



# CO<sub>2</sub> -Performanceladder Report 2024

**Organisation:** J. de Jonge Group

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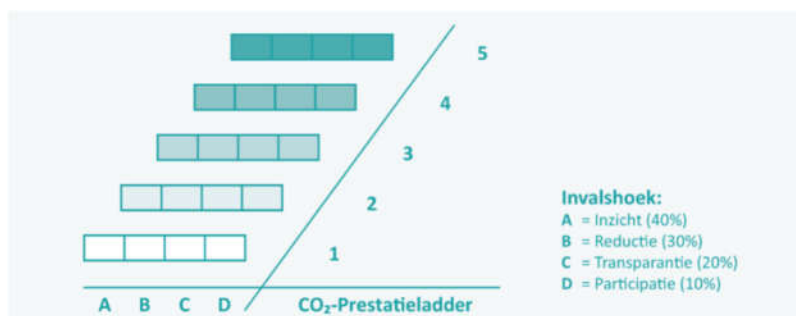
# 1. Introduction to the CO<sub>2</sub> performanceladder

The CO<sub>2</sub> Performanceladder is a management tool that helps organizations reduce CO<sub>2</sub> emissions, save energy, and use more renewable energy. It encourages continuous improvement in emissions tracking, reduction efforts, communication, and collaboration. This system also structures sustainability reporting and internal processes. Beyond supporting sustainability, it provides opportunities for engaging stakeholders, standing out from competitors, saving costs, and ensuring legal compliance. Certification on the CO<sub>2</sub> Performanceladder can also boost an organization's chances of winning contracts, particularly in public tenders, as it rewards greater CO<sub>2</sub> reduction efforts.

The CO<sub>2</sub> Performanceladder has five levels, with levels one, two and three focusing on one's own organisation and levels four and five stepping up to the organisation's supply chain. To climb the ladder to the next level, all mandatory standard requirements of underlying levels must be met. Each level includes the following four perspectives:

- A. Insight** makes an organisation aware of its own CO<sub>2</sub> performance, the risks and opportunities, provides the organisation with information it can use to formulate effective targets and measures to reduce CO<sub>2</sub> emissions, and where communication and cooperation should focus. Insight A encourages organisations to know their own emissions and in the chain. The organisation achieves continuous improvement in the depth, scope and efficiency of insight and quality of the emissions inventory.
- B. Reduction** creates opportunities for reducing energy consumption and CO<sub>2</sub> emissions, and promotes cooperation so that the most efficient options for reduction in the chain are addressed. The organisation achieves continuous improvement in the efficiency of measures, in setting and achieving targets and demonstrating progress on targets and measures.
- C. Transparency** encourages creative employee engagement. Organisations also know of each other's efforts, and an organisation can be held accountable by others for its ambitions and progress. The organisation achieves continuous improvement in the depth and spread of communication and in incorporating input from internal and external stakeholders.
- D. Participation** lets an organisation invest in collaboration, sharing its own knowledge and, where possible, using knowledge developed elsewhere. The organisation achieves continuous improvement in selecting useful initiatives and applying the knowledge in the organisation.

A recognised certifying body assesses the activities and determines the level of the CO<sub>2</sub> Performanceladder. This requires steps to have been taken on all angles of the ladder. The figure below shows the above text schematically with the corresponding weighting of the angles for certification (source: Handboek CO<sub>2</sub> -Prestatieladder 3.1, SKAO).



## 2. Management review

The management review of the CO<sub>2</sub> Performanceladder takes place annually to ensure ongoing suitability, adequacy, effectiveness and alignment with the organisation's strategic direction. This assessment is part of our Plan-Do-Check-Act cycle.

### 2.1 Significant changes

#### 2.1.1 Organisational boundary

The boundary includes the entities listed below:

#	Entity/ B.V.	Chamber of Commerce	Location
1	J. de Jonge Group B.V.	66984041	Vlaardingen
2	Heat Exchanger Service B.V.	24268839	Vlaardingen
3	JLA Loading Technology B.V.	58922075	
4	JRS Rotating Service B.V.	66994632	
5	JLS Loading Arm Service B.V.	66994926	
6	J. de Jonge Mechanical B.V.	66988632	
7	J. de Jonge Mechanical regio Noord West B.V.	24473215	
8	JMEC Engineering B.V.	24183437	
9	J. de Jonge Shared Service B.V.	67261159	
10	J. de Jonge Lease B.V.	24258702	
11	J. de Jonge Tankx B.V.	80308988	
12	Lexrent B.V.	72210710	Delft
13	J. de Jonge Mechanical N.V.		Belgium
14	JLS loading arm services Belgium B.V.		Belgium
15	J. de Jonge L.L.C.		Saudi Arabia

The group relationships excluded are:

#	Entity/ B.V.	Chamber of Commerce	Location
1	J. de Jonge Beheer B.V.	24238639	Vlaardingen
2	De Jonge-Groenenboom Beheer B.V.	24209983	
3	De Jonge Koggehaven Vastgoed B.V.	62623494	
4	J. de Jonge International B.V.	66988551	
5	J. de Jonge Specialties B.V.	66988616	
6	J. de Jonge Flowsystems B.V.	24181046	
7	Bajolock B.V.	61782580	
8	J. de Jonge GmbH		Germany

The reason is that these are holdings with an administrative or financial function. No activities take place in them that lead to CO<sub>2</sub> emissions. J. de Jonge GmbH falls outside the boundary, due to its limited share in total emissions and considered to be non-material. In the previous reporting year, this entity falls inside the boundary but excluded from the footprint.

## 2.1.2 Reference year

The reference year is 2022 where the organisation had the initial audit for CO<sub>2</sub> performance ladder certification.

## 2.1.3 Plan of action and CO<sub>2</sub> reduction targets<sub>2</sub>

Some changes have been made to the action plan for the CO<sub>2</sub> reduction targets. See the following table.

No	CO2 reduction measures	Start	Deadline	Planning	Respondent	Resources needed	Status	Explanation
<b>Scope 1 - Natural gas consumption</b>								
1.1.1	Possible replacement of old boiler for more sustainable alternative on Koningin Wilhelminahavenweg	2023	2025	Q2	Management	Investment	Cancelled	The management reconsider this action to avoid investment in the current facility. New building facility will be climate neutral, 100% equipped with electric heating pumps.
1.1.2	Moving temperature gauge indoors so heating switches on when indoor temperature drops instead of outdoor temperature	2023	2023	December	Management	Time	Done	See gas emission reduction measures 2023
1.1.3	Installing radiator foil in real estate Vlaardingen and Amsterdam	2023	2024	Q1	Management	Time and Investment	Cancelled	Same reason as 1.1.1
1.1.4	Seam and crack sealing (draught strips)	2023	2024	Q1	Management	Time and Investment	Cancelled	Same reason as 1.1.1
1.1.5	Reduce natural gas consumption by using air conditioners (powered by electricity)	2023	2023	Continuous	Management	Investment	Done	See gas emission reduction measures 2023
1.1.6	Make employees more aware of gas consumption	2023	2023	Continuous	Management	Time	On going	See internal communication documentation
1.1.7	Lower the heating by one degree	2023			Management	Time	Done	See gas emission reduction measures 2023
1.1.8	Turn down the temperature setting and keep hall door closed during and open it when needed (HES workshop).	2024	2025	Q1	Management	Time	On going	There's huge increase of gas consumption in HES workshop, due to higher temperature setting while the gate is kept opened.
1.1.9	Investigate for switching to biogas	2024	2025	Q4	Management	Investment	To be started	Currently, JdJ subscribed to CO2 compensated gas which has no effect for the emission factor.
1.1.10	Fully use electric heat pumps in the new building	2027	2027	Q1	Management	Investment	To be started	New building facility will be climate neutral, 100% equipped with electric heating pumps. This will avoid 100% natural gas emission produced by the current facilities located in Vlaardingen.
<b>Scope 1 - Fuel consumption</b>								
1.2.1	Car policy for passenger cars: mild hybrid, plug-in hybrid or electric	2023	2023/2024	Q2	Fleet manager (Diana)	Investment	Done	There were 24 removed cars and 29 new cars with higher efficiency (hybrid /EV), performed by Diana
1.2.2	Create awareness about tyre pressure and fuel-efficient driving	2023	2023	Continuous	CO2 Project Manager	Time	On going	See internal communication documentation
1.2.3	Investigate biodiesel as an alternative to regular diesel	2023	2024	Q1	CO2 Project Manager	Time	To be started	The amount of biodiesel consumption is increased by 11,300 ltr in 2023 from 0 ltr in 2022, used in the operating assets
1.2.4	Encourage employees to meet online as much as possible	2023	2024	Q1	CO2 Project Manager	Time	On going	See internal communication documentation
1.2.5	Phase out vans with an environmental classification lower than Euro 6	2023	2023	Started	Fleet manager (Diana)	Investment	Done	There were 24 removed cars and 29 new cars with higher efficiency (hybrid /EV), performed by Diana
<b>Scope 2 - Electricity consumption</b>								
2.1	Switching to Dutch green electricity (Vlaardingen and Amsterdam)	2023	2023		Diana	Investment	Done	Green energy certificate is available for Vlaardingen and Amsterdam from Eneco.
2.2	Switch to LED lighting Vlaardingen	2023	2023/2024		Management	Time and Investment	On going	LED lamps replaced the broken fluorescence lamp in August 2024 (example pictures attached)
2.3	Employee awareness of electricity savings	2023	2023/2024	Q4	Management	Time	Done	See internal communication documentation
<b>Business travel</b>								
3.1	Encouraging employees to carpool	2023	2024	Continuous	Management	Time	On going	See internal communication documentation
3.2	Encouraging employees to travel by public transport	2023	2024	Continuous	Management	Time	On going	See internal communication documentation
3.3	Make air travel only if necessary	2023	2025	Continuous	Management		On going	Less air travel in 2024 by 42% less than declared air travel kilometers in 2022.

