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1. Introduction

In line with ENGIE Group's commitment, **Tractebel as a whole wants to be carbon neutral by 2045.**

As part of this carbon neutrality ambition, Tractebel Belgium is committed to certification for CO2 Performance Ladder – level 3 in early 2025.

This report specifies how this ambition translates into concrete reduction objectives and measures. It is based on the 2023 CO2-footprint and the identified potential reduction measures. The baseline for this report is 2023.

In chapter 2, the energy consumption in 2023 is assessed and trends are discussed.

In chapter 3, our ambition, the reduction objectives and reduction potential are detailed. The list of selected measures to achieve the objectives are described in the reduction action plan.

Chapter 4 presents our positioning compared to Engineering sector peers in Belgium.

2. Energy Assessment

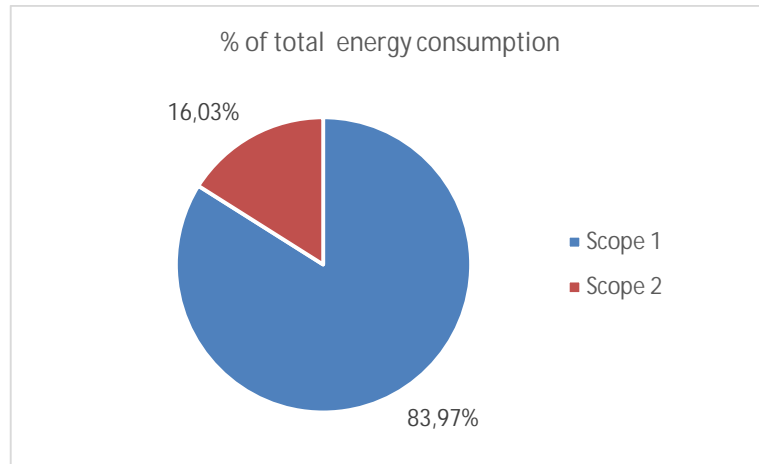
This assessment examines the largest energy flows in 2023 for scope 1 and 2, being Fleet and Buildings.

	Buildings	Fleet	Energy consumption
Natural gas (kWh)	421057,15		421057,15
Diesel (L)		599527,49	
Diesel (kWh)		5995274,90	5995274,90
Petrol (L)		646272,71	
Petrol (kWh)		5751827,12	5751827,12
Electricity (kWh)	1828681,39	494903,43	2323584,82
Total kWh	2249738,54	12242005,45	14491743,99
Total MWh	2249,73854	12242,00545	14491,74
% of total	15,52%	84,48%	

Total energy consumption for scope 1 and 2 amounts to **14491,74 MWh.**

Fleet accounts for more than **84%** of the energy consumption.

Percentage distribution over scope 1 and 2 shows that fossil fuels account for **84%** of the total energy consumption.



2.1. Trends

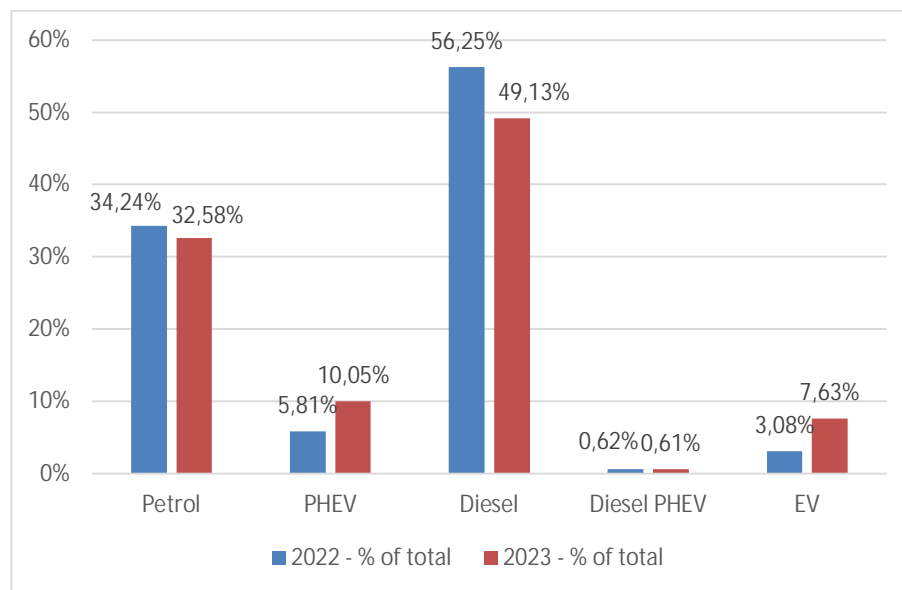
2.1.1. Fleet

Early 2023 a mobility budget policy was rolled out, which allows employees to spend the company car budget (TCO) in a more flexible and tax-friendly way and to choose for more environmental mobility: either having no car or opt for an EV.

