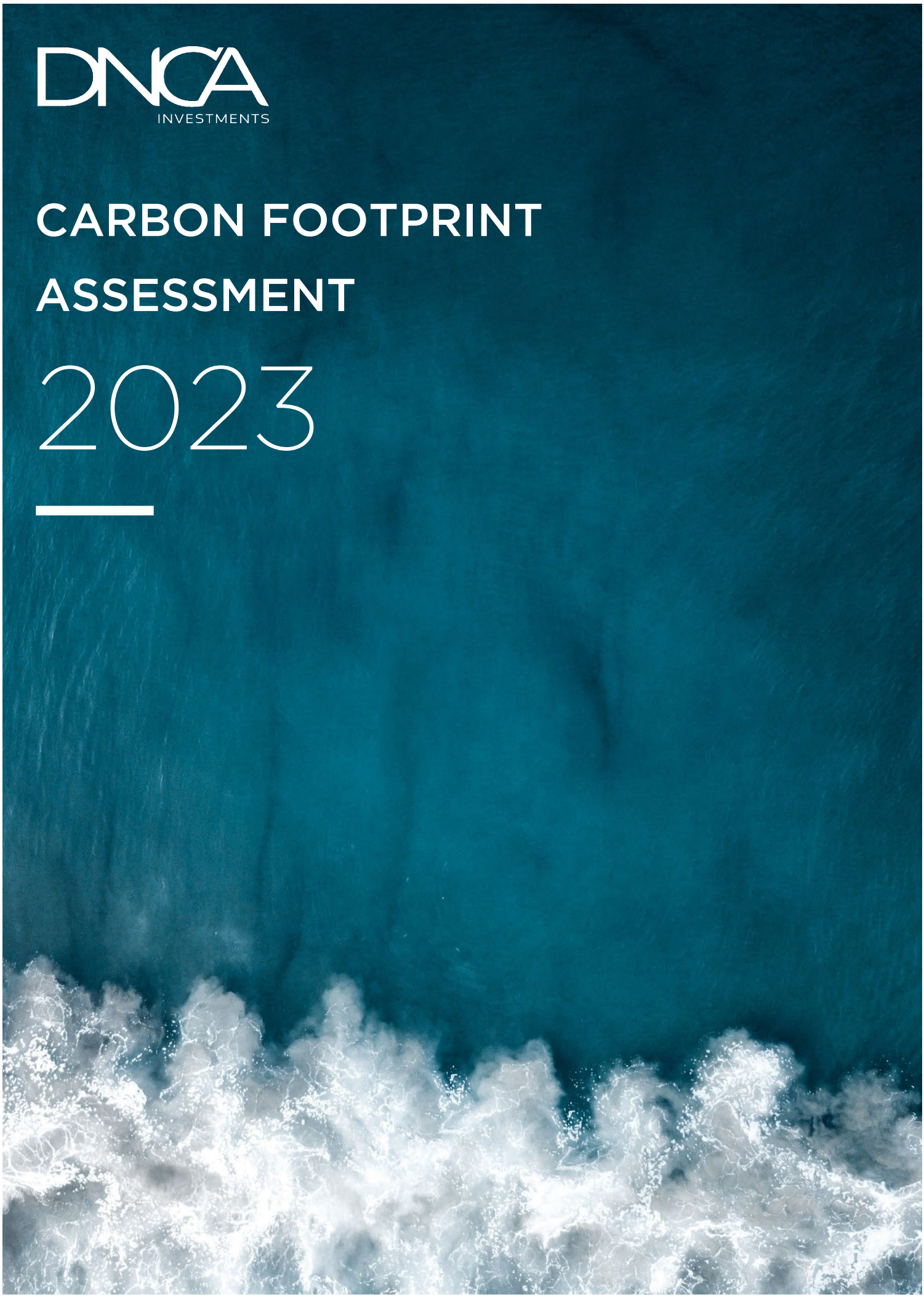
DECEMBER 2024

DNCA INVESTMENTS

CARBON FOOTPRINT ASSESSMENT

2023



EDITORIAL

By Éric Franc, CEO of DNCA Finance

Our determination to integrate environmental, social and governance criteria covers our entire value chain, from sourcing to the distribution of our financial products, and thus goes well beyond the investment function alone. This demonstrates our determination to make ESG criteria effective drivers of our overall performance.

As part of our approach to corporate social responsibility, we pay particular attention to the "9 planetary limits", as defined by the Stockholm Resilience Centre (SRC) in 2009. In September 2023, 6 of the 9 "thresholds beyond which the Earth's natural balances could be destabilised and living conditions could become unfavourable to humanity" were exceeded.

The challenge of preserving biodiversity is closely linked to the fight against global warming, which is now recognised as one of the most decisive contributors. This is why, from 2021, DNCA Finance has committed to calculating and steering its climate trajectory, in compliance with the Paris Agreement, in line with Sustainable Development Goal 13 ("Take urgent action to combat climate change and its impacts"), the UN Agenda, and the two guiding principles of our environmental policy:

- Helping to limit negative impacts and achieve international objectives, including the fight against climate change and biodiversity loss
- Taking into account environmental financial risks, in particular the risks of climate change and the loss of biodiversity, whether physical or transitional

Today, as a member of the Net Zero Asset Managers Initiative, we are publicly demonstrating our engagement to achieve the objective to be carbon neutral with regard to our greenhouse gas emissions. Because of the nature of our business, these emissions are essentially linked to our investments. Our current objective is to align the average temperature index of our portfolios with less than 2.2°C in 2030 and less than 2°C in 2050 compared with 31 December 2020 (scopes 1 and 2), while our ambition is to make it more stringent.

A precondition for achieving this objective is the ability to measure our greenhouse gas emissions as accurately and reliably as possible. Since 2021, the first year for which we carried out a Carbon Footprint Assessment©, we have been committed to a process of continuous improvement in this measurement. In 2022, we took an important step by adopting the principles of the Partnership for Carbon Accounting Financials for our investments. In 2023, we continued our efforts by extending the scope for calculating greenhouse gas emissions (in particular by adding commercial prospecting activities) and we set up a programme for collecting and processing climate data from our main suppliers.

The excellent collection rate we achieved (86%) shows just how crucial the engagement of our partners, to whom we extend our warmest thanks, is in enabling us to develop our "Transition Plan" together and help achieve objectives that serve the community.

1 https://www.netzeroassetmanagers.org/
2 https://carbonaccountingfinancials.com/
3 https://www.dnca-investments.com/

I. PRESENTATION OF THE SCOPE AND METHODOLOGY

1. Objectives and methodology

DNCA Finance is committed to strengthening the scope and quality of the ESG services it provides to its clients. It is also determined to respond with the highest standards to the new demands of its stakeholders in terms of ESG practices.

In this spirit, DNCA Finance wishes to position itself as a driving force in the deployment of sustainable development principles in its own operating methods.

In 2021, the management company has decided to implement a rigorous and recognised method of accounting for its own greenhouse gas emissions through a Carbon Footprint Assessment®, as developed with ADEME and the Association pour la transition Bas Carbone, including the establishment of a greenhouse gas emissions reduction plan (transition plan).

DNCA Finance has decided to monitor its greenhouse gas emissions annually and has therefore repeated the Carbon Footprint Assessment® for 2023.

The report presents the various results obtained from the Carbon Footprint Assessment.

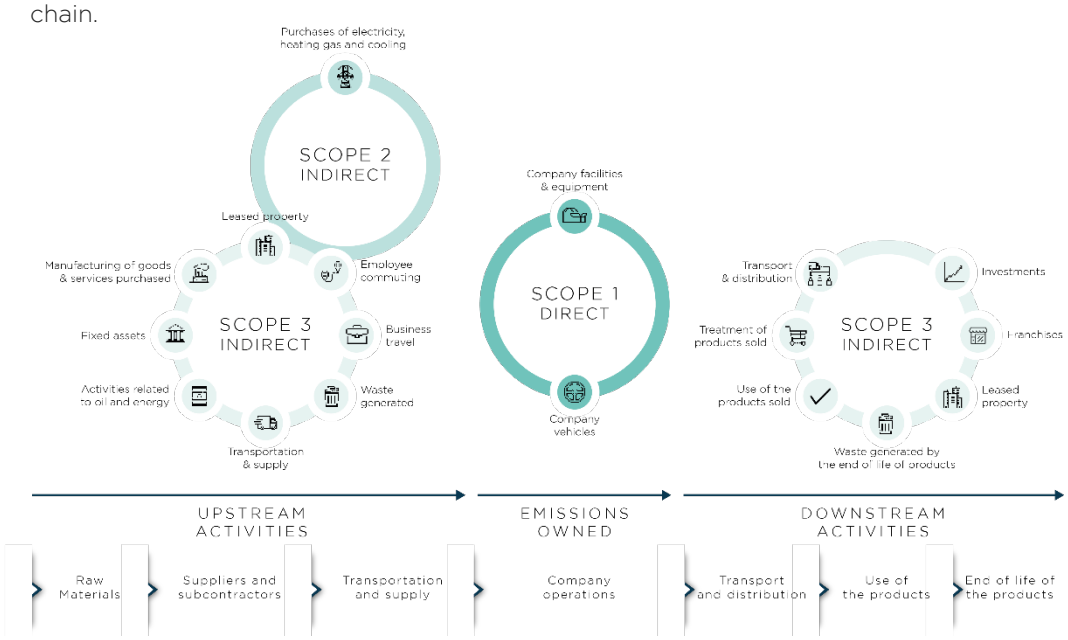
2. Scope

a. Overview of the scope studied

When drawing up a greenhouse gas emissions report, greenhouse gas emissions can be calculated on an organisational level defined by 3 categories of emissions called "scopes":

- **Direct greenhouse gas emissions (or scope 1)**: Direct emissions from fixed or mobile installations located within the organisational scope, i.e. emissions from sources owned or controlled by the organisation.
- **Indirect energy emissions (or scope 2)**: Indirect emissions associated with the production of electricity, heat or steam imported for the organisation's activities.

- **Other indirect emissions (or scope 3)**: Other emissions indirectly produced by the organisation's activities that are not accounted for in scope 2 but are linked to the value chain.



Following on from the Carbon Footprint Assessment 2021 and 2022, the 2023 emissions have been calculated for all the scopes, as shown below:

Emissions linked to DNCA Finance's investment activities have been taken into account. However, the order of magnitude difference in the emissions measured for this investment item and the other items is very significant. This is why this item is presented separately.

This decision was motivated by the desire not to ignore other emissions and to encourage the implementation of actions that would enable the company to work on its low-carbon strategy in parallel with its investment actions.