## 2.1.4 Projects with award advantage

No projects with award advantage were active during the reporting year.

## 2.1 Performance

### 2.2.1 CO<sub>2</sub> emissions, energy performance and energy assessment

#### CO<sub>2</sub> emissions

The table below shows the consumption and associated CO<sub>2</sub> emissions for scope 1, 2 and business travel from 2022 to 2023.

Emission Scope - Streams	2022				2023			
	Quantity	Unit	Emission factor (gram-CO2/unit)	ton-CO2	Quantity	Unit	Emission factor (gram-CO2/unit)	ton-CO2
<b>Scope 1. Direct Emission - Direct combustion</b>								
Natural gas consumption	77,384	m3	2085	161	84,440	m3	2079	176
Fuel consumption heating facility - diesel	3,505	liter	3262	11	54	liter	3256	0.2
Fuel consumption heating facility - propane	31,550	liter	1725	54	31,463	liter	1725	54
Fuel consumption company vehicle - diesel	103,238	liter	3262	342	59,814	liter	3256	195
Fuel consumption company vehicle - gasoline	118,058	liter	2784	329	138,927	liter	2821	392
Fuel consumption operating assets - diesel	42,889	liter	3262	141	26,829	liter	3256	87
Fuel consumption operating assets - propane	2,842	liter	1725	5	2,956	liter	1725	5
Fuel consumption operating assets - HVO	0	liter	314	0	11,373	liter	347	4
<b>Subtotal Scope 1 Emission (ton-CO2)</b>	<b>1044</b>				<b>913</b>			
<b>Scope 2. Indirect Emission - Purchased electricity</b>								
Electricity consumption - grey electricity	494,981	kWh	523	259	12,585	kWh	456	6
Electricity consumption - green electricity	0	kWh	0	0	586,144	kWh	0	0
Electricity consumption - cars	19,668	kWh	523	10	7,641	kWh	456	3
<b>Subtotal Scope 2 Emission (ton-CO2)</b>	<b>269</b>				<b>9</b>			
<b>Scope 3. Indirect Emission - Value chain</b>								
Employee commuting - declared mileage	14,287	km	193	3	53,699	km	193	10
Business Travel - Air travel 700-2500 km	52,019	km	234	9	105,853	km	234	18
Business Travel - Air travel <700 km	4,605	km	172	1	8,690	km	172	2
Business Travel - Air travel >2500 km	886,943	km	157	139	428,862	km	157	67
<b>Subtotal Scope 3 Emission (ton-CO2)</b>	<b>152</b>				<b>98</b>			
<b>Total Emission Scope 1, 2 and Business Travels (ton-CO2)</b>	<b>1465</b>				<b>1020</b>			

Figure 1: carbon footprint entire organisation from 2022 - 2023

#### Energy performance

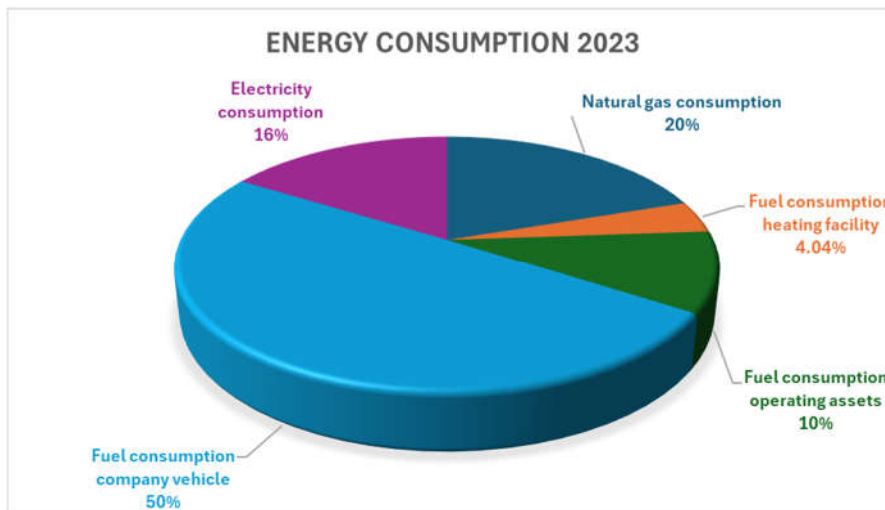
Energy consumption was calculated by converting all consumption to gigajoules from 2022 to 2023.

Energy Carrier	2022				2023			
	Quantity	Unit	Conversion factor (GJ/unit)	Energy (GJ)	Quantity	Unit	Conversion factor (GJ/unit)	Energy (GJ)
Natural gas consumption	77,384	m3	0.03165	2449	84,440	m3	0.03165	2673
Fuel consumption heating facility - diesel	3,505	liter	0.035448	124	54	liter	0.035448	2
Fuel consumption heating facility - propane	31,550	liter	0.01725	544	31,463	liter	0.01725	543
Fuel consumption operating assets - diesel	42,889	liter	0.035448	1520	26,829	liter	0.035448	951
Fuel consumption operating assets - HVO	0	liter	0.034	0	11,373	liter	0.034	387
Fuel consumption operating assets - propane	2,842	liter	0.01725	49	2,956	liter	0.01725	51
Fuel consumption company vehicle - diesel	103,238	liter	0.035448	3660	59,814	liter	0.035448	2120
Fuel consumption company vehicle - gasoline	118,058	liter	0.032916	3886	138,927	liter	0.032916	4573
Electricity consumption - grey electricity	494,981	kWh	0.0036	1782	12,585	kWh	0.0036	45
Electricity consumption - green electricity	0	kWh	0.0036	0	586,144	kWh	0.0036	2110
Electricity consumption - cars	19,668	kWh	0.0036	71	7,641	kWh	0.0036	28
<b>TOTAL ENERGY CONSUMPTION (GJ)</b>	<b>14,085</b>				<b>13,482</b>			

Figure 2: energy consumption entire organisation from 2022 - 2023

#### Energy assessment

An energy assessment was carried out on the largest 80% energy consumption. There's a decrease in the total energy consumption by 4% in 2023 compared to 2022 performance. Fuel consumption by company vehicle showed the largest portion of energy consumption by 50%, followed by the natural gas (20%), and electricity consumption (16%). Recommendations for energy reduction are included in section 6.3.5.



