



Progress report CO₂ Emission Reduction ICT Group B.V.

H1-2024

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History

Version	Date	Author	Description
0.1	12-09-2024	M. Vrisekoop	Initial version
0.2	13-11-2024	M. Vrisekoop	Update + review
0.3	27-11-2024	M. Vrisekoop	Update
1.0	29-11-2024	M. Vrisekoop	Final

1. Introduction

ICT Group profile

ICT Group B.V. (hereafter: "ICT") is a leading industrial technology solutions and services provider and serve the Engineering R&D of the Automotive, High Tech and Machine Device Engineering industries. In industrial automation, ICT provides management and other services within Port and Distribution Logistics, Chemicals, Life Sciences, Food & Beverages, Oil & Gas, and Heavy Lifting segments. In the public domain, ICT focuses on Water, Energy, Railway and Road infrastructures as well as Public Transport and Mobility. In healthcare, ICT provides solutions in the area of medical software development and Obstetrics. ICT is present in the Benelux, Germany, Bulgaria, Sweden and Portugal.

The ICT solutions offered to clients involve software development, solutions on project basis, the secondment of experienced and highly educated staff, as well as services to maintain IT systems.

Corporate social responsibility

For ICT sustainability is a natural and inevitable part of our daily work. In our day-to-day business we pay attention to the sustainable use of energy and materials. We separately collect our waste, and products we use are recycled as much as possible. Within ICT mobility has a significant contribution to the total CO₂ emissions. Therefore, ICT has started initiatives to make it possible to drive electric. Also, charging stations are or will be placed at the offices to extend the possibility electric driving and promote this.

Furthermore, within our Energy unit we touch on corporate social responsibility cases in our day-to-day business as the Energy unit is servicing energy management systems from an IT perspective.

Active sustainability policy

Related to corporate social responsibility ICT is executing an active sustainability policy. Part of this is participation in the 'SKAO CO₂-Performance Ladder'.

1.1. Responsible

Final responsibility for the sustainability policy resides with ICT Group B.V.'s Chief Financial Officer (CFO).

1.2. Reference year

Based on ICT's energy management program the CO₂ Footprint is calculated at least twice a year. The reduction measures are part of the energy management program and described in the reduction plan 2021-2026.

On a semi-annual basis the progress of implementing the reduction measures relative to the reduction targets is reported. The main focus in this report is with the CO₂ reduction measures. The CO₂ footprint is part of this rapport. ICT Group B.V. is currently certified for level 5 of the CO₂ Performance ladder with as reference year 2019.

1.3. Organizational Boundary

In the CO₂-Performance Ladder handbook is described that the organizational boundary should be chosen in such a way that no C-providers are amongst the A-providers. ICT has chosen for the ‘control approach’. Under the control approach, a company accounts for 100 percent of the GHG emissions from operations over which it has control. It does not account for GHG emissions from operations in which it owns an interest but has no control. Control can be defined in either financial or operational terms. When using the control approach to consolidate GHG emissions, companies shall choose between either the operational or financial control criteria which are defined below:

Financial control

The company has financial control over the operation if the form has the ability to direct the financial and operating policies of the latter with a view to gaining economic benefits from its activities.

Operational control

A company has operational control over an operation if the former or one of its subsidiaries has the full authority to introduce and implement its operating policies at the operation.

For a detailed description of the organizational boundary of ICT Group B.V. see the document Organizational boundary [ref 1].

1.4. Exclusions and verification

In paragraph 9.3 of ISO 14064-1:2018 a number of aspects are recorded which are irrelevant for ICT and therefore excluded. This applies to the following aspects:

	ISO 14064 topic	Explanation
g	a description of how biogenic CO ₂ emissions and removals are treated in the GHG inventory and the relevant biogenic CO ₂ emissions and removals quantified separately in tonnes of CO ₂ e (see Annex D);	Biomass is irrelevant within ICT
h	if quantified, direct GHG removals, in tonnes of CO ₂ e (5.2.2);	This is not relevant for ICT
i	explanation of the exclusion of any significant GHG sources or sinks from the quantification (5.2.3);	This is not relevant for ICT

l	explanation of any change to the reference year or other historical GHG data or categorization and any recalculation of the reference year or other historical GHG inventory (6.4.1), and documentation of any limitations to comparability resulting from such recalculation;	This is not relevant, as 2019 is the reference year.
n	explanation of any change to quantification approaches previously used (6.2);	This is not relevant, as 2019 is the reference year.
o	reference to, or documentation of, GHG emission or removal factors used (6.2);	The removal factors are not relevant for ICT

All other requirements with respect to ISO 14064-1:2018 are included in this rapport and all data is verified by the responsible CO₂ manager.

