

YEAR 16, NR. 1

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Carbon Footprint Analysis year 1st half 2025



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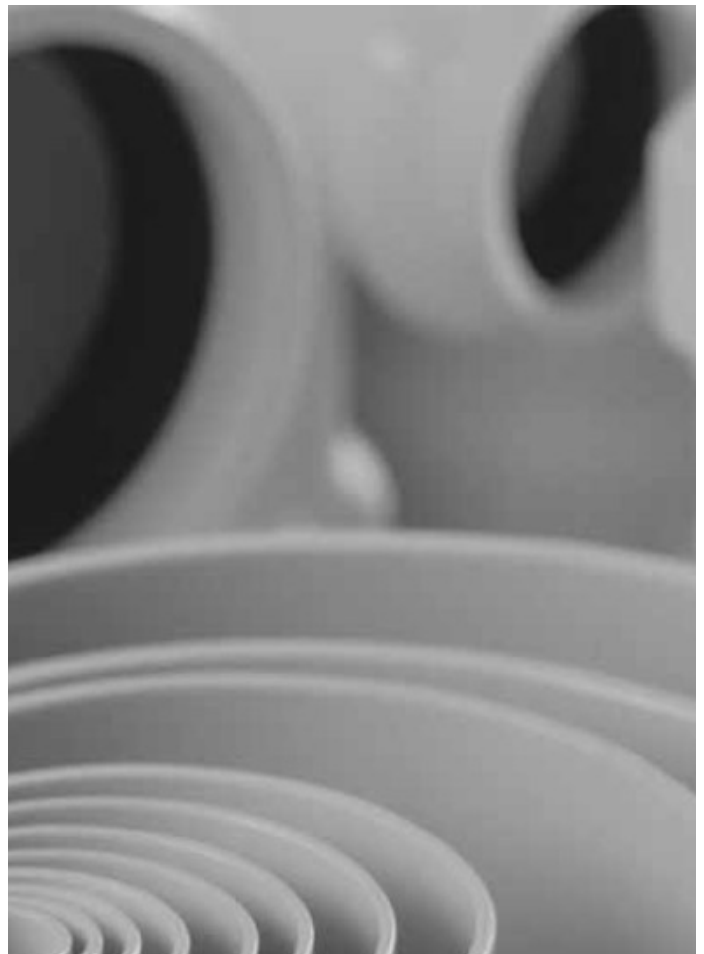
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Management statement

Pipelife manufactures and supplies a complete range of plastic piping systems, fittings and intelligent customized solutions. Together we develop safe, sustainable and intelligent solutions for water and energy distribution.

In the last years it has become clear that energy resources are not inexhaustible and that the usage affects our environment. We see it as our duty to deal with our environment in a sustainable way. In addition to creating good and sustainable products, we also take into account our environment and our employees, while a motivated organization is the key to sustainable success.

We are convinced that we find the right balance between People, Planet and Profit with a good CSR policy. Therefore we are working for many years according to this policy. For example, we have established our Carbon Footprint and we are busy to realize our reduction targets in the area of energy consumption and CO₂ emissions. We are also very active in recycling and reducing the material consumption in our products. Also by an active Health, Safety, Environmental and Energy policy we are improving our work environment.

Sustainability is a joint effort of our employees, customers, business partners, suppliers and other stakeholders. Together with these partners, we are convinced that we can shape our policy in the future and continuing to play a leading role within our industry.

Martijn ter Telgte

Managing Director
Pipelife Nederland B.V.



Martijn ter Telgte
Managing Director Pipelife Nederland B.V.





ISO 14064 statement

With this, Pipelife Nederland B.V. states that this report for the "CO₂-bewust" certificate is prepared in accordance with the guidelines of NEN-ISO 14064, version May 2018.

Verification statement

With this, Pipelife Nederland B.V. states that this report has not yet been verified but at request of interested parties can be verified by approved bodies and further states:

- the inventory had been designed according to the needs and requirements from the ISO 14064-1, the GHG Protocol, the CO₂-prestatieladder Manual 3.1
- said CO₂ inventory has no material misstatements, derogatory to the materiality requirement of 5%.

Organization

Reporting organization

Pipelife Nederland B.V. is located in Enkhuizen. Pipelife Nederland B.V. is part of Pipelife International GmbH, an international manufacturer of plastic piping systems and fittings and one of the market leaders in Europe. Pipelife was established in 1947, today one of the oldest plastic pipe producers worldwide. Products include sewage, inhouse: electro, water, gas, drainage, cable pipes and eco systems.

Pipelife Nederland has approximately 230 employees spread over eight locations: headquarters, production sites and warehouses.

Pipelife International GmbH was taken over by Wienerberger in 2012 (ceramic industry) and is now a 100% company of the Wienerberger Group. Pipelife International GmbH is located in 24 countries, with headquarters in Vienna, Austria. More than 2,979 employees worldwide are working on 26 production sites.

Summary of the activities:

- Development, production and sales of plastic pipe systems.