## 2.2.2 Energy policy and progress

### *CO<sub>2</sub> reduction target*

The main target for CO<sub>2</sub> reduction in scope 1, 2 and business travel is as follow:

J. de Jonge Group aims to reduce 26% CO<sub>2</sub> by 2027 compared to 2023. This target is related to turnover.

The most significant measures in the action plan to achieve this are:

- Investigate for switching to biogas.
- Keep hall doors closed and only open it when needed to avoid heat loss (HES workshop).
- Turning down temperature setting by 1 degree.
- Fully use electric heat pumps in the new building

Achieving the target depends largely on the above measures.

### *Energy reduction target*

J. de Jonge group aims for reduction in energy consumption by 7% by 2027 compared to 2023 in scope 1 and 2.

The most significant measures in the action plan to achieve this are:

- Keep hall doors closed and only open it when needed to avoid heat loss (HES workshop).
- Turning down temperature setting by 1 degree.
- Switch to LED lighting Vlaardingen

Achieving the target depends largely on the above measures.

## 2.2.3 Communications

Internal and external communication about the CO<sub>2</sub> footprint, the progress of the action plan and objectives, the possibility of individual employee contributions and the initiatives is carried out at least every six months. This is done in accordance with the communication plan drawn up for this purpose. This communication also includes the projects with award advantage if present. In addition, the mandatory internet publications are posted on the SKAO website and on the company's own website.



## 2.2.4 Initiatives

We are actively participating in the CO<sub>2</sub> reduction initiative Positive Impact Foundation. The purpose of this participation with sector and/or chain partners is to exchange knowledge and stimulate innovation regarding CO<sub>2</sub> reduction. An annual budget is released for this purpose, which is approved in this management review.

## 2.2.5 Effectiveness and adequacy of resources

The project manager assessed that the CO<sub>2</sub> reduction system is working as it should following the findings of the internal audit regarding the targets per requirement. There is no need for changes to the established CO<sub>2</sub> management system, targets, measures or participation in initiatives.

In addition, the annual mapping of emission flows gives a lot of insight into energy consumption and provides tools to reduce consumption in a targeted way. The internal communication on this subject helps raise awareness among employees. The certificate is still important for winning contracts, our position in the market and sustainability ambitions. For these reasons, the project manager thinks it is relevant to obtain and maintain the certificate. Additional resources (time and an investment) are needed to make this happen. Time is needed to research sustainable alternatives for to investigation for switching to biogas and biodiesel as an alternative to regular diesel, create awareness among employees regarding sustainability and CO<sub>2</sub> reduction. In doing so, we emphasize on small investments and more communications to implement the measures without unnecessary investment, since we are planning to move to the new climate neutral facility in 2027.

## 2.4 Status of actions from previous management reviews

According to the internal audit and continuous communication with the management, some of the previous year's action points are cancelled such as:

- Possible replacement of old boiler for more sustainable alternative on Koningin Wilhelminahaven
- Installing radiator foil in real estate Vlaardingen and Amsterdam
- Seam and crack sealing (draught strips)

The management reconsider this action to avoid investment in the current facility. New building facility will be climate neutral, 100% equipped with electric heating pumps and high efficiency insulation materials. The investments for previous action points had payback period longer than 2027.

## 2.5 Internal audit findings

The internal audit was conducted on 28-10-2024 by Peter Elshout, the Quality and Sustainability manager from J. de Jonge Group. The auditee was Bryan Hendriwan. There is no finding and corrective actions required since all corrective items from 2022 had implemented in accordance with requirements. Verification of the CO<sub>2</sub> emissions inventory will take place during the external audit.

## 2.6 Findings from previous external audits

The previous year audit highlighted several positive observations. J. de Jonge Group B.V.'s portfolio is efficiently organized, described as "Lean and Mean." The company has also made notable strides in sustainable development, with plans for climate-neutral buildings by 2026/2027 that incorporate the latest energy standards. A commitment to energy transition is evident, as they switched to Ecogas for natural gas and "Hollandse Zon" for electricity in May 2023, with a plan to use zero-conversion-factor "Hollandse Wind" starting in 2024. Additionally, the Speak-app enables active CO<sub>2</sub>-related communication, fostering employee engagement in the CO<sub>2</sub> Prestatieladder and reduction initiatives.

The audit identified a few areas for improvement, particularly in supporting documentation, where the justification for CO<sub>2</sub> initiatives could be strengthened by detailing specific activities and actions, a point addressed during the audit. Additionally, the "Maatregellijst" (a list of measures) was initially missing from the portfolio but was subsequently provided and reviewed, ensuring a more complete documentation of CO<sub>2</sub> reduction efforts.

## 2.7 Opportunities for improvement

Opportunities for improvement have been identified. These lead to the following actions for next year:

- Investigate for switching to biogas and biodiesel.
- Keep hall doors closed and only open it when needed to avoid heat loss.
- Minor sustainability adjustments in current properties
- Monitoring measure list so that measures will actually be implemented
- Timely semi-annual communication on progress

## 2.8 Executive output

The management assessed that the CO<sub>2</sub> reduction system is working as it should. There is no need for changes to the established CO<sub>2</sub> management system, targets, measures or participation in initiatives.

In addition, mapping emission flows every six months gives a lot of insight into energy consumption and provides tools to reduce consumption in a targeted way. The internal communication on this subject contributes to raising awareness among employees. The certificate is important for our position in the market and sustainability ambitions. For this reason, the management considers it relevant to maintain the certificate and makes budget available for this purpose. There is no need for additional resources (time, training) to realise this. However, extra attention should be paid to timely communication and following up the list of measures so that the objective can be achieved.

With the move to its new, climate-neutral headquarters in 2027, J. de Jonge Group will be able to take major steps towards CO<sub>2</sub> reduction for its own organisation. Sustainability plays an important role in the design of this new branch. For this reason, J. de Jonge Group will not make any major investments in the coming years to make the current property more sustainable. Where possible, however, we will make smaller investments in the coming years to reduce CO<sub>2</sub> emissions.

## 2.9 Budgets and investments

To implement the action plan, maintain the CO<sub>2</sub> -Performanceladder certificate and participate in initiatives, we as management have made a budget available. The costs for annual maintenance of the CO<sub>2</sub> -Performanceladder are as follows:

- € 3.987,5 Cost of certification per year
- € 419,20 SKAO contribution
- € 1.247 Positive Impact Foundation initiative

Any savings from the measures will be used to invest in new measures where possible.

### Signature

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Date: ( 04 / 11 / 2024 )  
Version: 1.3



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Signature

Alexander de Jonge (CEO)

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Name and position

### 3. Reading guide

This file is made up of several documents. This section explains what purpose each document serves.

#### **CO<sub>2</sub> report**

This CO<sub>2</sub> report comprises the textual information to support the CO<sub>2</sub> management system. The structure of this document is as follows:

1. Introduction of the CO<sub>2</sub> Performance ladder
2. Management review
3. Reading of the various documents in the file
4. Description of the organisation
5. Reporting of CO<sub>2</sub> emissions inventory in accordance with ISO 14061-1
6. Progress and ambition setting

Appendix A: Explanation of organisational boundary

#### **CO<sub>2</sub> dashboard**

The Excel document "CO<sub>2</sub> dashboard" includes the scope 1, 2 and business travel CO<sub>2</sub> emissions and energy consumption and their progress. In the "data" tab, the source data are entered and linked to the appropriate CO<sub>2</sub> emission factors for that year from the "input choice variables" tab.

#### **Actions, planning and responsibilities**

The Excel document "Actions, planning and responsibilities" includes the steering cycle and energy management action plan for maintaining the CO<sub>2</sub> management system. It defines actions, planning and responsibilities, identifies stakeholders and maintains a checklist of mandatory communications. Furthermore, it defines the data collection procedure and describes the plan of action for CO<sub>2</sub> reduction measures including calculation of CO<sub>2</sub> reduction targets.

