

# **KRONE FLEET**



Sustainability Report

**2025 | 2026**

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## **GENERAL INFORMATION**

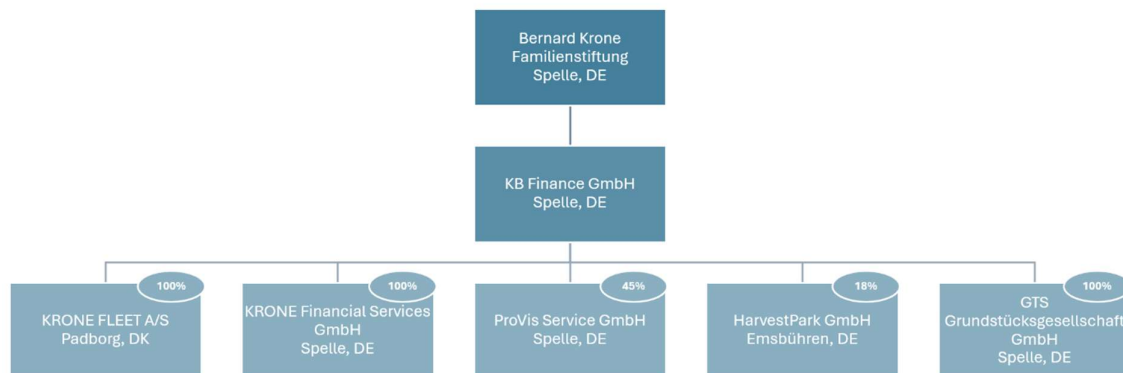
# GENERAL INFORMATION

## B1 Basis for Preparation:

Today, sustainable success is inseparably linked to social responsibility. Responsible business conduct must go beyond purely financial indicators: it is about actively integrating the needs of people in the company's own environment into entrepreneurial actions.

To make this claim measurable and comparable, transparent communication is relied upon. The present report was therefore prepared on a voluntary basis in reference to the VSME Standard (Voluntary Sustainability Reporting Standard). By applying both the Basic and the Comprehensive Modules, the company follows the recommendation of the European Commission of 30 July 2025 and establishes a solid foundation for future reporting. This report on corporate social responsibility has also been prepared in accordance with section 99a of the Danish Financial Statements Act.

The consolidated VSME report was prepared for KB Finance GmbH and the consolidated subsidiaries. The company structure is shown below.

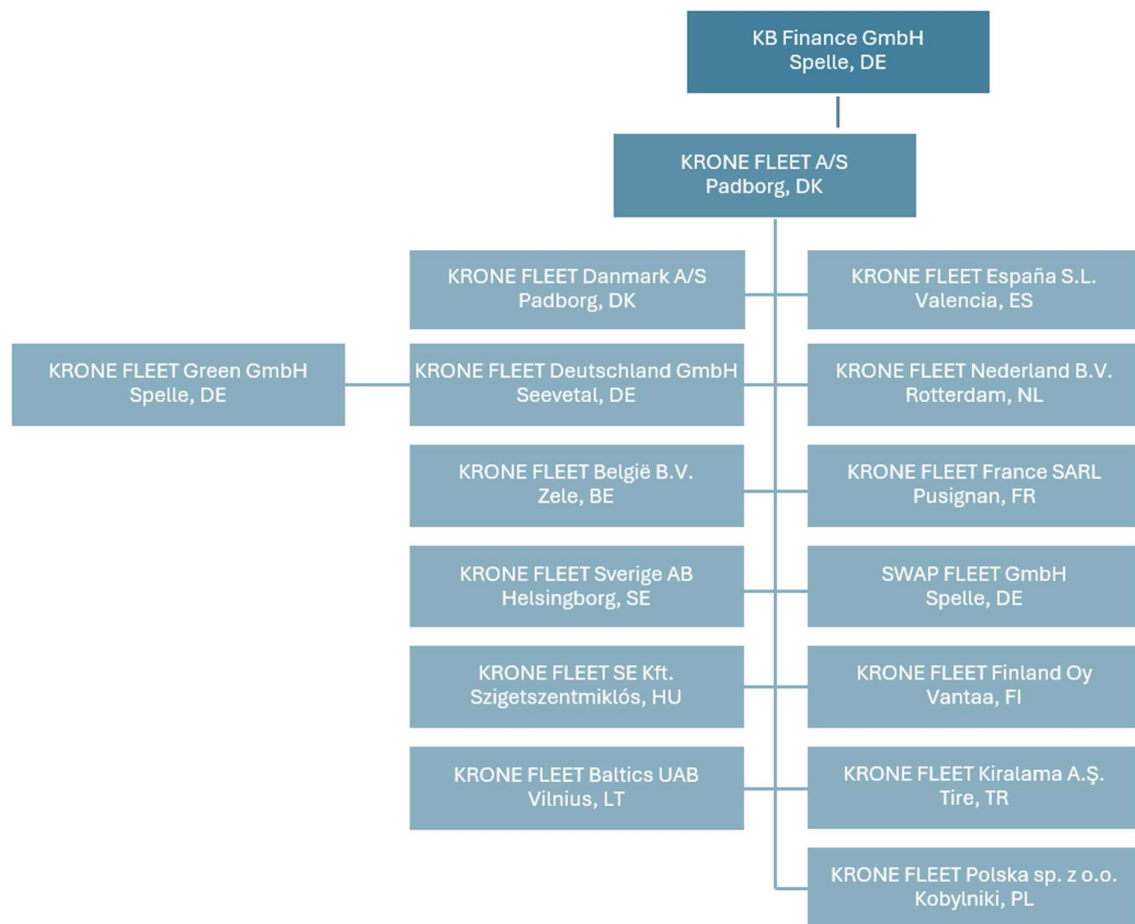


KRONE FLEET Group (KFG) is fully integrated into the Bernard Krone Family Foundation Group. The Bernard Krone Family Foundation holds 100% of the shares in KB Finance GmbH, domiciled in Germany, which in turn is the 100% owner of KRONE FLEET A/S, domiciled in Denmark.

