RESULTS CO2 FOOTPRINT 2021 COMPARED TO 2020

Climate policy

To combat climate change, the Dutch government wants to achieve a 49% reduction in greenhouse gas emissions by 2030 compared to 1990. To achieve this goal, the national government is taking measures and making agreements with other parties. In the coming years, the reduction measures will always be aimed at achieving this goal.

Details 2021

In March 2020, the world was surprised with the arrival of the corona virus. Where and how this virus originated is still a mystery. Countries, including the Netherlands, still had to take measures in 2021 to prevent the spread of the virus and limit hospital admissions. In addition to these measures, Eurailscout has continued its own measures from 2020 in 2021 to protect its employees. Fortunately, the measures have had little or no impact on 2021 production, both in the Netherlands and abroad. As can be seen from the report below, the measures taken by the Cabinet and Eurailscout have partly had a positive effect on reducing CO2 emissions.

CO2 emission factors

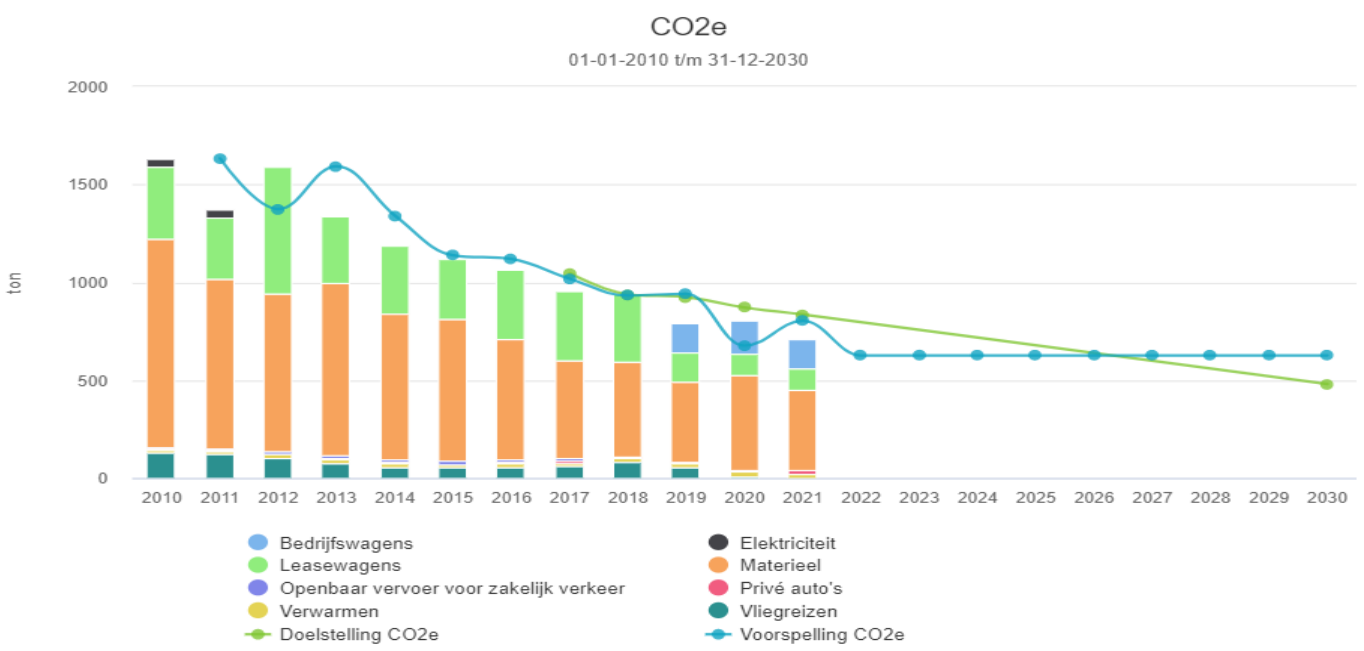
The most important tool for calculating the CO2 footprint is the various emission factors associated with a certain energy consumption. For example, there are emission factors for determining the CO2 emissions of a liter of petrol or diesel or the consumption of electricity or gas. Each fuel has its own CO2 emission factor when burned. This is an initiative of Milieu Centraal, Stimular, SKAO, Connekt and the national government. This list is updated every year by a broad panel of experts based on the most recent insights.