1.5. References

Ref.	Date	Version	Description
1	02-05-2024	8.0	ICT Group - Organizational Boundary
2	10-05-2023	2.0	ICT Group B.V. - CO ₂ reduction plan 2021-2026

1.6. Changes based on CO₂ Performance Ladder manual.

The conversion factors which are currently applicable are recorded in the Exsion consolidation tool in which all ICT Group B.V. entities must report their energy consumption with respect to scope 1, scope 2 and scope 3 CO₂ emissions.

1.7. Footprint development 2023 vs 2024

Scope	Q2-2024 YTD CO ₂ -emission in ton	Q2-2023 YTD CO ₂ -emission in ton	Diff % CO ₂ -emission	Q2-2024 YTD % of total CO ₂ Footprint	Q2-2023 YTD % of total CO ₂ Footprint	Diff. % of % of total CO ₂ Footprint	CO ₂ emission in ton per FTE 2024	CO ₂ emission in ton per FTE 2023	Diff. % CO ₂ in ton per FTE
Scope 1, Lease cars	626,34	787,69	-20,48%	51,69%	59,77%	-13,51%	0,31	0,43	-26,67%
Scope 1, Gas	177,57	114,84	54,62%	14,66%	8,71%	68,18%	0,09	0,06	42,58%
Scope 1, Total	803,91	902,53	-10,93%	66,35%	68,48%	-3,11%	0,40	0,49	-17,86%
Scope 2, Electricity and e-mobility	-	-	-	-	-	-	-	-	-
Scope 2, Electricity	-	-	-	-	-	-	-	-	-
Scope 2, WKO heating	32,98	32,95	0,10%	2,72%	2,50%	8,88%	0,02	0,02	-7,70%
Scope 2, Total	32,98	32,95	0,10%	2,72%	2,50%	8,88%	0,02	0,02	-7,70%
Scope 3, Public transport	10,54	3,88	171,57%	0,87%	0,29%	195,39%	0,01	0,00	150,43%
Scope 3, Private cars	197,96	152,81	29,55%	16,34%	11,59%	40,91%	0,10	0,08	19,47%
Scope 3, Business flights	166,22	225,73	-26,36%	13,72%	17,13%	-19,90%	0,08	0,12	-32,09%
Scope 3, Total	374,72	382,41	-2,01%	30,93%	29,02%	6,58%	0,19	0,21	-9,64%
Total CO₂ Footprint	1.211,61	1.317,89	-8,06%	100,00%	100,00%	0,00%	0,61	0,72	-15,22%

Historic CO₂ emissions

ICT Group B.V.

Year	2016	2017	2018	2019	2020	2021	2022	2023	2024
CO ₂ emission H1	-	-	2.398	2.371	1.466	894	1222	1293	1212
CO ₂ emission H2	-	-	2.419	2.153	808	1009	1319	1425	
CO ₂ -emission total	4.220	4.579	4.817	4.524	2.274	1903	2541	2718	

In all CO₂ emission calculations the CO₂ emissions are based on version 3.1 of the performance ladder manual and the related conversions.

2. Reduction measures 2021-2026

For the period 2021-2026 the following reduction measures are recorded on ICT Group B.V. level. The reduction measures per subsidiary are recorded in the reduction measures plan 2021-2026.

Because of ICT Group’s buy-and-build strategy, it’s likely that ICT Group will grow further the years ahead. Therefore, it’s more suitable to use a relative KPI to set reduction targets and for monitoring carbon emissions. The reduction KPI will be set relative to the number of FTE and the assumption is that it will reduce with 78% compared to the reference year 2019. This will mean an average reduction of 11% per year.