All information in this report relates to the financial year 2025/2026 (01 August 2025 – 31 July 2026). The companies ProVis Service GmbH and HarvestPark GmbH are not part of

this sub-group report, as their consolidation takes place at a higher level outside the scope of this report.

This report covers the activities of the entire KB Finance GmbH. In the interest of fair presentation, the focus of data collection and analysis lies primarily on the largest operating business unit, the KRONE FLEET Group (KFG). As this group generates the predominant share of consolidated revenue and forms the core of business activities, its key figures represent the material environmental and social impacts of the organization. Where appropriate, data were supplemented at sub-group level in order to present a complete picture of environmental and social performance.



KFG operates in the European region and belongs to the service sector. With a fleet of more than 26.000 rental units, KFG offers its customers a comprehensive range of services in eleven countries. At the end of the 2026 financial year, a total of 129.1 employees (FTE) were employed within the group in the areas of rental and service.

Within KFG, KRONE FLEET A/S assumes the central role of the parent company under whose umbrella the group's operating subsidiaries are managed. KRONE FLEET A/S thus acts as the operational holding company of KFG. The management of the company consists of Søren Outzen and Kim Raun. It has a three-member supervisory board consisting of Ole Klose, Aloys Schnellte and Heiner Brüning.

Below KRONE FLEET A/S are all operating companies of KFG, each of which is held 100%:

| Name                          | Registered Address                                                   |
|-------------------------------|----------------------------------------------------------------------|
| KB Finance GmbH               | Heinrich-Krone-Straße 10, 48480 Spelle                               |
| KRONE FLEET A/S               | Kilen 5, 6330 Padborg                                                |
| KRONE FLEET Danmark A/S       | Kilen 5, 6330 Padborg                                                |
| KRONE FLEET Deutschland GmbH  | Hittfelder Kirchweg 32, 21220 Seevetal                               |
| KRONE FLEET España S.L.       | Pl. Alquería de la Culla 4, 46910 Alfafar/Valencia                   |
| KRONE FLEET Kiralama A.Ş.     | İbni Melek 2. Yol Sk. No:1, 35900 Organize Sanayi Bölgesi/Tire/İzmir |
| KRONE FLEET Nederland B.V.    | Bunschotenweg 10, 3089 Rotterdam                                     |
| KRONE FLEET België B.V.       | Baaijensstraat 13, 9240 Zele                                         |
| KRONE FLEET France SARL       | Rue Jacqueline Auriol, 69330 Pusignan                                |
| KRONE FLEET Baltics UAB       | Stasylių g. 21, LT-02241 Vilnius                                     |
| KRONE FLEET Sverige AB        | Avtalsvägen 1, 261 51 Landskrona                                     |
| KRONE FLEET Hungary           | Leshegy út 21, 2310 Szigetszentmiklós                                |
| SWAP FLEET GmbH               | Osterstraße 15, 49770 Herlake                                        |
| KRONE FLEET Green GmbH        | Heinrich-Krone-Straße 10, 48480 Spelle                               |
| KRONE FLEET Finland Oy        | Hakkilankaari 4, 01380 Vantaa                                        |
| KRONE FLEET Polska sp. z o.o. | ul. Widok 11, 62-070 Dąbrówka                                        |

The structure is clearly hierarchical and is characterized by full capital and voting rights control along the shareholding chain. This ensures uniform strategic management, governance and control throughout the entire KFG.

As part of the preparation of this report, KFG assessed sustainability-related impacts, risks, and opportunities across its own operations and relevant parts of the upstream and downstream value chain. The assessment was performed by management in cooperation with the operational functions responsible for fleet management, finance, human resources, and compliance. The evaluation considered the nature and scale of business activities, regulatory developments, stakeholder expectations, and the potential effects on the company's operations and long-term business development.

Based on this assessment, climate change, circular economy, and workforce-related matters were identified as the most relevant sustainability topics for KFG. Climate change was considered material due to the greenhouse gas emissions associated with the operation of leased trailers and evolving regulatory requirements. Circular economy was identified as a key topic because the business model is based on lifecycle management, refurbishment, reuse, and the resale of trailers. Workforce-related matters were considered material due to the importance of qualified employees, occupational health and safety, employee retention, and workforce development for the successful operation of the business.

The assessment is reviewed periodically and updated where significant changes in business activities, stakeholder expectations, or regulatory requirements occur.

## **C1: Business Model and Sustainability**

KFG operates in NACE sector 77.12 and provides services in the field of trailer rental as well as related digital solutions. The group's business model is based on providing modern trailers, equipped according to demand, to customers from the transport and logistics industry. KFG offers flexible rental models that cover both short-term and long-term usage requirements. In addition to pure rental services, the offer generally also includes accompanying services such as maintenance, repair and fleet management. This supports high availability and operational reliability of the trailers for customers. Due to its European presence, KFG is able to serve cross-border customer requirements and support consistent service quality across multiple markets.

## Value Chain



The value creation of KFG is divided into several successive stages that represent the entire life cycle of the trailers within the business model.

In the first step, trailers are procured primarily from the vehicle manufacturing plants of KRONE Commercial Vehicle SE. Procurement focuses on standardized and customer-oriented trailer solutions that meet the qualitative and technical requirements of the transport and logistics industry.

In the second step, the core business, trailer rental (Rental Solutions), takes center stage. The vehicles are made available to customers under flexible rental models that cover both short-term and long-term periods of use.

In addition, in the third step, KFG offers services (Service Solutions) that accompany the entire life cycle of the vehicle. These include, among others, maintenance and repair services, damage repairs and tire management. The objective is to support high availability and operational performance for customers.

In addition, digital solutions enable customers to digitally manage and monitor their fleets, supporting transparency and the efficient management of fleet operations.

At the end of the usage cycle, in the fourth step, used trailers are sold to used-vehicle dealers within the KRONE Group. Through the structured marketing of the trailers, an additional value contribution is realized within the group structure.