Finally, for the temporal scope, the Carbon Footprint Assessment ® methodology recommends using a time scale as close as possible to the organisation's activity. DNCA Carbon Footprint Assessment® has therefore been established for the calendar year 2023.

b. Changes to the scope

As DNCA Finance has become more mature with regard to its GHG emissions, the scope of accounting has changed since the previous report, particularly with regard to purchases of services.

3. Investments

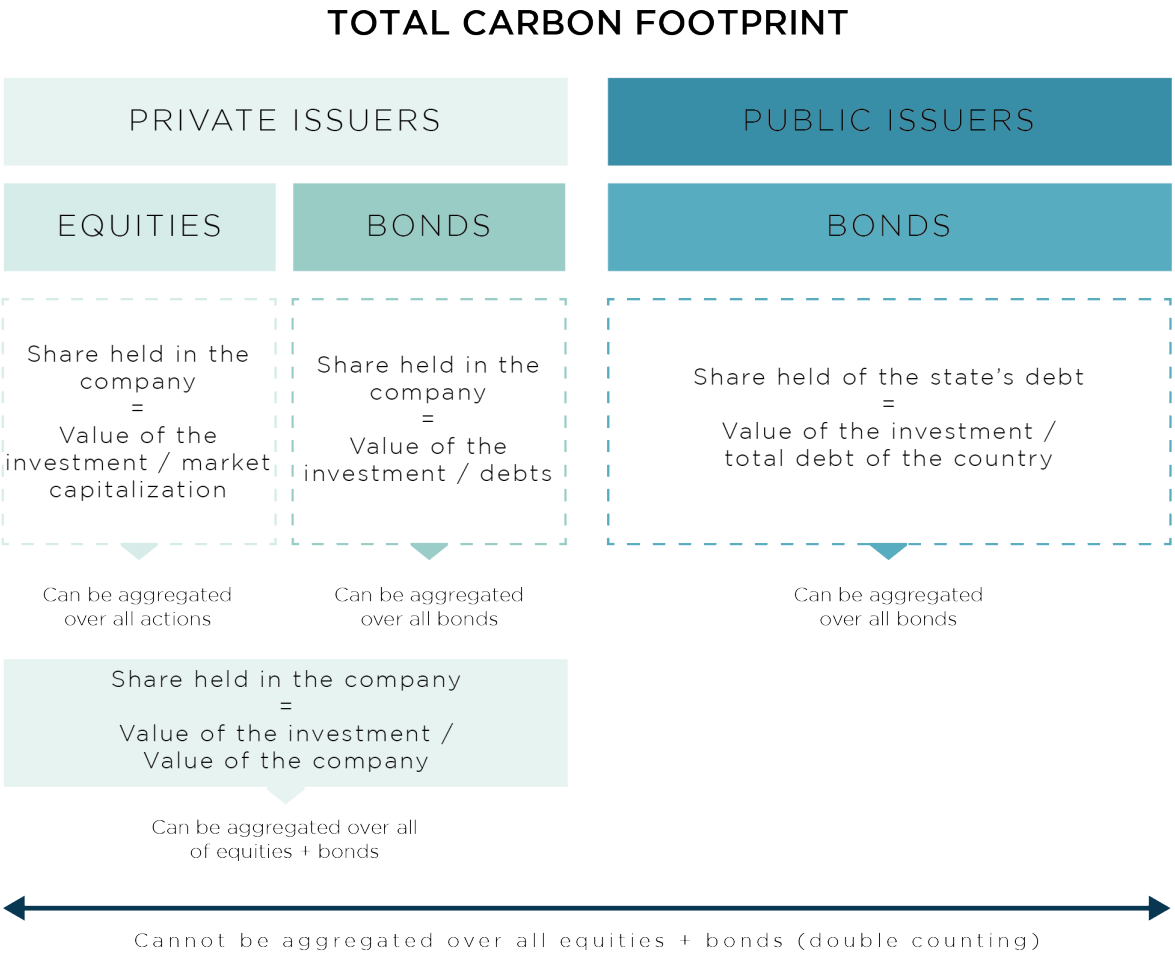
a. Methodology used

DNCA Finance is continuing its efforts on all the metrics used to monitor and control the greenhouse gas emissions of its investments. In 2021, these metrics only covered the scope of private issuers, and were supplied by CDP[4]. In 2022, the metrics also covered the scope of public issuers. This scope has been retained in this report. It should be noted, however, that the data provider (MSCI) changed in 2023 to calculate the metrics for private investments.

[4] Carbon Disclosure Project

In addition, the metrics used to measure emissions comply with the latest recommendations of the PCAF[5], published in its standard relating to emissions financed in December 2022[6]. The method used to calculate investment-related emissions remains that of absolute emissions, which is the only metric that allows aggregation across different types of assets (equities/bonds) and issuers (private/public).

The methodology for calculating this metric varies according to the issuers, as shown in the diagram below:



* Company value = Market capitalization + LT debts - Cash (cash + ST debts).

In compliance with the PCAF rules, the "enterprise value" (EV) metric presented in the 2021 report has been replaced for 2022 by the "enterprise value including cash" (EVIC) metric. This metric is retained for 2023.

In addition, in 2022, it was decided to use the following rules:

- For private issuers:
  - Measure greenhouse gas emissions from private investment activities (equities + bonds) using the ratio "Value of the investment / Value of the company including cash" (in order to be able to aggregate the values obtained for equities and bonds).

[5] Partnership for Carbon Accounting Financials
[6] *"Part 1 - Financed emissions*, December 2022 (https://carbonaccountingfinancials.com/en/standard)

- Limit the calculation of greenhouse gas emissions linked to private investments to Scope 1 + Scope 2 perimeters due to the heterogeneity of Scope 3 emissions reporting practices among private issuers.

- For public issuers:

  - Measure greenhouse gas emissions from public investment activities using the "Value of investment / GDP adjusted for purchasing power" ratio[7] (so that they can be aggregated with emissions from private investment activities).[8]

  - Limit the calculation of greenhouse gas emissions linked to direct emissions from the country[9] (to reduce double counting and remain consistent with the use of Scopes 1 and 2 for private issuers)

These rules have also been retained for 2023.

- Measure GHG emissions from public investment activities using the ratio "Value of investment / GDP adjusted for purchasing power" (so that they can be aggregated with emissions from private investment activities).[10]

- Limit the calculation of GHG emissions linked to the country's direct emissions (to reduce double counting and remain consistent with the use of Scope 1 and 2 for private issuers).

[7] Note that this ratio, proposed by the PCAF in December 2022, was validated by the GHG Protocol in December 2023.

[8] Note that these emissions are not directly comparable; aggregation presents problems of double counting, with some private sector emissions being included in those of the public sector.

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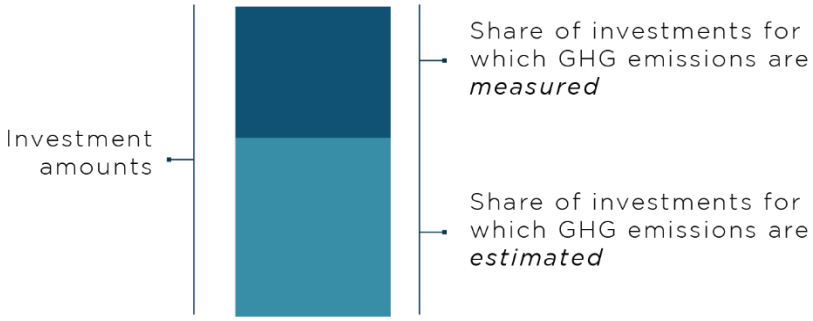
b. Metrics used for calculation

The metrics used for the calculations are as follows:

METRIC	PRIVATE ISSUERS
Greenhouse gas emissions	*Scope 1 GHG emissions (generated by the company's production process) and Scope 2 GHG emissions (emissions linked to electricity consumption)* *Source: MSCI*
EVIC	*Enterprise value, including* cash (in millions of euros) Enterprise value including cash (in millions of euros) at the end of the last available fiscal year. Enterprise value including cash (EVIC) is an alternative measure to enterprise value (EV) for valuing a company by adding cash and cash equivalents to EV. Enterprise value is calculated as the total value of the company (market capitalisation of the company, preference shares, minority interests, total debt) minus cash and cash equivalents. That is, EVIC = market capitalisation at year-end + preference shares + minority interests + total debt. *Source: MSCI*

METRIC	PUBLIC ISSUERS
Greenhouse gas emissions	*Emissions "Production based" (millions TCO2e) = Territorial emissions of a country, including land use, land use change and forestry, based on the PRIMAP dataset* Governments generally report their greenhouse gas (GHG) emissions in compliance with the international standards defined by the Intergovernmental Panel on Climate Change (IPCC) for national greenhouse gas inventories. This means that their carbon estimates and reports are based on a territorial approach and measure emissions on a 'production' basis. This approach takes into account all the one-off emissions generated (or sequestered) within their borders, regardless of the destination of the goods or services; so a country can essentially export its emissions by creating products containing a significant amount of embedded carbon that must be processed in another country. In technical terms, this amounts to the sum of emissions from domestic consumption (domestic emissions) and emissions embedded in exported goods and services (exported emissions). *Source: UNFCC*
Adjusted GDP	*PPP adjusted GDP* *GDP of states adjusted for purchasing power* *Source: World Bank*

Finally, while the coverage of the data makes it possible to calculate 100% of the investments for the scope of public issuers, this is not the case for private issuers. For these issuers, a monetary emission factor has been assigned when emissions had to be estimated:

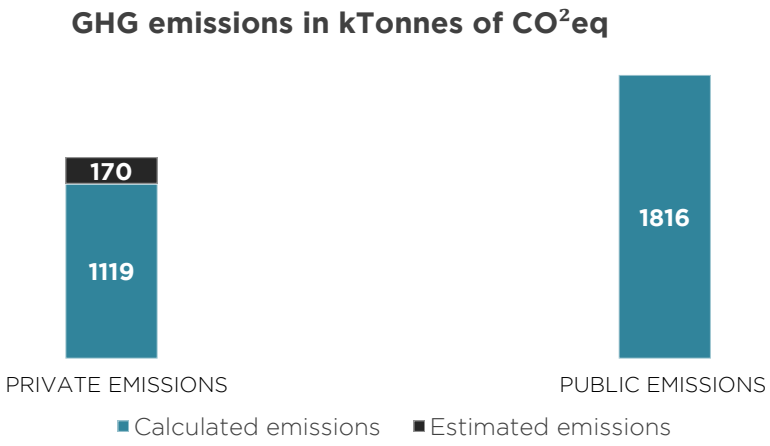


- Calculation of the monetary emissions factor using the part of the investments for which GHG emissions are measured (total GHG emissions/amount of investments covered, in millions of euros)
- Application of the emission factor to the portion of investments for which GHG emissions are not available (emission factor x amount of investments not covered, in millions of euros)

II. DNCA FINANCE'S 2023 CARBON FOOTPRINT ASSESSMENT®

1. Investment activities

Applying the methodology described above, we obtain the following results:



Investments account for 3.10 million tonnes of CO2e, almost 502 times the emissions of all the other items combined. Private issuers accounted for 42% of these emissions and public issuers represented 58%.