Scope 1: direct CO2 emissions, caused by own sources within the organization. This concerns emissions from our own building, transport and production-related activities. Think of our own diesel generators and heating installations, our own (lorry) cars or the application of coolant in cooling equipment and air-conditioning systems.

Scope 2: this includes indirect CO2 emissions from the generation of electricity or heat purchased and consumed by the company. The organization uses this energy internally, but does not generate it internally. That generation takes place physically elsewhere, for example in a power plant.

Scope 3: indirect CO2 emissions caused by business activities of another organisation. This concerns emissions from sources that are not in the possession of the organization and on which it can exert no direct influence. For example, the emissions caused by the production or extraction of purchased raw materials or materials and outsourced activities such as freight transport. Indirect emissions as a result of business traffic with private vehicles and business air traffic also belong to scope 3.

CO2 emissions Scope 1 and 2



Explanation

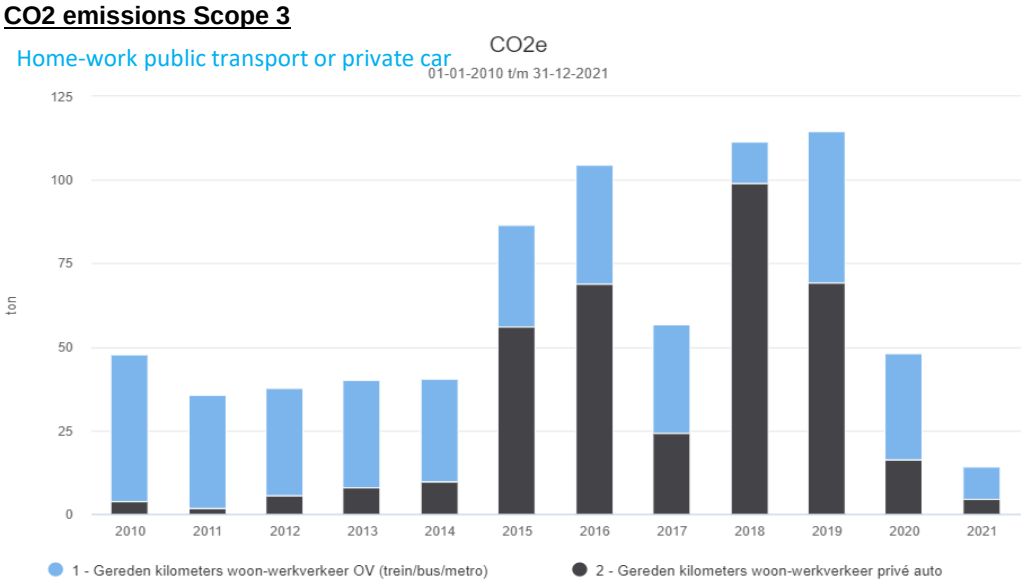
The graph shows that in 2021 CO2 emissions have decreased slightly compared to 2020. This decrease is caused by less diesel consumption in both commercial vehicles and equipment (UFM120 and UST02).

With regard to the use of a private car for business trips, we see a slight increase in CO2 emissions. The number of air travel will be further reduced in 2021 compared to 2020.

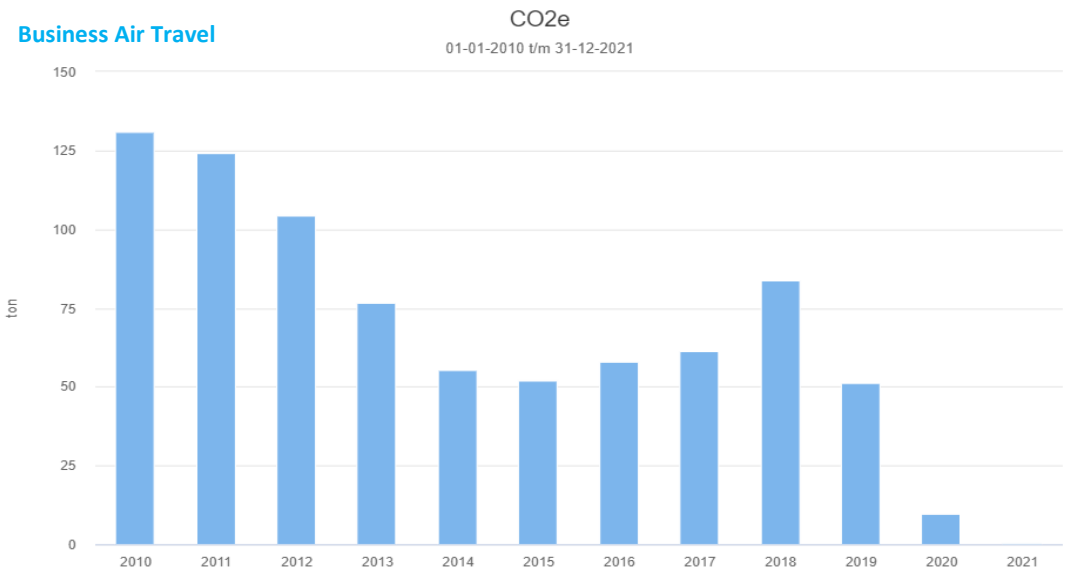
Due to the corona measures, employees have worked from home almost all year round and where necessary, on the advice of the Cabinet, they have used their own transport. The slight decrease in CO2 emissions has ensured that in 2021 we will again be well within the target line for achieving the final target in 2030.

