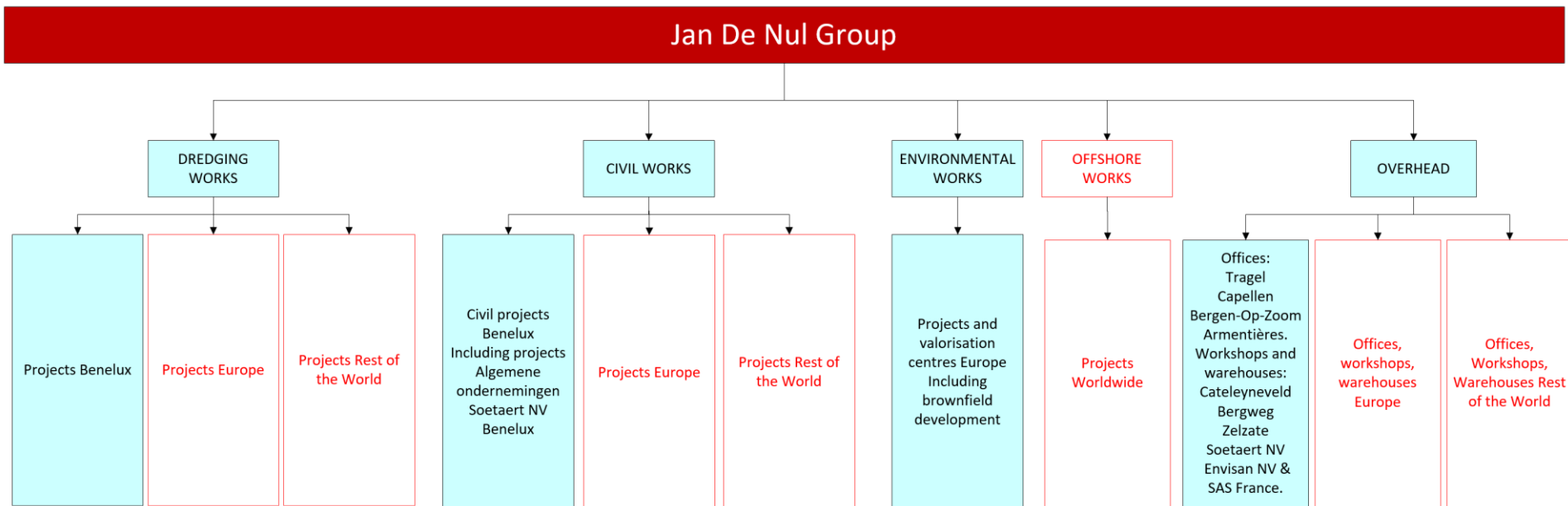


## 1 EVOLUTION OF CO<sub>2</sub> EMISSIONS

		2020	2019
<b>Scope 1</b>	Fuel main vessels	47,756 Ton CO <sub>2</sub>	33,540 Ton CO <sub>2</sub>
	Diesel	14,349 Ton CO <sub>2</sub>	252 Ton CO <sub>2</sub>
	Natural gas	1,098 Ton CO <sub>2</sub>	825 Ton CO <sub>2</sub>
	Fuel company cars	757 Ton CO <sub>2</sub>	3,546 Ton CO <sub>2</sub>
	Propane	37 Ton CO <sub>2</sub>	41 Ton CO <sub>2</sub>
	<b>Total</b>	<b>63,997 Ton CO<sub>2</sub></b>	<b>38,164 Ton CO<sub>2</sub></b>
<b>Scope 2</b>	Electricity	2,399 Ton CO <sub>2</sub>	0 Ton CO <sub>2</sub>
	Heat recovery	29 Ton CO <sub>2</sub>	NA
	<b>Total</b>	<b>2,427 Ton CO<sub>2</sub></b>	<b>0 Ton CO<sub>2</sub></b>
<b>Scope 3</b>	Steel	84,612 Ton CO <sub>2</sub>	84,612 Ton CO <sub>2</sub>
	Concrete	28,565 Ton CO <sub>2</sub>	18,863 Ton CO <sub>2</sub>
	Earth moving	8,418 Ton CO <sub>2</sub>	8,934 Ton CO <sub>2</sub>
	Foundations - Soilmix	10,620 Ton CO <sub>2</sub>	NA
	Business Travel	2,364 Ton CO <sub>2</sub>	1,970 Ton CO <sub>2</sub>
	Commuting	1,369 Ton CO <sub>2</sub>	4,039 Ton CO <sub>2</sub>
	Fuel private cars	89 Ton CO <sub>2</sub>	75 Ton CO <sub>2</sub>
	Rental cars	No longer belongs to Jan De Nul Group's most material Scope 3 emissions due to changed boundary in 2018.	928 Ton CO <sub>2</sub>
	Taxi		85 Ton CO <sub>2</sub>
	Transport ( mobilisations & distributions )		NA
	<b>Total</b>	<b>136,037 ton CO<sub>2</sub></b>	<b>119,506 Ton CO<sub>2</sub></b>