The table below shows the top 10 private equity investments that contribute most to greenhouse gas emissions. These issuers account for 587,646 t CO2e or 46% of the emissions from investments for 7% of the amounts invested.

ISSUER	GHG EMISSIONS (T CO2E)	AMOUNT INVESTED (€)
Company 1	*91,474*	*356,121,451*
Company 2	*89,658*	*463,190,420*
Company 3	*75,696*	*159,882,793*
Company 4	*63,159*	*133,402,094*
Company 5	*61,988*	*95,075,954*
Company 6	*55,053*	*17,928,365*
Company 7	*45,461*	*50,691,132*
Company 8	*43,097*	*91,028,326*
Company 9	*36,275*	*19,488,811*
Company 10	*25,784*	*211,738,365*

The carbon footprint of private investments decreased from 80 tonnes of CO^2eq per million euros invested in 2022 to 60 tonnes of CO^2eq in 2023, representing a 25% reduction in the carbon footprint of these investments.

The carbon footprint of public investment fell by almost 20% (from 263 tonnes of CO^2eq per million euros invested to 210 tonnes of CO^2eq).

However, a number of reservations can be raised about the results presented:

- The calculations only take into account scope 1 and 2. The absence of scope 3 artificially widens the gap between the companies with the highest emissions (energy sector, chemical industry, etc.) and those with the lowest.
- The estimate of emissions from private investments for which DNCA Finance does not yet have data is calculated by extrapolating the measure for investments with a known footprint. There is no sectoral differentiation as recommended by the PCAF.[11.]

Recent changes in legislation (CSRD) and projects underway at DNCA Finance should enable some of these reservations to be corrected in the coming years.

THE MAIN DRIVERS OF ACTION FOR INVESTMENTS

- Improving the measurement of emissions linked to investments (scope 3)

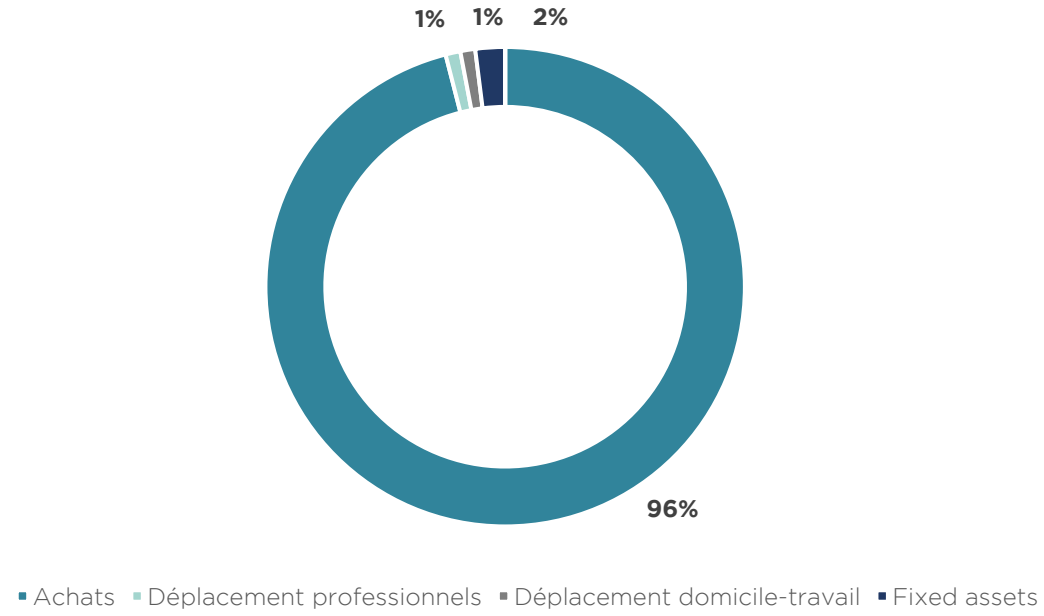
- Adopting quantified reduction targets

- Discussing with the main issuers the definition and/or achievement of their decarbonisation objectives

[11] The PCAF recommends breaking down investments by sector of activity, and within each sector, calculating the "carbon intensity" and applying it to the amount of investments not covered. Our simplified methodology assumes that the sectoral structure of investments not covered by GHG emissions data is identical to that of covered investments.

2. Non-investment activities

Greenhouse gas emissions linked to DNCA Finance's activities outside of investments are estimated at **6,175 t CO2e** for 2023. The graph below shows the breakdown of GHG emissions outside investments.

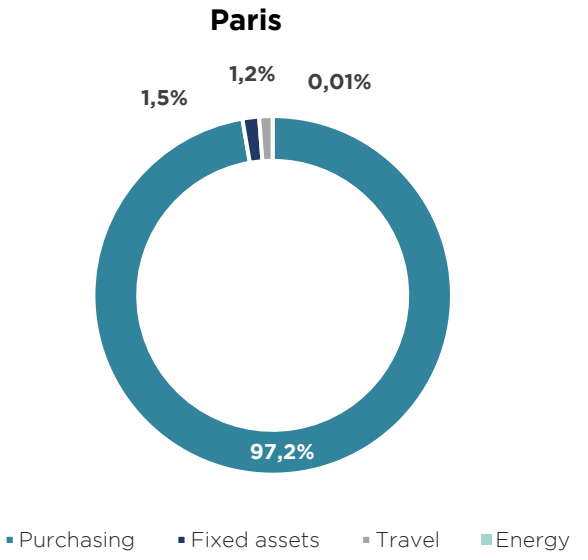


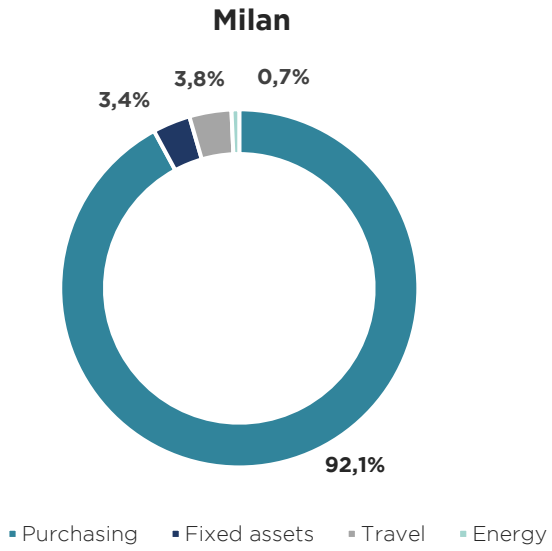
96.2% of total GHG emissions outside investments activities are attributable to **purchasing**, equivalent to **5,939 t CO2e**. However, the calculation methodologies used for the purchasing item lead to a high level of uncertainty (50%). The relative percentages of the various items should be treated with caution.

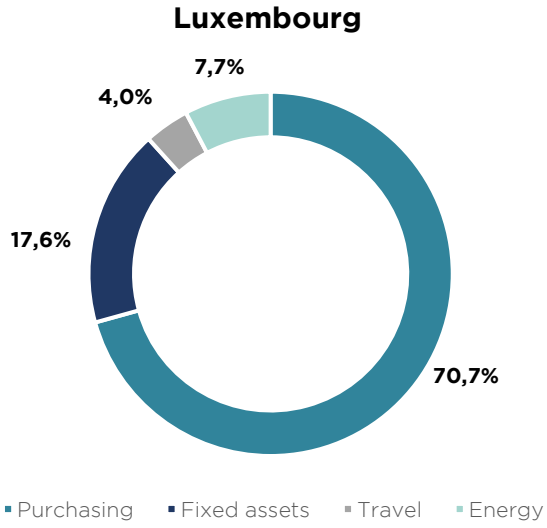
Fixed assets are the second largest contributor to GHG emissions. They represents 2% of the total, or **123 t CO2e**.

Travel and energy account for **91.5 t** and **21 t CO2e** respectively.

Breakdown of GHG emissions for each site:







ITEM	PARIS	MILAN	LUXEMBOURG	TOTAL (in tCO2r)	CHANGE N/N-1
Purchasing	*5 362,61*	*476,85*	*99,90*	*5 939,36*	*-15,7%*
Fixed assets	*80,41*	*17,77*	*24,84*	*123,02*	*-68,8%*
Travel	*66,04*	*19,78*	*5,68*	*91,50*	*13,0%*
Energy	*7,02*	*3,31*	*10,68*	*21,01*	*15,4%*
Total (in tCO2e)	*5 516,08*	*517, 70*	*141,11*	*6 174,89*	*-18,1%*

THE MAIN GENERAL DRIVERS OF ACTION

- Continuing to raise employee awareness of the internal impact of our teams on various emissions categories or via awareness-raising workshops.

- Continuing to put in place appropriate governance arrangements, enabling the company to make an explicit link between the conduct of its operations and its major strategic orientations.

3. Details by item

The results are detailed below item by item, comparing the different sites where relevant. The percentages given for the items described in this section are calculated excluding investment activities.

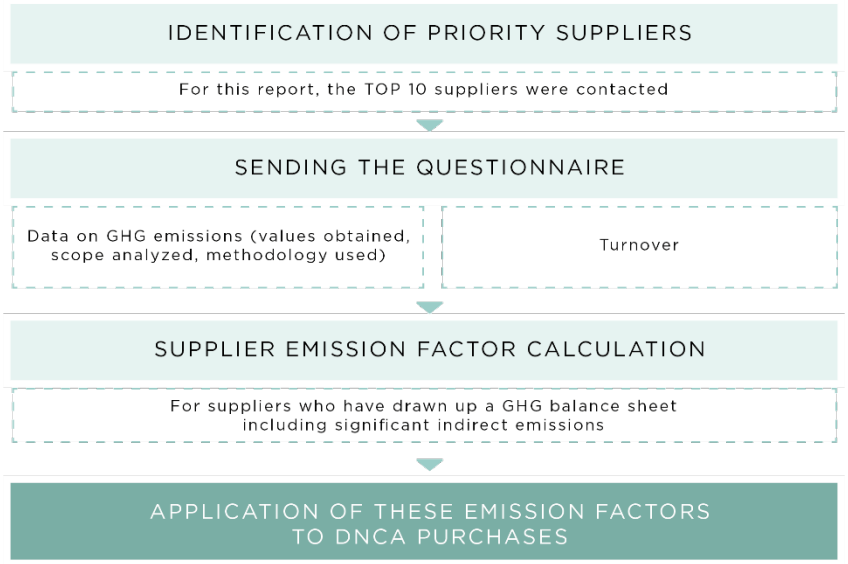
a. Purchasing

Purchasing is the largest item at DNCA Finance, accounting for 96% of the GHG emissions in this report. As in previous years, due to a lack of physical data, this item has been analysed mainly on the basis of accounting entries. The accounting entries have been grouped by business sector and compared with the ADEME monetary ratios. As these ratios are generic, there is considerable uncertainty associated with these estimates.