### **External Stakeholders**

KFG maintains relationships with a variety of external stakeholders who are directly or indirectly affected by the company's business activities or who influence the company's economic, environmental and social performance.

#### Suppliers (Trailers and Spare Parts)

The central suppliers of trailers and spare parts are affiliated companies of the KRONE Group, all of which are fully integrated and wholly owned. The trailers are predominantly procured within the KRONE Group. For this reason, a dedicated supplier code of conduct has not been implemented at present.

#### Third-Party Manufacturers of Components

In the area of spare parts, manufacturers of tires, brake manufacturers as well as suppliers of air suspension bellows are used, among others. These components are of central importance for the operational safety and availability of the trailers.

Tires are procured exclusively via certified service partners, mounted by them and disposed of in a professional manner. The entire life cycle is therefore in the hands of an established partner network. All spare parts are procured through a comprehensive service network, which supports a reliable supply and rapid availability during ongoing operations.

#### Workshops and Service Partners

The maintenance and servicing of the trailers are carried out via a network of external service partners. The KRONE FLEET service network provides extensive coverage throughout Europe. Key topics in this area include occupational safety, the quality of service performance, and compliance with statutory inspection and safety requirements.

### Customers

The customers of KFG predominantly come from the transport and logistics industry. For the transport of dangerous goods, the trailers are specially approved for the transport of hazardous materials (e.g., with ADR certification). The business relationships are based on standardized General Terms and Conditions (GTC), supplemented by individual rental agreements.

### Financier

For KFG, whose business model is based on the rental of truck trailers, financial institutions represent one of the central external stakeholder groups. As the operation and continuous expansion of the fleet are capital-intensive, stable and long-term refinancing is essential to the company's operational flexibility and liquidity.

### Insurance

In close cooperation with specialized insurance companies in several countries, comprehensive insurance coverage for the fleet and the associated liability risks is maintained. This cross-border collaboration supports compliance with the varying regulatory requirements of each market while providing a stable foundation for customers. A key focus is on liability insurance. The structure of the insurance coverage follows the market-standard conditions of transport logistics. In many core markets, liability coverage is arranged in such a way that trailers are directly integrated into the insurance of the towing unit. Insurance partners and coverage concepts are regularly evaluated to support the protection of assets and compliance with local laws in all operational regions.

### Other Service Providers

KFG supports the quality and operational readiness of its trailer fleet through a specialized network of external service providers. These partners handle professional maintenance, the servicing of cooling units, and the proactive replacement of wear and tear parts. In addition, external experts carry out all legally required inspections, supporting compliance with technical and regulatory standards. Through this close cooperation, the company combines its administratively oriented structure with operational service quality and road safety throughout the entire lifecycle of the vehicles.

### Downstream Value Chain / Buyers of Used Vehicles

Used trailers are sold almost entirely within the KRONE Group. Handover takes place in a condition that meets MOT requirements and is fully roadworthy. Vehicle-specific information such as chassis number, technical condition, and service history is documented.

## **B2: Practices, policies and future initiatives for transitioning towards a more sustainable economy**

KFG has established a policy framework covering climate change mitigation, circular economy, and workforce management. The policy defines objectives, responsibilities, and implementation principles for these topics across the organization.

The policy applies to KFG's operations, employees, fleet management activities, and relevant business relationships within the value chain. Responsibilities for implementation are assigned to management and the relevant operational functions. The application of the policy is monitored through performance indicators and regular management reviews.

### **Climate Change**

KFG aims to continuously optimize fleet utilization and operational performance, evaluate low-emission technologies, and support the consideration of lifecycle-related environmental aspects in fleet management and transport logistics.

The company is consistently committed to achieving a high utilization rate of its fleet from both an operational and economic perspective. Increased fleet utilization enables existing assets to be used by multiple customers over time. The rental model is designed to support higher asset utilization and the continued use of existing assets throughout their operational lifecycle.

The strategic orientation closely follows customer and market requirements, which are increasingly shaped by environmental considerations. KFG pursues a technology-open approach and continuously evaluates, in close cooperation with manufacturing partners, which solutions are best suited to the operational requirements and transport logistics applications.

Several concrete initiatives illustrate this technology-open approach. Within the KRONE

Group, e-trailers from Trailer Dynamics are being actively researched and evaluated for their potential future use in the fleet. In the cooling segment, various drive technologies for the E-Cool Liner are being made available to evaluate and support the evaluation of alternative drive technologies for the operation of refrigerated trailers. Furthermore, the Duo-Trailer concept is considered a promising approach to increasing efficiency, particularly in Scandinavia, combinations with a dolly axle and two trailers have already become established, as a single truck can move a higher payload supporting increased transport capacity per trip. The willingness to test new technologies at an early stage and integrate them into the portfolio reflects the company's self-image as a reliable partner, actively supporting customers in the selection and implementation of transport logistics solutions that meet their operational requirements.

### **Circular Economy**

KFG aims to extend asset lifetimes, support reuse and refurbishment activities, implement measures to support waste reduction, and promote resource management practices throughout the trailer lifecycle.

The corporate group applies circular-economy principles in the trailer segment by extending the service life of vehicles through resale after their primary period of use. Trailers that have reached the end of their operational phase are carefully inspected, repaired where necessary, and sold to a partner company. This practice is intended to support material reuse and the continued use of fleet vehicles throughout their operational lifecycle. By following this approach, equipment can remain in use for an extended operational period. A concrete example of circular-economy implementation can be found in tire management. As part of a structured carcass-management system, used tires are not disposed of after their first service life but are systematically collected and professionally reprocessed whenever possible. By retreading carcasses that meet the required quality standards, the lifespan of the tires is extended. This approach extends the operational use of tire carcasses and supports the material handling and reuse processes within the tire lifecycle. Carcass management is an important element of the company's lifecycle management approach, supporting the recovery, reuse, and handling of materials throughout the product lifecycle.

Another example of the application of circular-economy principles is refurbishment.

