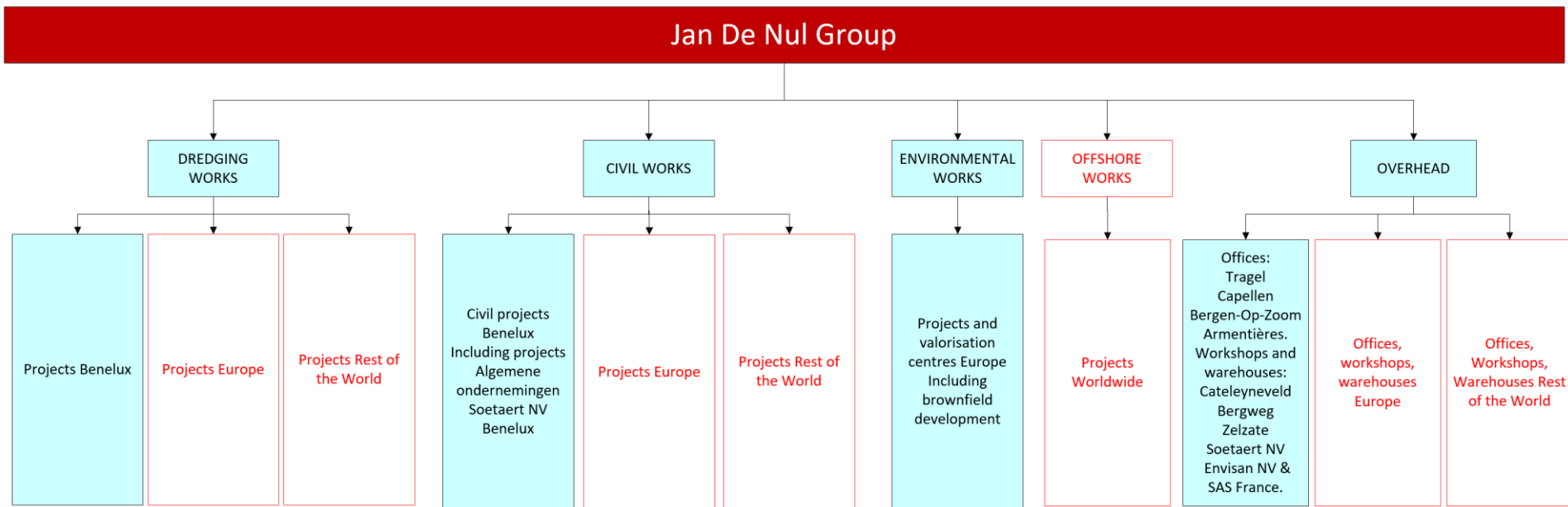


1 EVOLUTION OF CO₂ EMISSIONS

		2021 Q1-Q2	2020	2019
Scope 1	Fuel main vessels	24.066 Ton CO ₂	47.756 Ton CO ₂	33.540 Ton CO ₂
	Diesel	6.917 Ton CO ₂	14.349 Ton CO ₂	8.869 Ton CO ₂
	Natural gas	717 Ton CO ₂	1.098 Ton CO ₂	1.040 Ton CO ₂
	Fuel company cars	2.335 Ton CO ₂	757 Ton CO ₂	3.546 Ton CO ₂
	Propane	10 Ton CO ₂	37 Ton CO ₂	41 Ton CO ₂
	Total	34.045 Ton CO₂	63.997 Ton CO₂	47.046 Ton CO₂
Scope 2	Electricity	643 Ton CO ₂	2.399 Ton CO ₂	7.089 Ton CO ₂
	Heat recovery	23 Ton CO ₂	29 Ton CO ₂	nvt
	Total	666 Ton CO₂	2.427 Ton CO₂	7.089 Ton CO₂
Scope 3	Steel	42.306 Ton CO ₂	84.612 Ton CO ₂	84.612 Ton CO ₂
	Concrete	14.282 Ton CO ₂	28.565 Ton CO ₂	18.863 Ton CO ₂
	Transport of soil	4.209 Ton CO ₂	8.418 Ton CO ₂	8.934 Ton CO ₂
	Foundations - Soilmix	5.310 Ton CO ₂	10.620 Ton CO ₂	nvt
	Business Travel	1.022 Ton CO ₂	2.364 Ton CO ₂	1.970 Ton CO ₂
	Commuting	685 Ton CO ₂	1.369 Ton CO ₂	4.039 Ton CO ₂
	Fuel private cars	112 Ton CO ₂	89 Ton CO ₂	75 Ton CO ₂
	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 ₂
	Taxi			85 Ton CO ₂
	Transport (mobilisations & distributions)			NA
	Total	67.241 Ton CO₂	136.037 Ton CO₂	119.506 Ton CO₂

2 BOUNDARY

The boundary of the CO₂ 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 2021: 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 CO₂ which is 8,65 ton/company car,

target 2021 = 8,35 ton/company car or 4,17 ton/company car per semester

Measures taken for achieving this reduction:

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

4.3 TARGET 2020-03 (SCOPE 2)

Target: minimum 98% ratio between green electricity and total electricity consumption for all offices and warehouses in 2021

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

4.4 TARGET 2020-04 (SCOPE 2)

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

4.5 TARGET 2020-05 (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 Design, Build & Maintenance projects by 2022

- 50% of the DBFM, DM or DB-projects, tendered in 2021-2022
- **20% of the DBFM, DM or DB-projects, tendered in 2020-2021**
- 1 DBFM, DM or DB-projects, tendered in 2021-2022

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 2021	Result 2021 Q1-Q2	Comments
Target 2020-1	Reduction of 15% of fuel emissions compared to tender of vessels during project execution	Minimum 15%	28,13%	
Target 2020-2	10 % reduction of emissions of company cars by 2025 compared to 2018 Footprint 2018 = 5241 ton CO ₂ which is 8,65 ton/company car, target 2021 = 8,35 ton CO ₂ /company car or 4,17 ton CO ₂ /company car per semester	Maximum emissions: 4,17 ton CO ₂ /car or 3.5% reduction compared to 2018	3,04 ton CO ₂ /car	Influence of COVID-19 on use of company cars.
Target 2020-3	Minimum 98% ratio between green electricity and total electricity consumption for all offices and warehouses in 2020	Minimum 98%	99,8%	
Target 2020-4	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 50%	95,2%	

<p>Target 2020-5</p>	<p>Demonstrable planned reductions of emissions within the concrete, steel and soil supply through own design optimisations compared to the customer's reference design on:</p> <ul style="list-style-type: none"> ▪ 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 	<p>Minimum 20%</p>	<p>100%</p>	
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