Environmental Programme 2026

Purpose	The environmental program serves to improve the environmental performance of MISUMI Europa GmbH and describes the goals, key figures and measures for implementation.
Scope	In accordance with DIN EN ISO 14.001:2015 and DIN EN 16247-1 (energy audit)
Responsible	Environmental Management
Remarks	This document is released for public use.

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Content

1. Our environmental policy

We are committed to using our natural resources responsibly and minimizing or avoiding the environmental impact of our business activities. To improve our environmental performance, we have identified the requirements arising from our company's context and derived corresponding targets and measures. Our objectives are measurable and regularly reviewed.

1.1. Management Commitment

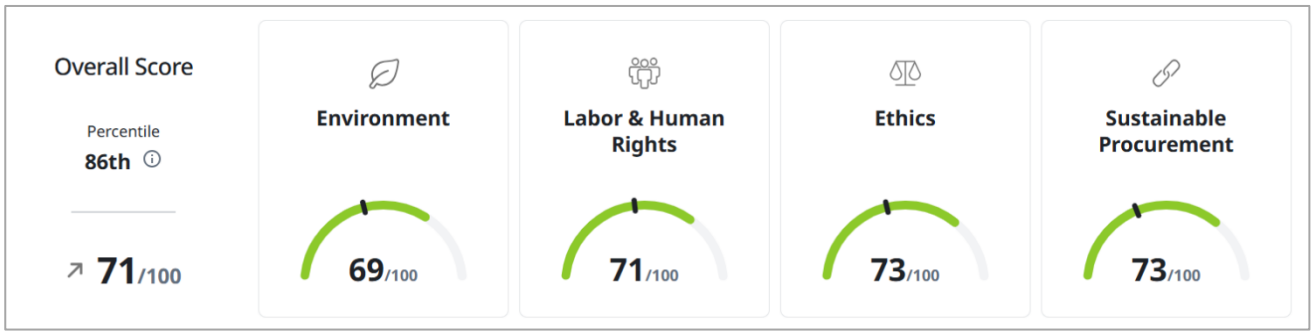
As a trading company, we see particular challenges in **waste prevention** and **resource-efficient packaging** of our products. In our modern logistics center, we set high standards on **efficient energy consumption** and the **reduction of CO2 emissions** during the transport of our products. We meet these challenges by integrating sustainability measures into our underlying business processes. The necessary financial and human resources are allocated for this purpose.

Managers and employees involved in the effective implementation of environmental protection measures always receive the full support of top management. Appropriate communication within the company aims to raise awareness among all employees about the importance of using our natural resources carefully, supporting our environmental goals, and contributing to their achievement.

To implement our environmental policy and continuously improve our environmental performance, we have a management system according to DIN EN ISO 14001 certified, which is regularly audited by independent auditors. In addition, an energy audit according to DIN 16247-1 is conducted every four years to optimize our energy consumption and identify potential savings.

1.2. Transparency on environmental and other sustainability topics

We have committed ourselves to a high level of transparency on all sustainability topics. This regards the **environmental protection** as well as our **commitment to social and ethical responsibility**, **responsible corporate governance** and **ensuring sustainable supply chains**. Since 2022 we have been participating in the annual assessment by the sustainability platform EcoVadis. In 2025, we improved our overall score from 64 to 71 points compared to 2024. The current score shows that we have made significant progress, particularly in the areas of labor and human rights (from 60 to 71 points) and sustainable procurement (from 60 to 73 points).



The recognition page shows our current status on all sustainability topics and can be accessed at any time via the link https://recognition.ecovadis.com/r_FDh7VwWE-kjAo7AB0OmQ.

All information on sustainability topics is available at any time on the website of our European branch: https://uk.misumi-ec.com/en/company/responsibility/.

Our parent company, MISUMI Group Inc., located in Japan, reports publicly on all sustainability activities annually and publishes the information at unter https://www.misumi.co.jp/english/esg.

1.3. Responsibility towards our environment

Taking responsibility means **identifying issues, recognizing problems, and developing solutions**. The following topics define our **environmental policy**.

1.3.1. Responsible handling of waste

Avoiding, reusing, and properly disposing of waste is crucial for the environmentally responsible use of our resources. Therefore, waste is separated into paper, plastic, and residual waste. Clearly labeled recycling bins are used at both locations for this purpose.

Furthermore, the principle of waste prevention applies: most documents are stored electronically; printing is only necessary when legally or procedurally unavoidable. Packaging is reused whenever possible.

In addition to the usual residual waste, packaging waste is generated at the logistics site. These are separated according to the types residual waste, paper and plastic waste. For this purpose, appropriately marked containers have been set up in many work areas. There are also separate collection areas for electronic waste and scrap metal. Since no hazardous waste is generated at any location, there are no guidelines for this. Only used batteries are produced in normal household quantities and are collected and taken to suitable collection points. The waste process in logistics is documented and supplemented by instruction documents. All waste is recorded in a waste register. The use of packaging materials is documented.

“Responsible waste management” is **one of our environmental goals** and is described in detail in section 2.1.

1.3.2. Reducing CO2 emissions as a contribution to climate protection

As a trading company, we do not operate any production facilities, but as part of the supply chain, we are equally committed to contributing to the reduction of CO_2 emissions. We record our energy consumption and the associated CO_2 emissions for both locations.

The indirect CO2 emissions generated by the freight transport of our goods, primarily from Asia, are a significant part of our environmental aspects. These CO2 emissions are recorded for air and sea freight as well as for transport to the customer. The total emissions are disclosed.

The targets for reducing CO2 emissions have been set for the entire MISUMI Group Inc. with all its locations and for approximately 12,000 employees and are binding for each subsidiary to implement.

“Reducing CO2 emissions” is one of **our environmental goals**. Quantitative and scientifically verifiable targets for our emissions have been set, which are described in sections 2.2 and 2.3.