In 2023 76 employees have chosen for this policy.

In addition, there is the focus on electrification of the fleet, which means that the vehicles proposed for a new contract are mainly EV or PHEV.

We analysed the trend in vehicle type choice in 2022 and 2023.



As also seen in the energy consumption, diesel and petrol cars make up the largest part of the fleet.

But there is already a trend in 2023 vs 2022:

- doubling of the share of EV
- 7% fewer diesel cars
- 4% more petrol PHEV

We **expect** that with more publicity of the mobility budget policy and the accelerated electrification of the fleet, this **trend away from fuel cars is set to be drastically increased**.

2.1.2. Buildings

For Buildings, Natural gas (scope 1) accounts for **18,72 %** and Electricity (scope 2) for **81,28%** of the total energy consumption. As noted in the CO2 emission report, this is due to the use of geothermal energy for heating and cooling in Engie Tower in Brussels.

Our offices are part of ENGIE buildings, with facility management carried out by ENGIE GBS. Energy consumption (gas & electricity) is invoiced according to the **square meters occupied** in each building.

The **CO2 emissions per m2** are the following:

Site / building name	m2 occupied GROSS	Emissions per m2
		Metric ton CO2,eq
ENGIE TOWER BRU	4.765	0,057
NAMUR	846	0,039
KIEVIT	491	0,032
GENT	1.220	0,032
HASSELT	1.943	0,060
OOSTENDE	190	0,021
Total m2	9.455	0,051

In 2023, there was a reduction in office space of 317 m2, ETB (156 m2) and Gent (215 m2). The amount of avoided CO2 emissions is **15,82 T CO2e**. This represents **3,30 %** of the total CO2 emissions for Buildings.

We **expect** a further reduction of office space in 2024 of **300 m2**, leading to an estimated reduction of CO2 emissions of **15 T CO2e**.

3. Reduction objectives & Action plan

3.1. Carbon neutrality ambition & Objectives

In line with ENGIE Group's commitment, **Tractebel as a whole wants to be carbon neutral by 2045.**

This ambition translates per domain in objectives.

3.2. Reduction objectives

Fleet

By 2030, all new purchased company vehicles will be fully EV. As from **2035**, the **complete fleet** will be **fully electrified**.

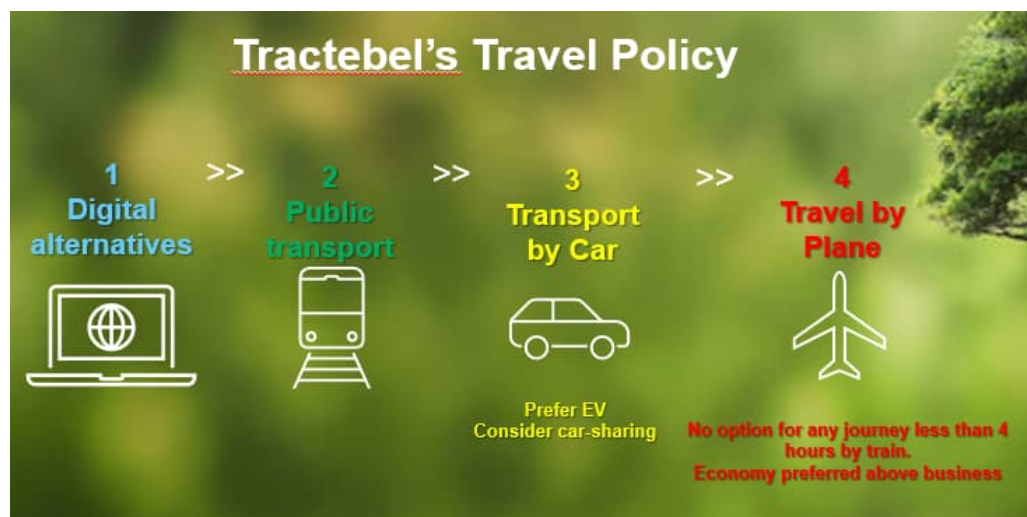
Administrative Building

End 2026, our Brussels office will move to a **more sustainable building** in the centre of Brussels.