Responsible person

The person statutorily responsible for the reporting organization is mr. M.A. ter Telgte, Managing Director Pipelife Nederland B.V.

Organizational boundaries

The organizational boundaries of Pipelife Nederland B.V. are determined in the context of CO₂ (carbon dioxide)-consciousness in accordance with the principle of the operational sphere of influence of the certifying company.

Within the GHG protocol, this is described as the 'operational boundary'. In practice, this means that when activities are executed under the auspices of Pipelife Nederland B.V., the accountability for the CO₂-production is taken: the own organization has control of this.

Based on the lateral purchase analysis of the CO₂-performance ladder, it is determined that Preflexibel NV are added within the organizational boundary of Pipelife Nederland B.V.

The organizational boundaries for this inventory includes:

- Pipelife Nederland B.V.;
- Preflexibel NV

The rationale for this boundary is listed in the boundary report (**doc. nr 18.R.0304-10**).



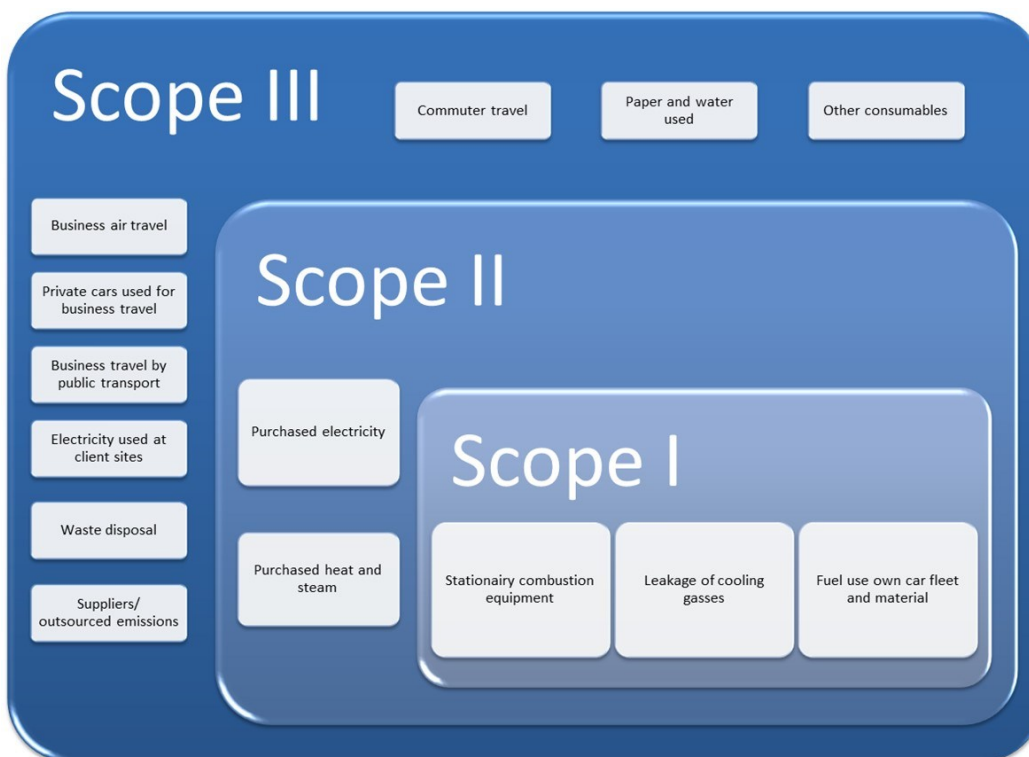
Carbon Footprint Analysis

Basis of analysis

CO₂-emissions and absorptions by activities of the organization have been identified based on the established operational limits. At the identification of emissions a distinction has been made between three sources of emission (known as scopes) into two categories: direct emissions and indirect emissions. This is in line with the Greenhouse Gas (GHG) Protocol.

- Scope 1 covers direct emissions under control, and controlled by, the organization. Examples include the combustion of fuels in machinery, business transport with vehicles owned by the reporting organization and emissions of refrigeration and air conditioning systems;
- Scope 2 includes indirect emissions from purchased electricity, steam or heat;
- Scope 3 includes other indirect emissions from sources such as business travel with privately owned vehicles or public transport and business travel by plane, commuter travel, production of purchased materials and outsourced activities such as freight.

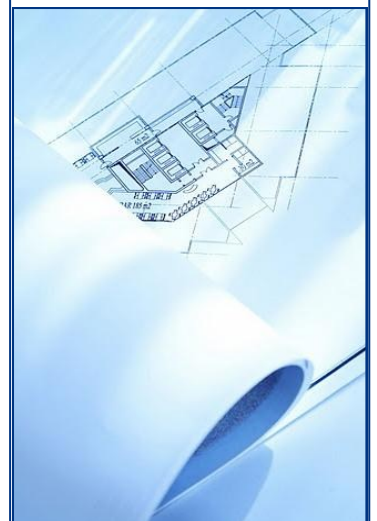
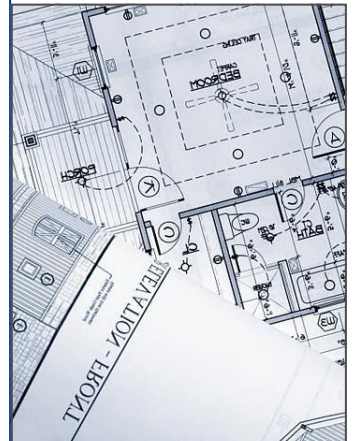
This carbon footprint analysis includes the CO₂-emissions (one of the six greenhouse gases) of Pipelife Nederland BV, in scope 1, 2 and 3 of the first half of the year 2025. The CO₂ emission is analyzed in accordance with the "CO₂ performance ladder", manual 3.1 22 June 2020.



