

CARBON REDUCTION PLAN

DAF Trucks



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A PACCAR COMPANY DRIVEN BY QUALITY



Commitment to achieving Net Zero

Baseline Emissions Footprint

Baseline emissions are a record of the greenhouse gases that have been reported in the past and were calculated and set prior to the introduction of any strategies to reduce emissions. Baseline emissions are the reference point against which emissions reduction can be measured.

Baseline year emissions:

Baseline Year: 2018 (scope 1&2); 2019 (scope3)

EMISSIONS	TOTAL (tCO2e)
Scope 1	46,327
Scope 2 (location based)	61,430
Scope 3 (cat 1)	1,868,082
Scope 3 (cat 11)	43,405,933
Total Emissions	45,381,772

Current Emissions Reporting

Reporting Year: 2025

EMISSIONS	TOTAL (tCO2e)
Scope 1	41,633
Scope 2 (location based)	38,966
Scope 3 (cat 1)	1,389,320
Scope 3 (cat 11)	24,164,270
Total Emissions	25,634,189

Emissions reduction targets

In order to continue our progress to achieving Net Zero, we have adopted the following carbon reduction targets:

- We project that carbon emissions will decrease over the next five years to 25,867,610 tCO2e by 2030. This is a reduction of 43% in comparison to the base year 2018 / 2019.
- Our greenhouse gas emissions are highly dependent on production volume, we expect the production volumes to increase in the coming years, yet our target is a target in absolute tons CO2e.
- Almost 95% of our scope 3 emissions are emitted in the use phase of our trucks, that's why the Climate Transition Plan for scope 3 only covers category 11 from the GHG protocol.
- Progress against these targets can be seen in the graph below (please note that the GHG emissions between 2019 and 2023 have not been calculated).

Carbon Reduction Projects

Completed Carbon Reduction Initiatives

The following environmental management measures and projects have been completed or implemented since the 2018 baseline.

The carbon emission reduction achieved by these schemes equate to 19.7 MtCO₂e, a 44% reduction against the 2018 / 2019 baseline.

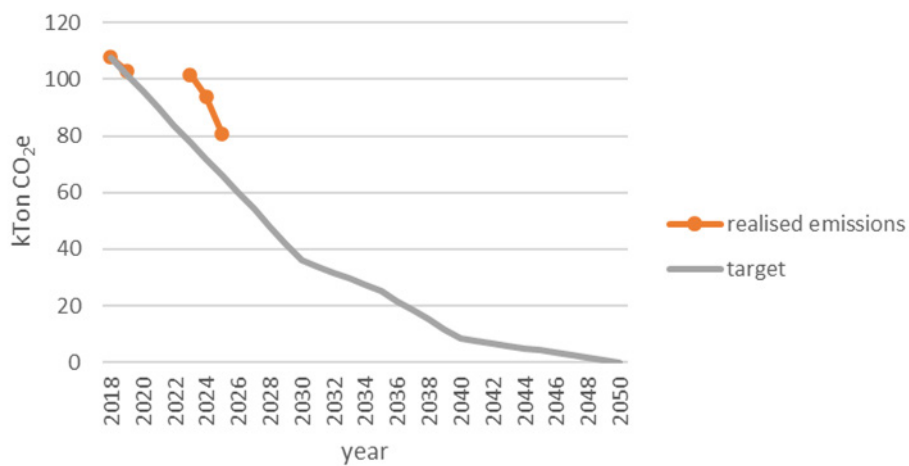
Scope 1 and 2:

- Installation of LED lighting
- Heat recovery where possible
- Improved insulation
- Installation of solar panels
- Update of air handling units