1.3.3. Careful use of water and wastewater

It is essential to ensure access to affordable, reliable and sufficient water supplies. The water resources we depend on are shared with the people in the communities where we operate. Accordingly, we will act responsibly to protect water as a resource for others, ourselves and future generations.

MISUMI is therefore committed to:

- Comply with all applicable laws and local regulations related to the use of water and the discharge of sewage.
- Not to waste water, to avoid environmental pollution through sewage and to continuously sensitize all employees to this.
- To continuously measure our water consumption to identify possible savings potential and to be able to take action.
- Understand natural and human-induced impacts on water resources, including climate change, and act within the framework of our corporate policy.
- Involve local and other relevant stakeholders, e.g. in connection with operational changes or strategic adjustments.

As part of our environmental program, measures are defined when the need for action has been identified in accordance with our commitment. Since water is only used in normal household quantities due to our business activities and there are no machines and systems that require water for manufacturing processes, no dedicated water management has been implemented. Risks in the handling of extinguishing water or the discharge of wastewater are named in our emergency management procedures.

1.3.4. Protection against pollution and soil contamination

Accident-related and local contamination is the result of events that can occur during regular business activities or as a result of an accident (e.g. fire, burst pipe, transport accident). This can have serious consequences for water, air and soil. We are aware that certain processes can lead to environmental damage if not handled properly and do everything we can to avoid such contamination. To achieve this goal, the following principles have been established and apply to all our sites:

MISUMI is therefore committed to:

- to comply with all applicable legal and regulatory requirements regarding accidental pollution. We regularly review the laws and local regulations regarding pollutants, waste disposal, discharge of wastewater and handling of chemical substances.
- to commission only accredited waste disposal companies approved by the authorities for the disposal of waste and wastewater. We organize disposal in accordance with the laws and local regulations. Disposal in the environment (e.g. in streams, rivers or in the soil) is strictly prohibited.
- to collaborate with local authorities to support their pollution reduction initiatives. We share and promote these initiatives with other MISUMI locations and branches. We also sensitize employees to the consequences of environmental pollution, whether in the soil, in the air or in the water.
- to assess the risks related to the effects of pollution. We monitor the implementation of measures taken and their effectiveness and have defined responsibilities. We immediately report possible serious incidents to the authorities and the MISUMI headquarters.

1.4. Awareness

Essential for the successful implementation of the goals and measures described below is the involvement of employees and suppliers.

Through appropriate information and instruction, our employees are sensitized to energy saving. Especially in the logistics center, the prevention and separation of waste is to be further addressed.

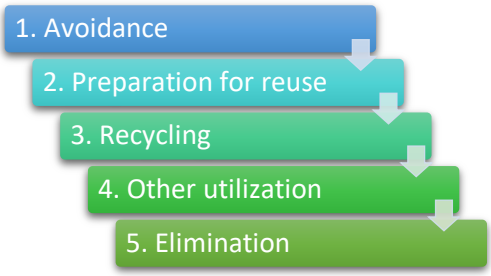
Our suppliers are increasingly involved in the overall sustainability management process, with environmental management playing an important role. Our key suppliers are regularly assessed regarding all ESG topics. This means that we are committed to making our contribution to meeting sustainability requirements.

2. Our goals

We regularly identify and evaluate the environmental aspects that influence our daily business processes *(see annex 1).* We have identified the topics of "waste, energy and transport" **as essential environmental aspects** and formulated our goals from them:

1) **Waste avoidance:** Optimization of packaging and consistent waste separation
2) **Energy efficiency:** Responsible use of energy and reduction of CO_2 emissions
3) **Reduction of fuel emissions:** Optimization of our transport routes and means

2.1. Waste avoidance: Optimization of packaging and consistent waste separation



Our goal is to contribute to the prevention of waste and not to waste resources unnecessarily. To achieve this goal, we examined our packaging management and identified a lot of potential for optimization. Avoiding waste is a top priority. If waste is unavoidable, reuse (upcycling) or processing (recycling) should help to conserve resources as much as possible.

Waste prevention in packaging and fillers so that waste is not generated in the first place

To ensure safe delivery of our products, high-quality filling material is essential in addition to robust outer packaging. For shipments whose weight and nature allow, recycled paper is used as an alternative filling material. Since 2018, the use of this material has significantly reduced the amount of PET filling material and styrofoam flakes. PET filling material are still necessary for very heavy shipments, but these are reused from incoming shipments whenever possible. Since 2020, we no longer needed to purchase any plastic filling material. Therefore, since the end of 2021, we have been able to completely eliminate the use of plastic and styrofoam packing materials.

Efficient handling of packaging materials to reduce waste

Every year, we send around 400,000 shipments of goods to our customers. This results in many packaging materials. When selecting shipping bags, we make sure that they are FSC-certified. The packaging size is also selected so that no materials are wasted excessively.

By recording the packaging materials in our warehouse management system (LFS), packaging quantities can be monitored very closely and optimized if necessary. The aim is to dimension packaging in such a way that as little waste as possible is generated. In addition, suitable packaging is reused.