Measurement results and explanation

Reported period

Pipelife Nederland B.V. has synchronized its carbon footprint reporting period with its fiscal year. The fiscal year for Pipelife Nederland B.V. runs from January 1 to December 31. The reported period is the first half of the year 2025.



Scope 1: Direct CO₂-emissions

THE DIRECT CO₂ EMISSION IS MEASURED AND CALCULATED AS **485.1 TONNES CO₂**

Stationary combustion equipment

In the first half of 2025 129,461 m³ were used of natural gas. The consumption caused 276.3 tonnes of CO₂ emission (57% of the total direct emission). The natural gas is used for heating of the Dutch locations. The location in Belgium is not heated with natural gas.

Gasses

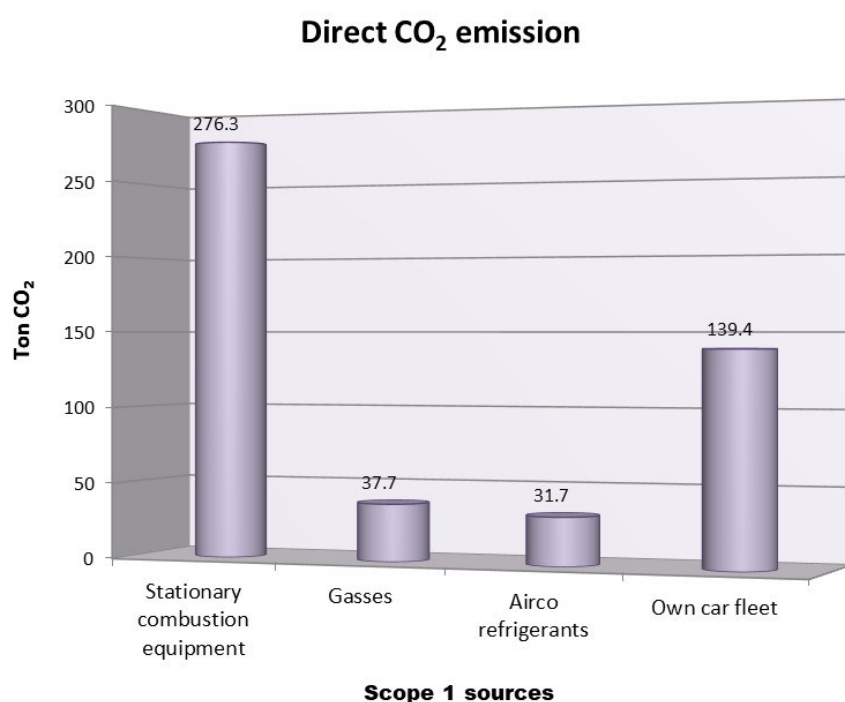
In the first half of 2025 37.7 tonnes of CO₂ emission is caused by the usage of the gasses and CO₂ gasses for the production processes in the Netherlands and Belgium.

Usage of refrigerant

In the first half of 2025 there was consumption of refrigerants in the production processes and climate installations in Belgium. In the Netherlands there was no consumption. The systems for storage and transportable air conditioning-units are regarded as a closed system. Therefore only CO₂-causing emissions of consumption are calculated, in this period the consumption of refrigerants was 31.7 tonnes of CO₂ emission.

Fuel use own car fleet (business car travel)

In the first half of 2025 139.4 tonnes of the CO₂ emissions is assigned to the fuel consumption of the fleet with leased cars. In the first half of 2025 the leasing company has reported an usage of 21,900 litres diesel and 24,124 litres of petrol.



Statement of CO₂ sources and sinks omitted

All identified sources and sinks of CO₂ are included in the report. Storage of CO₂ does not occur; there are no sinks.

CO₂-emissions from burning biomass

The combustion of biomass did not occur at Pipelife Nederland B.V. or Preflexibel NV in Belgium.



