

	CO <sub>2</sub> performance ladder		5C1				
	PUBLIC COMMITMENT TO A CO <sub>2</sub> EMISSION REDUCTION PROGRAMME OF GOVERNMENT/NGO		REVISION 1.0				

<b>Date</b>	11/06/2019	13/07/2020						
<b>Revision</b>	00	1.0						
<b>Note:</b>	ISH	Update						

## 1 COMMUTER TRAFFIC FUND

The Commuter Traffic Fund is an initiative of the Mobility Department of the Flemish Government and subsidises projects that promote sustainable home/work traffic. With these measures, the Commuter Traffic Fund aims to reduce the share of solo driving in commuting and to increase the share of cycling and public transport. To this end, they subsidise projects of companies, private institutions or public authorities aimed at reducing the number of car trips.

### 1.1 STEP 1

In August 2018, we performed a mobility survey among our personnel. The aim was to gauge the employees' interest in alternative home-work trips, such as the use of electric bicycles and carpooling. The result of this survey provided useful information and showed that there is a willingness among employees to consider alternative home-work trips.

### 1.2 STEP 2

The expertise of Traject, a traffic and mobility consultancy firm, was called in to draw up a qualitative and feasible file. Since 1992, Traject has been assisting public authorities and private parties in realising changes in their mobility policies and in improving their accessibility. A potential modal shift was calculated based on the employees at the sites in East Flanders, their mobility behaviour and the accessibility of the various sites. This showed that focusing on a transition to a cycling culture has the best chances of success. The corresponding subsidy file was submitted in October '18 and was approved on 24/04/2019.

### 1.3 COMMUTER TRAFFIC FUND OF JAN DE NUL

We want to focus on making our employees more aware of their travel behaviour by focusing on a cycling culture and taking the necessary measures to achieve this. In addition, carpooling will be given due attention and an efficient parking policy will be studied. Within our mobility project, we can detect 4 pillars:

- **Bicycle leasing:** Jan De Nul thoroughly examined the different bicycle leasing options and selected a partner on the basis of this study. The employees will be informed extensively in the coming weeks so that the first leased bicycles will be in use at the beginning of July '19.
- **Bicycle infrastructure:** In order to be able to offer the necessary facilities to the potential of additional cyclists, investments in cycling infrastructure (bicycle shed + charging facilities) are needed. This is the object of this application.
- **Carpool platform:** Internally, we are looking at how a carpool platform can promote 'driving together' and what the technical requirements are.

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- Awareness-raising and communication: the step towards a cycling culture will have to motivate employees to make the necessary switch within a broader CSR and FIT framework.

### 1.3.1 QUANTITATIVE ESTIMATION OF THE POTENTIAL MODAL SHIFT

Table 1 potential modal shift

Potential modal shift	Bergweg	Karnemelkstraat	Katelijnestraat	Nijverheidslaan	Tragel	TOTAL Per means of transport
Bicycle	4	4	3	1	112	124
Electric bicycle	6	1	2	1	126	136
Speed Pedelec	3	2	2	1	70	78
Public transport	0	0	0	0	17	17
Carpooling	0	0	0	0	23	23
<i>TOTAL per site</i>	13	7	7	3	348	378

Based on the current commuting behaviour and the home/work distances, the above modal shift was calculated per site by the Mobility Team of the Province of East Flanders.

### 1.3.2 TIME PLANNING

Q2/2019 up to and including 2022.

### 1.3.3 REQUIRED BUDGET

- €5,000/year (hourly wage).
- The Commuter Traffic Fund will reimburse 50% of the infrastructure costs. A subsidy budget of €63,767 has been allocated. The total infrastructure costs have been assessed at €127,534.

## 2 TOURNÉE PÉDALE

Tournée Pédale is a partnership (NGO) of several East-Flemish organisations that aims to stimulate awareness about responsible car use. During 3 weeks (6 – 26/05/2019), participants were encouraged to try out alternatives. More than 200 employees of Jan De Nul committed themselves to this challenge! We made electric and city bikes available for short trips or for testing electric bicycle routes.

The enthusiasm was great and was followed by the roll-out of our bicycle leasing project in the second half of June 2019.

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### 3 CAR FREE DAY

On Thursday, 19 September 2019, Jan De Nul Group employees took part in the Car Free Day, an initiative that was part of the Mobility Week, a government awareness campaign.

Participating in the Car Free Day makes us reflect for a moment on our travel behaviour. It encourages us to leave our car at home and discover more sustainable alternatives. On 19 September, our colleagues made an extra effort to use alternative transport to come to our various sites in Flanders.

### 4 AVAILABILITY OF THE NECESSARY EXPERTISE

- The Mobility Work Group is composed of representatives from the various departments involved:
  - Stijn Arys: QHSSE: CO<sub>2</sub> performance ladder
  - Isabelle Herteleer: CSR – CO<sub>2</sub> performance ladder
  - Hannelore Ruytjens: CO<sub>2</sub> performance ladder
  - Philip Piron: HR Director
  - Eline Vandenbroeck: HR employee
  - Annick Van Mossevelde: HR employee
  - Christof Dewaele: Fleet manager
  - Jakoba Van Der Linden: Travel department
  - Luc Pieters: Transport
  - Liesbeth Schollaert: Architecture department
  - Frank Wyns: Facility



Figure 1: Overview of the Mobility Work Group