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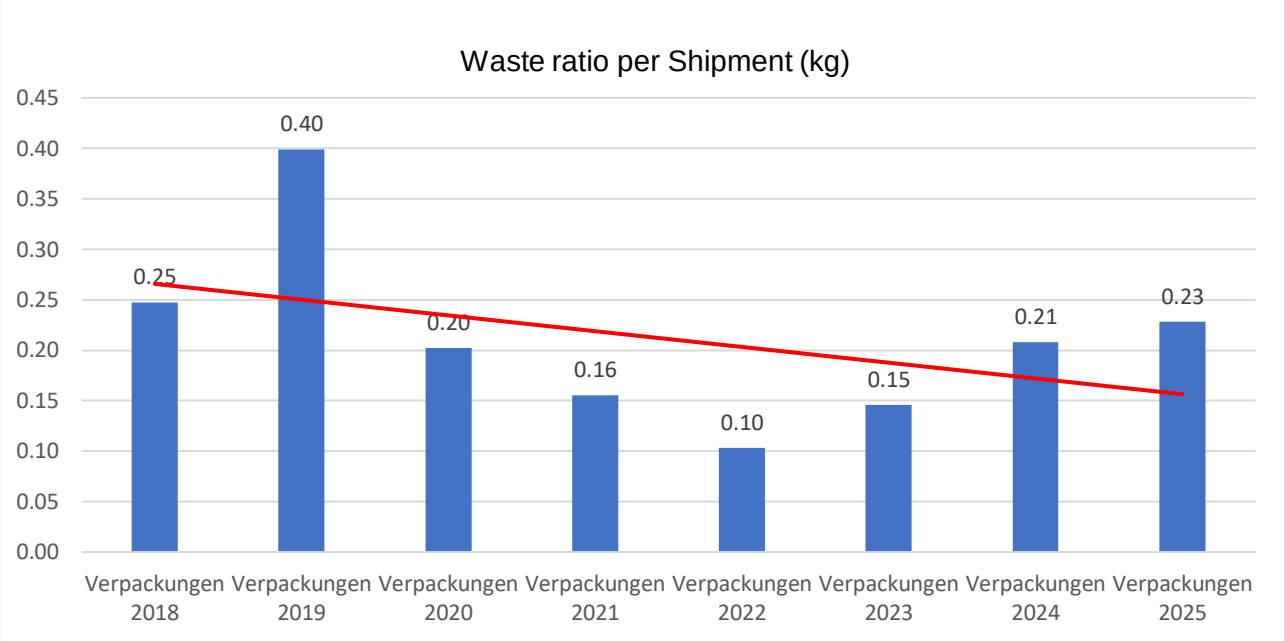
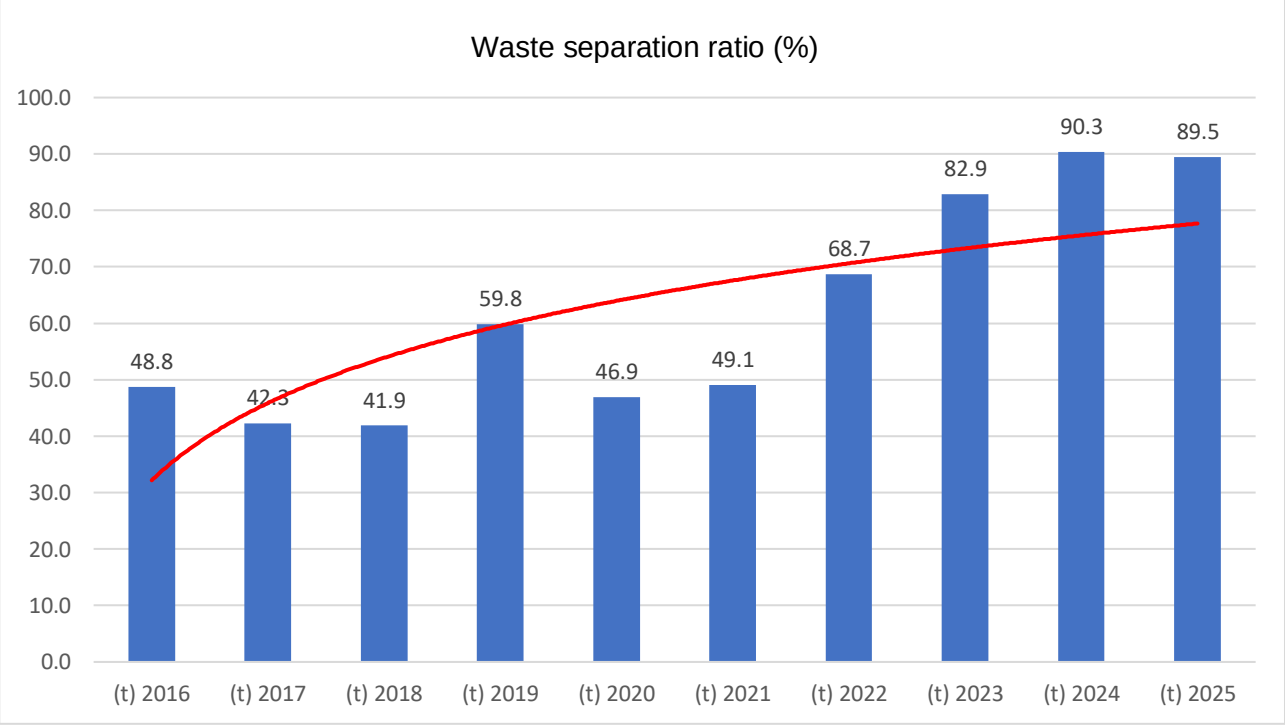
Separate and recycle your own waste so that it can be reused in a meaningful way

With our waste concept at the Logistics site, we want to help avoid excessive waste and motivate our employees to properly separate waste that accumulates. For example, containers for on-site separation were set up at all work areas. Waste balances are evaluated in detail as part of environmental management to achieve step-by-step improvements together with the disposal company. Employees are regularly instructed in the handling of waste and sensitized accordingly. To verify the target, a separate waste separation ratio is collected and tracked. The ratio shows how high the proportion of all waste separated on site is.

The waste ratio is determined annually. For this purpose, the weight of the total waste is calculated and compared to the number of shipments.