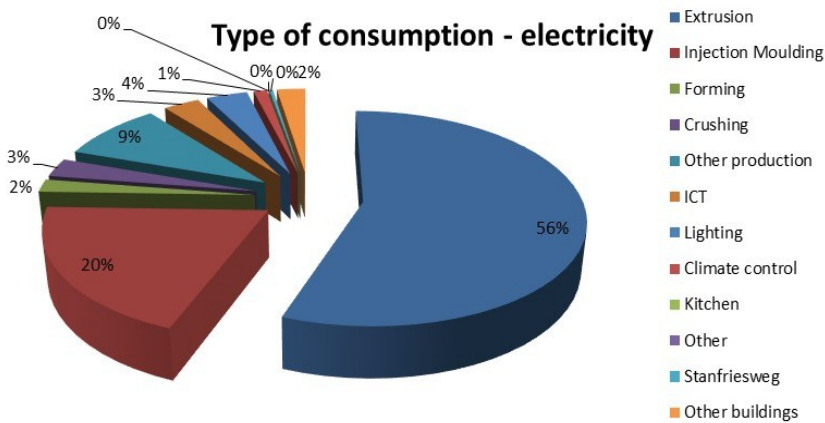
Scope 2: Indirect CO₂-emissions

INDIRECT CO₂-EMISSIONS MEASURED AND CALCULATED ARE 517.5 TONNES CO₂

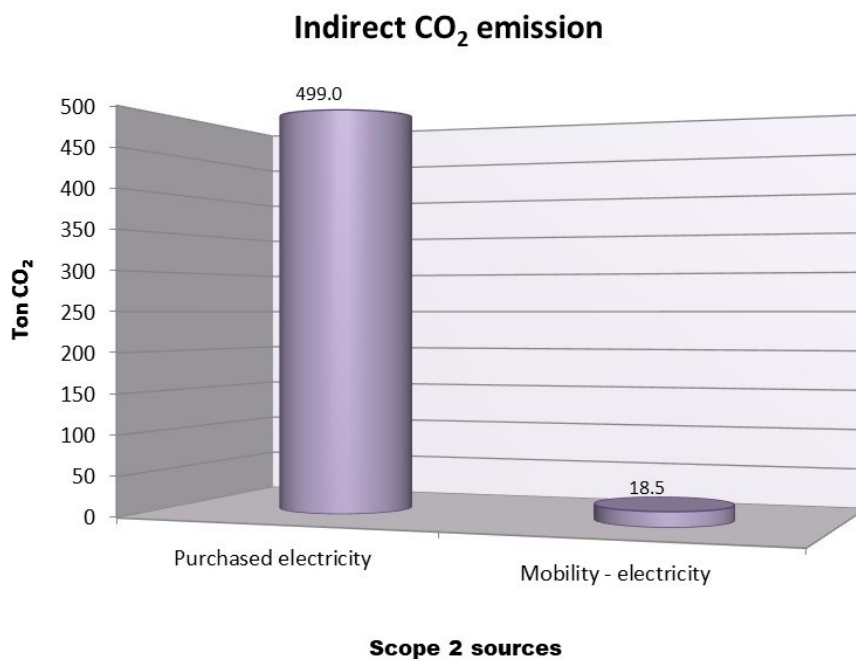
Electricity purchased

100,0% of the indirect CO₂ emission is caused by consumption of the repurchased electricity. In the reported period, the electricity consumption for buildings and production was in total 9,412,209 kWh. 264.4 MWh was generated by solar panels at our own locations. The repurchased electricity consumption caused 499.0 ton CO₂ emission. For mobility 106,762 kWh was consumed by electric cars, which caused 18.5 ton CO₂ emission.

Since the first in 2023 Pipelife purchased also in the first half of 2025 7,953 MWh green power with Netherland wind and solar power as its source in the Netherlands. Under the terms of the CO₂-performance ladder, all the purchased electricity in the Netherlands is registered and calculated with a green label performance, see information Influence of measurement inaccuracies and uncertainties on page 8.



Based on the latest information of the energy managementsystem of Pipelife Nederland the extrusion processes caused 56% of the consumption of electricity, second Injection Molding caused 20% and the other production processes 9% of the usage.



Scope 3: Other Indirect CO₂-emissions

OTHER CO₂-EMISSIONS MEASURED AND CALCULATED ARE 551.5 TONNES CO₂

Other indirect CO₂-emissions

The most important other indirect CO₂ emissions are measured and calculated in this report. Due to the requirements in CO₂ performance ladder manual version 3.1, the Carbon Footprint report is calculated according to the Green House Gas Protocol and the ISO 14064:2018. The energy sources for business transport are also examined every six months.

Business transport consists of the following three energy sources:

- Business traffic with private cars
- Air travel for business purposes
- Business public transport

The other emission categories Purchase of goods and services, end of treatment life products and Transport and distribution are yearly published in the overall report Analysis Scope 3 CO₂ emissions Pipelife Netherlands B.V. - CO₂ Performance Ladder due to the lack of reliable data on a half-year basis.

Personal cars for business travel

In the first half of 2025 several employees used their private car for business purposes and declared the mileage. The total mileage declarations by private car were 22,635 km in the reported period. This led to 4.4 ton CO₂, 0.8% of the other indirectly CO₂ emissions.

Business air travel

In the first half of 2025 employees made 492,157 flight kilometres for business purposes. 5% of the flights concerned flight distances between 0 – 700 km, 19% of the flights concerned flight distances between 700 – 2500 km and 75% of the flights concerned flight distances more than 2500 km. The air travel caused 80.1 ton CO₂, 15.5% of the other indirectly CO₂ emissions.

