

	CO ₂ performance ladder		5C1
	PUBLIC COMMITMENT TO A CO ₂ EMISSION REDUCTION PROGRAMME OF GOVERNMENT/NGO		REVISION 2.0

Date	11/06/2019	13/07/2020	10/09/2021						
Revision	00	1.0	2.0						
Note:	ISH	Update	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. Since 2019, all employees with a permanent employment contract can lease a bicycle of their choice from B2Bike.
- **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) have been made. 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.

In addition to measures taken as part of the Commuter Traffic Fund, additional actions have been launched to motivate workers and encourage them to switch to a more sustainable commuting alternative:

- In September 2021, a structural working from home policy was introduced, which will be assessed in August 2022.
- Since 2019, Jan De Nul have been making pool bikes available at the office in Aalst. This will enable staff to cycle for short trips during their lunch breaks instead of taking the car.

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.

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1.3.2 QUALITATIVE ASSESSMENT OF THE MODAL SHIFT

A first assessment of the modal shift in 2019 showed that the actions from the Commuter Traffic Fund result in increased use of (electric) bicycles and public transport.

	Relative share in 2018 (baseline)	Relative share in 2019
<ul style="list-style-type: none"> ▪ Walking ▪ Cycling ▪ Electric bicycle ▪ Speed pedelec 	8%	20%
<ul style="list-style-type: none"> ▪ Public transport (train, bus, tram, metro, corporate transport) 	5%	9%
<ul style="list-style-type: none"> ▪ Motorbike ▪ Moped 	0%	0%
<ul style="list-style-type: none"> ▪ Car (alone) ▪ Carpooling 	87%	71%

1.3.3 TIME PLANNING

Q2/2019 up to and including 2022.

1.3.4 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.

1.3.5 AVAILABILITY OF THE REQUIRED EXPERTISE

- The working group mobility consists of delegates from the different departments involved:
 - Hannelore Ruytjens: CO₂ performance ladder
 - Christof Dewaele: Fleet manager
 - Jakoba Van Der Linden: CSR
 - Philip Piron: HR manager
 - Luc Pieters: Transport
 - Frank Wyns: Facility

Working Group Mobility & Logistics					
H Ruytjens	C De Waele	J Van Der Linden	P Piron	L Pieters	F Wyns

Figure 1 overview working group mobility

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2 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.

3 BACA (BELGIAN ALLIANCE FOR CLIMATE ACTION)

Committed member of the **Belgian Alliance for Climate Action**

The Belgian Alliance for Climate Action is a coalition of Belgian organisations that publicly demonstrate their ambitious climate targets. This coalition was launched by The Shift and WWF. The Belgian Alliance for Climate Action acts as a platform for sharing best practice, inspiration and knowledge as part of this pledge. The organisations who signed this statement of intent make the commitment to take part in and contribute to this platform for knowledge sharing.

The motives to take scientifically based climate measures and become a member of BACA re based on three fundamental messages:

1. Organisations must now take ambitious climate measures
2. Only by working together can we stimulate the transition to a net zero economy
3. Science-based climate action is the most effective manner to guarantee the required effect

The Belgian Alliance for Climate Action is a platform / community for Belgian organizations that are serious about their climate ambitions and choose the path towards SBTs

COMMIT TO AMBITIOUS CLIMATE TARGETS



By adhering to the Alliance, you **commit to setting Science Based targets** within the subsequent 2 years

EXCHANGE INFORMATION



The Alliance will **link different players facing the same challenges** in the process of determining & reaching climate targets

INSPIRE OTHERS



The Alliance will help you **incentivize your partners** to join and allow you to **mentor other organizations** throughout the process

Since 2020, Jan De Nul Group take part in BACA. Hereby, we support the message that organisations must play a major role in achieving the climate objectives of the Paris Climate Agreement (keeping warming of the planet below 2°C above pre-industrial levels and keep up efforts to limit planetary warming to 1.5°C.). By signing the pledge, Jan De Nul Group also made the commitment to reduce their carbon emissions.

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The purpose of the Belgian Alliance for Climate Action is to:

- Demonstrate in practice the commitment of Belgian organisations to reduce their carbon emissions. The organisations determine the base year with corresponding carbon emissions and a phased plan in accordance with the science based targets initiative.
- Help organisations to achieve their reduction targets and reduce their carbon emissions, and
- Act as a catalyst for wider, complementary initiatives and actions for a net-zero economy.