1) Continuous improvement of measurement

In order to continue to improve measurement, the methodology for collecting and calculating emissions from DNCA's largest suppliers has been extended to the 15 largest suppliers in 2023.

This improvement in measurement quality was achieved as follows:



The aim of the above approach is not only to refine measurement, but also to help raise stakeholders' awareness of carbon issues.

The results are as follows:

15 SUPPLIERS APPROACHED

13 RESPONSES RECEIVED

86% response rate for 47% of amounts analyzed in the purchasing category

9 EMISSION FACTORS CALCULATED

60% of suppliers have a complete scope 3 report, enabling the data collected to be used, i.e. 17% of the amounts analyzed for purchasing.

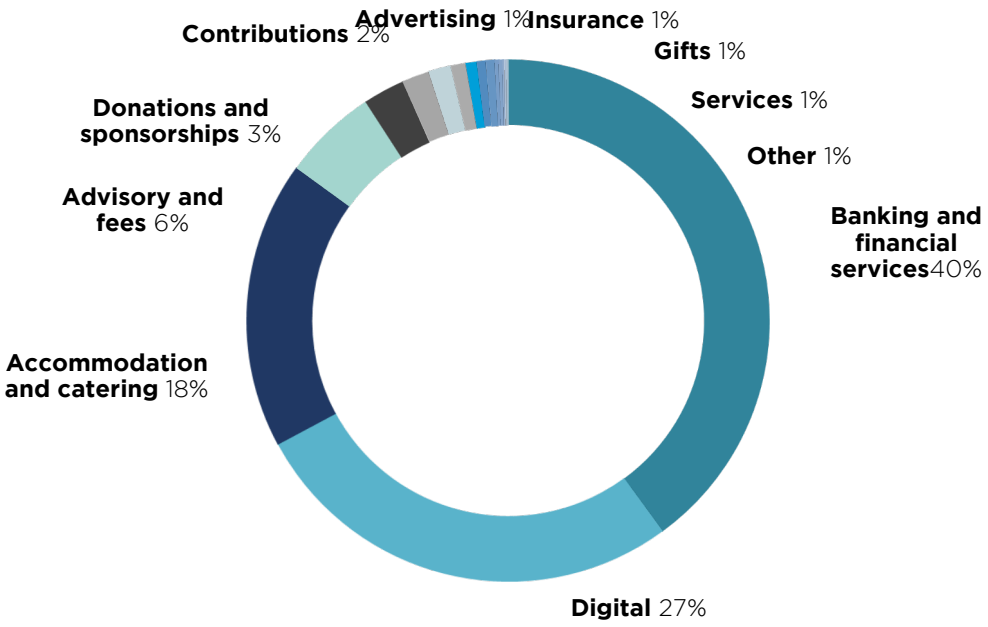
The response rate to the supplier questionnaire was excellent, at 86%. These results are very encouraging and support the work initiated in 2022. However, the results also show that only 60% of suppliers provided sufficient data on their significant indirect emissions. As these emissions make up the majority of the carbon profile of DNCA Finance's supplier companies, it was decided not to calculate a personalised emission factor for the other companies.

For the 7 million euros analysed using supplier emissions factors, we obtained 115 tCO2e, compared with 859 tCO2e of GHG emissions using monetary emissions factors by business sector. This improvement encourages us to continue our efforts to identify the real priority drivers of action within purchasing.

2) Results for purchasing

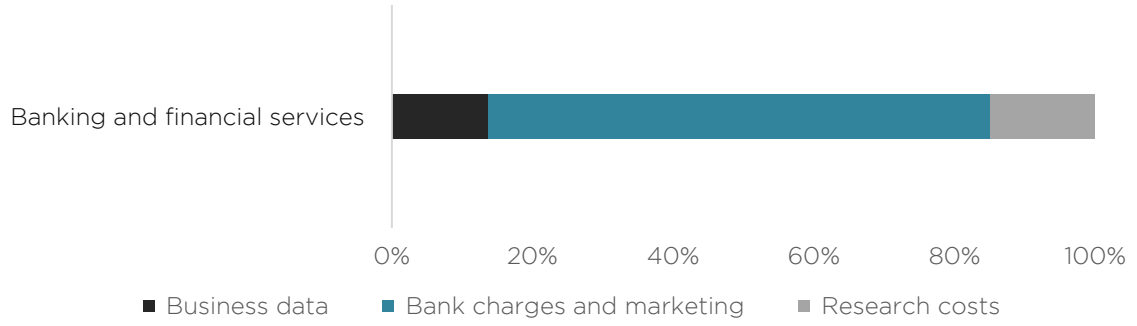
The **5,939 tCO2e** for purchasing are broken down as follows, for all sites combined and including the SICAV:

Purchasing: Breakdown of GHG emissions

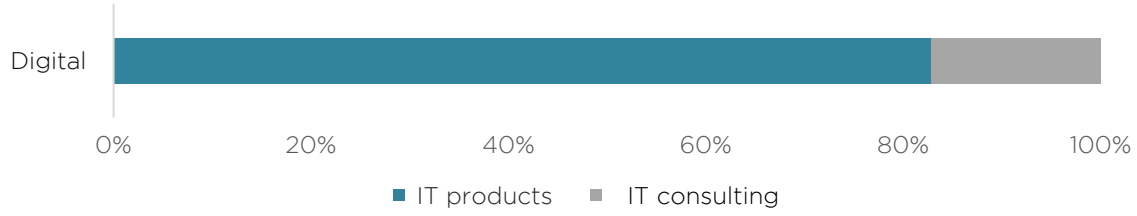


In descending order, the three sub-sectors with the highest emissions are:

- **Item 1**: Banking and financial services: 2,373 tCO2e



- **Station 2**: Digital: 1,615 t CO2e



- **Item 3**: Accommodation and catering: 1,058 T CO2e

Emissions from purchasing have fallen by 16% compared to 2022. Two factors explain this reduction:

- Purchasing volume down 5% compared with 2022
- By broadening the panel of suppliers contacted, we are able to refine the measurement of these emissions. As a result, 18% of purchases (all sites combined) are calculated using suppliers' carbon footprints.

THE MAIN DRIVERS OF ACTION FOR PURCHASING

- Concentrating efforts to reduce greenhouse gas emissions on the purchase of digital services and equipment

- Enrolment in Dell's Asset Recovery Services programme ("Repair instead of buy"), which would enable hardware support to be stepped up

- Limiting waste and prioritising the purchase of greener, more sustainable consumables

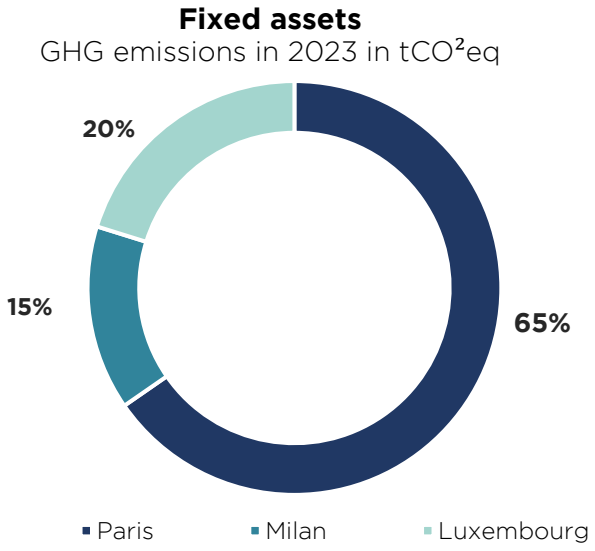
- Reflecting on the collection and recycling of office supplies.

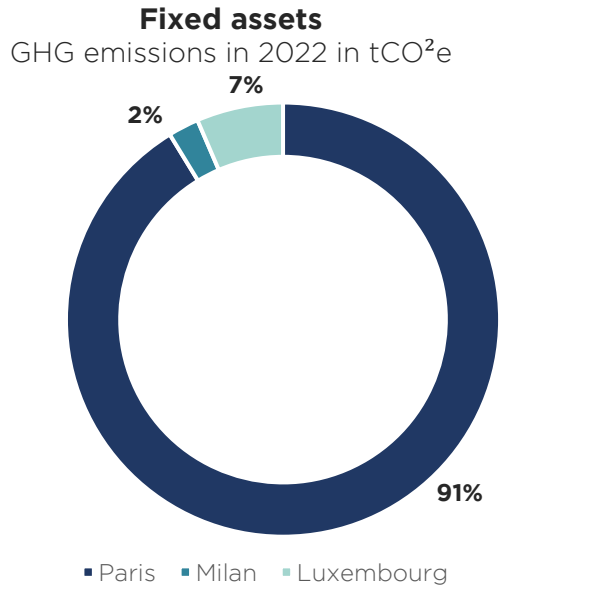
- Pursuing the principles of Digital Responsibility within the organisation.

b. Fixed assets

1) Results for fixed assets

Fixed assets account for **123** tCO2e, or 2% of the total carbon footprint outside investments.





The fixed assets item has fallen sharply since 2022. This very large drop in emissions at the Paris site can be explained firstly by the end of depreciation of the IT equipment purchased at the time of Covid for the introduction of teleworking. New purchases of IT equipment are planned, which could lead to an increase in this item over the next few years.

Secondly, renovations to Paris premises are depreciated and therefore not taken into account.

Emissions from fixed assets are calculated on the basis of book depreciation in progress in 2023. These have been listed by category and sub-category and have been linked to the emissions factors in the Empreinte database.

This position comprises three sub-positions:

- DNCA Finance **premises and car parks**:
  - Buildings and car parks not fully depreciated are taken into account. Following this rule, only the car parks have been included in the calculations.
- **Vehicles, machinery and furniture,** including company cars and furniture:
  - The weight of the furniture was estimated on the basis of the depreciation file.
  - Company cars are depreciated over the term of the leasing contract.
- IT:
  - Equipment has been categorised on the basis of depreciation.
  - For equipment for which a physical emission factor exists in the Footprint database (desktop, laptop, photocopier, etc.), the number of items is taken into account.
  - For other equipment (smartphones, tablets, etc.), a monetary factor has been applied.
  - In all cases, the depreciation periods have been taken into account for the equipment.