Business travel by public transport

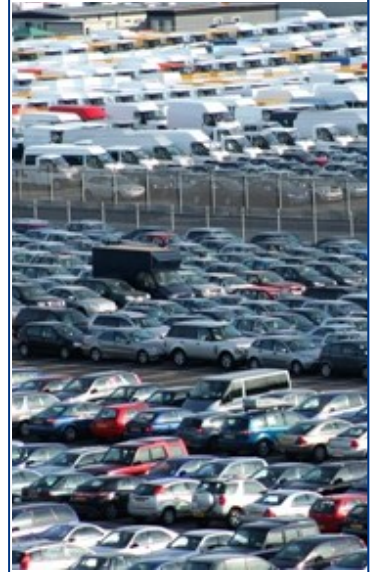
In the first half of 2025 there were no employees used public transport for business purposes and declared the travel expenses. The total mileage declarations by public transport were 0 km in the reported period. This led to 0 ton CO₂.

Commuter travel

Commuter travel with transportation is not owned by the company. In the first half of 2025 employees in the Netherlands and Belgium travelled with own transportation to our factories and declared the mileage. The total mileage declarations for commuter travel were 1,369,801 km in the reported period. This led to 157.5 ton CO₂, 29% of the other indirectly CO₂ emissions.

Waste disposal

As a result of the Pipelife activities in the Netherlands and Belgium, a total of 726.0 tonnes of waste was transported to the waste processors in the first half of 2025. Analysis shows that 8% of the waste streams are paper and cardboard, 48% is plastics waste, 20% is wood, 23% is unsorted waste, 1% is hazardous waste streams en 0% is other waste streams. The unsorted and hazardous waste is incinerated with electricity generation, the other waste streams consisting of paper, plastics, construction and wood were recycled. The recycling percentage is therefore approximately 75% of the total waste stream. The CO₂ emission as a result of the waste disposal caused 309.6 tonnes of CO₂ (56%) of the other indirectly emissions.



Influence of measurement inaccuracies and uncertainties in scope 1- 2- 3

The foregoing information shows that the vast majority of CO₂ emission is caused by use of fuel in the stationary equipments (scope 1), the electricity consumption (scope 2) and waste disposal (scope 3). Therefore, it is important to accurately capture these emissions.

SCOPE 1:

The fuel data of stationary combustion equipment for heating is provided by the energy suppliers of the locations and controlled with the internal measurements. For the location Flevolaan Pipelife has a joint natural gas grid connection with the neighbour company Renolit. Renolit has specified the information for natural gas on the location Flevolaan. The data of gasses are provided by the suppliers. The location in Belgium has no natural gas consumption. These information is best practice and deemed as sufficiently reliable.

The fleet management data is provided by the fuel suppliers of the leasing companies who manage the fuel passes linked to the vehicles and by declarations of the fuel in fleet cars by employees. Because the mileage registration is less accurate, since not every employee carefully keeps track of the mileage by registering the mileage at the gas station, the CO₂ emission is based on the fuel data if present.

SCOPE 2:

The consumption data of the electricity is registered from billing information received from the energy suppliers of the different locations and the consumption data of electricity supplied by the leasing companies. Renolit has specified the information for electricity on the location Flevolaan. This information is considered as sufficiently reliable. It should be noted that most of the energy is used in the production processes. Since 2023 Pipelife purchased an energy contract green power for all Dutch Pipelife companies. Also in the first half of 2025 could additionality of green power by the supplier be demonstrated for electricity. Therefore Pipelife can calculate in the Netherlands with Netherlands solar and wind power according to the conditions of the CO₂ performance ladder and for electricity produced on its own roof. The CO₂ emission for electricity is calculated with the conversion factor of green in the Netherlands and grey electricity in Belgium. The guaranties of Origin will be reported on yearly basis in the next report.

SCOPE 3:

The registration for declared kilometres has been improved since the last report due to law rules. The exact division between private cars or public transport for business purpose and commuter travel by private cars is changed and supplied by the administration.

The emission data of travel by private cars for business purpose is collected by employee declarations. The fuel type and engine classification of the applicable private cars are not registered. The data for public transport for business purpose is collected by information by employee declarations and calculated to distance according to fixed price per kilometre (source MKB Servicedesk).

The emission data of commuter travel by private cars for business purpose were collected on the basis of the kilometre calculation for the place of residence - business location, based on calculations per employee. The fuel type and engine classification of the applicable private cars are not registered. The method used is considered sufficiently reliable. The data for public transport is collected by information by employee declarations and calculated to distance according to fixed price per kilometre (source NS) and in Belgium estimated based on data from the previous period.

The emission data of waste disposal were collected on the basis of the invoices from waste processors that are used by Pipelife in the Netherlands and in Belgium. The type of waste is registered according to national law. The method used is considered sufficiently reliable.