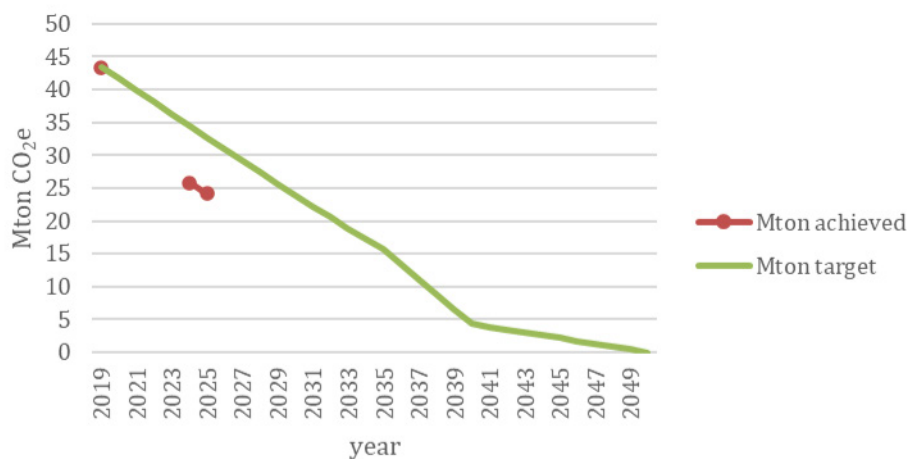
Scope 3:

- Improved truck aerodynamics
- Improved engine performance
- Introduction of Battery Electric Vehicles

GHG emissions scope 1 and 2



GHG emission scope 3 downstream (CAT 11)



One of the main reasons for this significant GHG emission reduction in scope 3 is the reduced production volume. So emissions can be expected to go up again as soon as sales are increasing.

Future carbon reduction initiatives

In the future we hope to implement further measures such as:

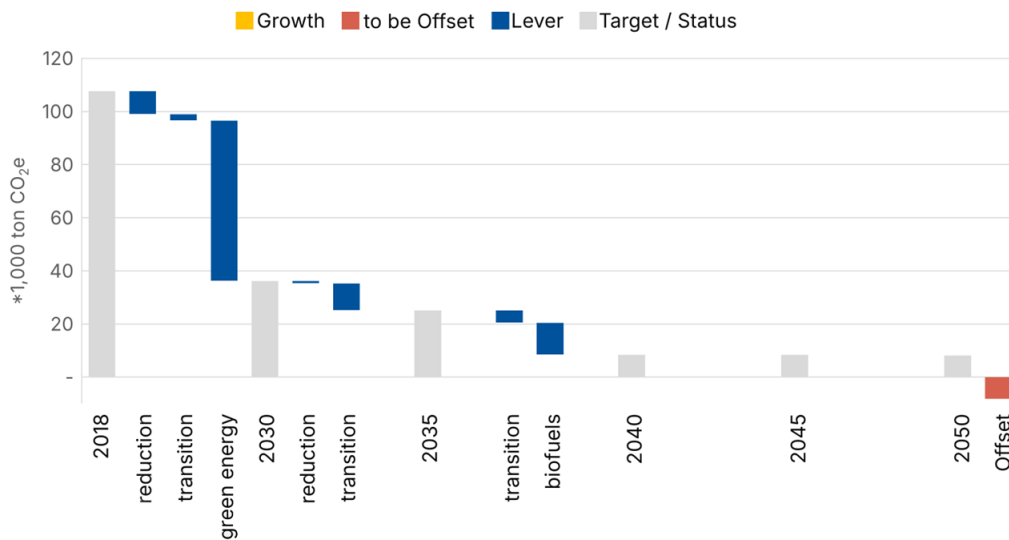
Scope 1 and 2:

- Installation of solar panels
- Electrification of installations
- Heat pumps or earth heat for heating
- Switch fossil fuel to biofuel in Engine Testing