For the buildings, the reduction program is now being developed. The main focus is on mobility, as the fossil fuelled leased cars are the main contributors to CO2 emissions. In order to reduce fossil fuelled lease cars, a new lease policy has been introduced. The schedule of implementation is shown in Figure 1 Roadmap leased car policy.

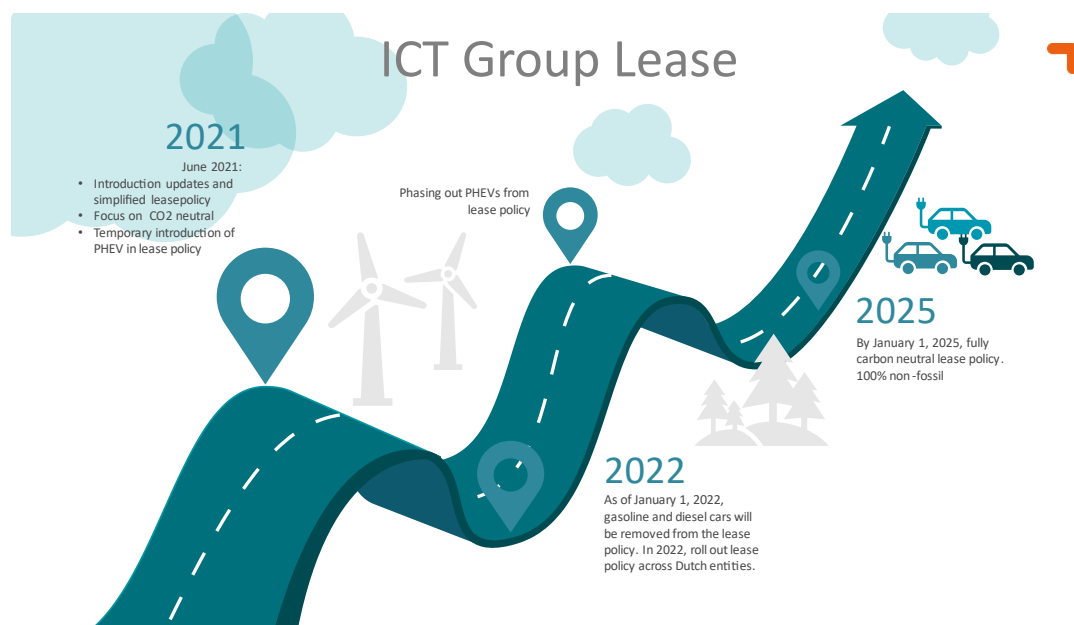


Figure 1 Roadmap leased car policy

Main changes will be:

- Reducing standard mileage
- Annual mileage restriction on private usage of lease car
- Simplification of maximum CO₂ emission limit: the same limit for everyone
- Phase out petrol & diesel fueled cars
- Temporarily add Plug-in Hybrid Electric Vehicles (PHEV) provided charging requirement and annual inspection
- ICT Group pays for charging station and monthly subscription.

Green electricity

ICT Group will continue its 100% green energy usage policy. Meaning all electricity used by the buildings and e-mobility will be 100% renewable energy, CertiQ Dutch Wind energy.

Reduction Measures Mobility

Nr.	Reduction Measures Mobility	Implementation year	Qualification	Status	Remarks
3.2.1	Reducing standard milage	As off July 2021	Policy	Completed	Part of the new Lease Policy will become effective 1. July 2021 Standard milage is reduced to from 35.000 km to 30.000 km per year.
3.2.2	Annual milage restriction on private use lease cars	July 2021	Policy	Completed	See 3.2.1
3.2.3	Simplification of maximum CO ₂ emission limit: the same limit for everyone	2021	Policy	Completed	See 3.2.1
3.2.4	Phase out Fossil fueled cars	July 2021-2026	Policy	Completed	See 3.2.1
3.2.5	Temporarily add Plug-in-Hybrid Electric Vehicles (PHEV) provided charging requirement and annual inspection	During period: 1. July 2021 – 30. June 2022	Policy	Completed	See 3.2.1
3.2.6	ICT Group pays for charging station and monthly subscription		Policy	Completed	See 3.2.1
3.2.7	All energy used by e-mobility will be 100% renewable energy, CertiQ Dutch Wind energy	2021-2026	Policy	Completed	
3.2.8	Facilitate working from home and teleconferencing	2020		Completed	After COVID-19 restrictions, new guidelines on hybrid working will be (if possible) home/office on 50/50 basis.
3.2.9	Stimulate more usage of electric cars by placing more charging stations at the offices	2021-2026		Ongoing	Charging stations installed Dreumel and Bergen op Zoom.