CO₂-compensation

Most resources are used to make improvements within the production processes in the framework of the CO₂-emission. The emissions of green gas are partly compensated but not calculated in the report.



Progress against reference year

Historical base year

The initial measurements in the context of the ISO 14064 standard have been done by Pipelife Nederland B.V. for the calendar year 2010. This year therefore serves as base year against which an increase or decrease in CO₂ emissions is established.

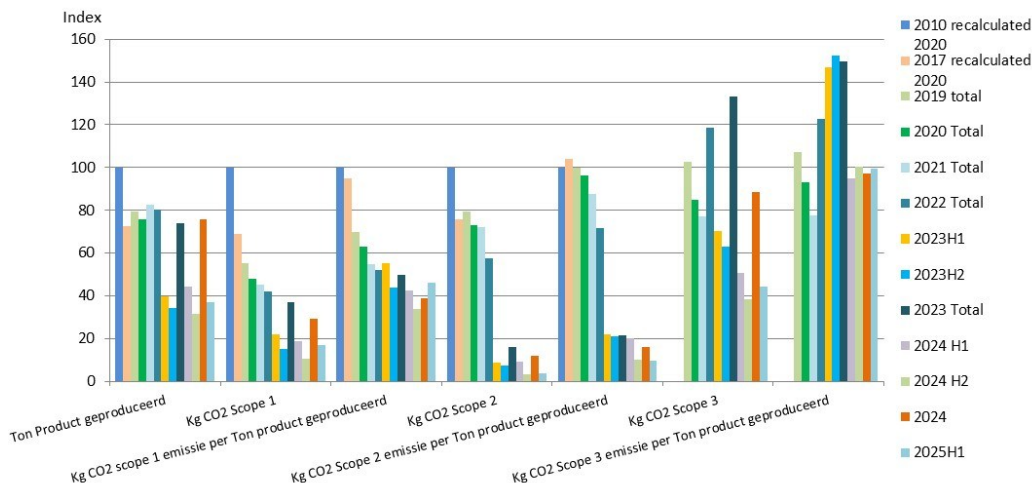
Adjustments to historical year

Since the report of the 2020 there were adjustments to the base year. Because of the publication of the version 3.1 of the CO₂ performance ladder manual in 2020 the scope classification has been changed and the CO₂ emission factors are changed again in January 2020-2025. The emission factor for grey electricity was changed significantly and is changing every year. Therefore, the publication of base year 2010 is updated in 2016, 2017 H2 and 2021 and the reference year to 2016 and 2022 because of the latest reduction goals period 2023-2025.

Normalization measurements

The size of the CO₂ emissions has a clear correlation with the scale of the activities carried out by the organization. For the comparison of the emissions in the reference year and future reported periods, standards are determined to normalize measurement results. For Pipelife, Kg product produced is the standard to scale the business activities. Based on the kg product produced the reported measurement results will be normalized.

Note: because of the publication of changed CO₂ emission factors in 2015, December 2017 and January 2020 the base year 2010 and reference year 2016 and 2017 are recalculated and the information in the graph before 2015 is visible in the previous reports. The scope 3 emissions are published since 2018. Preflexible NV in Belgium was included for the 1st time in the period 2022. The trend data before 2022 are therefore not fully comparable with the results since the 1st period of 2022.



In scope 1 the CO₂ emissions par kg product produced decreased almost 9% in the first half of 2025 compared to 2023. Compared to the period 2017 the CO₂ emissions for scope 1 in the first half of 2025 were almost 50% lower.

The consumption of stationary combustion equipment showed an increase in the first half of 2025 compared to the same period 2024 because of measures taken, after correction of degree days the total consumption compared to the same period in 2024 is almost 6.7% increased. The consumption of refrigerant in the first half of 2025 caused an emission of 31,7 ton CO₂. The consumption of CO₂ gasses increased due to changes in the productmix, the consumption in the first half of 2025 was significantly higher than 2017 and 2024.

The litres of fuel for the own car fleet decreased in the first half of 2025, particularly decreased for the diesel cars and increased for petrol and electric due to more electric cars. Compared to the



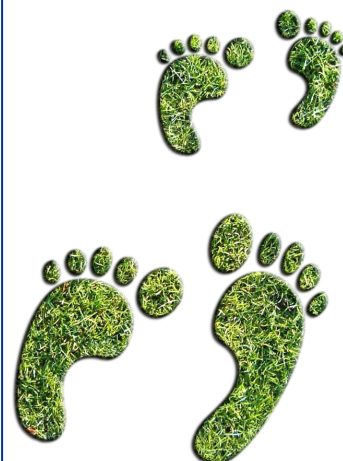
same period in 2024 the fuel consumption of the first half of 2025 decreased about 14.000 litres. The total CO₂ emissions for own car fleet decreased compared to the same period in 2024 with 23.3%.

The absolute CO₂ emissions for scope 2 in the first half of 2025 compared to the same 2024 period were reduced by 60% because of consumption of green electricity. Compared to the same period 2024 the total electricity consumption in the first half of 2025 was 16.5% lower. Energy reduction measures, own energy generation, e.g. solar panels at the Enkhuize site and 100% purchasing of green electricity in the Netherlands reduced emissions significant relative to the total electricity consumption.