Through this structured reconditioning process, the average service life of trailers can be extended, supporting the continued use of assets over a longer operational period. The refurbishment program demonstrates how systematic lifecycle extension can support the continued use of existing assets while also providing economic benefits by retaining materials and production value within the asset lifecycle.

### **Own Workforce**

KFG aims to provide a safe, inclusive, and fair working environment while supporting equal opportunities and continuous employee development.

KFG employs its own workforce and is committed to fair working conditions, workplace safety, and equal treatment of all employees. Regardless of gender, age, origin, or other personal characteristics, the company applies transparent criteria in employment-related decisions.

At the same time, the company actively promotes employee development through targeted training, education, and qualification programs to strengthen individual potential and enable professional growth.

A positive corporate culture based on trust, collaboration, open communication, and mutual respect supports motivation, engagement, and an inclusive working environment. Through these measures, KFG aims to provide a working environment that supports equal opportunities, employee development, collaboration, and mutual respect.



## ENVIRONMENT

# ENVIRONMENT

## Methodology and Calculation Basis for Greenhouse Gas Emissions

Greenhouse gas (GHG) emissions are determined uniformly in CO<sub>2</sub> equivalents. Emissions of other greenhouse gases are not reported separately. The calculations are based on recognized emission factors from official sources such as the German Environment Agency (Umweltbundesamt).

### Calculation Method and Organizational boundaries

GHG accounting is carried out in accordance with the GHG Protocol using the operational control approach. To enhance transparency, two calculation methods are applied:

- Location-based method: The calculation is based on country- or region-specific emission factors of the local electricity grid mix.
- Market-based method: This approach uses supplier- or contract-specific emission factors. It enables the presentation of differences resulting from the targeted procurement of electricity from renewable sources compared to the general grid mix.

### Operational Parameters and Assumptions

The data basis for this report primarily covers the central office locations in Germany. Since the business activities of the corporate group at all locations consist exclusively of administrative functions, the verified consumption and emission values of KFG's German entity serve as a basis for the extrapolation methodology applied to the group. To ensure consistent accounting across the entire corporate group, the data from international locations were methodologically extrapolated based on the number of office workstations available. This consistent scaling using the number of workplaces provides a standardized basis for data estimation across operational units.

The emissions of the company's own vehicle fleet were additionally determined based on estimated values. Since no complete recording of individual fuel consumption was available, the fuel use of combustion-engine vehicles was calculated using estimated average mileage and vehicle-specific consumption values. This conservative approach is intended to provide a reasonable estimate of mobile combustion processes within the

overall emissions balance. For the rented trailer fleet, the average kilometers driven per trailer type were determined using GPS data. These data provide the basis for estimating fuel consumption and resulting fleet emissions.

Unless otherwise stated, environmental data are based on estimates and extrapolation methodologies.

### B3: Energy and greenhouse gas emissions

Since the procurement of certified green electricity is not yet possible across all international locations, the respective country-specific energy mix is consistently used for emission calculations. This reflects the respective composition of the local electricity grid, including fossil, nuclear, and renewable energy sources. However, the company continues to evaluate opportunities to increase the share of directly sourced renewable electricity where local infrastructure and market conditions allow.

| B3 - Breakdown of energy consumption (in MWh)  |           |               |                                   |
|------------------------------------------------|-----------|---------------|-----------------------------------|
|                                                | Renewable | Non-renewable | Total renewable and non-renewable |
| Electricity (as reflected in utility billings) | 45.93     | 113.77        | 159.70                            |

A portion of the company's vehicle fleet is operated electrically. In areas where full electrification is currently not practicable, conventional vehicles remain in operation. The fleet composition is reviewed on a regular basis, taking operational requirements and available technologies into account.

| B3 - Estimated Greenhouse Gas Emissions considering the GHG Protocol Version 2004 (in tCO <sub>2</sub> e) |                          |
|-----------------------------------------------------------------------------------------------------------|--------------------------|
|                                                                                                           | Current Reporting Period |
| Year (date)                                                                                               | 2025-08-01 - 2026-07-31  |
| Gross Scope 1 GHG Emissions                                                                               | 61.45                    |

During the reporting period from 1 August 2025 to 31 July 2026, the greenhouse gas emissions of KFG were recorded in accordance with the GHG Protocol and reported in tonnes of CO<sub>2</sub> equivalents (tCO<sub>2</sub>e). Where primary activity data were not available, emissions were estimated using defined assumptions, extrapolation methods, and recognized emission factors. Direct emissions from the company's own operations (Scope 1) amount to 61.45 tCO<sub>2</sub>e. Emissions were estimated based on average fuel consumption and average annual mileage of the company's vehicles, using recognized emission factors to determine the resulting greenhouse gas emissions. Indirect emissions from purchased energy (Scope 2) total 38.77 tCO<sub>2</sub>e location-based and 25.09 tCO<sub>2</sub>e market-based. Scope 2 emissions were calculated based on the estimated electricity consumption of company-operated electric vehicles and office locations. Electricity consumption for electric vehicles was determined using average consumption values and average annual mileage, while office electricity consumption was based on available data and estimates. Emissions were calculated using location-based and market-based electricity emission factors. The combined Scope 1 and Scope 2 emissions amount to 100.22 tCO<sub>2</sub>e (location-based) or 86.54 tCO<sub>2</sub>e (market-based).

| <b>B3 - Estimated Greenhouse Gas Emissions considering the GHG Protocol Version 2004 (in tCO<sub>2</sub>e)</b> |                                 |
|----------------------------------------------------------------------------------------------------------------|---------------------------------|
|                                                                                                                | <b>Current Reporting Period</b> |
| Year (date)                                                                                                    | 2025-08-01 - 2026-07-31         |
| Gross Scope 2 location-based GHG Emissions                                                                     | 38.77                           |
| Gross scope 2 market-based GHG Emissions                                                                       | 25.09                           |

| <b>B3 - Estimated Greenhouse Gas Emissions considering the GHG Protocol Version 2004 (in tCO<sub>2</sub>e)</b> |                                 |
|----------------------------------------------------------------------------------------------------------------|---------------------------------|
|                                                                                                                | <b>Current Reporting Period</b> |
| Year (date)                                                                                                    | 2025-08-01 - 2026-07-31         |
| Total Scope 1 and Scope 2 GHG Emissions (location-based)                                                       | 100.22                          |
| Total Scope 1 and Scope 2 GHG emissions (market-based)                                                         | 86.54                           |