Reduction Measures Buildings

Nr.	Reduction Measures Building	Implementation Year	Qualification	Status	Remarks
1	Energy management: Energy registration- and controlling system	2022		Ongoing	All data will each quarter registered in the carbon manager.
2	Usage of 100% green energy	2021	policy	Completed	All electricity used by ICT will be 100% renewable energy, CertiQ Dutch wind energy.
3	Conduct energy audits on a selection of offices.	2021-2026	Policy	Completed	Energy audits have been conducted on a selection of offices to explore additional energy reduction possibilities.

3. CO2 emission footprint ICT Group B.V.

In September 2024 the CO₂ Footprint over H1- 2024 is determined. This CO₂ footprint is compared to H1 of the previous year. *

Direct and indirect CO ₂ -emissions (ton CO ₂)	H1-2024	H1-2023	Increase / decrease in %
Scope 1	803,91	894,77	-10,2%
Scope 2	32,98	16,94	94,7%
Scope 3	374,72	381,77	-1,8%
Total	1211,61	1293,48	-6,3%
Average number of total FTE	1991,00	1836	8,4%
Total emission per FTE	0,61	0,70	-13,6%
Buildings related emissions (ton CO₂)	H1-2024	H1-2023	Increase / decrease in %
Electricity	-	-	-
Heating + WKO	210,55	150,44	40,0%
Total	210,55	150,44	40,0%
Buildings related kWh	H1-2024	H1-2023	Increase / decrease in %
Number kWh (before the purchase of green power)	742362,00	904330	-17,9%
Number m ²	21149,00	22292	-5,1%
Number kWh per m ² (before the purchase of green power)	35,10	40,57	-13,5%
Number kWh per FTE (before the purchase of green power)	372,86	492,55	-24,3%
Mobility related emissions (ton CO₂)	H1-2024	H1-2023	Increase / decrease in %
Lease cars	626,34	761,27	-17,7%
Electric vehicles (EV) (after purchase of green power)	-	-	-
Business travel with private cars	197,96	153,33	29,1%
Public transport	10,54	3,66	188,0%
Business flights	166,22	224,78	-26,1%
Total	1001,06	1143,04	-12,4%
Total leasecars	569	595	-4,4%
Number of electric vehicles	249	224	11,2%
Number of PHEV vehicles	139	107	29,9%
Public transport kilometers	527099	183125	187,8%
Number kWh electric driving	H1-2024	H1-2023	Increase / decrease in %
Number kWh electric driving	676587	435834	55,2%

*Based on Excel CO2 Footprint Q2 2024 2024-11-12

4. Results and conclusions

4.1. Results

CO₂ emission per FTE

The relative CO₂ emission per FTE has decreased with 13,6 %. The decrease of the relative CO₂ emission per FTE can be attributed to the implementation of the new policy to work on a 50/50 basis at the office/customer's site or from home. Furthermore, the impact of the new Mobility policy is seen: the use of electric lease cars compared to diesel or gasoline cars has increased.

The number of FTE increased in H1-2024 with 8,4% compared to 2023.

Mobility

The lease car related CO₂ emissions have decreased with 17,7% compared to 2023. The CO₂ emissions of the usage of public transport have increased with 188,0%. Another change is that the CO₂ emissions due to business flights have decreased with 26,1% in H1-2024 compared to H1-2023.

The number of electric cars has increased with 11,2% compared to H1-2023. The number of PHEV cars has also increased with 29,9%. The total amount of lease cars has decreased with 4,4%.

Buildings

The number of offices is the same as in 2023. The building-related emissions have increased with 40,0%. This will be further analysed.

4.2. Conclusion

The absolute CO₂ emissions have decreased with 6,3%. The amount of kWh used for electric driving has increased with 55,2%. The number of electric vehicles has increased with 11,2%. The number of employees increased with 8,4% and the number of offices stayed the same (27).