## 4. Description of the organisation

### 4.1 Introduction

#### **Introducing the organisation:**

J. de Jonge Group is a third-generation family business. The locations belonging to J. de Jonge Group, are:

<b>Address</b>	<b>Place or country</b>
<b>Queen Wilhelminahaven ZZ 25</b>	Vlaardingen
<b>Queen Wilhelminahaven ZZ 15</b>	
<b>Queen Wilhelminahaven ZZ 18</b>	
<b>Petroleumhavenweg 28</b>	Amsterdam
<b>Polderdijkweg 8</b>	Antwerp
<b>3rd Industrial Area, Jubail</b>	Saudi Arabia

We carry out a wide range of work within the industrial sector, including: engineering and design, construction, maintenance and supply of fluid and gas production and transportation systems for the offshore, petrochemical industry, tank storage parks and energy companies. Including

production facilities, skids, structures and piping made of metal or fibre, storage tanks, loading equipment, rotating equipment, heat exchangers and other equipment and fittings for the production and transport of all liquids and gases.

Our main clients are companies in the (petro)chemical industry, storage and transshipment companies and energy transition industry.

Our ambition for sustainability is 'creating the next gen industry': we aim to establish an industry powered by renewable energy, and characterised by technologically driven and autonomous operations.

## 4.2 Responsible

Bryan Hendriwan is main responsible person for managing the CO<sub>2</sub> Performance ladder. He bears responsibility for setting out tasks, assigning responsibilities and reporting to management.

## 4.3 Organizational boundary

The organisational boundary was drawn up according to the lateral method described in Handbook CO<sub>2</sub> -Performanceladder 3.1, chapter 4. This method partly incorporates the requirements of Greenhouse Gas Protocol - A Corporate Accounting and Reporting Standard: 2004, chapter 3, and is partly tailor-made for the CO<sub>2</sub> -Performanceladder.

The organisational boundary as stated on the certificate is as follows:

#	Entity/ B.V.	Chamber of Commerce	Location
1	J. de Jonge Group B.V.	66984041	Vlaardingen
2	Heat Exchanger Service B.V.	24268839	
3	JLA Loading Technology B.V.	58922075	
4	JRS Rotating Service B.V.	66994632	
5	JLS Loading Arm Service B.V.	66994926	
6	J. de Jonge Mechanical B.V.	66988632	
7	J. de Jonge Mechanical regio Noord West B.V.	24473215	
8	JMEC Engineering B.V.	24183437	
9	J. de Jonge Shared Service B.V.	67261159	
10	J. de Jonge Lease B.V.	24258702	
11	J. de Jonge Tankx B.V.	80308988	
12	Lexrent B.V.	72210710	Delft
13	J. de Jonge Mechanical N.V.		Belgium
14	JLS loading arm services Belgium B.V.		
15	J. de Jonge L.L.C.		Saudi Arabia

The full analysis can be found in Appendix A of this document.

## 4.4 Organisation size

### 4.4.1 Size determination

The CO<sub>2</sub> Performanceladder distinguishes small, medium and large organisations based on CO<sub>2</sub> emissions within the established organisational boundary. This is done according to the table below. This involves first determining whether the organisation belongs to the "services" or the "works/supplies" category (in accordance with Directive 2014/24/EU). J. de Jonge belongs to the works/supplies category.

	SERVICES	WORKS/DELIVERIES
<b>Small organisation (K)</b>	Total CO <sub>2</sub> emissions do not exceed ( $\leq$ ) 500 tonnes per year.	Total CO <sub>2</sub> <i>emissions from the offices and business premises</i> do not exceed ( $\leq$ ) 500 tonnes per year, <b>and</b> total CO <sub>2</sub> <i>emissions from all construction sites and production locations</i> do not exceed ( $\leq$ ) 2,000 tonnes per year.
<b>Medium-sized organisation (M)</b>	Total CO <sub>2</sub> emissions do not exceed ( $\leq$ ) 2,500 tonnes per year.	Total CO <sub>2</sub> <i>emissions from the offices and business premises</i> do not exceed ( $\leq$ ) 2,500 tonnes per year, <b>and</b> total CO <sub>2</sub> <i>emissions from all construction sites and production locations</i> do not exceed ( $\leq$ ) 10,000 tonnes per year.
<b>Large organisation (G)</b>	Total CO <sub>2</sub> emissions exceed ( $>$ ) 2,500 tonnes per year.	Other

The CO<sub>2</sub> emissions can be found in the CO<sub>2</sub> emissions inventory report in the "CO<sub>2</sub> dashboard" document. With these emissions, the organisation falls into the small category.

#### 4.4.2 Exemption from standards requirements

There are no exemptions from standard requirements for level 3.

### 4.5 Projects with award advantage

A project with an award advantage is a project of an organisation in which the CO<sub>2</sub> -Performanceladder played a role in the tender. Here, it is irrelevant whether or not the award advantage was decisive in obtaining the contract, or in what way the CO<sub>2</sub> -Performanceladder was requested in the tender.

With this definition in mind, no projects with award advantage were running in the reporting year.

## 5. Reporting of CO<sub>2</sub> emissions inventory

### 5.1 Reporting according to ISO 14064-1

The CO<sub>2</sub> emissions inventory reporting has been prepared in accordance with the requirements of ISO 14064-1, section 9.3.1. The table below shows a cross tabulation of the sections from ISO 14064-1 and the entry in this file.

ISO 14064-1 §9.3.1	DESCRIPTION	MENTION
A	Description of the reporting organisation	Report, H4
B	Person or entity responsible for the report	Report, §4.2
C	Reporting period covered	Report, §5.2
D, E	Documentation of organisational and reporting boundaries, including criteria to define significant emissions	Report, §4.3
F	Direct GHG emissions	CO <sub>2</sub> dashboard, "CO <sub>2</sub> emissions inventory" tab, total scope 1 and Report, §5.4.1
G	Treatment of biogenic CO <sub>2</sub> emissions and removals	Report, §5.5
H	GHG removals	Report, §5.5
I	Exclusion of sources or sinks	Report, §5.4.2
J	Indirect GHG emissions	CO <sub>2</sub> dashboard, "CO <sub>2</sub> emissions inventory" tab, total scope 2 and business travel, and Report, §5.4.1
K	Base year	Report, §5.2
L	Changes and recalculations	Report, §5.2.1
M	Quantification approaches	Report, §5.3
N	Changes to methodologies	Report, §5.3.1
O, T	Emission or removal factors used	Report, §5.3
P, Q	Uncertainties	Actions, planning and responsibilities, data collection tab, and Report, §5.6
R	Statement in accordance with ISO 14064-1	Report, §5.1
S	Verification	Report, §5.7

## 5.2 Reference year and reporting year

The year 2022 serves as the reference year for CO<sub>2</sub> reduction targets and monitoring CO<sub>2</sub> emissions. This report concerns reporting year 2023. All subsequent paragraphs in this chapter refer to the reporting year as mentioned here and the organisation as described in chapter 4 of this CO<sub>2</sub> report.

### 5.2.1 Significant changes and recalculations

Recalculations are needed for the total emission in the reference year 2022. In the previous year, the scope 1 emission needs to be recalculated due to incomplete data. This report provides corrected value for total gas consumptions, previously 57,684 m<sup>3</sup> to 77,384 m<sup>3</sup>. See CO<sub>2</sub> dashboard for detailed information.

## 5.3 Quantification methods

An Excel model was used to quantify CO<sub>2</sub> emissions, converting all energy consumption into CO<sub>2</sub> emissions. The sources of energy consumption are listed in the Excel document of the organisation's CO<sub>2</sub> emissions inventory. The emission factors of the [www.co2emissiefactoren.nl](http://www.co2emissiefactoren.nl) website are used, as described in Handbook 3.1 of the CO<sub>2</sub> Performanceladder and according to the application as described on [www.co2emissiefactoren.nl](http://www.co2emissiefactoren.nl). As these are specific emission factors at national level, the emission factors used are very suitable for converting the data from greenhouse gas activities to the associated CO<sub>2</sub> emissions. The organisation's emission factors will at all times keep up with changes in the emission factors of Handbook 3.1 and subsequent manuals of the CO<sub>2</sub> Performanceladder.

No removal factors apply.

### 5.3.1 Changes in quantification methods

There have been no changes in quantification methods.

## 5.4 CO<sub>2</sub> emissions calculations

### 5.4.1 CO<sub>2</sub> emissions

The table below shows the consumption and associated CO<sub>2</sub> emissions for scope 1, 2 and business travel.