The scope 3 emissions par ton product produced were about 0.7% lower in the first half of 2025 compared to the baseyear 2018. In the first half of 2025 business air travel increased, commuter travel and the waste streams decreased significant and caused the biggest reduction. For the calculation of all the scope 3 emissions see our Pipelife Netherlands - Scope 3 inventory CO₂ emissions which is updated yearly.

In 2025 the actions continues as described in our Energy Efficiency plan (EEP) plan. Pipelife has implementing the Energy Efficiency plan and reduction targets for the period 2022-2025, the measures are implemented as planned in this EEP.

Our reduction goals par ton product in scope 1-2 in the first half of 2025 are still on schedule, our scope 3 objectives made a significant progress.



Projects with award advantage

Project Supply of plastic pipes and fittings for drinking water pipes

This project is finished in December 2024. There are no current projects with award advantage.

Calculation models

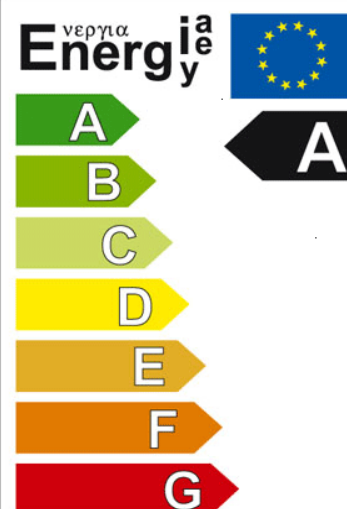
Quantification methods

The quantification of raw materials to CO₂ emissions is always calculated by registered volume units of the fuels used if present. The conversion of volume to emission values is straightforward and provides the most reliable comparison. In those situations where no volume units of fuel were available, the most reliable information available was used.

Electricity consumption is either taken based on calibrated meters and/or based on the invoices of the energy company. By applicable law, this is the most reliable source of information that is available.

Explanation for changes in the quantification methods

The measurement over the first half of 2025 is the thirtieth measurement in the framework of the ISO 14064 standard. No adjustments in the quantitative methods are made against to the historical year.



Reduction targets

Based on this Carbon Footprint and the Energy Management System Pipelife defined measures to reduce its CO₂ emissions for the period 2022-2025 for scope 1, 2 and 3.

The first target is to reduce the direct emissions per Kg product produced by improvements in Enkhuizen. Next to these reduction targets several investigations in the Netherlands and Belgium are in progress to gain knowledge for better understanding of the current energy consumption. Examples of investigations are isolation improvements in production, improvement of heating in the Netherlands and lighting in buildings. These investigations are an ongoing process.

Reduction of the indirect emissions (scope 2) will be carried out by reducing the Electricity usage in the production and reducing energy losses and energy recovery, replacement of lighting to LED, replacements of production infrastructure and implementation of an energy management system for the production facilities.

Reductions of the other indirect emissions (scope 3) are also planned in the Energy Efficiency plan for the period 2022-2025.

Based on the current results and the quantitative information Pipelife wants to reduce its CO₂-emissions for the period 2022 till 2025 with 5.2% per Kg product produced. The Kg product produced, by equal productmix, is the standardization factor to make comparison possible between the reference period and the progress reports. The reduction objectives for this period are subdivided per scope; scope 1: 15.0%, scope 2: 2.8% and scope 3: 0.7%.

Nr.	Reduction target CO ₂	Total reduction 2022-2025 (%)	CO ₂ -emission 2025	
			Reduction (Tonnes CO ₂)	(par ton product produced)
	Implementation Energy Efficiency Plan scope 1 measures	15.06%	152.8	0.0
	Total CO₂-emission scope 1	15%	152.8	0.0
	Index CO₂-emission scope 1	15.1%	152.8	0.1
	Implementation Energy Efficiency Plan scope 2 measures	2.8%	194.7	0.2
	Total CO₂-emission scope 2	2.8%	194.7	0.2
	Index CO₂-emission scope 2	2.8%	194.7	97.2
	Implementation Energy Efficiency Plan scope 3 measures	0.7%	935.0	3.6
	Total CO₂-emission scope 3	0.7%	935.0	3.6
	Index CO₂-emission scope 3	0.7%	935.0	99.3
	Total CO₂-emission scope 1 and 2	4.4%	347.5	0.2
	Total CO₂-emission scope 1,2,3	1.0%	1,282.5	3.8