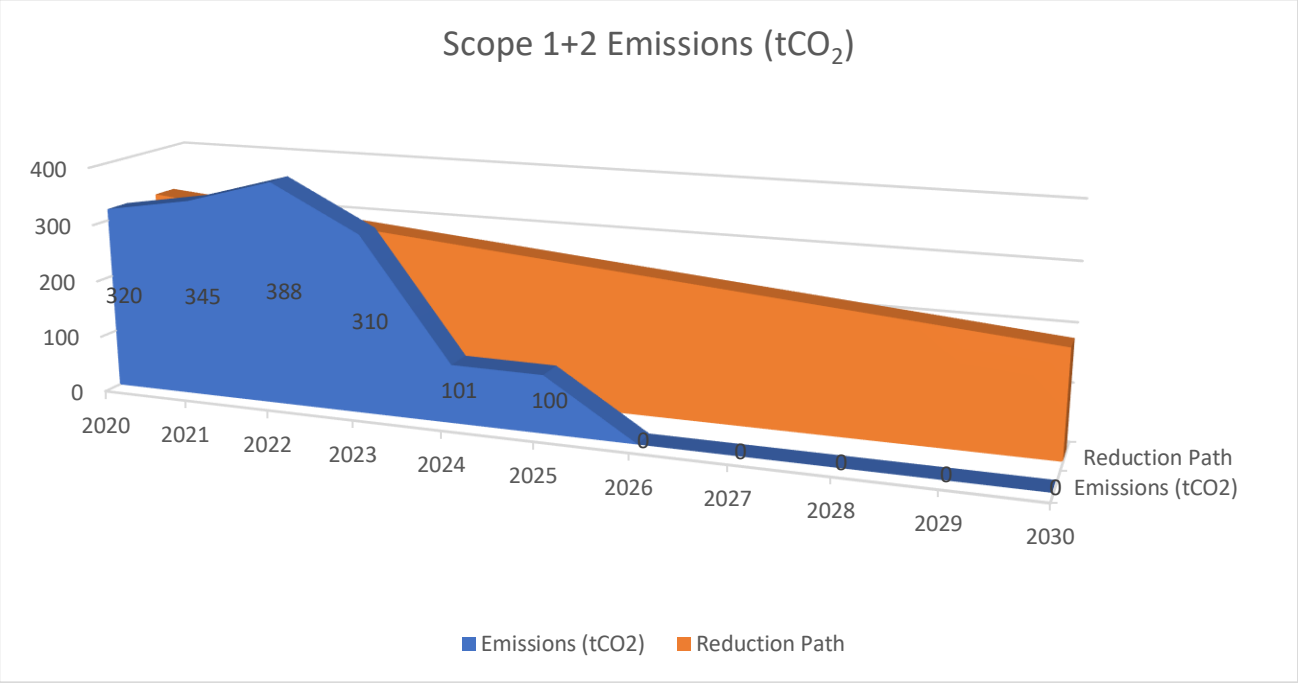
To verify the goal achievement, a waste separation ratio is recorded and tracked. The waste separation ratio indicates the percentage of all waste that is separated locally.



2.2. Energy efficiency: Responsible use of energy and reduction of CO_2 emissions

Our goal is to use energy as efficiently and economically as possible. We have developed a program for both locations to be able to take the right measures for the responsible use of energy.

For the entire MISUMI Group Inc., a reduction in CO_2 emissions of 42% is planned by 2030 (compared to 2020). For our subsidiary, this means that we will make the same efforts and reduce our own direct and indirect emissions by the target. The emission data for Scope 1 and 2 according to the GHG Protocol are fully evaluated. Overall, the emissions already reduced in the following graph have been achieved since 2020.



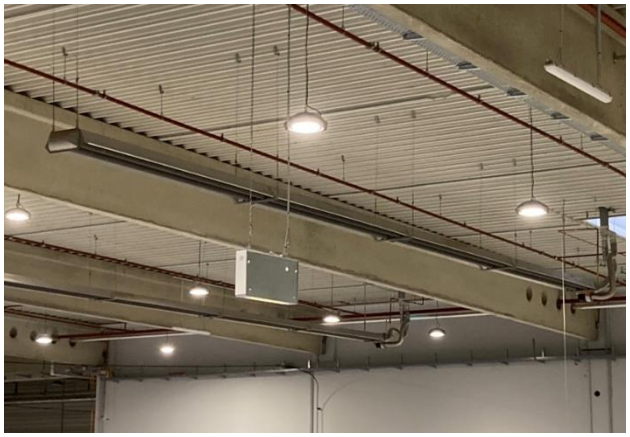
The reduction to 100 tCO2 in 2025 is due to the complete conversion of all our locations to green electricity. This enabled us to achieve our targeted goal of reducing CO2 emissions by 42% by 2030 as early as 2024.

Energy-efficient office building

The condition of the office building, which was newly occupied in 2018, is already designed to be very energy-saving. All rooms are equipped with LED lighting technology, and motion detectors automatically switch off the lights in all offices.

The building is cooled passively by concrete core activation. The building complies with current standards in the field of green building and is DGNB-certified. This means that the building meets the standards of the German Sustainable Building Council.

Modern heating technology and use of high-speed doors in our logistics centre



Our QCT Logistics Center also meets today's requirements. Gas radiant heaters are characterised by a high proportion of heat used with acceptable exhaust gas losses. Our two hall areas are equipped with this energy-efficient heating technology. The noiseless and fanless technology also creates a more pleasant working environment for the employees.

Goods are delivered via roller doors. Due to the regular approach of the delivery vehicles, heat escapes unnecessarily when the roller door is opened. These gates were supplemented with 2 high-speed doors, which are only open for a short time during unloading and loading. As a result, less heat escapes.

Area-specific recording of electricity consumption in our logistics center and measures to reduce electricity consumption

The basis of efficient energy management is an area-specific recording of consumption. Since mid-2021, we have been able to use technical measures to record consumption in smaller areas (e.g. warehouse units, shuttle storage system, office areas, and since 2024 also the compressors) and to derive targeted measures.