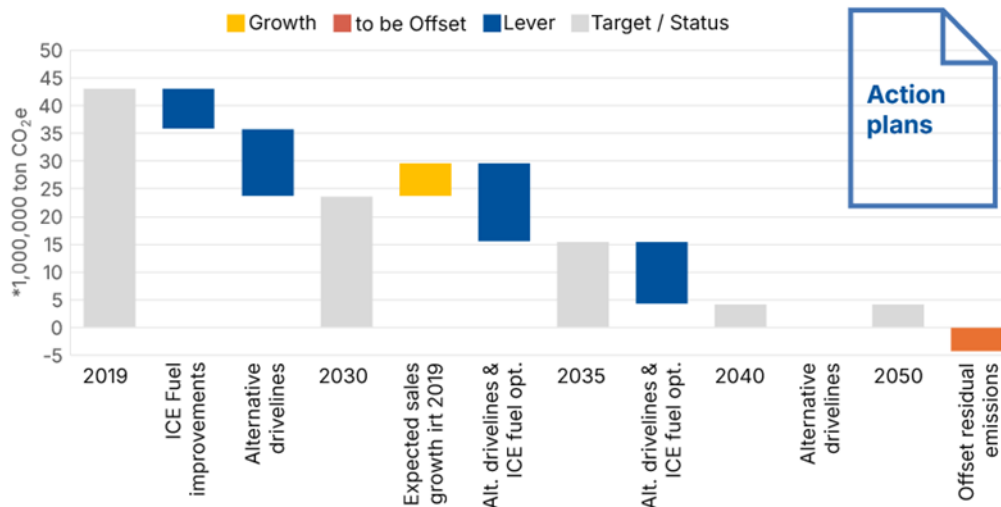
Scope 3:

- Invest in multiple technologies for zero emission trucks
- Increase sales of alternative driveline trucks
- Improve aerodynamics and truck efficiency

DAF CARBON REDUCTION PLAN SCOPE 1+2



DAF CRP SCOPE 3 [DOWNSTREAM - CATEGORY 11]



Key assumptions

The Carbon Reduction Plan is built on a set of interrelated assumptions across policy, technology, markets, infrastructure, finance, and the value chain. The achievability of the targets and commitments in DAF's Carbon Reduction plan hence depend on these factors supporting the targets and commitments. From a policy and regulatory perspective, the plan assumes that EU climate targets and legislation and overall policy objectives remain broadly consistent over time, with emission standards becoming progressively more stringent. It is further assumed that the cost of fossil fuel use will continue to increase.

From a technology standpoint, the plan assumes continued technological progress and cost reductions. Battery technologies are expected to become cheaper and more efficient, while green hydrogen is assumed to become increasingly available at scale. Zero-emission transport solutions are expected to become a cost-effective option for long-haul transport, supported by ongoing innovation in recycled materials and increased availability of low-emission steel.

Market and consumer assumptions underpin the expected uptake of sustainable solutions. The plan assumes rapid growth in electric vehicle adoption and increasing customer willingness to pay a premium for more sustainable products, or alternatively, that site- or sector-specific sustainability legislation will drive demand. In parallel, it is assumed that sufficient renewable energy generation capacity and charging infrastructure will be available, and that current grid congestion challenges will be resolved over time.

From a financial and economic perspective, the Carbon Reduction Plan assumes declining costs for batteries and recycled materials, as well as a continued willingness to invest in greenhouse gas emission reductions across all scopes. Finally, the plan assumes strong alignment across the value chain, with suppliers and customers supporting the transition goals. Increased availability of granular, product-level greenhouse gas emissions data is also assumed, enabling better decision-making, transparency, and progress tracking

Declaration and Sign Off

This Carbon Reduction Plan has been completed in accordance with PPN 006 (for UK) and associated guidance and reporting standard for Carbon Reduction Plans.

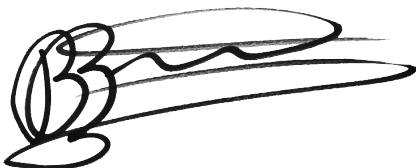
Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard and uses the emission conversion factors for greenhouse gas company reporting as required by the national legislators.

Scope 1 and Scope 2 emissions have been reported in accordance with SECR and CSRD requirements, and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Protocol's Corporate Value Chain (Scope 3) Standard.

This Carbon Reduction Plan has been reviewed and signed off by the board of directors (or equivalent management body).

Signed on behalf of DAF Trucks:

Bart Bosmans

A handwritten signature in black ink, appearing to be 'Bart Bosmans', written over a horizontal line.

Board of Management
Director Marketing & Sales

Date:
May 21, 2026



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