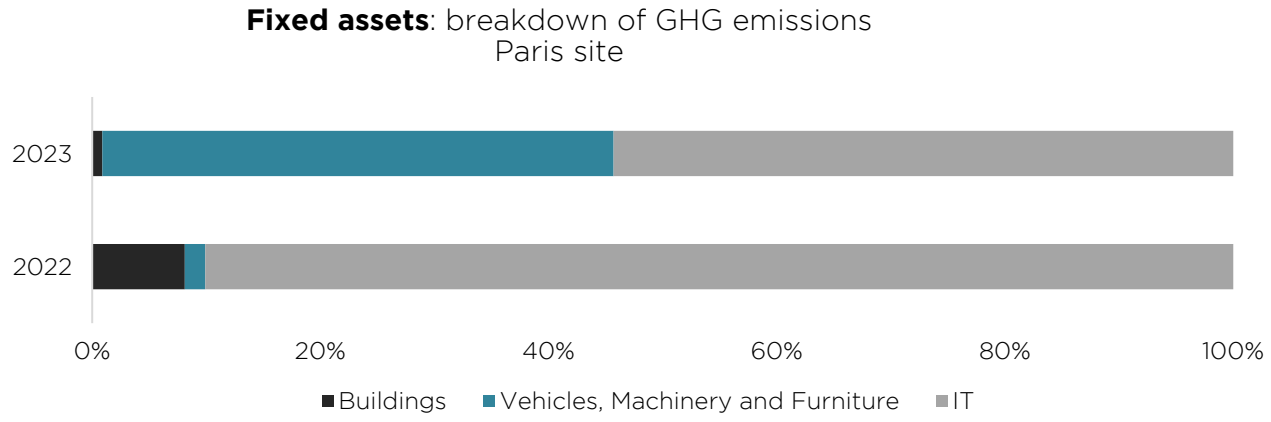
2) Results by site

The breakdown of emissions by site and sub-item is as follows:

FIXED ASSETS	PARIS			MILAN			LUXEMBOURG		
	2022	**2023**	**%N/N-1**	**2022**	**2023**	**%N/N-1**	**2022**	**2023**	**%N/N-1**
Buildings	*28.8*	*0.7*	*-98%*	*1.6*	*0.1*	*-94%*	*0.9*	*0.1*	*-85%*
Vehicles, machinery, furniture	*6.4*	*36.0*	*463%*	*2.8*	*2.8*	*-2%*	*19.6*	*17.5*	*-11%*
IT	*319.9*	*43.7*	*-86%*	*4.5*	*14.9*	*232%*	*4.6*	*7.2*	*57%*

Paris:

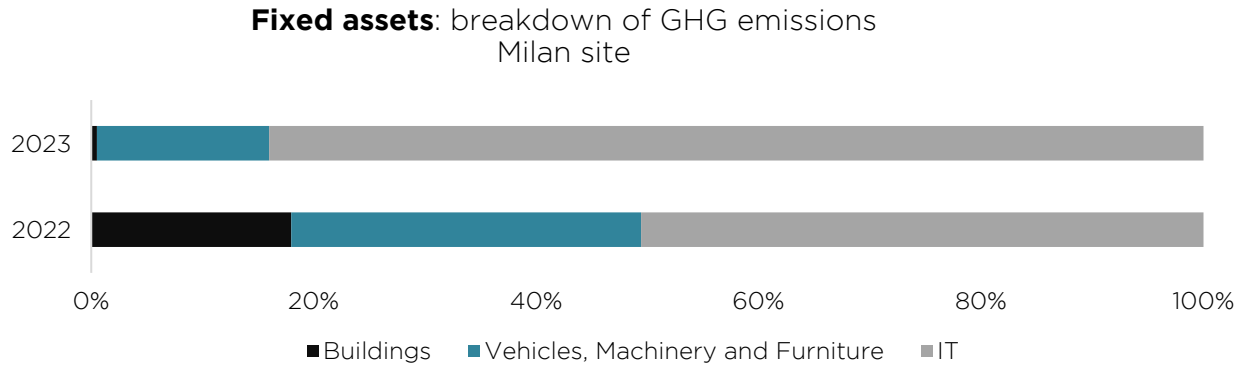
The emissions generated by the Paris site amount to **80 tCO^2e**, or **65%** of the fixed assets item.



The breakdown of GHG emissions linked to fixed assets differs from that for 2022, with the end of depreciation for a large part of the IT equipment and renovation work on the site.

Milan:

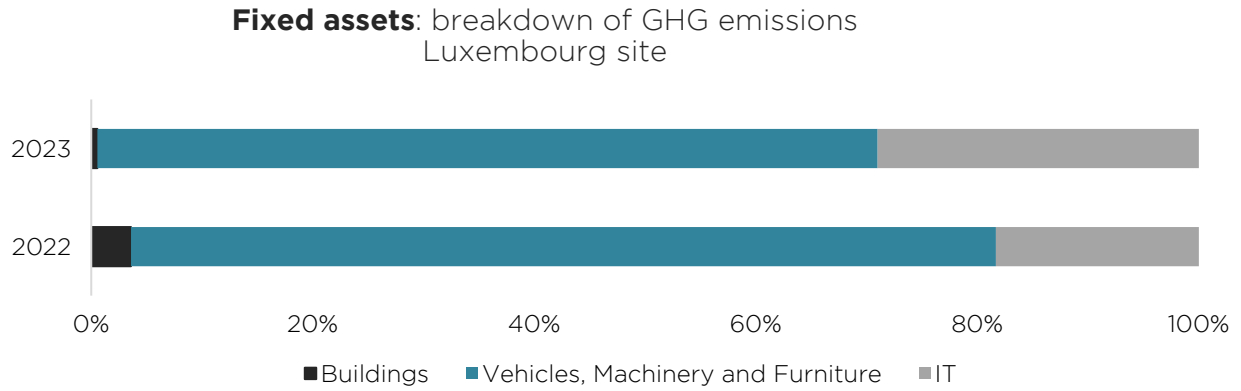
The emissions generated by the Milan site amount to **17.7 tCO2e**, or **14%** of the Fixed Assets item.



This increase is explained by an increase in the number of computers at the Milan site.

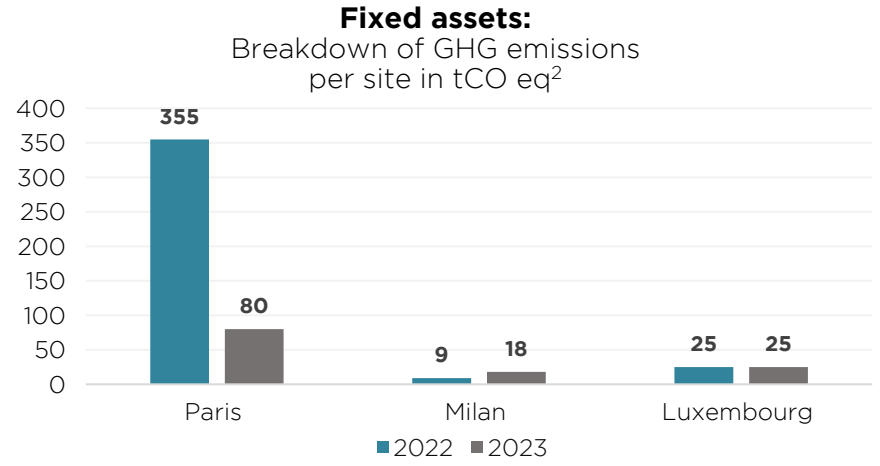
Luxembourg:

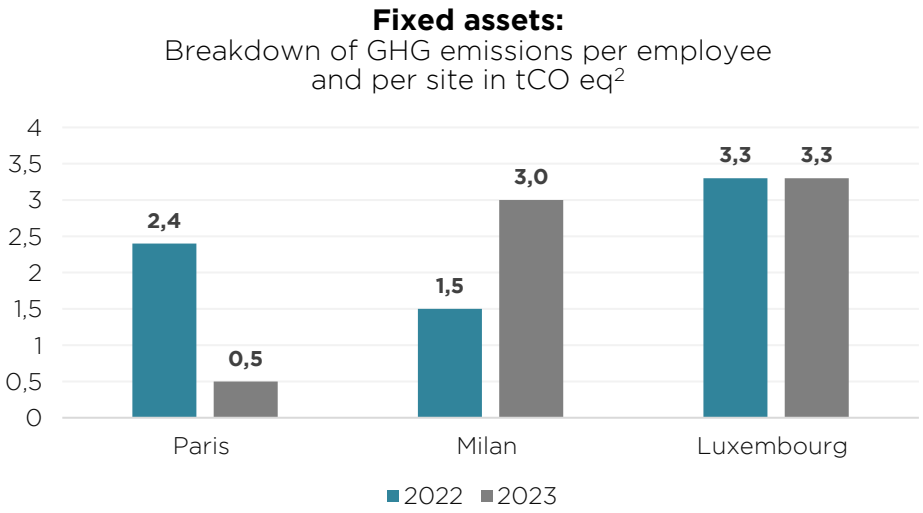
The emissions generated by the Luxembourg site amount **to 24.8 tCO2e**, or **20%** of the fixed assets item.



The breakdown of GHG emissions for Fixed Assets is similar to that for the reference period.

Comparison N/N-1





GHG emissions were down on the previous year, mainly due to the end of the depreciation of a large part of the Paris IT assets and renovation work.