CO2 emissions Scope 3

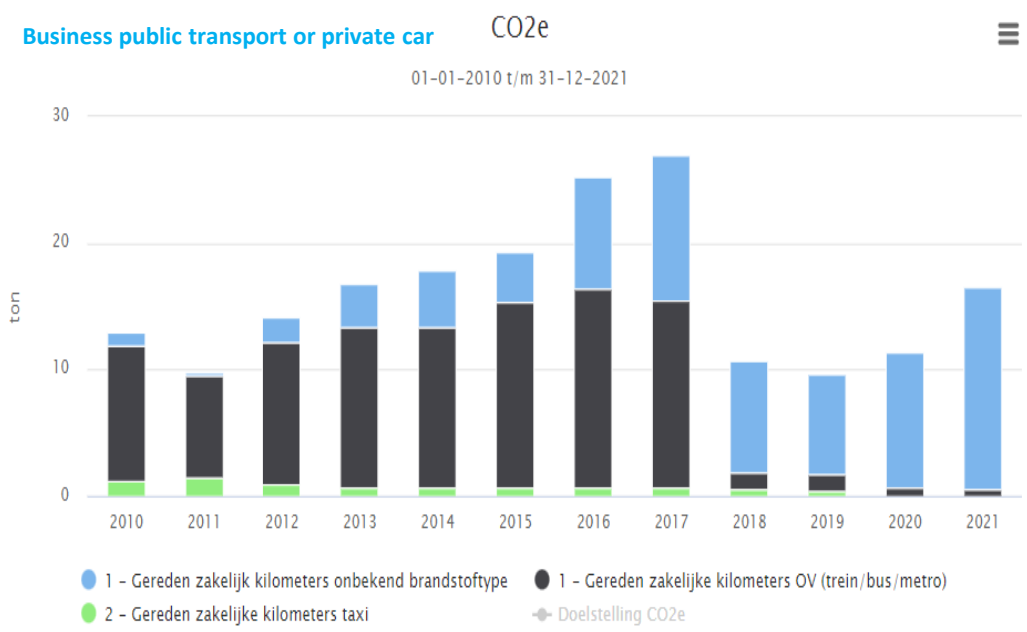
Home-work public transport or private car



Business Air Travel



Business public transport or private car



Explanation

The three graphs of scope 3 clearly show the influence of the corona measures on the mobility of employees. Compared to 2020, there has been much less travel with regard to commuter traffic and business air travel.

In 2020, staff could still go to the office for the first 11 weeks because the COVID virus had not yet set in. From 2021, the urgent advice was to allow staff to work from home for almost the entire year due to the corona measures still in force. Production employees have had to travel because production, on behalf of the clients, had to continue at all times. Compared to 2020, the number of kilometers commuted to work has decreased by 18% from 877,278 km to 632,925 km. In 2021, more use will be made of the private car for business kilometers.

The CO2 emission factor for traveling by public transport has been lowered from 36 g/km to 15 g/km by the national government from 01-01-2021. This also had a positive influence on the CO2 emissions and therefore also the graphs.

Conclusion

On a total level, in which we include scope 1, 2 and 3, Eurailscout has realized 707 tons of CO2 emissions in 2021. This is a reduction of 13.58% compared to 2020.