The vast majority of emissions arise from upstream and downstream value-chain activities (Scope 3). Total Scope 3 emissions amount to 667,802.28 tCO<sub>2</sub>e. This figure is largely shaped by two categories. The category Downstream Leased Assets accounts for 612,705.92 tCO<sub>2</sub>e, reflecting the greenhouse gas emissions associated with customers' use of leased truck trailers. Emissions in this category were determined by multiplying the average number of trailers on rent during the reporting period, segmented by trailer category, by the corresponding average estimated emissions per kilometer (kgCO<sub>2</sub>e/km) provided by KRONE and the average annual kilometers travelled per trailer type. The mileage figures were derived from telematics data collected from the fleet. The aggregated results represent the greenhouse gas emissions associated with the operation of leased trailers by customers and form the basis for reporting emissions in this Scope 3 category. In addition, 55,096.36 tCO<sub>2</sub>e are reported under the category Purchased Goods and Services. Emissions were calculated by multiplying the number of trailers purchased during the reporting period, segmented by main trailer category, by the corresponding estimated average manufacturing emissions (tCO<sub>2</sub>e per unit) provided by KRONE. The resulting figure represents the greenhouse gas emissions associated with the production of the trailers purchased and serves as the basis for reporting emissions in this Scope 3 category.

| <b>B3 - Estimated Greenhouse Gas Emissions considering the GHG Protocol Version 2004 (in tCO<sub>2</sub>e)</b> |                                 |
|----------------------------------------------------------------------------------------------------------------|---------------------------------|
|                                                                                                                | <b>Current Reporting Period</b> |
| Year (date)                                                                                                    | 2025-08-01 - 2026-07-31         |
| <i>1. Purchased Goods and Services</i>                                                                         | 55,096.36                       |
| <i>13. Downstream Leased Assets</i>                                                                            | 612,705.92                      |
| Total Scope 3 GHG emissions                                                                                    | 667,802.28                      |
| Total Scope 1 Scope 2 and Scope 3 GHG Emissions (location-based)                                               | 667,902.50                      |
| Total Scope 1 Scope 2 and Scope 3 GHG Emissions (market-based)                                                 | 667,888.82                      |

The main share of emissions does not arise from the company's direct operations but from the use of rental assets by the lessees. This circumstance highlights the relevance of close collaboration with customers and partners to identify opportunities for operational improvements along the transport chain. Total emissions across all three scopes amount to 667,902.50 tCO<sub>2</sub>e on a location-based basis and 667,888.82 tCO<sub>2</sub>e on a market-based basis. The reported Scope 3 emissions are based on estimated activity data, manufacturer-specific emission factors, telematics information and defined assumptions. Actual emissions may differ from the reported figures due to variations in asset utilization, driving behavior and operating conditions.

| <b>B3 - Greenhouse gas emission intensity per turnover (in tCO<sub>2</sub>e)</b> |      |
|----------------------------------------------------------------------------------|------|
| Total Scope 1 Scope 2 and Scope 3 GHG Emissions intensity                        | 3.80 |

## B6: Water

Water does not represent a material operational resource for the rental of trailers. Nevertheless, the careful use of water is promoted at the administrative locations. The office sites are not located in areas currently identified as being subject to high water stress.

Based on the nature of its business activities, KFG has not identified material impacts, risks, or opportunities related to water or marine resources, as trailer rental activities primarily consist of administrative and fleet management functions rather than water-intensive operations. The corporate group also does not process raw materials that are of material relevance to the environmental condition of marine waters.

The water withdrawal KPI has been determined using the annual water bill of the German site as the primary data source. Water consumption for other group entities was estimated using the number of office workstations as an allocation factor and extrapolated to derive a consolidated group-wide figure.

| B6 - Water Withdrawal                                                                                   |        |
|---------------------------------------------------------------------------------------------------------|--------|
| Total amount of water withdrawn from all sites (cubic meters m <sup>3</sup> )                           | 228.91 |
| Amount of water withdrawn at sites located in areas of high water-stress (cubic meters m <sup>3</sup> ) | 0.00   |

## B7: Ressource use, circular economy and waste management

In the area of trailer rental, circular economy principles are incorporated into business operations. The concepts of avoidance, reuse, recycling, and recovery are reflected in the corporate strategy. The objective is to support lifecycle management and the continued use and recovery of assets where appropriate throughout the lifecycle of the rental fleet. Implementation is achieved through close collaboration between fleet management, procurement, and repair management.

## Extension of Product Life Cycles

A key element of the company's lifecycle management approach is the extension of trailer product lifecycles. This is achieved through two central pillars:

### Maintenance and Refurbishment

Through systematic maintenance of wear components (such as braking systems and tires) and the targeted renewal of curtains or floor panels, the technical service life of the assets is extended.

During the 2025/2026 reporting period, a total of 333 swap bodies underwent comprehensive refurbishment and technical renewal instead of being decommissioned at the end of their first usage cycle. Thanks to this structured reconditioning process, the average product life cycle was extended by four years. The refurbishment program illustrates the application of lifecycle extension measures and supports the continued use of assets, materials, and components within the existing asset base.

As part of a structured casing management system, used tires are systematically collected at the end of their first service phase and sent for professional reprocessing instead of being disposed of directly. By retreading suitable casings, the service life of the tires is extended, and suitable tire casings remain in use for an extended operational period.

### Transfer to the Secondary Market

After reaching the intended service life within the rental fleet, the trailers are almost exclusively sold to a specialized partner company within the KRONE Group, which refurbishes the vehicles for resale and prepares them for an additional usage phase. Through this structured process, the trailers undergo refurbishment and are prepared for further use following the end of their initial rental phase.