Emission Scope - Streams	2022				2023			
	Quantity	Unit	Emission factor (gram-CO2/unit)	ton-CO2	Quantity	Unit	Emission factor (gram-CO2/unit)	ton-CO2
<b>Scope 1. Direct Emission - Direct combustion</b>								
Natural gas consumption	77,384	m3	2085	161	84,440	m3	2079	176
Fuel consumption heating facility - diesel	3,505	liter	3262	11	54	liter	3256	0.2
Fuel consumption heating facility - propane	31,550	liter	1725	54	31,463	liter	1725	54
Fuel consumption company vehicle - diesel	103,238	liter	3262	342	59,814	liter	3256	195
Fuel consumption company vehicle - gasoline	118,058	liter	2784	329	138,927	liter	2821	392
Fuel consumption operating assets - diesel	42,889	liter	3262	141	26,829	liter	3256	87
Fuel consumption operating assets - propane	2,842	liter	1725	5	2,956	liter	1725	5
Fuel consumption operating assets - HVO	0	liter	314	0	11,373	liter	347	4
<b>Subtotal Scope 1 Emission (ton-CO2)</b>				<b>1044</b>				<b>913</b>
<b>Scope 2. Indirect Emission - Purchased electricity</b>								
Electricity consumption - grey electricity	494,981	kWh	523	259	12,585	kWh	456	6
Electricity consumption - green electricity	0	kWh	0	0	586,144	kWh	0	0
Electricity consumption - cars	19,668	kWh	523	10	7,641	kWh	456	3
<b>Subtotal Scope 2 Emission (ton-CO2)</b>				<b>269</b>				<b>9</b>
<b>Scope 3. Indirect Emission - Value chain</b>								
Employee commuting - declared mileage	14,287	km	193	3	53,699	km	193	10
Business Travel - Air travel 700-2500 km	52,019	km	234	9	105,853	km	234	18
Business Travel - Air travel <700 km	4,605	km	172	1	8,690	km	172	2
Business Travel - Air travel >2500 km	886,943	km	157	139	428,862	km	157	67
<b>Subtotal Scope 3 Emission (ton-CO2)</b>				<b>152</b>				<b>98</b>
<b>Total Emission Scope 1, 2 and Business Travels (ton-CO2)</b>				<b>1465</b>	<b>1020</b>			

Figure 3: footprint entire organisation from 2022 - 2023

### 5.4.2 Exclusion of other GHG emissions

Handbook 3.1 of the CO<sub>2</sub> Performanceladder does not yet require the reporting of the CO<sub>2</sub> emissions inventory on all greenhouse gases expressed in CO<sub>2</sub> equivalents. It is therefore not required to include other gases other than CO<sub>2</sub> (CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs and SF<sub>6</sub>) released during the organisation's operations in the emissions inventory. This also applies to refrigerants (refrigerants), lubricants and welding gases. Therefore, these are excluded from this emissions inventory reporting.



## 5.5 Biomass combustion and GHG removals

No biomass burning and no GHG removals took place. Also, no offsetting took place.

## 5.6 Uncertainties and impact

Uncertainties and their impact are described in the Excel document "Actions, planning and responsibilities" on the "data collection" tab.

## 5.7 Verification

The organisation has chosen not to have the emissions inventory verified separately by an external agency. The CO<sub>2</sub> emissions inventory will be verified by random sampling during the external audit.

## 6. Progress and ambition setting

### 6.1 Ambition

The CO<sub>2</sub>-Performanceladder calls for reduction targets that are both ambitious and realistic. In order to determine how ambitious the organisation's objectives and measures are, we looked at industry peers and completed SKAO's measure list.

#### 6.1.1 Comparison with peers

- **Sector footprint 1 | Mercon Groep B.V. (level 5)**
  - CO<sub>2</sub> footprint in reference year: 2,054 tonnes of CO<sub>2</sub>
  - Scope 1, 2 and business travel target: 9% by 2025 compared to 2018
  - Most significant measures in the action plan:
    - ✓ Leasing policy aimed at electrification of vehicle fleet
    - ✓ Stage 3 engines replaced for stage 5 engines vans
    - ✓ Coordinating with clients HVO diesel on site
    - ✓ Application of video and/or teleconferencing
    - ✓ Less air travel
- **Sector footprint 2 | Stork Integrated Solutions B.V.**
  - CO<sub>2</sub> -footprint in reference year: 5,230 tonnes of CO<sub>2</sub>
  - Scope 1, 2 and business travel target: 15% by 2022 compared to 2019 (achieved)
  - Most significant measures in the action plan:
    - ✓ Installation of solar panels
    - ✓ Connecting to LT heat grid (industrial residual heat without co-firing)
    - ✓ Adjusting welding fume extraction
    - ✓ Keeping car tyres inflated

#### 6.1.2 SKAO measure list

The overall conclusion following the measure list is that the organisation is already quite progressive in areas X, Y and Z. However, there are still enough measures to be taken to reduce fossil petrol and diesel consumption, as

- Investigate for switching to biogas.
- Keep hall doors closed and only open it when needed to avoid heat loss (HES workshop).
- Turning down temperature setting by 1 degree.
- Fully use electric heat pumps in the new building

## 6.2 CO<sub>2</sub> reduction targets and progress

The targets below are based on CO<sub>2</sub> reduction measures that can be found in the action plan in the Excel document "Actions, planning and responsibilities". This also contains the calculations of the scope 1, 2 and business travel targets.

### 6.2.1 Main objective

MAIN OBJECTIVE SCOPE 1 AND 2	
J. de Jonge Group aims to emit 26% less CO <sub>2</sub> by 2027 compared to 2022	

This target is related to turnover.

ANNUAL OBJECTIVE SCOPE 1 AND 2	
2023	13%
2024	19%
2025	21%
2026	25%
2027	26%

### 6.2.1 Sub-objectives

SUB-OBJECTIVES	
	OBJECTIVE
Scope 1	11%
Scope 2	14%
Business travel	1%
Energy consumption	7%

## 6.3 Energy assessment

The energy assessment provides insight into the largest energy consumers within the organisation. This assessment is carried out in accordance with ISO 50001. The CO<sub>2</sub> Performanceladder requires insight into the 80% largest consumers. This allows the key processes, buildings and/or activities that contribute to energy consumption and potentially CO<sub>2</sub> emissions to be effectively addressed. The analysis is based on calculations from the Excel document "CO<sub>2</sub> dashboard".

### 6.3.1 Identification of largest energy flows

The figure below shows the top 80% largest energy flows in GJ. It shows that the fuel consumption of the vehicle fleet, natural gas consumption and electricity consumption of the property are among the 80% largest energy flows.

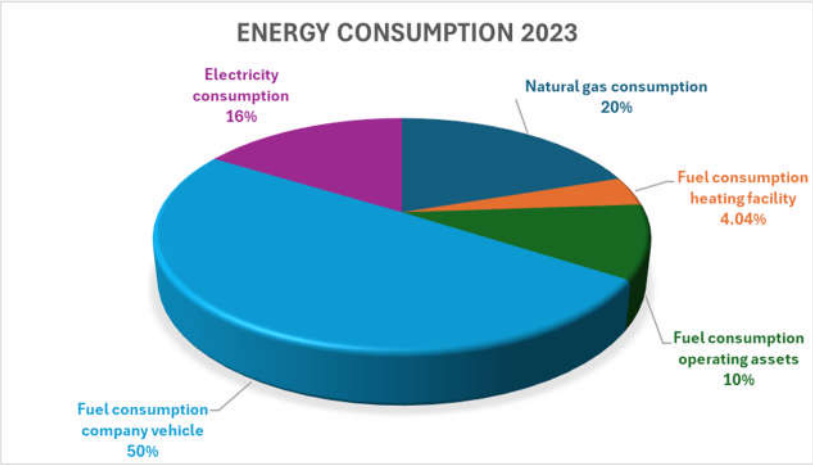


Figure 4: energy consumption

The figure below illustrates the energy flows causing CO<sub>2</sub> emissions. Despite the ratio being somewhat different from the energy consumption shown above, the same conclusion can be drawn, namely that the largest energy flows causing CO<sub>2</sub> emissions are the fuel consumption of the vehicle fleet, electricity consumption of the property and natural gas consumption.