All office areas at the logistics location were equipped with motion detectors for automatic light shut-off in 2018/19. The office areas and work areas in the warehouses were fitted with LED lighting by summer 2021. Finally, in 2023, the sanitary and catering areas were converted. The conversion of the exterior lighting was completed in 2025. Thus, since the end of 2025, both of our sites have been fully converted to LED lighting.

In March 2020, a reactive power compensation system was put into operation. This can reduce the amount of so-called reactive power that occurs when using alternating power without any benefit. The result is the saving of electricity that is not actually used. This can save up to 140 kW per hour, which enables financial savings of up to 25,000 euros per year and thus also significantly reduces CO_2.

Since the beginning of 2024, the electricity supply for both locations has been completely switched to the "ÖkoPremium" green electricity variant. This green electricity is independently certified by the "Green Energy" label and is characterized by special sustainability, for example through targeted promotion of regional energy projects by the electricity provider.

2.3. Reduction of fuel emissions: Optimization of our transport routes and means

Fuel emissions are mainly caused by the inbound and outbound transport of goods. For both areas, emissions are to be reduced through appropriate measures.

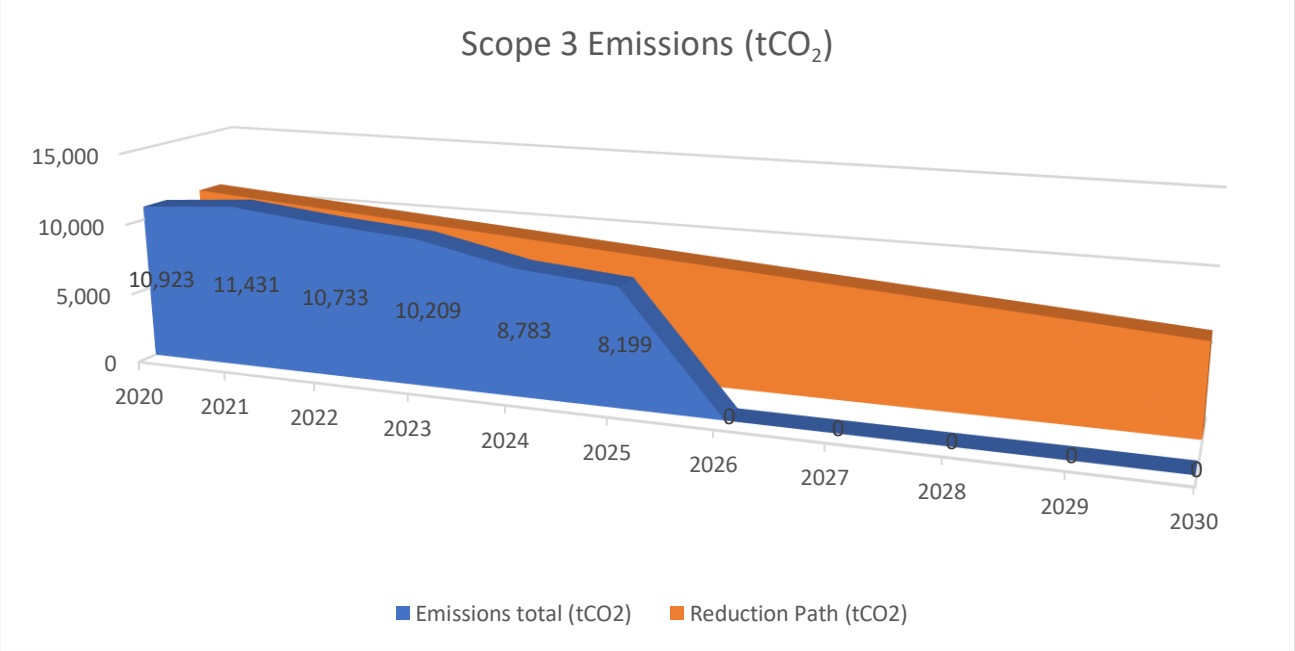
Recording and evaluation of transport emissions

As a trading company, a large part of the GHG emissions are caused by the transport of our products, primarily from Asia. Many products are currently transported by air freight, which leads to very high emissions. In 2020, we started to record these transport emissions monthly. At the same time, products that are stored locally are increasingly being transported by ship.

However, strengthening local production and supply chains is also essential for reducing transport emissions. It is therefore one of our strategic goals to establish a production of various components within Europe or to include European manufacturers in our supplier network. This shortens transport distances and reduces the resulting GHG emissions.

For outbound transport, we only commission service providers who can already provide us with detailed emissions data and who are clearly working on improving their emissions balances.

Currently, in the Scope 3 area, key performance indicators for inbound and outbound transport, as well as for waste generated, are being collected. While we can analyze data from all our carriers for outbound transport, for inbound transport we currently only record transport emissions for air and sea freight, excluding transport routes to the airports or seaports.



Entry into e-mobility and support for alternative mobility concepts

In 2021, the first company vehicles were converted to zero-emission electric cars. At our logistics site, four fast-charging stations have been installed by 2023 to enable on-site charging. This is intended to support employees in switching to electric mobility in their private lives as well.

At both locations, bicycles can be parked under cover.

Since the beginning of 2021, we have offered all employees the opportunity to lease a bike at favorable rates. All employees at the logistics location receive a travel allowance when using public transportation. A job ticket has been available for the office location since 2022.

3. Our key figures

The key figures are determined at the beginning of a financial year. Each metric is based on an operational objective that is reviewed annually. To achieve the operational goals, measures are defined and the measures of the previous year are evaluated.

If possible, tracking is carried out monthly by determining the corresponding figures. The results are assessed once a year in our Management Review.