## Resource and Waste Management in Office Operations

In addition to technical fleet management, the design of office operations plays an essential role. The objective is to support waste management through targeted measures and to direct unavoidable waste to appropriate recycling processes.

### Strategies for Waste Prevention

Waste management considerations are incorporated into procurement activities and the design of daily work processes:

- **Digitalization:** Digital document management systems and electronic invoicing are used in place of paper-based processes where appropriate.
- **Reusable systems:** Reusable products are used in break and common areas where practicable. Single-use packaging and capsule systems are avoided where suitable alternatives are available.
- **Durability of office equipment:** When selecting IT hardware and office furniture, repairability and expected service life are considered. Defective devices are repaired whenever technically feasible.

### Systematic Waste Separation

To support structured waste management, a separation system is used at the administrative sites. Waste is collected separately according to the following categories:

- **Paper and cardboard:** Collected in separate containers for subsequent recycling processes.
- **Lightweight packaging (yellow bag/bin):** Separate collection of plastics, metals, and composite materials for sorting and recovery.
- **Electronic waste and batteries:** Proper disposal at designated collection points for appropriate handling and processing.
- **Residual waste:** Minimization of this fraction through consistent separation; remaining waste is directed to thermal recovery.

Through regular employee awareness initiatives and clear labeling of collection points, employees are supported in applying the waste hierarchy in everyday office operations. This approach supports the separation and collection of waste streams in accordance with the established waste management process.

For the reporting period, the waste generation KPIs primarily reflect waste arising from KFG office locations. Waste related to trailer refurbishment, maintenance, and end-of-life treatment is generally managed and processed by external partners.

In addition, trailers leaving the fleet are typically sold to another company within the KRONE Group and are therefore not treated as waste within KFG direct operations.

Due to the limited availability of site-specific waste data for office locations, the reported figures were estimated using average waste generation factors and extrapolated based on the number of employees/workstations at each office site. This approach is intended to provide an estimate of office-related waste generation while taking into account the operational structure of the business and the allocation of waste management responsibilities within the value chain.

| B7 - Waste generated                                               |                     |                                    |                            |                                                          |
|--------------------------------------------------------------------|---------------------|------------------------------------|----------------------------|----------------------------------------------------------|
| Type of waste                                                      | Unit of measurement | Waste diverted to recycle or reuse | Waste directed to disposal | Amount of waste recycled reused and directed to disposal |
| 20 01 01 - Non-Hazardous - Paper and cardboard                     | kilograms (kg)      | 3,408.24                           | 0.00                       | 3,408.24                                                 |
| 20 01 08 - Non-Hazardous - Biodegradable kitchen and canteen waste | kilograms (kg)      | 0.00                               | 4,260.30                   | 4,260.30                                                 |
| 20 01 39 - Non-Hazardous - Plastics                                | kilograms (kg)      | 852.06                             | 0.00                       | 852.06                                                   |
| <b>Total waste generated (mass)</b>                                | kilograms (kg)      |                                    |                            | 8,520.60                                                 |

## C4: Climate risks

KFG is exposed to several material environmental risks related to its circular business model and resource management approach, particularly in relation to the lifecycle management of trailers. Through an assessment of its operations and value chain, the company identified that ineffective refurbishment, reuse, and resale processes could lead to increased waste generation and reduced asset utilization throughout the trailer lifecycle. These risks may materialize in the short term through operational inefficiencies and higher waste volumes, and in the medium term through changing stakeholder expectations regarding lifecycle management and circular economy practices. As a result, effective lifecycle management remains a key factor in supporting the company's lifecycle management and resource management objectives.

KFG aims to further develop its lifecycle management approach and circular business model in the coming years. The company expects to increase the share of refurbished and reused assets within the fleet and to further extend asset lifecycles through enhanced maintenance and reconditioning processes. In addition, measures relating to waste management and recycling processes are expected to be further developed across relevant operations.



**SOCIAL**

## B8: Workforce – General characteristics

A key element of the corporate strategy is the long-term retention and development of qualified employees. To support continuity, knowledge transfer, and social security, a structured human resources policy is pursued. The entire workforce is employed under permanent contracts. For the purposes of the following information, one full-time equivalent (FTE) corresponds to a weekly working time of 35 hours and serves as a standardized basis for calculating and comparing employee figures in this report. At the end of the 2025/2026 financial year, a total of 129.10 FTEs were employed within companies of KB Finance GmbH.

| B8 – Workforce – General characteristics - Type of contract |                           |
|-------------------------------------------------------------|---------------------------|
| Type of contract                                            | Number of employees (FTE) |
| Permanent contract                                          | 129.10                    |
| Temporary contract                                          | 0.00                      |
| <b>Total employees</b>                                      | <b>129.10</b>             |

| B8 – Workforce – General characteristics - Turnover rate            |              |
|---------------------------------------------------------------------|--------------|
| <i>Number of employees who left during the reporting period</i>     | 5.47         |
| <i>Number of employees at the beginning of the reporting period</i> | 120.94       |
| <i>Number of employees at the end of the reporting period</i>       | 129.10       |
| <b>Employee turnover rate [%] in the reporting period</b>           | <b>4.38%</b> |

The workforce composition by gender, based on recorded full-time equivalents (FTEs), is presented below for the reporting period:

| B8 – Workforce – General characteristics - Gender |                           |
|---------------------------------------------------|---------------------------|
| Gender                                            | Number of employees (FTE) |
| Male                                              | 89.54                     |
| Female                                            | 39.56                     |
| Other                                             | 0.00                      |
| Not reported                                      | 0.00                      |
| <b>Total employees</b>                            | <b>129.10</b>             |

## Geographical Distribution of the Workforce

The workforce is distributed across various international locations, with activities at all sites primarily consisting of administrative functions. Employees are recorded on a country-by-country basis as of the respective reporting date. The majority of employees are located in Germany and Denmark, where the Group's central administrative and management functions are based.