More sustainable heating and cooling installations and the installation of solar panels should help us to reduce our scope 1 and scope 2 emissions as from **2027**.

Business travel

We continue to monitor the correct application of the Travel Policy.



3.3. Reduction potential

Fleet

For fleet, the CO₂ emissions in 2023 amount to **3833,934 T CO₂e**, which account for **80%** of the total CO₂ emissions.

Diesel and petrol emissions amount to **3751,28 T CO₂e**.

This accounts for

- **97,85 %** of the fleet emissions,
- **97,6 %** of the scope 1 emissions (3841,48 T CO₂e) and
- **78,1 %** of the total emissions (4804,21 T CO₂e).

The objective of **complete fleet electrification by 2035** has a big reduction potential: **70 %** on the fleet emissions, i.e. **2683 T CO₂e**. This is **69,8%** of the 2023 scope 1 emissions and **55,8 %** of the total emissions.

This means an average reduction of total emissions of **4,65 %** per year from 2023 until 2035.

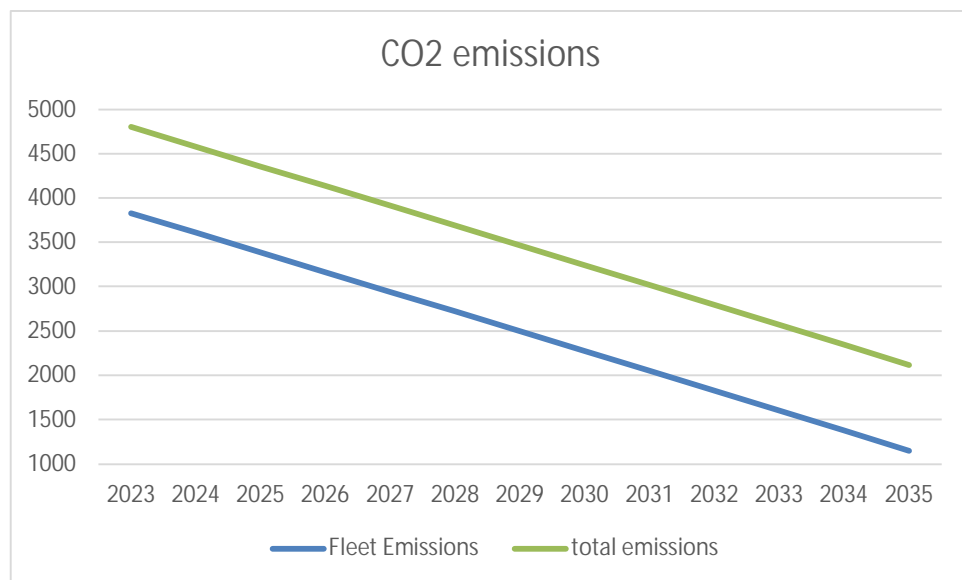


Figure 1 - carbon footprint and reduction target.

Administrative Buildings

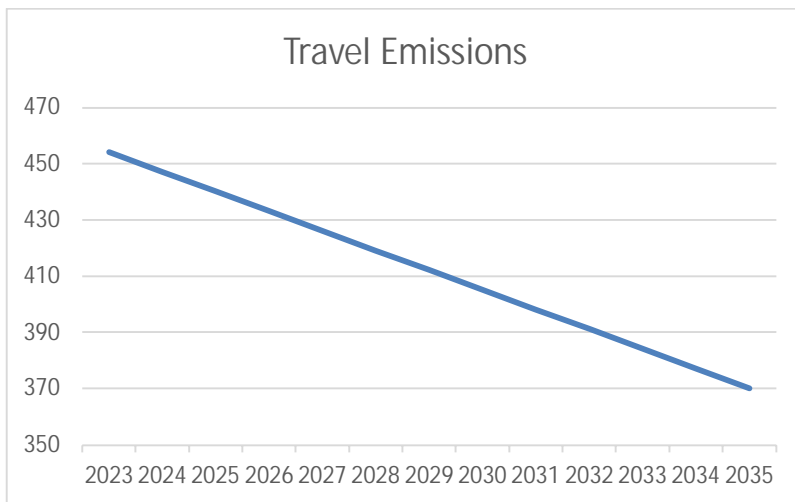
In 2024, we expect a reduction of office space in 2024 of **300 m²**, leading to an estimated reduction of **15 T CO₂e**.

We expect that the move to the more sustainable office in 2026 will lead to a reduction of the Building CO₂ emissions of **5%** in **2027**, i.e. **24 T CO₂e**.