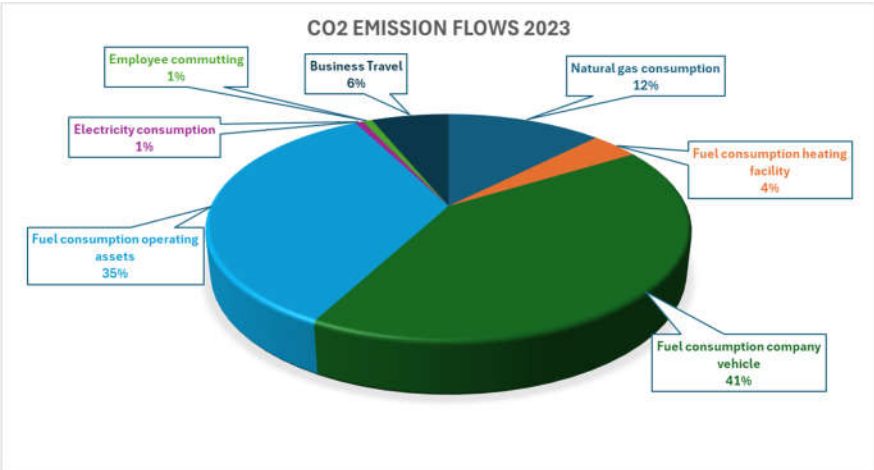


Figure 5: CO<sub>2</sub> -footprint

The biggest energy flows identified are analysed below.

### 6.3.2 Fleet fuel consumption analysis

In 2023, about 41% of CO<sub>2</sub> emissions are caused by fleet fuel consumption, to which diesel and petrol cars make the largest contribution. A negligible part is caused by electric cars charged with grey electricity. The total emission by fleet fuel consumption in 2023 is 13% lower than 2022 performance. This is most possibly influenced by the transition to hybrid/electric vehicle policy and also the use of biodiesel fuels.

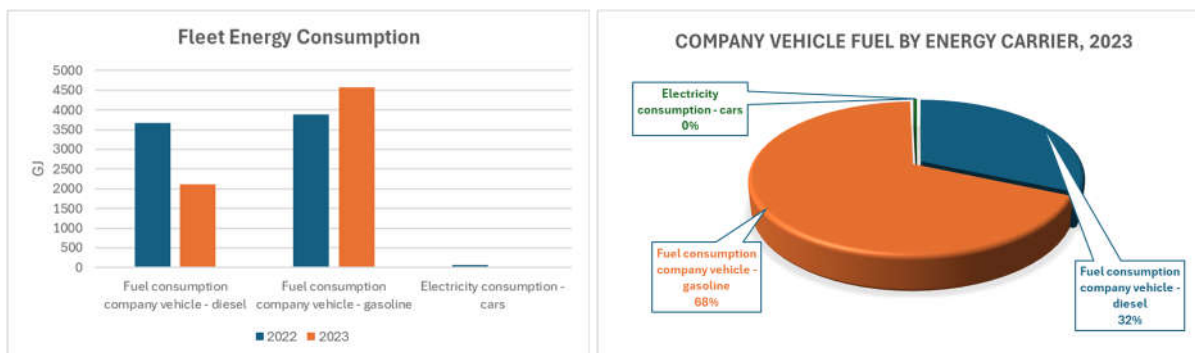


Figure 6: Energy carriers in vehicle fleet

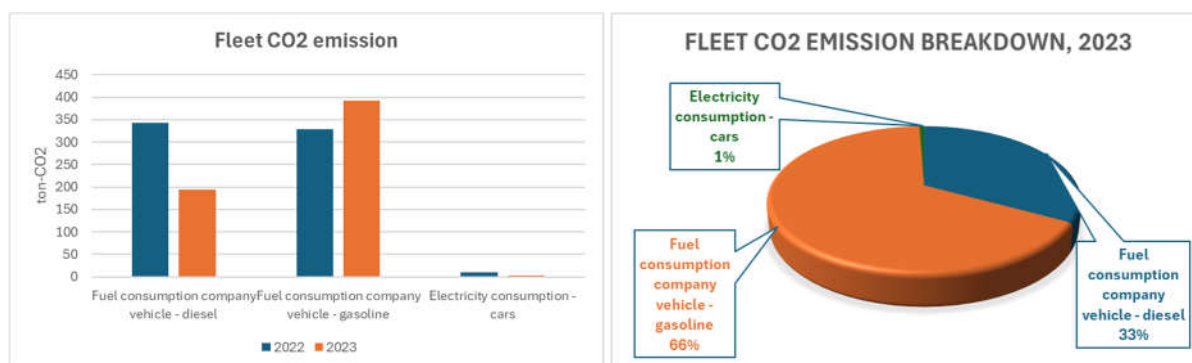


Figure 7: Overview of fleet CO2 emissions

The fleet in 2022 consisted of 158 cars, including 103 passenger cars and 55 commercial vehicles. The largest energy carriers in the fleet were petrol and diesel fuel (39% and 37% respectively). 54 company cars ran on diesel and one electric truck had recently been purchased. The passenger cars consisted of 62 petrol cars, 29 hybrid and 8 fully electric cars.

87% of all cars in the fleet had environmental rating 6. 7% of cars had environmental rating 5 or lower. From 2023, cars with an environmental rating of 5 or lower will be phased out. From this point on, therefore, only new cars with environmental ratings of 6 or electric will be purchased.

### 6.3.3 Real estate natural gas consumption analysis

Natural gas consumption is used for workplace and space heating, as well as production processes at the Vlaardingen sites (Wilhelminahaven 25, 15 and 18). The total natural gas consumption in 2023 is 8.8% higher than 2022, mainly caused by the doubled gas consumption in Kon. Wilhelminahaven ZZ 25. The main caused of this large consumption is due to the higher temperature setting in the new boiler and the hall gate was kept open all day. This event causing negative environmental impact and will be the main corrective action for 2024. This investigation on Kon. Wilhelminahaven ZZ25 has raised awareness about what exactly causes the high consumption, allowing targeted measures to be determined.

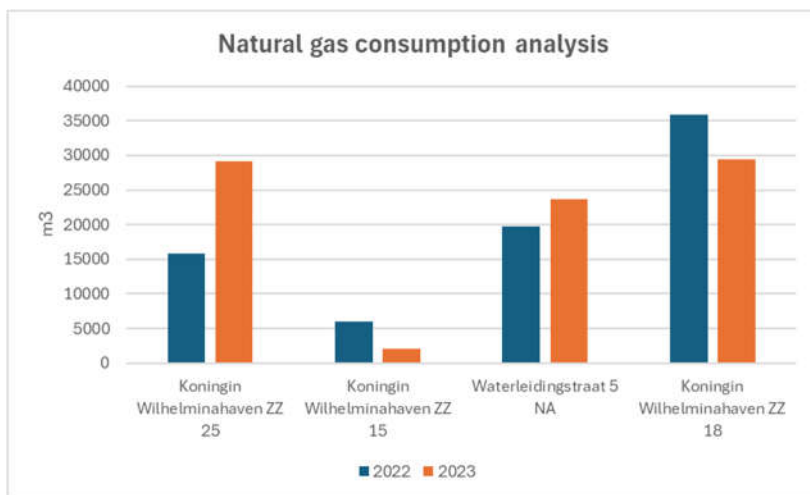


Figure 8 Natural gas consumption per site

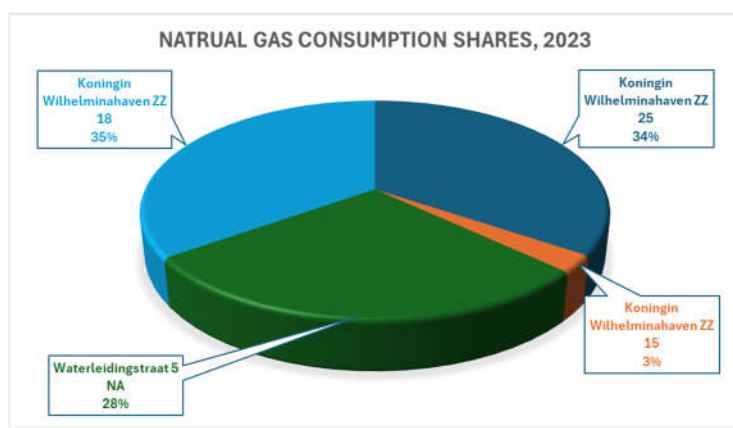


Figure 9 Natural gas consumption overview

Kon. Wilhelminahaven18 consumed the most natural gas. This is in line with expectations, number 18 houses the head office and workshops. There is an understanding of where the natural gas mainly goes, namely heating the property including the workshops. The high consumption can also be explained by the fact that the properties on Kon. Wilhelminahaven18 are older and may not be adequately insulated. This allows heat to escape.

