the 2023 flight data was reproportioned after it was found to include several Arcadis entities in error, including Arcadis Global B.V. However, this reproportioning was not applied correctly to the SAF reductions. Table 1 below sets out the resulting changes to the 2023 plane travel emissions following the recalculation of the SAF impact for the NL010 entity.

Table 1 - 2023 Flight Emissions Update

Flight Data	Reported CO_2 emission 2023 [tCO_2/yr]
Total flight emissions (tCO2e)	573,8
Total SAF reduction including NL030	-165
Corrected total SAF reduction for NL010 only	-111,6
Corrected total with NL010 SAF Reduction	**462,2**

2.2 SAF Reduction Update 2023, 2024 and 2025

Following the independent review conducted on the 2026 Climate Transition Plan, a comment was raised by the reviewer, regarding the provision of SAF reduction quantities from the KLM-Air France SAF program. Traditionally, KLM-Air France provides a SAF report which outlines the quantity of CO_2 saved through Arcadis's purchase of SAF. The reviewer advised that while this report does calculate CO_2 reduction and impact, it does not quantify the impact of non-CO_2 GHG effects from the purchase of SAF, which can affect a 70% surcharge compared to direct CO_2 emissions from air traffic. Therefore, the actual CO_2e (including non-CO_2 impacts) reduction is considerably less than originally estimated by KLM-Air France.

In 2024, a CO_2 Performance Ladder (CO_2PL) harmonization decree regarding SAF impact states that for fossil emissions, calculations must be made with a factor 1.7 times higher climate effect than just CO2 emissions. Thus, the 2023, 2024 and 2025 SAF reductions have been recalculated using the 1.7 factor.

Table 2 below sets out the resulting impacts to each year.

Table 2 - 2023, 2024 and 2025 Update to SAF Reduction

Updates to 2023, 2024, and 2025 Emissions	Flight Data [tCO_2/yr]
2023 SAF Correction	
Total flight emissions (tCO2e)	573,8
Original SAF reduction (NL010 only)	-111,6
Corrected SAF Reduction (NL010 only)	-65,6
Corrected 2023 Flight Emissions (NL010 SAF Reduction)	**508,2**
2024 SAF Correction	
Total flight emissions (tCO2e)	361,1
Original SAF reduction (NL010 only)	-32,5
Corrected SAF Reduction (NL010 only)	-19.13
Corrected 2024 Flight Emissions (NL010 SAF Reduction)	**342,0**
2025 SAF Correction	
Total flight emissions (tCO2e)	376,2
Original SAF reduction (NL010 only)	-82,36
Corrected SAF Reduction (NL010 only)	-48,5
Corrected 2025 Flight Emissions (NL010 SAF Reduction)	**327,8**

2.3 Impacts to 2023, 2024 and 2025 Carbon Footprint Reports

Arcadis Nederland B.V. employs a 2023 baseline year for all Net Zero and CO_2 footprint reduction targets, as per the new CO_2PL Handbook 4.0 requirements. As such, the 2023 SAF and Plane Travel updates impact not only the 2023 Carbon Footprint report, but also the reductions referenced in 2024 and 2025 Carbon Footprint Reports. The impacts of these changes have been calculated and summarized in Table 3 below.

Table 3 – Impacts to 2023 - 2025 Carbon Footprint Reports

Emissions Summary	Original Value	Corrected Value	Change (compared to original value)
2023 Correction			
Total flight emissions (tCO2e)	449,6 tCO_2	508,2 tCO_2	13,0% increase
2023 Total emissions (Scope 1, 2, 3.6 & 3.7)	2708,4 tCO_2	2766,95 tCO_2	2,2% increase
2024 Correction			
Total flight emissions (tCO2e)	328,5 tCO_2	342,0 tCO_2	4,1% increase
2024 Total emissions (Scope 1, 2, 3.6 & 3.7)	2546,5 tCO_2	2560,0 tCO_2	0,5% increase
Change in plane emissions vs 2023 baseline	-26,9% change	-32,7% change	Additional -5.8%
Change in total emissions vs 2023 baseline	-6,0% change	-7,5% change	Additional -1,5%
Change in total emissions vs 2019	-43,6% change	-43,3% change	Reduction of 0,3%
Change in total emissions vs 2010	-72,1% change	-71,9% change	Reduction of 0,2%

Emissions Summary	Original Value	Corrected Value	Change (compared to original value)
2025 Correction			
Total flight emissions (tCO2e)	293,8 tCO_2	327,8 tCO_2	11,6% increase
2025 Total emissions (Scope 1, 2, 3.6 & 3.7)	1769,8 tCO_2	1803,8 tCO_2	1.9% increase
Change in plane emission vs 2023 baseline	-30.5% change	-35,5% change	Additional 5%
Change in total emissions vs 2023 baseline	-34,7% change	-34,8% change	Additional -0,1%
Change in total emissions vs 2019	-60,8% change	-60,0% change	Reduction of 0,8%
Change in total emissions vs 2010	-80,6% change	-80,2% change	Reduction of 0,4%

Majority of the corrections have been applied to 2023 flight data, to update allocation of SAF across entities as well as non-CO_2 GHG impacts. Thus, we see the largest change in percentage across plane emissions and total emissions (Scope 1, 2, 3.6 and 3.7) when compared to the 2023 baseline year. The impacts to percentage change in 2010 and 2019 comparisons are negligible, as there was no SAF purchased and therefore no update to the plane data in these years.

3 Conclusion

In conclusion, this addendum has set out to provide corrections associated with Sustainable Aviation Fuel within the NL010 entity for 2023, 2024 and 2025. This addendum is to be read in conjunction with the Carbon Footprint reports of 2023, 2024 and 2025 and does not replace them. The impacts outlined within this addendum have been referenced in the *ANL Climate Transition Plan 2026* and the *Scope 3 and OIE Emission Footprint Report 2025.*