Environmental aspect	#	Metric	Definition	Operational goal
Waste	**1**	**Waste rate per shipment** *xx kg / shipment*	The waste rate is determined by the total weight of all waste divided by the total number of all shipments.	Reduce the waste rate of packaging materials to reduce waste in packaging management and optimize package sizes
Waste	**2**	**Waste separation ratio** *xx % of separately collected fractions*	The separate collection rate indicates the prescribed separation rate of 90 percent by mass. If this is not achieved, this waste is fed into a pre-treatment plant by the disposal company.	Increasing the separate collection rate on site and thus reducing residual waste
Energy	**3**	**GHG emissions from purchased electricity, heating energy, fuels (Scope 1/2)** *xx tCO_2*	CO_2 emissions are defined as a key figure. Through long-term measures, this rate is to be gradually reduced.	Reduce GHG emissions by 42% by 2030 (adoption of MISUMI Group's target)
Transport	**4**	**GHG emissions – inbound, outbound, waste (Scope 3)** *xx tCO_2*	CO_2 emissions are defined as a key figure. Through long-term measures, this rate is to be gradually reduced.	Reducing emissions in inbound transport through fewer or optimized air transport and strengthening local production and thus shortening transport routes.

Evaluation:

Environmental aspect	#	Metric	AS IS 2023	AS IS 2024	AS IS 2025	Target 2026	Rating 2025
Waste	**1**	**Waste rate per shipment** *xx kg / shipment*	0,15	0,21	0,21	0,15	↓ Continued increase in waste volume. Measures for analysis have been defined..
Waste	**2**	**Separate collection rate** *xx % of separately collected fractions*	82,9	90,3	89,5	90,0	→ A separation rate of 90% was already reached in 2024 and could be maintained in 2025.
Energy	**3**	**GHG emissions from purchased electricity, heating energy, fuels (Scope 1/2)** *xx tCO_2*	310	101	100	90	→ The savings target was already achieved in 2024 and could be stabilized in 2025 through consistent values.
Transport	**4**	**GHG emissions – inbound, outbound, waste (Scope 3)** *xx tCO_2*	10.209	8.783	8.199	8.600	↑ Further reduction of CO2 emissions through fewer air transport emissions

4. Our measures

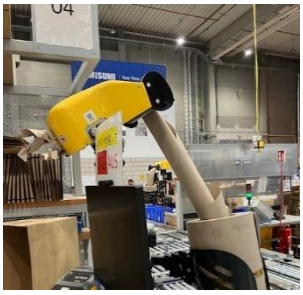
Section 4.1 lists all measures that were to be implemented in the last fiscal year, including their progress and evaluation. Section 4.2 lists the planned measures for the coming fiscal year.

4.1. Evaluation of the measures of the previous year

#	Location	Environmental aspect	Description	Date	Responsible	Status	Evaluation
1	Logistics	Waste	Converting the building's exterior lighting to LED	31.12.2025	Logistics	Completed	 With very few exceptions, only LED light sources are used.
2	Logistics	Energy	Guidelines for employees on saving energy and managing waste	31.07.2025	Logistics	To be continued	 Regular training sessions must be planned and conducted.
3	Logistics	Energy	Use of the installed photovoltaic system for partial feed-in of electricity	31.12.2025	Logistics	Rejected	 Due to a change of ownership, no meaningful use is currently possible.
4	Logistics / Office	Energy / Waste	Direct shipping to the UK without going through the Frankfurt logistics center.	31.12.2025	QM/EM	Rejected	 After review, the measure was stopped for cost reasons.
5	Logistics	Energy	Reduction of the proportion of disposable pallets made of wood, cardboard or plastic	31.07.2025	Logistics	Completed	 A return shipment agreement was reached with the forwarder.
6	Logistics / Office	Energy	Waste reduction through a recycling system for disposable towels in sanitary facilities	31.05.2025	QM/EM	Completed	 Disposable towels are collected separately and recycled.
7	Logistics	Energy	Energy savings through reduction of leaks in the compressed air system	31.12.2025	Logistics	To be continued	 Measurements taken and documented.

#	Location	Environmental aspect	Description	Date	Responsible	Status	Evaluation
							Actions pending.

4.2. Planned measures for the coming financial year

#	Location	Environmental aspect	Description	KPI Ref.	Date
1	Logistics	Energy	**Energy savings through increased energy efficiency in the compressed air system**  Continuation of the measure: (1) The feasibility of using lower-powered compressors with more efficient energy consumption will be examined. (2) Based on leakage measurements in the compressed air system, measures to reduce leakage will be assessed.	3	31.12.2026
2	Logistics/ Office	Energy / Waste	**Guidelines for employees on saving energy and managing waste** Continuation of the measure: (1) The guidelines will be adapted and made available to all employees. (2) Regular on-site training sessions will be conducted.	2, 3	31.12.2026
3	Logistics	Waste	**Switch to 100% FSC-certified packaging material and change of filling material to uniform and certified paper thicknesses.**  (1) It will be examined whether only FSC-certified cardboard boxes can be used as packaging materials. (2) Only uniform paper certified with the "Blue Angel" ecolabel should be used as filler material.	1	31.12.2026
4	Logistics	Energy	**Energy savings through optimization of lighting in the mezzanine** (1) In order to reduce the high electricity consumption of the lighting in the mezzanine, the stored goods will be moved from the top floor to the lower floors so that the lighting in the then unused top floor can be switched off.	3	31.12.2026

#	Location	Environmental aspect	Description	KPI Ref.	Date
5	Logistics	Waste	**Analysis and possible reduction of the increased waste volume** (1) Since 2023, the amount of waste has been increasing, particularly wood waste. So far, the amount has not been significantly reduced; further investigation and countermeasures are necessary.	1	31.12.2026

Annex 1 – Assessment of environmental aspects

The environmental aspects are reassessed annually. The environmentally relevant activities at each location are examined regarding their *input and output*. Every input and output have an impact on the environment and causes corresponding effects. The risk is determined according to 5 criteria, each with 5 priority points.