THE MAIN DRIVERS OF ACTION FOR FIXED ASSETS

- Concentrating efforts to reduce greenhouse gas emissions on the purchase of digital services and equipment

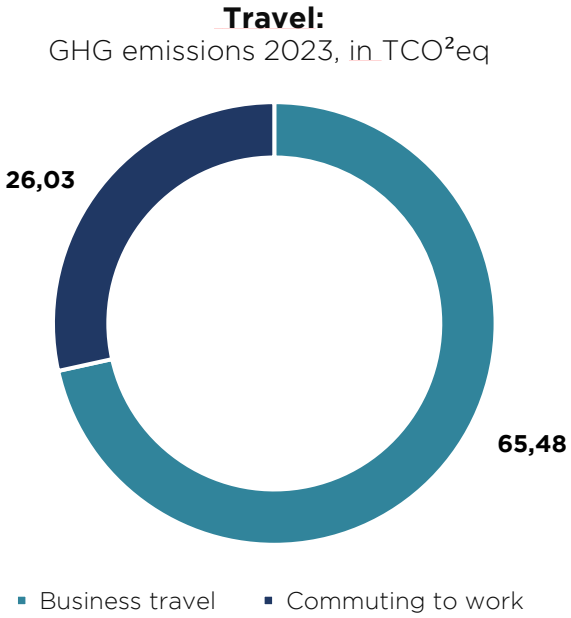
- Enrolment in Dell's Asset Recovery Services programme ("Repair instead of buy"), which would enable hardware support to be stepped up

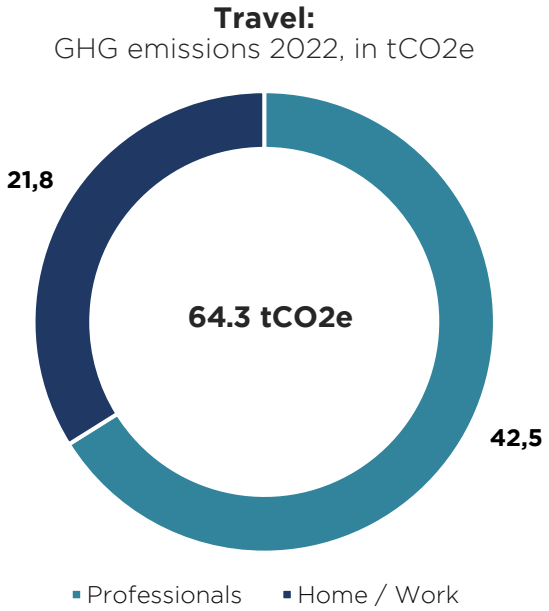
c. Travel

Travel represents **91.5 tCO2e**, or **1.5%** of the total carbon footprint outside investments.

As visitor travel is not taken into account in this Carbon Footprint Assessment due to the difficulty of collecting data and the small number of visitors, there are two types of travel:

- Commuting to and from work, which in 2023 accounts for **26 tCO2e**, or **0.4%.**
- Business travel, which in 2023 accounts for **65.5 tCO2e**, or **1.1%.**



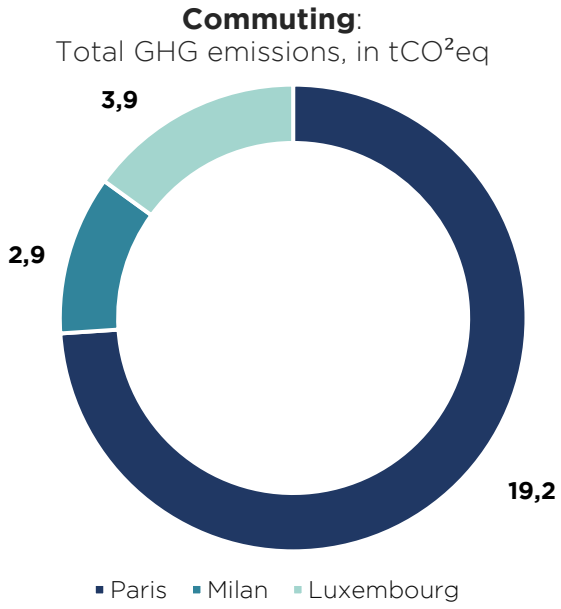


Compared with 2022, emissions linked to the "Travel" item have risen slightly due to an increase in business trips by plane required to develop the business.

3) Commuting to and from work

Results for the commuting to and from work

In 2023, commuting between home and work for all employees generated a total of 26 tCO2e.



Since the 2022 financial year, in order to make the measurement more reliable and refined, data has been collected through a questionnaire on home/work travel distributed to all DNCA Finance employees. The questionnaire collected data such as the employee's monthly presence on site, the mode and type of transport used and the distance travelled by mode of transport.

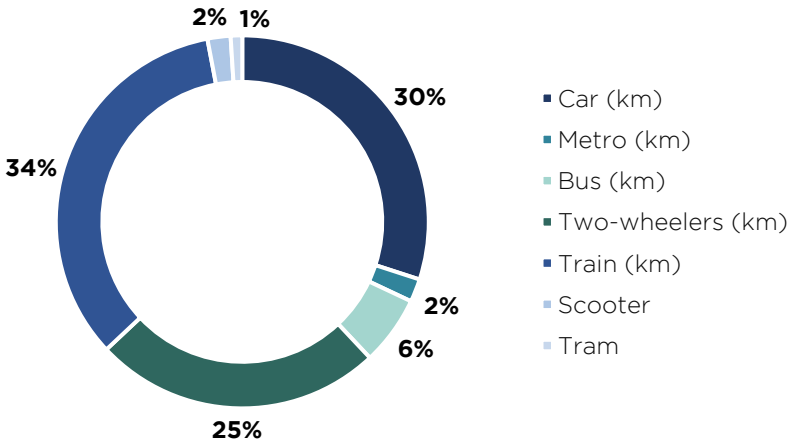
The questionnaire was well received by employees, with a response rate of 72%. The involvement of employees has made it possible to refine the calculation of GHG emissions in this area, and also to better identify the impact of the measures currently being rolled out. In order to take into account the travel of the 28% of employees who did not respond to the questionnaire, the results have been extrapolated for each mode of travel.

4) Results by site

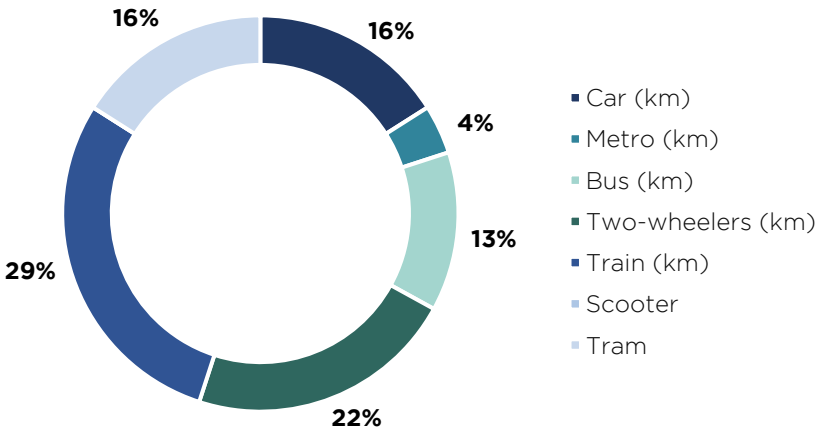
Paris

The breakdown of distances travelled by mode of transport and the associated GHG emissions is as follows:

Commuting:
Distance travelled by mode of transport (%)



Commuting:
GHG emissions by mode of transport (%)



There has been a decline in the number of kilometres travelled by car, metro or train, in favour of electric bicycles, the use of which has become much more widespread. This positive trend is largely the result of initiatives such as DNCA's Sustainable Mobility Package.

In 2023, DNCA Finance put its engagement to sustainability into practice by introducing the Sustainable Mobility Package (SMP). This initiative follows a process of reflection that began in 2021, when the company set itself the objective of exploring ways of reducing the environmental impact of employee commuting.

The SMP consists of an electronic wallet that allows employees to directly finance up to €505/year of their home-to-work travel expenses.

This amount covers:

- 100% sustainable mobility: purchase, rental, repair of bicycles or electric scooters, single tickets for public transport, etc.
- 50% of public transport passes.

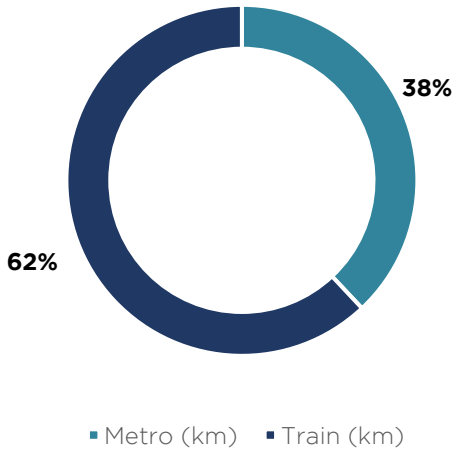
This achievement demonstrates DNCA Finance's ongoing engagement to sustainability and its desire to promote more responsible mobility practices.

Home/work travel	Distance in km.			GHG emissions in TCO2E		
	2022	**2023**	**%N/N-1**	**2022**	**2023**	**%N/N-1**
Car	*62,496*	*14,593*	*97%*	*6.10*	*8.75*	*43%*
Train	*420,080*	*217,079*	*-77%*	*0.39*	*1.96*	*398%*
Metro	*366,958*	*268,487*	*25%*	*0.74*	*0.92*	*25%*
Two-wheeler	*48,041*	*57,194*	-	-	*3.29*	-
Bus	*7,078*	*16,969*	-	-	*0.91*	-
Electric bike	*11,697*	*300,481*	-	-	*0.13*	-
Total	*916,351*	*885,931*	*-3%*	*15.95*	*20.13*	*26%*
Per employee	*6,069*	*5,867*	*-3%*	*0.11*	*0.13*	*21%*

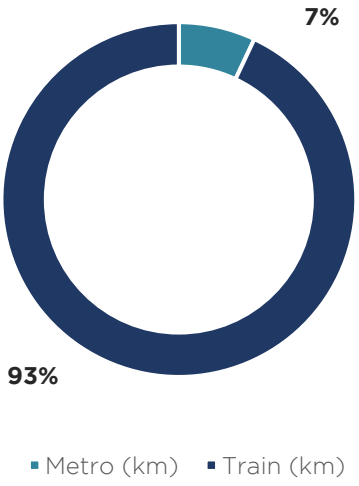
Milan

The breakdown by mode of transport is as follows:

Commuting to and from work:
Distance travelled by mode of transport (%)



Commuting to and from work:
GHG emissions by mode of transport (%)



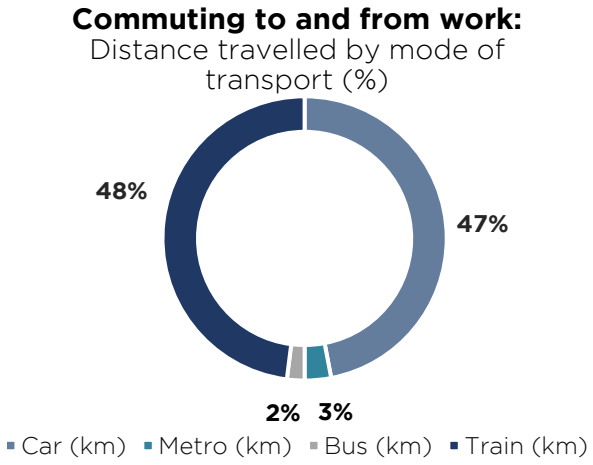
Milan employees indicated that they will only be travelling by metro and train in 2023.