The CO₂ emissions per FTE have decreased with 13,6%. The absolute CO₂ emissions per FTE of 0,61 ton over H1-2024 is still below the targeted CO₂ emission per FTE of 0,74 ton.

Currently no extra reduction measures are needed to reach the CO₂ emission reduction targets over the years 2021-2026 based on the CO₂ emissions developments over the first half of 2024.

Mobility

The CO₂ emissions on lease cars have decreased with 17,7% and this is the result of the new lease policy, which has become effective from July 1st, 2021. Since the beginning of 2022, only Plug-in-hybrid or full electric cars could be leased. From then on, the number of fossil fuelled lease cars decreased. In H1-2024 the number of full electric cars has increased with 11,2% and the number of PHEV vehicles increased with 11,2%. Relative to the total number of lease cars, the share of PHEV and fully electric cars increased from 55.6% in 2023 to 68.2% in 2024.

Business travel with private cars increased with 29,1%. At the end of the year, we will have more data and do a further analysis.

The CO₂ emissions related to business flights have decreased (26,1%) compared to H1-2023.

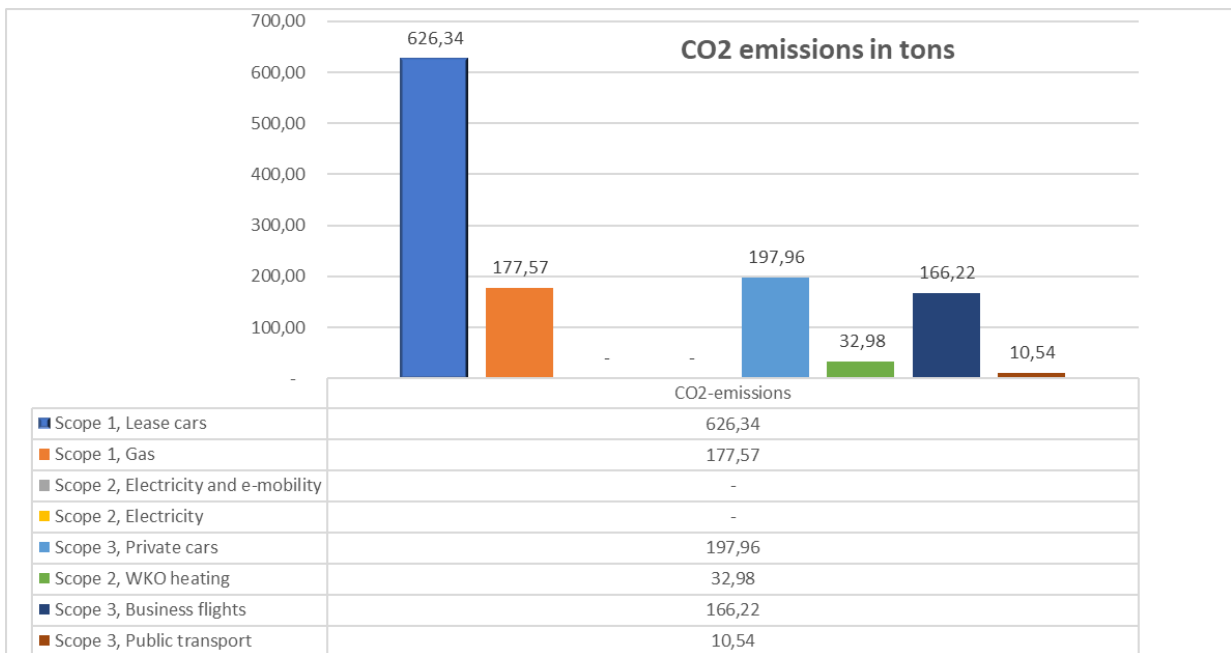
Buildings

The building related absolute CO₂ emissions have increased in H1-2024 with 40%. This increase will be further analysed at the end of this year, when more data is available.

The emphasis will be to reduce the electricity and gas consumption. Furthermore, we will actively follow up on the project to install smart meters in all offices, read these smart meters to acknowledge energy consumptions trends and take actions where needed.

Insights in CO₂ emission

CO₂ emissions H1-2024 per scope



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