## 2 BOUNDARY

The boundary of the CO<sub>2</sub> performance ladder includes all blue pillars of the Jan De Nul Group.



### 3 ENERGY POLICY

As part of our QHSSE Policy (FORM JDN.QF.01.01), signed by senior management, we are committed to protect the environment and climate and preventing pollution. We continually strive to use less energy and emit fewer greenhouse gases. Wherever possible, we choose green energy. This is also endorsed in our CSR strategy (JDN.GF.01.42) where it is our ambition to continuously reduce our carbon footprint.



## 4 TARGETS

### 4.1 TARGET 2020-01 (SCOPE 1)

**Target: reduction of 15% of fuel emissions compared to tender of vessels during project execution**

Measures taken for achieving this reduction:

- Use of biofuel
- Optimisation of planning of works
- Optimal distribution of generators
- Use of Ship Energy Efficiency Management Plans (SEEMP)

### 4.2 TARGET 2020-02 (SCOPE 1)

**Target: 10 % reduction of emissions of company cars by 2025 compared to 2018**

Footprint 2018 = 5241 ton CO<sub>2</sub> which is 8,65 ton/company car,

**target 2020 = 8,46 ton/company car or 4,23 ton/company car per semester**

Measures taken for achieving this reduction:

- Focus on hybrid and electric vehicles
- Promoting use of bicycle
- Raising awareness

#### 4.3 TARGET 2020-03 (SCOPE 1)

**Target: 1.90 % reduction in consumption of natural gas and domestic fuel oil by 2020 compared to 2018**

Footprint 2018 = 1131 ton CO<sub>2</sub> which is 541 kg/degree day,

Target 2019 = 539 kg/degree day or 269 kg/degree day per semester

**Target 2020 = 533 kg/degree day or 266 kg/degree day per semester**

Measures taken for achieving this reduction:

- Energy audits to enhance energy efficiency
- Insulation of pipes and valves in heating systems
- Adjusting of parameters of heating, ventilation, air-conditioning and cooling systems

#### 4.4 TARGET 2020-04 (SCOPE 2)

**Target: minimum 98% ratio between green electricity and total electricity consumption for all offices and warehouses in 2020**

Measures taken for achieving this reduction:

- Development of electricity-saving actions in view of reducing the overall electricity consumption
- Implement possibilities to generate green electricity
- Maintaining and expanding contract with energy supplier for purchasing green electricity from local origin

#### 4.5 TARGET 2020-05 (SCOPE 2)

**Target: minimum 75% ratio between green electricity and total electricity consumption on civil and environmental projects by 2022**

Target 2020: minimum 20%; 2021: minimum 50%; 2022: minimum 75%

Measures taken for achieving this reduction:

- Development of electricity-saving actions in view of reducing the overall electricity consumption
- Implement possibilities to generate green electricity
- Maintaining and expanding contract with energy supplier for purchasing green electricity from local origin
- Energy efficient site office