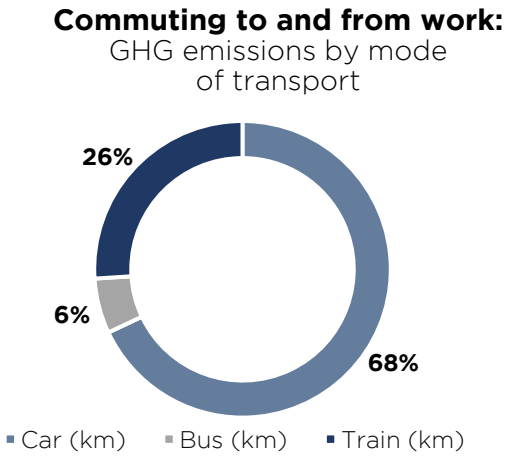
Home/work travel	Distance in km.			GHG emissions in TCO2E		
	2022	**2023**	**%N/N-1**	**2022**	**2023**	**%N/N-1**
Car	*2,928*	-	-	*0.59*	-	-
Train	-	*84,000*	-	-	*2.66*	-
Metro	*20,555*	*52,173*	*154%*	*0.65*	*0.21*	*-68%*
Two-wheeler	*878*	-		*0.15*	-	-
Bus	-	-	-	-	-	-
Electric bike	-	-	-	-	-	-
Total	*24,361*	*136,173*	*459%*	*1.39*	*2.87*	*107%*
Per employee	*4,060*	*22,696*		*0.23*	*0.48*	

Luxembourg

The breakdown by mode of transport is as follows:

Unlike the other two sites, where public transport is in the majority, 48% of distances are covered by car, accounting for around 80% of GHG emissions.





Home/work travel	Distance in km.			GHG emissions in TCO2E		
	2022	**2023**	**%N/N-1**	**2022**	**2023**	**%N/N-1**
Car	*62,074*	*30,380*	*-51%*	*6.41*	*2.67*	*-58%*
Train	*21,082*	*31,564*	*50%*	*0.04*	*1.00*	*2,400%*
Metro	-	*1,973*	-	-	*0.01*	-
Two-wheeler	-	-	-	-	-	-
Bus	*3,514*	*1,527*	*57%*	*0.45*	*0.23*	*-49%*
Electric bike	-	-	-	-	-	-
Total	*86,669*	*65,444*	*-24%*	*6.9*	*3.9*	*-43%*
Per employee	*12,381*	*9,349*	*-24%*	*0.99*	*0.6*	*-44%*

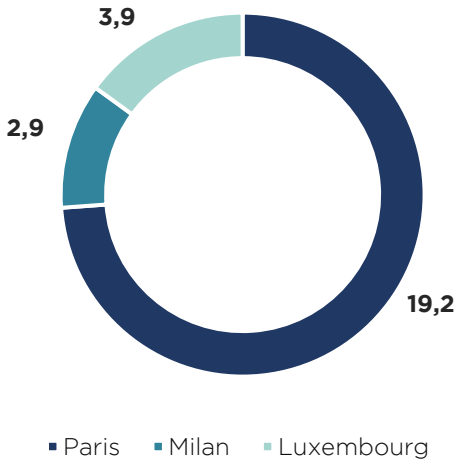
The results for the Milan and Luxembourg sites should be analysed with caution. As there are very few employees at these two sites, the data will depend on the questionnaire responses of only a few employees.

GHG emissions per employee

As detailed in the analysis by site, the vast majority of GHG emissions for this sub-component are linked to motorised vehicles.

In Paris, 8% of journeys are made using these modes of transport, including 6% on motorised two-wheelers.

Breakdown of GHG emissions by site, in tCO e^2



In Luxembourg, 46% of journeys are made using these modes of transport.

In Milan, 62% of journeys are made by regional trains, which has a higher carbon intensity than the TGV.

These differences explain the variations in carbon intensity per employee for the different sites. For this sub-item, the use of other modes of transport should therefore be encouraged in order to limit GHG emissions.

The introduction of the sustainable mobility package has already led to a significant increase in the use of electric bikes by employees.

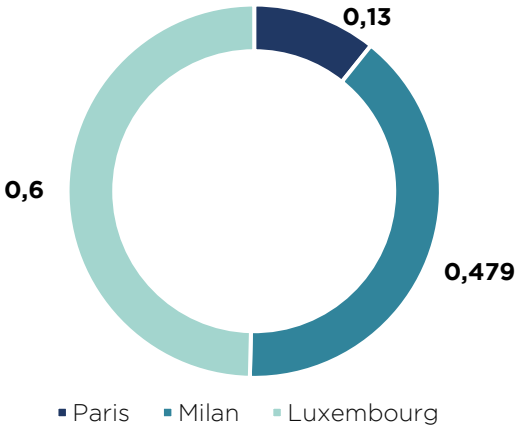
5) Business travel

Results for the business travel

Commuting to and from work for all employees generated a total of **65.5 tCO2e.**

The year 2023 stands out with an increase in emissions in tonnes of CO^2eq, particularly for the Paris site. This is due to an increase in the number of kilometres travelled by air. This increase is due to the development of international activity.

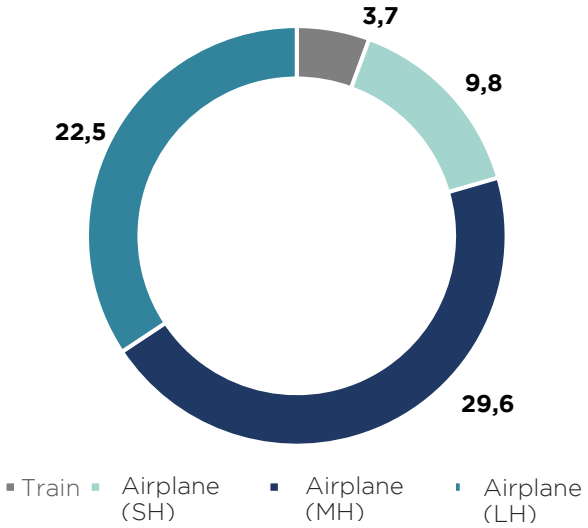
Commuting to and from work
Breakdown of GHG emissions per employee, per site, in tCO e^2



Business travel	PARIS			LUXEMBOURG			MILAN		
	2022	**2023**	**%N/N-1**	**2022**	**2023**	**%N/N-1**	**2022**	**2023**	**%N/N-1**
Train (km)	*82,605*	*96,408*	*17%*	*21,000*	*44,739*	*113%*	*41,911*	*49,811*	*19%*
Airplane (km)	*143,035*	*271,872*	*90%*	-	-	-	*23,704*	*71,473*	*202%*

In summary, 2 modes of transport are used: air and rail. A distinction has been made between long-haul (LH), medium-haul (MH) and short-haul (SH) flights, in order to identify the relevant drivers of action.

Business travel
Breakdown of GHG emissions by mode
in 2023, in tCO^2e



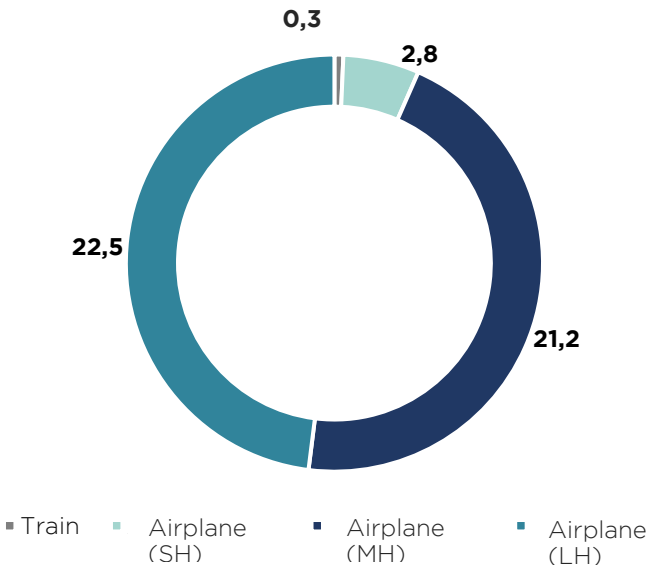
Air travel generates more than 95% of the GHG emissions caused by business travel. Finally, rail travel contributes very little.

In order to study the N/N-1 variations and enable a more relevant analysis of the calculations, the results are presented separately for the three sites.

6) Results by site

Paris

Business travel:
Breakdown of GHG emissions by mode for the Paris site in 2023,
in tCO^2e

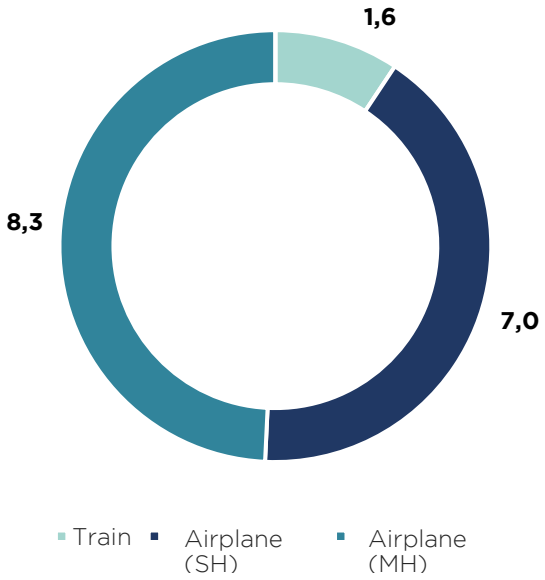


The Paris site accounts for 71% of the GHG emissions of the Business Travel sub-item and 51% of the Travel sub-item. Air travel predominates in this sub-sector. Medium- and long-haul flights are the most emissions-intensive modes of transport, with an impact of 21 tCO2e and 22 tCO2e respectively.

Although rail travel is very common, it represents only a small carbon footprint compared with other modes.

Milan

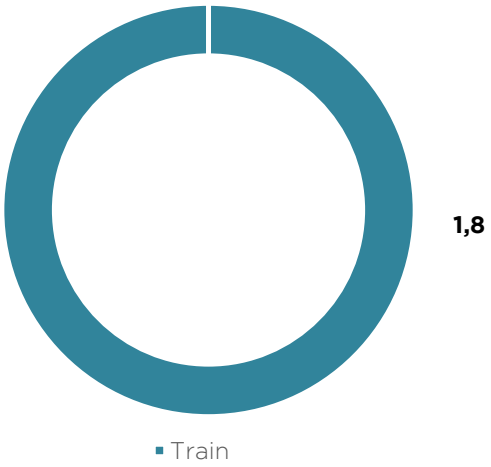
Business travel
Breakdown of GHG emissions by mode for the Milan site in 2023, in tCO^2e



The Milan site accounts for 26% of the GHG emissions of the business travel sub-item, i.e. a carbon footprint of 16.9 tCO2e. In total, this represents 18% of the GHG emissions of the Travel sub-item. Air travel once again dominates this sub-item. No long-haul flights were recorded, and medium- and short-haul flights proved to be the most emissive modes of transport, with an impact of 7 tCO2e and 8 tCO2e respectively.