| B8 – Workforce – General characteristics - Country of employment |                           |
|------------------------------------------------------------------|---------------------------|
| Country of employment contract                                   | Number of employees (FTE) |
| Denmark                                                          | 22.72                     |
| Germany                                                          | 58.09                     |
| Spain                                                            | 15.29                     |
| Netherlands                                                      | 5.97                      |
| Belgium                                                          | 5.71                      |
| France                                                           | 11.03                     |
| Sweden                                                           | 3.43                      |
| Poland                                                           | 3.43                      |
| Finland                                                          | 3.43                      |
| <b>Total employees</b>                                           | <b>129.10</b>             |

## B9: Workforce – Health and safety

As business activities are predominantly carried out by administrative staff, the management of occupational health and safety primarily focuses on preventing strain associated with office and screen-based work. A healthy working environment is considered an important factor in supporting employee well-being and long-term workforce stability.

### Physical Health and Ergonomics

To address physical strain, particularly in relation to the musculoskeletal system, the company implements targeted workplace measures. Office workplaces are equipped in accordance with ergonomic principles, including the increasing use of height-adjustable desks, ergonomic office chairs, and dual-monitor setups.

### Mental Health and Prevention

The company monitors psychological stress that may arise from workload intensity, time pressure, or digital overload. To support work-life balance, the company offers flexible working time models as well as the option for mobile working.

Furthermore, a working environment based on trust and mutual support is fostered through flat hierarchies and regular feedback discussions which is intended to support employee well-being and collaboration.

The health and safety indicators presented in this report are calculated based on FTEs. One FTE is defined as an employee working 35 hours per week, corresponding to 1,484 working hours per year. This standardized approach supports consistency and comparability of workforce-related data across the reporting period. The total number of hours worked was calculated by multiplying the annual working hours of one FTE (1,484 hours) by the total number of FTEs (129.10), resulting in 191,584.40 hours worked during the reporting period.

The rate of recordable work-related accidents is calculated by dividing the number of recordable work-related accidents by the total hours worked and multiplying the result by a standardized reporting factor. During the reporting period, one recordable work-related accident was recorded, resulting in an accident rate of 1.04.

In the 2026/2027 financial year, KFG plans to further develop its workforce-related policies, employee development initiatives, and occupational health and safety measures.

| <b>B9 – Workforce – Health and safety</b>                                              |            |
|----------------------------------------------------------------------------------------|------------|
| Number of recordable work-related accidents in the reporting period                    | 1.00       |
| <i>Number of hours worked by one full-time employee in the reporting period</i>        | 1,484.00   |
| <i>Total number of hours worked in a year by all employees in the reporting period</i> | 191,584.40 |
| <b>Rate of recordable work-related accidents in the reporting period</b>               | 1.04       |
| Number of fatalities as a result of work-related injuries and work-related ill health  | 0.00       |

The company plans to continue developing initiatives that support employee wellbeing, including further improvements to workplace ergonomics, flexible working arrangements, and measures to promote work-life balance.

### **B10: Workforce – Remuneration, collective bargaining and training**

Remuneration policy is based on defined compensation principles and recognition of performance. Competitive and performance-based compensation is regarded as an important element of the company's human resources approach. KB Finance GmbH ensures that all employees receive remuneration that is at least in line with the applicable statutory minimum wage, and in many cases exceeds the applicable statutory minimum wage.

#### **Focus on Skilled Professionals and Individual Development**

The company currently employs one apprentice. The personnel strategy primarily focuses on the continuous development of existing skilled employees and specialists. Employee development is based on the individual strengths, qualifications, and development needs of employees.

### **C5: Additional (general) workforce characteristics**

The composition of management is presented below for the reporting period from 1 August 2025 to 31 July 2026:

| <b>C5 – Additional (general) workforce characteristics</b>               |       |
|--------------------------------------------------------------------------|-------|
| <i>Number of male employees at management level</i>                      | 20.00 |
| <i>Number of female employees at management level</i>                    | 4.00  |
| <b>Female-to-male ratio at management level for the reporting period</b> | 0.20  |

Flexible working models support different career paths and management responsibilities and are intended to facilitate access to leadership positions for employees with different professional and personal circumstances.

## **C6: Additional own workforce information - Human rights policies and processes**

KFG is committed to upholding human rights and maintaining fair and safe working conditions for all employees. The company has established human rights principles that cover key areas including the prohibition of child labour, forced labour, and human trafficking, as well as the prevention of discrimination and the promotion of occupational health and safety, complying with applicable European Union legislation and internationally recognized human rights and labour standards. These principles are intended to support a working environment based on respect, equal treatment, and workplace safety across the organization. In addition, KRONE Group provides its workforce with a complaint-handling mechanism that also enables KFG employees to raise concerns or report potential violations confidentially and without fear of retaliation. Through these measures, the company seeks to support compliance with applicable human rights standards and promote awareness of integrity, respect, and accountability within the organization. Through its compliance with relevant EU regulations and labour standards, KFG aims to uphold the rights, well-being, and dignity of its workforce.

Potential non-compliance with labour, human rights, and occupational health and safety requirements, could result in legal, financial, and reputational impacts. Further risks may arise from discrimination, unequal treatment, workplace accidents, or insufficient employee engagement and retention. To manage these risks, the company follows applicable European Union regulations and labour standards, maintains human rights principles, and provides employees with access to a complaint-handling mechanism.

Looking ahead, KFG intends to further develop its human rights, compliance, and employee well-being practices by continuously monitoring legal developments, supporting a safe and inclusive working environment, and supporting employee development through training and qualification programs. The company will continue to review and update its policies and processes to support alignment with evolving regulatory requirements and stakeholder expectations.

No human rights incidents, complaints, discrimination cases or confirmed breaches were identified during the reporting period.