#### 4.6 TARGET 2020-06 (SCOPE 3)

**Target: 13% reduction of emissions from commuter traffic by 2022 compared to 2018**

2018 = 2433 ton CO<sub>2</sub> which is 1,43 ton/commuter

**Target 2020: 8% reduction compared to 2018, which corresponds with maximum emission of 1.32 ton/commuter or 0,66 ton/commuter per semester**

Measures taken for achieving this reduction:

- Offer of hybrid and electric cars in leasing programme for employees
- Promoting use of bicycle
- Evaluation of reduction potential in 'home-work traffic' chain analysis 2019
- Raising awareness

#### 4.7 TARGET 2020-07 (SCOPE 3)

**Target: demonstrable planned reductions of emissions within the concrete, steel and soil supply through own design optimisations compared to the customer's reference design on:**

- 50% of DBFM, DBM of DB-projects in 2021-2022
- 20% of DBFM, DBM of DB-projects in 2020-2021
- 1 DBFM, DBM of DB-project in 2019-2020

Measures taken for achieving this reduction:

- design: we reduce the consumption of materials (concrete, steel and soil disposal) through smart designs (with impact on scope I, II & III)
- construction: we apply low-carbon materials, e.g. concrete based on cements with a low hydration heat (with impact on scope III)
- construction and operation: we offer renewable energy production for the operational phase of the infrastructure in question (with impact on scope II & III)

## 5 EVOLUTION OF REDUCTION TARGETS

Reduction target		Target 2020	Result 2020	Comments
Target 2020-1	Reduction of 15% of fuel emissions compared to tender of vessels during project execution	Minimum 15%	27.3%	
Target 2020-2	10 % reduction of emissions of company cars by 2025 compared to 2018 Footprint 2018 = 5241 ton CO <sub>2</sub> which is 8,65 ton/company car, target 2020 = 8,46 ton/company car or 4,23 ton/company car per semester	Maximum emissions: 4,23 ton CO <sub>2</sub> /car or 2,25% reduction compared to 2018	1.13 Ton CO <sub>2</sub> /car or 86.97% reduction compared to 2018	Impact COVID19
Target 2020-3	Target: 1.90 % reduction in consumption of natural gas and domestic fuel oil by 2020 compared to 2018 Footprint 2018 = 1131 ton CO <sub>2</sub> which is 541 kg/degree day, Target 2019 = 539 kg/degree day Target 2020 = 533 kg/degree day	Maximum emissions: 533 kg/degree day or 1,90% reduction compared to 2018	538 kg/degree day or 0.48% increase compared to 2018	One of the large burners was not turned off in the summer of 2020.
Target 2020-4	Minimum 98% ratio between green electricity and total electricity consumption for all offices and warehouses in 2020	Minimum 98%	100%	
Target 2020-5	Target: minimum 75% ratio between green electricity and total electricity consumption on civil and environmental projects by 2022 Target 2020: minimum 20%; 2021: minimum 50%; 2022: minimum 75%	Minimum 20%	58%	



<p><b>Target 2020-6</b></p>	<p><b>13% reduction of emissions from commuter traffic by 2022 compared to 2018</b> 2018 = 2433 ton CO<sub>2</sub> which is 1,43 ton/commuter <b>Target 2020: 8% reduction compared to 2018, which corresponds with maximum emission of 1.32 ton/commuter or 0,66 ton/commuter per semester</b></p>	<p>8% reduction compared to 2018 or <b>maximum emission of 1.32 ton/commuter or 0,66 ton/commuter per semester</b></p>	<p>0.53 Ton/commuter or 63% reduction</p>	
<p><b>Target 2020-7</b></p>	<p><b>Demonstrable planned reductions of emissions within the concrete, steel and soil supply through own design optimisations compared to the customer's reference design on:</b></p> <ul style="list-style-type: none"> <li>▪ 50% of DBFM, DBM of DB-projects in 2021-2022</li> <li>▪ 20% of DBFM, DBM of DB-projects in 2020-2021</li> <li>▪ 1 DBFM, DBM of DB-project in 2019-2020</li> </ul>	<p><b>1 DBFM, DBM of DB-project in 2019-2020</b></p>	<p>Project COTU</p>	