The result of the evaluation determines the priorities for action:

1-2	There is currently no need for action.
3-4	It must be examined whether there is a need for action. Measures can be planned in the medium to long term.
5	There is an acute need for action. Corrective measures must be implemented in the short term. Preventive measures can be planned in the medium to long term.

The environmental impact can be reduced or substituted by appropriate measures. The measures referred to here are set out in detail in Section 4.2 for the current financial year.

No.	Location		Relevant activity					Environmental aspect (Input / Output)	Environmental impacts and other consequences (parameters that can be influenced by the company)	Environmental impacts (possibly examples)	Risk Assessment					Resulting Findings / Goals - Opportunities
	Logistics	Administration	Process Environment	IT-Equipment	CUBY	Mezzanine	Vehicles / Transport				Legal obligations	Severity of impact	Interested parties	Influenceability	Economics	
1	x	x	x	x	x	x		Input: Power Consumption	Resource consumption electricity (e.g. coal, gas, oil, etc.)	scarcity of resources due to fossil fuels; CO2 emissions	1	3	1	2	3	Electricity procurement at both locations completely switched to green electricity, resulting in a high reduction in CO2 emissions. The focus is now on reducing electricity consumption as a cost factor. **Planned or continued measures for 2026:** **(#2) Guidelines for employees on saving energy and managing waste** **(#4) Energy savings through optimization of lighting in the mezzanine**
2	x	x	x					Input: Heat Consumption	Resource consumption gas (e.g. natural gas, coal, oil for district heating)	scarcity of resources due to fossil fuels; CO2 emissions	1	3	1	1	3	**Planned or continued measures for 2026:** **(#2) Guidelines for employees on saving energy and managing waste**
3	x	x	x					Input: Water Consumption	Resource consumption water	Resource scarcity due to excessive water consumption	1	1	1	1	1	No significant impact, as water consumption is only typical for household use. **No measures have been defined for 2026.**
4	x						x	Input: Fuel consumption by inbound transport	Resource consumption transport (e.g. kerosene, oil, diesel)	scarcity of resources due to fossil fuels; CO2 emissions	2	4	3	2	2	High CO2 emissions from air transport, but poor influenceability. Transport routes can be optimised, and stored goods can be carried out as sea freight. **No measures have been defined for 2026.**
5	x						x	Input: Fuel consumption by outbound transport	Resource consumption transport (e.g. diesel)	scarcity of resources due to fossil fuels; CO2 emissions	2	3	3	4	1	Outbound transport optimized in such a way that forwarders with a focus on climate neutrality were commissioned (evidence regularly checked). **No measures have been defined for 2026.**
6	x		x					Input: Fuel consumption by diesel generator for sprinkler system	Resource consumption transport (e.g. diesel)	scarcity of resources due to fossil fuels; CO2 emissions	1	1	3	1	1	Not material, serves safety aspects. **No measures have been defined for 2026.**

No.	Location		Relevant activity					Environmental aspect (Input / Output)	Environmental impacts and other consequences (parameters that can be influenced by the company)	Environmental impacts (possibly examples)	Risk Assessment					Resulting Findings / Goals - Opportunities
	Logistics	Administration	Process Environment	IT-Equipment	CUBY	Mezzanine	Vehicles / Transport				Legal obligations	Severity of impact	Interested parties	Influenceability	Economics	
7	x						x	Input: Fuel consumption by vehicle fleet	Resource consumption transport (e.g. diesel, gasoline)	scarcity of resources due to fossil fuels; CO2 emissions	2	3	2	4	2	Gradual conversion of company cars to electric vehicles is possible in the longer term, good influenceability through short leasing contracts, no concrete measures planned. **No measures have been defined for 2026.**
8	x	x	x					Output: Waste and extinguishing water	Soil contamination	Pollution, threats to biodiversity	1	1	1	1	1	Not material, serves safety aspects. **No measures have been defined for 2026.**
9	x	x	x					Output: Waste generation in general	Resource consumption due to outer packaging, plastic, etc.	CO2 emissions (e.g. from combustion)	1	3	2	3	3	Waste volumes increased in 2024, high proportion of disposed wooden pallets. **Planned measures for 2026:** **(#5) Analysis and possible reduction of the increased waste**
10	x		x					Output: Waste generated by packaging	Resource consumption by packaging materials and fillers	Resource scarcity due to deforestation (for cartons, paper, etc.)	2	2	3	3	3	Packaging materials almost completely switched to cardboard / paper, plastic fillers are used for imported goods that are not repackaged, optimization of packaging sizes and collection of packaging **Planned measures for 2026:** **Switch to 100% FSC-certified packaging material and change of filling material to uniform and certified paper thicknesses.**
11		x		x				Output: Waste generated by electronic waste and scrap metal	Resource consumption and disposal	Raw material scarcity and waste	1	1	1	3	1	Electronic waste and scrap metal are collected and professionally recycled. Scrap metal caused by incorrect orders can be reduced in the future. **No measures have been defined for 2026.**
12	x	x	x					Output: Noise	Noise emissions	Noise emissions (e.g. office noise, health effects)	2	2	2	2	2	Partially inadequate noise protection at the administration site, noise protection elements already in use, can be expanded. **No measures have been defined for 2026.**