# Governance

## C9: Gender diversity ratio in the governance body

The company's management structure is designed to support effective and transparent oversight of its business areas. The Management Board is responsible for both the strategic direction and the day-to-day operations and works closely with the supervisory bodies to support the company's long-term business development. The Supervisory Board acts as a controlling body and oversees the Management Board. It is composed of experienced members who provide independent advice and review of the company's activities. When appointing members to executive bodies, particular emphasis is placed on professional qualifications and personal suitability.

| C9 – Gender diversity ratio in the governance body at 2026-07-31  |      |
|-------------------------------------------------------------------|------|
| Number of female board members at the end of the reporting period | 0.00 |
| Number of male board members at the end of the reporting period   | 3.00 |
| Gender diversity ratio in governance body                         | 0.00 |

## B11: Convictions and fines for corruption and bribery

KFG has established a policy prohibiting corruption and bribery and is committed to conducting its business with integrity and in compliance with applicable laws and regulations. Bribery, facilitation payments, and any form of improper advantage are strictly prohibited under all circumstances. The company's policy is based on the principles of transparency, accountability, and ethical business conduct.

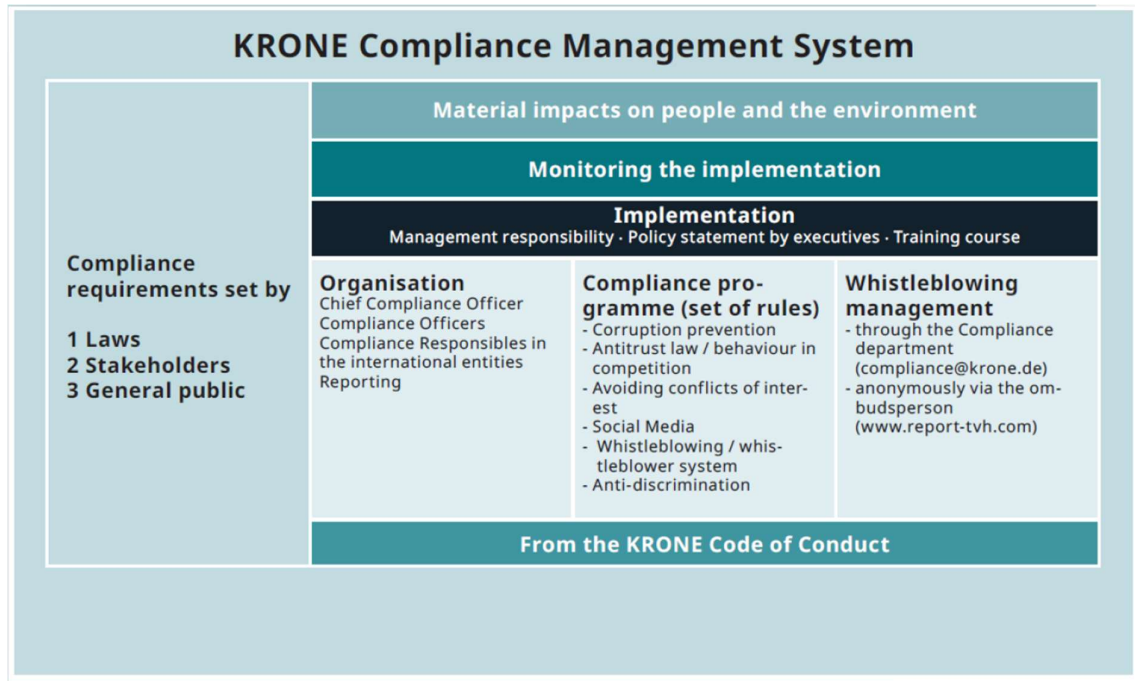
The policy applies to all employees and is communicated to relevant business partners where applicable. It is supported by the company's code of conduct and compliance management system, which includes principles such as the four-eyes principle, regular compliance training, and clear reporting channels.

As part of its risk management and governance framework, KFG conducts comprehensive due diligence processes to assess potential risks associated with its business activities and partners. Financial due diligence includes the analysis of balance sheets, cash flows,

and the overall financial and earnings position of companies. In addition, legal due diligence reviews key corporate documents, as well as ongoing legal disputes and litigation matters. Prior to entering into new business relationships, the Risk Management Team evaluates potential business partners to identify financial, legal, compliance, and reputational risks. These assessments support informed decision-making and the identification of regulatory and compliance-related risks and contribute to the establishment of reliable and long-term business relationships across the company's value chain.

During the reporting period, no cases of corruption or bribery were identified, and there were no fines or ongoing proceedings. Regulatory requirements are continuously monitored, and measures are adjusted in response to changes in risk profiles.

The compliance management system is aligned with the recognized standards set out in IDW PS 980 and is designed to support the early identification of risks related to material violations of laws and internal regulations and to reduce the risk of systematic breaches through defined controls and procedures. In this way, the Management Board seeks to meet its responsibilities relating to the prevention of legal violations and supports compliance with the statutory requirements for risk management and proper corporate governance pursuant to Section 130 (1) of the German Administrative Offences Act (OWiG). The implemented principles and measures encompass the key elements of a compliance management system, in particular the organizational structure and processes established within the company. The measures are intended to reflect the “tone from the top” set by the company’s management, i.e., the values, ethical principles, and standards of conduct that shape the organization. The whistleblowing system implemented at KRONE is designed in accordance with the requirements of the German Whistleblower Protection Act. It also provides an option for anonymous reporting via the international reporting platform [www.report-tvh.com](http://www.report-tvh.com).



To further develop its anti-corruption framework, KFG intends to continuously enhance its compliance and risk management framework. This includes regularly reviewing and updating internal policies and procedures, increasing employee awareness through targeted training and communication measures, and further integrating anti-corruption considerations into due diligence processes for new business partners. The company also aims to strengthen monitoring and reporting mechanisms to support the timely identification and management of potential compliance risks. By fostering a culture of integrity, transparency, and ethical business conduct, KFG seeks to identify and mitigate corruption-related risks and support transparent and compliant business relationships with customers, business partners, employees, and other stakeholders.

# IMPRESSUM

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