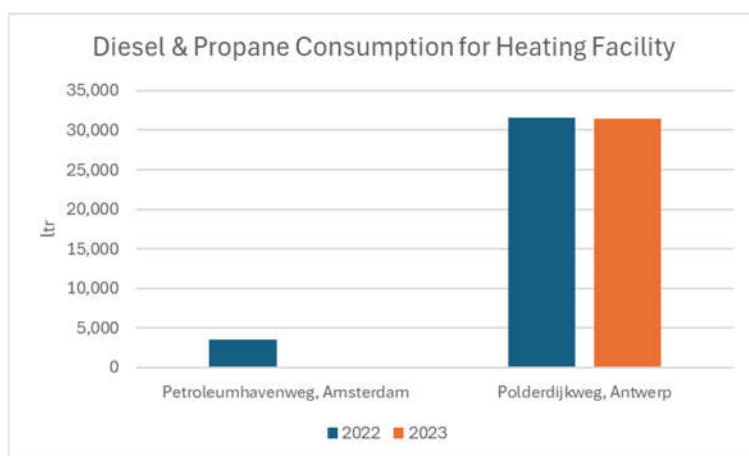


Figure 10 Diesel and propane fuel consumption for heating facility

Diesel and propane are used for heating the property and not in the natural gas consumption of the property. The property on Petroleumhavenweg in Amsterdam is heated by means of a diesel generator in 2022, but this facility had given a new function; where Lexrent will occupy the location for storing its equipment. This explains the huge reduction in natural gas in 2023 as seen in figure 10. The property on Polderdijkweg in Antwerp is heated by means of a Propane gas tank. There's negligible change of the propane consumption between 2022 – 2023 in Polderdijkweg.

*New climate neutral building in Koggehaven by 2027*

J. de Jonge Group is having a new head office and production location built in the coming years, which will replace the Koningin Wilhelminahaven (see [A new era for family company - J. de Jonge \(jdejonge.com\)](#)). Sustainability plays an important role in the design of this new site, for example, it will be a climate-neutral production site. For this reason, J. de Jonge Group will not make any major investments in the coming years to make the current property more sustainable. However, where possible, they will make smaller investments to reduce CO<sub>2</sub> emissions. We expect to move into the new premises in 2027.

**6.3.4 Property electricity consumption analysis**

Besides analysing natural gas consumption, an analysis was also done on the property's electricity consumption. In 2023, there is significant increase in electricity consumption by 21%. The largest increase was occurred in Kon. Wilhelminahaven ZZ18 by 129%. This is mainly due to the charging of electric vehicles during the day. Electricity consumption is highest at Kon. Wilhelminahaven ZZ 25 by 33%, followed by Waterleidingstraat 5 at 28%. This high consumption is mainly due the production site has several machines that run on electricity (such as welding machines) for HEs, JLA and JLS operations.

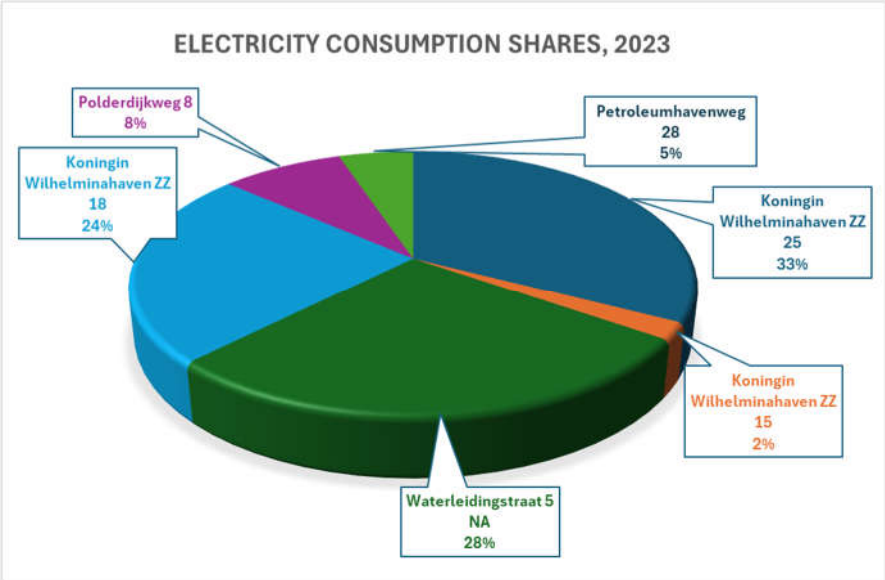


Figure 11: electricity consumption shares in 2023

At the other three locations, consumption is significantly lower, because the real estate here is significantly smaller (small office) and no production sites are located there. At the property, employees can charge with hybrid and electric cars. The organisation has no insight into the total kWh charged. Consumption is included in the property's electricity consumption. A recommendation is to provide separate meters so that insight can be gained into the proportion of kWh charged. This will help the organisation make more targeted reductions.

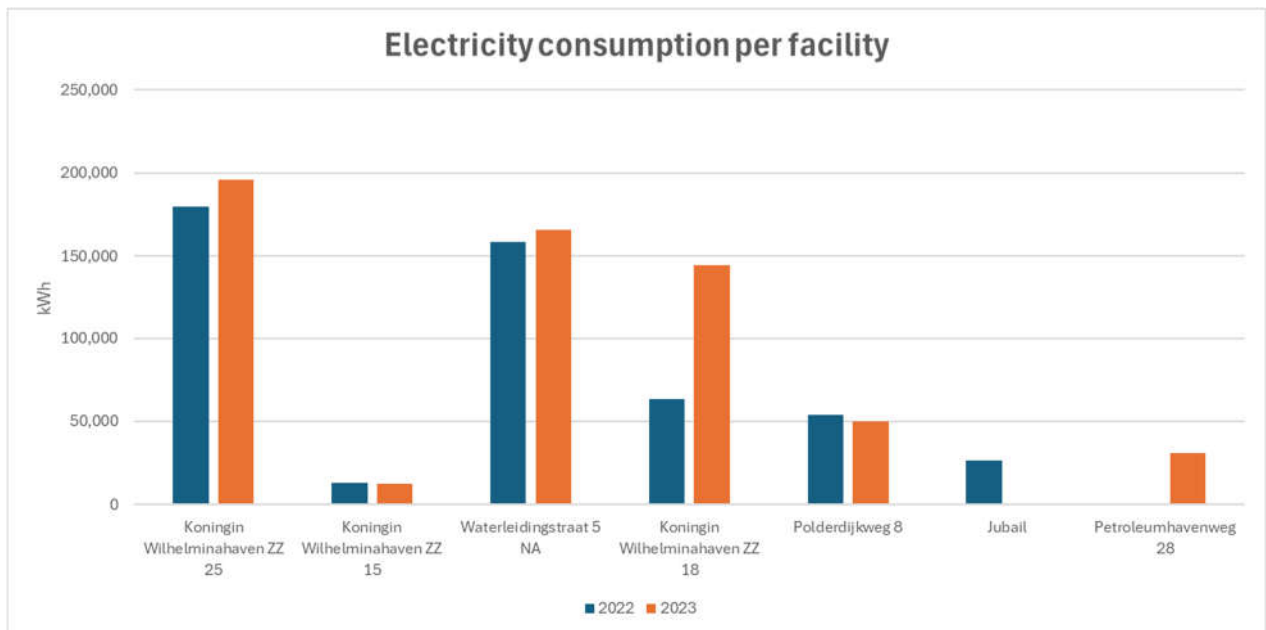


Figure 12: electricity consumption per site

### 6.3.5 Recommendations

Based on the previous and above analyses, measures are recommended that can ensure that fuel, gas and electricity consumption decrease in the coming years.