No.	Location		Relevant activity					Environmental aspect (Input / Output)	Environmental impacts and other consequences (parameters that can be influenced by the company)	Environmental impacts (possibly examples)	Risk Assessment					Resulting Findings / Goals - Opportunities
	Logistics	Administration	Process Environment	IT-Equipment	CUBY	Mezzanine	Vehicles / Transport				Legal obligations	Severity of impact	Interested parties	Influenceability	Economics	
13	x				x			Output: Compressed air by compressors	Avoidable resource consumption (electricity) in the event of leaks	scarcity of resources due to fossil fuels; CO2 emissions	1	2	2	4	4	Leaks have been measured, power consumption of the compressors can be measured independently since 2024, savings potential and reduction of energy consumption possible **Planned measures for 2026:** **(#1) Energy savings through increased energy efficiency in the compressed air system**

Annex 2 – Consumption data

Packaging waste ratio

	2023		2024		2025	
Packaging	**Amount**	**Weight (kg)**	**Amount**	**Weight (kg)**	**Amount**	**Weight (kg)**
Cardboard boxes (kg)	257.998	77.399	255.290	76.587	228.756	68.627
Shipping bags (kg)	110.142	11.014	109.410	10.941	115.338	11.534
Shipping labels (kg)	368.140	18.407	364.700	18.235	344.094	17.205
Fillers (sqm)	137.932	11.035	129.360	10.349	64.680	5.174
Number of shipments	368.140		364.700		344.094	
Total waste (kg)		54.480		77.470		78.540
Package weight per shipment (kg)		***0,32***		***0,32***		***0,30***
KPI Waste Rate per Shipment (kg)		***0,15***		***0,21***		***0,23***

Waste balance and separation ratio, Scope 3 CO_2 emissions (waste)

	2023		2024		2025	
Type of waste	**Weight (t)**	**Emissions (tCO2)**	**Weight (t)**	**Emissions (tCO_2)**	**Weight (t)**	**Emissions (tCO_2)**
Mixed wood A I - A III	*2,86*	*0,32*	*23,92*	*2,70*	*22,29*	*2,52*
Cardboard	*34,84*	*4,56*	*38,48*	*5,04*	*38,08*	*4,99*
Construction / demolition waste	*0,90*	*0,01*	*1,68*	*0,02*	*1,70*	*0,02*
Municipal waste	*9,19*	*3,22*	*7,34*	*2,57*	*8,25*	*2,89*
Electronic waste	*0,00*	*0,00*	*0,72*	*0,00*	*0,00*	*0,00*
Foil	*6,69*	*5,49*	*5,33*	*4,38*	*9,92*	*8,14*
Pretreatment (t)	9,19		7,34		8,25	
Recycling (t)	44,39		68,45		70,29	
Pre-treatment rate (%):	***17,1***		***9,7***		***10,5***	
KPI separation collection ratio (%):	***82,9***		***90,3***		***89,5***	
Total CO2e emissions KPI:		***13,6***		***14,7***		***18,6***

Scope 1+2 CO_2 emissions

	2023		2024		2025	
Verbraucher	**(kWh/lt)**	**(tCO_2)**	**(kWh/lt)**	**(tCO_2)**	**(kWh/lt)**	**(tCO_2)**
Electricity WING	*57.622*	*22*	*56.613*	*** 0*	*60.184*	*** 0*
Strom WING (CA*)	*n.a.*	*n.a.*	*72.804*	*32*	*72.804*	*32*
Current QCT	*611.119*	*265*	*546.196*	*** 0*	*513.308*	*** 0*
Strom QCT (CA*)	*n.a.*	*n.a.*	*32.006*	*14*	*29.732*	*13*
Natural Gas QCT	*11.670*	*27*	*14.766*	*35*	*15.782*	*37*
District heating WING	*57.882*	*12*	*57.561*	*12*	*52.250*	*11*
Fuel (in litres lt)	*1.418*	*4*	*3.403*	*9*	*3.105*	*8*
Total CO2e emissions KPI (t):		***332***		***101***		***100***

* CA = Common Areas, ** since 2024 use of Green Energy for own consumption points

Scope 3 CO_2 emissions (inbound transport)

	2023		2024		2025	
Inbound Transport	**(t)**	**(tCO_2)**	**(t)**	**(tCO_2)**	**(t)**	**(tCO_2)**
Air Japan	*723*	*7.029*	*648*	*6.293*	*608*	*5.838*
Air China	*105*	*961*	*85*	*775*	*78*	*637*
Air Vietnam	*136*	*1.370*	*118*	*1.188*	*107*	*1.082*
Air Taiwan	*6*	*59*	*6*	*58*	*6*	*58*
Air Korea	*8*	*73*	*3*	*31*	*7*	*57*
Air Turkey	*4*	*7*	*2*	*5*	*1*	*3*
Air USA	*2*	*15*	*3*	*19*	*3*	*22*
See Japan	*61*	*19*	*61*	*19*	*0*	*0*
See China	*2*	*1*	*0*	*0*	*41*	*13*
Road Turkey	*1*	*0*	*1*	*0*	*0*	*0*
Total CO_{2e} emissions KPI (t):		***9.534***		***8.388***		***7.711***

Scope 3 CO_2e emissions (outbound transport)

	2023			2024			2025		
Outbound Transport	**Shipments**	**(t)**	**(tCO_2)**	**Shipments**	**(t)**	**(tCO_2)**	**Shipments**	**(t)**	**(tCO_2)**
GLS (Domestic)	*167.946*		*132*	*163.320*		*121*	*156.558*		*126*
GLS (Export)	*681*		*1*	*959*		*2*	*3.820*		*8*
TNT / Fedex	*198.404*	*828*	*531*	*200.444*	*678*	*257*	*232.786*	*590*	*335*
Total CO2e emissions KPI (t):	***367.031***	***828***	***665***	***364.723***	***678***	***380***	***364.723***	***590***	***469***

Annex 3 – Presentation of material flows

The following overview contains the qualitative and quantitative input-output presentation of the material flows in relation to the 2025 financial year.