Luxembourg

Business travel
Breakdown of GHG emissions by mode for the Luxembourg site in 2023, in tCO^2e

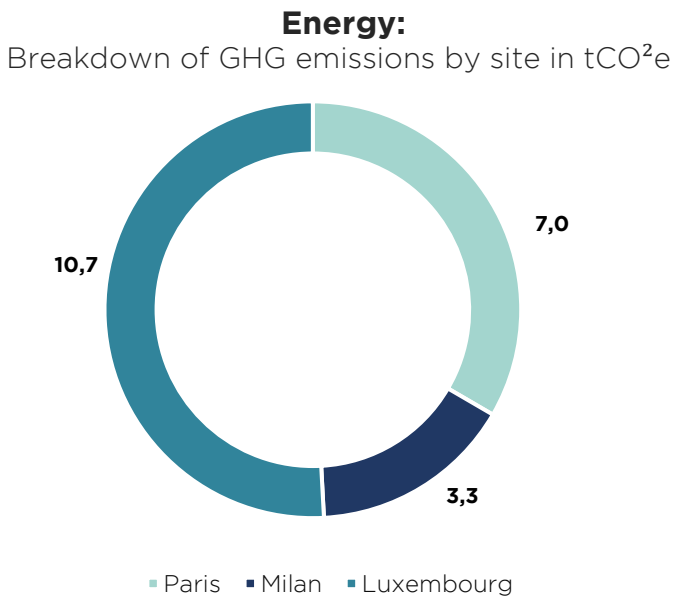


The Luxembourg site accounts for 3% of GHG emissions, i.e. a carbon footprint of 1.8 tCO2e. In total, this represents 2% of the GHG emissions of the Travel item. In fact, only train travel was recorded for 2023. These results should be taken with caution, given the small number of employees in Luxembourg and the impact that the mode of collection may therefore have.

THE MAIN DRIVERS OF ACTION FOR TRAVEL

- Improving the accuracy of business travel measurements

d. Energy

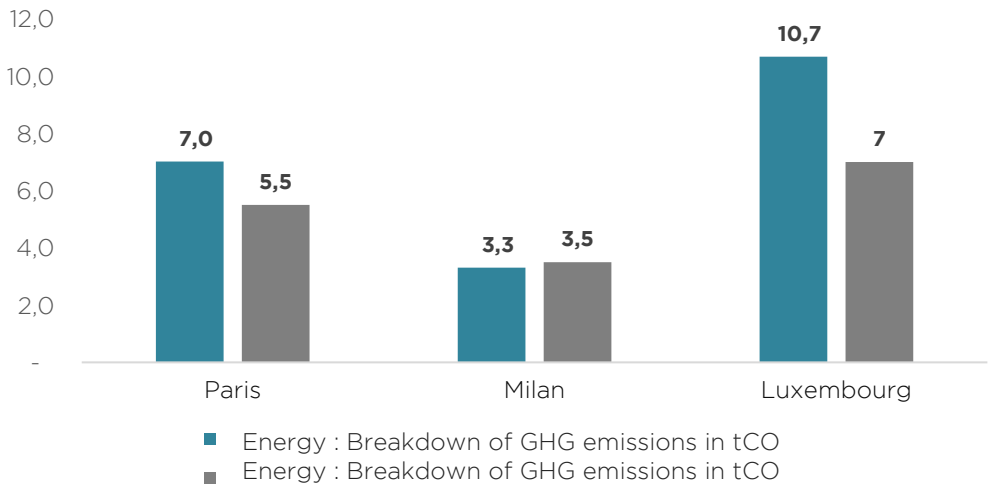


Energy accounts for **0.3%** of DNCA Finance's total emissions, equivalent to **21 tCO2e**, i.e. an increase of 15.4% (18.2 tCO2e in 2022)**.**

The data was collected through a census of electricity bills at the three sites.

The calculations were made using ADEME emissions factors, in particular those for the average energy mix in France, Italy and Luxembourg:

- In Paris: With France's energy mix largely made up of nuclear power, the French emissions factor is **0.05 kg CO2e/KWh**.
- In Milan: more than half of Italy's energy mix comes from fossil fuels (oil and gas). The country's emissions factor is **0.406 kg CO2e/KWh**, 5 times higher than the French factor.
- Luxembourg: the country mainly imports electricity from neighbouring countries, particularly Germany. As a result, Luxembourg's emissions factor is equal to **0.410 kg CO2e/KWh**.



The results show a slight increase in emissions, particularly at the Paris site.

Despite its increase in 2023, the Energy item therefore remains very insignificant for DNCA Finance's emissions. This item does not therefore represent a material source for reducing the structure's footprint.

III. ACTION PLAN

At the time of the first assessment in 2021, and in order to control and reduce greenhouse gas emissions, an action plan was drawn up, including short- and medium-term actions. This plan is based on taking into account the human, technical and financial resources available, which must be progressively scaled to meet the challenges involved (principle of proportionality).

In accordance with the recommendations of the Carbon Footprint Assessment® method, short- and medium-term actions have been classified into 2 categories:

- Immediate actions: short-term actions to launch the action plan and motivate the teams.
- Priority actions: short/medium-term actions that will significantly reduce our emissions and therefore require more substantial resources.

In 2023, the immediate actions have been systematically studied by the organisation, and almost half have been fully implemented. A detailed report on each of the main themes is presented below.

1. General and governance actions

In order to steer and sustain the actions put in place, it is advisable to act in parallel on 3 levels:

- Continuing to raise employee awareness
- Setting up appropriate governance structures
- Defining a climate strategy

a. Actions completed in 2023

The action plan included raising employee awareness of the challenges of global warming. This was achieved by distributing the Carbon Footprint Assessment report internally, and also by holding a dedicated training activity on the subject.

For 2024, DNCA Finance is considering another awareness-raising initiative through workshops with employees.

b. Actions planned

In addition to these awareness-raising initiatives, which will be continued, the company plans to study the possibility of setting up a dedicated governance structure for CSR issues, capable of supporting and monitoring them over time. With this in mind, the Finance team will be recruiting a new member in 2024, whose responsibilities will include reporting on CSR, the Carbon Footprint Assessment and the CSRD.

2. Actions on investments

Emissions linked to investments represent the dominant item in DNCA Finance's carbon footprint. DNCA Finance's decarbonisation trajectory therefore mainly involves investments.

a. Actions completed in 2023

This assessment covers the entire scope of DNCA Finance's investments. The estimated emissions for private investments for which DNCA Finance does not yet have data are calculated by extrapolating the measurement for investments with a known carbon footprint. There is no sectoral differentiation, as recommended by the PCAF. In order to improve the measurement of this small proportion of private investments, DNCA Finance will be able to draw on the recommendations of the PCAF.

Numerous actions have been taken to decarbonise the investment portfolio and are detailed in the Article 29 report. These include:

- The definition of short-, medium- and long-term target temperature objectives
- Carrying out engagement campaigns with the highest-emitting issuers
- Tools for fund managers to enable them to monitor the temperature of their funds on a daily basis
- Engagement to the Net Zero Initiative Managers (NZAM): https://www.netzeroassetmanagers.org/

All these actions are bearing fruit, and this year DNCA Finance achieved an average temperature for its funds below the 2°C threshold.

b. Actions planned

Once coverage has been improved, quantified reduction targets may be adopted. However, DNCA Finance has not waited for these targets to be available before initiating the actions necessary for effective reduction, in particular through a monitoring and display tool for managers.

In addition to these actions, and to the climate campaigns that have already been carried out, actions could be implemented targeting the issuers that contribute most to GHG emissions. These issuers can be divided into two main categories:

- Those who do not have a target for reducing their emissions, and who may therefore be asked to do so
- Those who have already announced targets for decarbonising their activities, and who can be challenged on the actual implementation of reduction measures

3. Actions on purchasing

Outside from emissions linked to investments, purchasing accounts for the vast majority of DNCA Finance's emissions. The action plan also includes certain items under fixed assets, such as staff IT equipment (screens, PCs, etc.).

a. Actions completed in 2023

DNCA Finance has sought to continue to improve the measurement of GHG emissions from its purchasing activities, and has consequently increased the number of suppliers contacted for this assessment. The results of this action show the importance of continuing to work with the main stakeholders.

b. Actions planned

DNCA Finance plans to continue its engagement with its 15 most important suppliers with the aim of refining the measurement of the emissions of the Purchasing item and to identify new relevant actions.

Without waiting for these new actions, DNCA Finance will focus its efforts to reduce greenhouse gas emissions on the purchase of digital services and equipment, in particular by pursuing the principles of responsible digital business within the organisation.

In addition, the company plans to sign up to Dell's Asset Recovery Services "Repair instead of buy" programme, which will enable it to strengthen hardware support for its IT equipment. When it comes to new purchases of IT equipment, DNCA Finance intends to opt for more environmentally-friendly equipment (EPEAT certified).

To this end, the company is planning to raise awareness among its employees of ways to extend the life of its equipment.

Lastly, although it has less impact on the balance sheet, DNCA Finance is continuing with all the internal actions that help to raise staff awareness, such as limiting waste and prioritising the purchase of greener, more sustainable consumables, or considering the collection and recycling of office supplies.

4. Actions on travel

a. Actions completed in 2023

Previous initiatives, such as the introduction of teleworking and bicycle parking, have made it possible to offer employees new alternatives for commuting to and from work. A large proportion of these journeys were made by electric bicycle in 2023.

b. Actions planned

With regard to business travel, we have already started to improve the quality of measurement in order to identify concrete drivers of action for employees, and will continue to do so.

5. Summary table of current and future actions

The table below summarises current and future actions. For greater clarity, actions that have been completed or cancelled have been removed.

No.	ACTION	ITEM	TYPE	STATUS
1	*Continuing to raise employee awareness*	*General*	*Immediate*	*To be continued*
2	*Continuing to set up a dedicated governance structure*	*General*	*Priority*	*To be continued*
3	*Improving the measurement of investment-related emissions*	*Investments*	*Priority*	*To be continued*
4	*Adopting quantified reduction targets*	*Investments*	*Priority*	*In progress*
5	*Discussing with the main issuers the definition and/or achievement of their decarbonisation targets*	*Investments*	*Priority*	*To be continued*
6	*Soliciting the main suppliers in order to improve the measurement of emissions on the Purchasing item*	*Purchasing*	*Priority*	*To be continued*
7	*Pursuing the principles of Digital Responsibility within the organisation*	*Purchasing*	*Priority*	*To be continued*
8	*Improving the accuracy of business travel measurements*	*Travel*	*Priority*	*To do*