#### Fuel consumption

- Create awareness about tyre pressure and fuel-efficient driving
- Investigate biodiesel as an alternative to regular diesel
- Encourage employees to meet online as much as possible

#### Gas consumption

- Raise employees awareness of gas consumption
- Turn down the temperature setting and keep hall door closed during and open it when needed (HES workshop).
- Investigate for switching to biogas
- Fully use electric heat pumps in the new building

#### Electricity consumption

- Explore opportunities to install solar panels (at the new site).
- Explore whether air-conditioning systems can be set more efficiently.

As described earlier, J. de Jonge Group is planning to have a new site built and move to it in due course. It is recommended to investigate whether some of the above recommendations can be included in the sustainability plan of the new premises.

## 6.4 Conclusion ambition setting

J. de Jonge Group has concluded from the above comparisons and the measure list that the reduction target presented in the following paragraph is sufficiently ambitious. In the short term, the organisation will do as much as possible to reduce CO<sub>2</sub> emissions, although it is mainly smaller steps that can be taken. In the medium term, the organisation can take big steps in the transition to more sustainable operations. For these reasons, the organisation *currently* rates itself in terms of CO<sub>2</sub> reduction as an average achiever compared to industry peers.

# Disclaimer & Colophon

## Intellectual property protection

The copyright to this document belongs to J. de Jonge Group. Duplication in any form is permitted only with the prior consent of organisation.

Signature

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# Annexes

## Annex A - Organisational boundary

The organisational boundary was drawn up according to the lateral method described in *Handbook CO<sub>2</sub> -Performanceladder 3.1, chapter 4*. This method partly incorporates the requirements of *Greenhouse Gas Protocol - A Corporate Accounting and Reporting Standard:2004, chapter 3*, and is partly tailor-made for the CO<sub>2</sub> -Performanceladder.

### Chamber of Commerce (KvK) extract

The starting point of the organisational boundary is the legal entity J. de Jonge Group B.V. From the Chamber of Commerce, it becomes clear that the entire group looks as follows:

#### **Stichting Administratiekantoor J. de Jonge Beheer B.V. in Vlaardingen, KvK: 41133884.**

#	Company Name	Location	Chamber of Commerce Number
1	J. de Jonge Beheer B.V.	Vlaardingen	24238639
2	De Jonge-Groenenboom Beheer B.V.	Vlaardingen	24209983
3	J. De Jonge Lease B.V.	Vlaardingen	24258702
4	Lexrent B.V.	Delft	72210710
5	De Jonge Koggehaven Vastgoed B.V.	Vlaardingen	62623494
6	J. de Jonge Group B.V.	Vlaardingen	66984041
7	J. de Jonge Flowsystems B.V.	Vlaardingen	24181046
8	J. de Jonge International B.V.	Vlaardingen	66988551
9	J. de Jonge Specialties B.V.	Vlaardingen	66988616
10	Heat Exchanger Service B.V.	Vlaardingen	24268839
11	JLA Loading Technology B.V.	Vlaardingen	58922075
12	Bajolock B.V.	Vlaardingen	61782580
13	JRS Rotating Service B.V.	Vlaardingen	66994632
14	JLS Loading Arm Service B.V.	Vlaardingen	66994926
15	J. de Jonge Mechanical B.V.	Vlaardingen	66988632
16	J. de Jonge Mechanical region NW B.V.	Vlaardingen	24473215
17	JMEC Engineering B.V.	Vlaardingen	24183437
18	J. de Jonge Shared Service B.V.	Vlaardingen	67261159

### Application of GHG Protocol

The control approach was then applied. From this, the following conclusions were drawn about allocating CO<sub>2</sub> emissions to the organisation:

## J. de Jonge Group B.V.

#	Company Name	Control (%)
1	J. de Jonge Flowsystems B.V.	0%
2	J. de Jonge International B.V.	0%
3	J. de Jonge Specialties B.V.	0%
4	Heat Exchanger Service B.V.	100%
5	JLA Loading Technology B.V.	100%
6	Bajolock B.V.	0%
7	JRS Rotating Service B.V.	100%
8	JLS Loading Arm Service B.V.	100%
9	J. de Jonge Mechanical B.V.	100%
10	J. de Jonge Mechanical region NW B.V.	100%
11	JMEC Engineering B.V.	100%
12	J. de Jonge Shared Service B.V.	100%

The following entities are excluded from the boundary due to the nature of the entity (only administrative B.V./ holding company, no emissions): J. de Jonge Flowsystems B.V., J. de Jonge International B.V., J. de Jonge Specialties B.V., Bajolock B.V.. The remaining entities belong to 'part S' and fall within the boundary of J. de Jonge Group.

## Application of lateral method

After applying the method according to the GHG Protocol, the lateral method was performed. Here, the organisational boundary should be chosen such that there are no C-providers among the A-providers. Therefore, an AC analysis of the providers was performed. Based on the procurement data of the largest providers, the following overview was drawn up. These together constitute at least 80% of the total procurement turnover (A-providers). It was then analysed whether these A-suppliers also include C-suppliers (group suppliers). If so, these are classified as AC providers and should be added to the organisational boundary. This analysis was repeated until no AC providers were located among the A-providers. The analysis can be found in the Excel document "AC analysis".

Among the A-suppliers are three suppliers that are part of the J. de Jonge Group concern:

- J. de Jonge Lease B.V.
- Lexrent B.V.
- J. de Jonge Tankx B.V.
- J. de Jonge L.L.C.
- JLS Loading Arm Service Belgium B.V.
- J. de Jonge Mechanical N.V.
- J. de Jonge Flowsystems Middle East Co. W.L.L
- J. de Jonge Beheer B.V.
- J. de Jonge Groenenboom beheer
- De Jonge Koggehaven Vastgoed B.V.

All the above entities belong to 'Part L' and are added to the boundary, except for the following entities due to the administrative/financial nature of the entities: J. de Jonge flowsystems Middle

East Co. W.L.L (administrative), J. de Jonge Beheer B.V. (administrative), J. de Jonge Groenenboom management (real estate), De Jonge Koggehaven Vastgoed B.V. (real estate).

### Disclaimer

According to the requirements, it is mandatory to include all AC suppliers in the organisational boundary. However, if properly justified and in consultation with the certifying body, it may be decided not to include certain AC suppliers. Some arguments that could make this possible are:

The AC supplier operates in countries where the CO<sub>2</sub> Performanceladder does not apply;

- The AC supplier is many times larger than the organisation and supplies only a small portion of its sales to the organisation;
- The AC supplier's activities affect only a small part of the organisation's CO<sub>2</sub> footprint. Savings opportunities lie in other activities;
- There is no operational impact on the AC supplier.

### Establishing the organisational boundary

The organisational boundary as stated on the certificate is as follows:

#	Company Name	Location	Chamber of Commerce Number
1	J. de Jonge Group B.V.	Vlaardingen	66984041
2	Heat Exchanger Service B.V.	Vlaardingen	24268839
3	JLA Loading Technology B.V.	Vlaardingen	58922075
4	JRS Rotating Service B.V.	Vlaardingen	66994632
5	JLS Loading Arm Service B.V.	Vlaardingen	66994926
6	J. de Jonge Mechanical B.V.	Vlaardingen	66988632
7	J. de Jonge Mechanical region NW B.V.	Vlaardingen	24473215
8	JMEC Engineering B.V.	Vlaardingen	24183437
9	J. de Jonge Shared Service B.V.	Vlaardingen	67261159
10	J. de Jonge Lease B.V.	Vlaardingen	24258702
11	J. de Jonge Tankx B.V.	Vlaardingen	80308988
12	Lexrent B.V.	Delft	72210710
13	J. de Jonge L.L.C.	Jubail	CRN 1010332510
14	JLS Loading Arm Service Belgium B.V.	Antwerpen	ON 0686.792.167
15	J. de Jonge Mechanical N.V.	Antwerpen	ON 0466.385.486

From the previous reporting year, it was decided to exclude the consumption of J. de Jonge GmbH from the footprint because the entity's activities contribute minimally to the organisation's total CO<sub>2</sub> emissions and are therefore considered non-material. It is a small sales location with two employees. Both employees have a car. Operations are carried out by the Dutch entities.