Annex 1 CO₂-emissions first half of 2025 scope 1 and 2

	CO ₂ -emission factor ¹		2025-H1		CO ₂ -emission [metric ton]
	emission factor	Unit	Quantity	Unit	
Scope 1: Direct emissions					485.1
Stationary combustion equipment					314.0
- Natural gas	2,134	g CO ₂ / Nm ³	129,461	Nm ³	276.3
- Butane ²	3,143	g CO ₂ / kg	-	kg	-
- Propane	1,725	g CO ₂ / litre	-	litre	-
- CO ₂ gasses ²	1,000	g CO ₂ / kg	37,691	kg	37.7
- Acetylene ²	3,385	g CO ₂ / kg	-	kg	-
- Protegon20 ¹²	217	g CO ₂ / Nm ³	-	m ³	-
Airco refrigerants					31.7
- Refrigerant - R22	1,760	kg CO ₂ / kg	-	kg	-
- Refrigerant - R404a	3,943	kg CO ₂ / kg	-	kg	-
- Refrigerant - R407c	1,624	kg CO ₂ / kg	-	kg	-
- R-449A ³	1,282	gwp	-	gwp	-
- Refrigerant - R410a	1,924	kg CO ₂ / kg	16.5	kg	31.7
Own car fleet, fuel use					139.4
- Petrol	2,821	g CO ₂ / litre	24,124	liter	68.1
- Diesel	3,256	g CO ₂ / litre	21,900	liter	71.3
- Diesel (fossile)	3,468	g CO ₂ / litre	-	liter	-
- LPG	1,802	g CO ₂ / litre	-	liter	-
- CNG (natural gas) (NL)	2,608	g CO ₂ / kg	-	kg	-
	CO ₂ -emission factor ¹		2025-H1		CO ₂ -emission [metric ton]
	emission factor	Unit	Quantity	Unit	
Scope 2: Indirect emissions					517.5
Purchased electricity					517.5
Total used electricity building and production			9,412,209		
own generated solar electricity			264,384		-
- Grey electricity: 2010 and later	536	g CO ₂ / kWh	930,964	kWh	499.0
- Solar energy	0	g CO ₂ / kWh	7,952,477	kWh	-
- Mobility -Grey electricity: 2010 and later	536	g CO ₂ / kWh	34,563	kWh	18.5
- Mobility - Solar energy	0	g CO ₂ / kWh	72,199	kWh	-

References
1: Source: website CO2emissiefactoren.nl
2: Source: StenVi conversion calculations 2010 and 2023

Scope 1		Ton CO ₂	%
Stationary combustion equipment		276.3	57.0%
Gasses		37.7	7.8%
Airco refrigerants		31.7	6.5%
Own car fleet		139.4	28.7%
Tot		485.1	
Scope 2		Ton CO ₂	%
Purchased electricity		499.0	96.4%
Mobility - electricity		18.5	3.6%
Tot		517.5	



Annex 1 CO₂-emissions first half of 2025 scope 3

	CO ₂ -emission factor ¹		2025-H1		
	emission factor	Unit	Quantity	Unit	CO ₂ -emission [metric ton]
Scope 3: Other indirect emissions					551.5
Business travel					84.4
Personal cars for business travel					4.4
- Passenger car, unknown fuel type and weight	193	g CO ₂ / vehicle km	22,635	km	4.4
Business air travel					80.1
- Distance < 700 km	234	g CO ₂ /travellers km	18,808	travellers km	4.4
- Distance 700 - 2.500 km	172	g CO ₂ /travellers km	89,324	travellers km	15.4
- Distance > 2.500 km	157	g CO ₂ /travellers km	384,025	travellers km	60.3
Business travel by public transport					-
- Public transport unknown category	20	g CO ₂ /travellers km	-	travellers km	-
Commuter travel with transportation not owned by the company					157.5
private cars					155.9
- Passenger car, unknown fuel type and weight	193	g CO ₂ / vehicle km	807,550	vehicle km	155.9
Commuter travel with public transport					1.7
- Train unknown category	3	g CO ₂ /travellers km	562,251	travellers km	1.7
- High speed train	26	g CO ₂ /travellers km	0	travellers km	0.0
Bicycle or walking					0.0
- Bicycle, walking	0	g CO ₂ /travellers km	0	travellers km	0.0
Waste disposal²					309.6
- Paper and paperboard	676	g CO ₂ / kg	59,385	kg	40.1
- Plastic	120	g CO ₂ / kg	349,340	kg	41.9
- Wood	-	g CO ₂ / kg	143,350	kg	-
- Metal	1,060	g CO ₂ / kg	0	kg	-
- Hazardous substances	1,308	g CO ₂ / kg	4,303	kg	5.6
- Unsorted waste	1,308	g CO ₂ / kg	169,236	kg	221.4
- Construction and demolition waste	434	g CO ₂ / kg	0	kg	-
- PMD	1,308	g CO ₂ / kg	330	kg	0.4
- Other Waste	1,308	g CO ₂ / kg	54	kg	0.1

References
1: Source: website CO2emissiefactoren.nl
2: Source: Chain analyses Pipelife and Siemens Netherland / CE Delft/ KEMA

Scope 3	Ton CO ₂	%
Personal cars for business travel	4.4	0.8%
Business air travel	80.1	15.5%
Personal cars for business travel	0.0	0.0%
Commuter travel with transportation not owned by the company	157.5	30.4%
Waste disposal	309.6	59.8%
Tot	551.5	