

Product Carbon Footprint for EV Line

1 | Smappee's mission

To create a world where everyone relies exclusively on renewable, locally generated, and affordable energy, ensuring sustainable living for future generations.

2 | Purpose of the Carbon Footprint Report

Smappee is a purpose-driven organisation. Our ESG Strategy is built on 3 core pillars:

- We strive for carbon neutrality as a company and as a partner.
- We design our products and services with sustainability at their core.
- We foster innovation and transparency in all our activities.

These principles are part of Smappee's DNA, embedded throughout the entire Smappee organisation, and aim to support our partners in their ESG pursuits.

The Corporate Carbon Footprint plays a crucial role in contributing to the 1st pillar of Smappee's ESG strategy. It enables Smappee to measure, manage, and mitigate its environmental impact, while supporting product and process innovation, fostering transparency and strengthening partnerships – all contributing to Smappee's overarching mission.

3 | Calculation & Reporting Methodology

The Corporate Carbon Footprint of Smappee nv is calculated on a yearly basis, in accordance with the Greenhouse Gas (GHG) Protocol. It details emissions across all relevant scopes as defined by the GHG Protocol. The Base Year is 2023 and the organisational boundaries are defined using the Operational Control approach, which ensures that all emissions from operations under Smappee's control are accounted for within the scope of the report. We have employed the following methodologies and data sources to calculate our GHG emissions:

- Activity data collection from operational records and utility bills.
- Emission factors sourced from ADEME and Ecoinvent databases.
- Estimation techniques for unavailable data, in line with GHG Protocol guidelines.

The specific Product Carbon Footprints (PCF) of the different references of the Smappee EV Line are not available yet. In 2026, a project will be deployed to calculate and report the EPD (Environmental Product Declaration) documentation for the different types of chargers.

In the meantime, an average indication is used as a reference for benchmark.

To calculate this average Product Carbon Footprint for Smappee's EV Product line the definition of Ecoinvent was followed. This database provides detailed data on the environmental impacts associated with various products and services throughout their entire life cycle — from raw material extraction, production, and use to disposal or recycling.

The Ecoinvent Product Type “Charger production, for electric passenger car” was used for comparison purposes (Ecoinvent Update 3.12). The definition is product activity-based within the geography of Global, from cradle to gate, taking all upstream activities into account. This includes materials and processes used for production and inbound transport.

To calculate the average, we took the sum of the total amount of kgCO₂ equivalent for all purchased components for the EV Line production, related assembling process and total inbound transport. This value was divided by the total weight of materials used for the total volume of chargers (being a mix of the different types).

As a result, the average for the Smappee assortment shows 15.8 kg CO₂ equivalent per kg charger (based on data for FY 2025). The Eco-invent database refers to 28.3 kg CO₂ equivalent per kg charger.

4 | Corporate Carbon Reduction Target

Smappee nv has pledged to reach Net Zero by 2030 at the latest. This Net Zero target implies that all greenhouse gas emissions generated by Smappee will be counterbalanced by an equivalent amount of removal or offsetting, resulting in a net zero emission balance across all emission scopes.

The carbon reduction plan was drafted in 2024, based on the outcome of BY2023 and is rolled out in 2 major phases across all departments:

- Phase 1: Mid 2024 – 2026
Implementing quickwins, including among others:
 - Scope 1: transition to EV-only company fleet.
 - Scope 2: transition to 100% green electricity supply.
 - Scope 3: switch to seafreight for all inbound, non-EU originated transport. And switch from air to truck transport for all outbound European transport.
- Phase 2: 2026 – 2028
Implementing structural changes, including among others:
 - Active value chain approach and selection.
 - Updated raw materials sourcing.
 - Improved eco-design.
 - Overhaul waste management.
 - Recycling processes.

5 | Disclaimer

The average Product Carbon Footprint presented in this report has been compiled based on current best practices, available data, and standard methodologies, including recognized life cycle assessment (LCA) techniques. However, due to the complexity of Carbon Footprint calculations and the reliance on various data sources, including third-party databases and assumptions, there may be uncertainties or inaccuracies inherent in the reported figures. Variations in data quality, changes in operational practices, regional differences, and the dynamic nature of environmental factors can influence the accuracy of the reported average Product Carbon Footprint. As such, the figures provided should be considered as estimates rather than exact measurements.

This report is intended to offer a general understanding of the average Product Carbon Footprint and should not be used as the sole basis for critical decision-making. Stakeholders are encouraged to consider this information within the context of its limitations and to seek further verification or perform additional analysis where precision is essential. Continuous improvements in methodologies and data accuracy are anticipated, and updates to this report may be necessary as new information becomes available.

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