Business travel

We aim to reduce travel emissions by **18%** by 2035 compared to 2023, an annual reduction of 1.5%.

Travel CO₂ emissions in 2023 amount to **454,15 T CO₂e**. The total reduction potential corresponds to **84 T CO₂e**, i.e. a yearly **7 T CO₂e**.



Total reduction target

The **total reduction target** amounts to **2806 T CO2e** in 2035 (Fleet 2683 & Building 39 & Business travel 84 T CO2e), i.e. **58,4 %** of the total CO₂ emissions (4804,21 T CO2e).

In 2027, the objectives will be re-evaluated against our 2035 reduction target. In particular, we will examine what additional reduction potential the relocation of the Brussels office will yield and whether we can adjust the target for business travel upwards.

3.4. Reduction action plan

This action plan describes the measures that are taken to achieve the objectives. These measures will be evaluated annually under the guidance of the steering cycle and if necessary additional measures will be taken. The CO2PL officer is responsible for monitoring the measures.

The list of measures was reviewed for the activities 'Organizational', 'Offices', and 'People mobility', and the applicable and feasible measures were taken from these.

3.4.1. Organizational measures

Measure 1: Net ZERO CO2 goal 2050

Tractebel Objective	Tractebel as a whole wants to be carbon neutral by 2045
Corresponding category	C - Organization has a net 0 CO2 by 2050 target and an implementation pathway with actions and measures, for scope 1, 2 and business travel.
Action plan	Implementation of above objectives by 2035, periodic re-evaluation of objectives and target and adapt where needed. All remaining business travel emissions will be offset.
Status	Started

Measure 2: Awareness of carbon emissions among staff

Tractebel Objective	Tractebel as a whole wants to be carbon neutral by 2045
Corresponding category	C - CO2 reduction is demonstrably addressed in the induction process for over 50% of new consultants and project leaders
Action plan	Every new employee and subcontractor has to follow an induction training on Environment. Presence is monitored.
Status	Continuous

3.4.2. Office measures

Measure 3: Public transport location choice

Tractebel Objective	Tractebel as a whole wants to be carbon neutral by 2045.
Corresponding category	B - At least 50% of the building area is located near public transport (maximally 500 m).
Action plan	Our offices in Brussels, Namur, Gent and Antwerp (77% of total building area) is located next to a railway station. The new office in Brussels is located above a metro station.
Status	Continuous

Measure 4: Use of sustainable heat and/or heat and cold storage

Tractebel Objective	Reduction of emissions of our administrative buildings by the relocation of the Brussels office.
Corresponding category	A - Space heating using sustainable heat accounts for 10% to 50% of the total energy consumed in the organisation's offices for heating and cooling.
Action plan	Move end 2026 of the Brussels office to more sustainable building
Status	Not yet started

3.4.3. People mobility Measures

Measure 5: Electrification of fleet (Zero emission vehicles)

Tractebel Objective	By 2030, all new purchased company vehicles will be zero CO2 emission vehicles. As from 2035, the complete fleet will be zero CO2 emission.
Corresponding category	C - 15% of the fleet (passenger and commercial vehicles, owned or leased) consists of zero emission vehicles. Upon expiry of the lease contract or a new purchase, a zero CO2 emission vehicle is always ordered.
Action plan	Promote the use of the mobility budget policy and perform accelerated electrification of the fleet.
Status	Ongoing & continuous

Measure 6: Reducing car usage

Tractebel Objective	Tractebel as a whole wants to be carbon neutral by 2045.
Corresponding category	B - Introduction of an individual mobility budget for all staff driving a lease car, with the aim of reducing the number of lease cars and/or cutting down on the number of kilometres travelled by car.
Action plan	Promote the use of the mobility budget policy.
Status	Ongoing & continuous

Measure 7: Promotion of train travel for long distances

Tractebel Objective	Reduce travel emissions by monitoring the correct application of the Travel Policy.
Corresponding category	A - The organisation requires travel by train for distances less than 500 km..
Action plan	Monitor the correct application of the Travel Policy.
Status	Ongoing & continuous

4. Positioning

For the positioning of Tractebel Belgium compared to Engineering sector peers in Belgium, the list with certificate holders in Belgium was used. We looked at which of our main competitors appear in it. There are 2 engineering companies: Antea Group and SBE n.v.

Antea Group

Has a certification for level 3.

Company size: medium

Objectives

By 2030, 80% scope 1 reduction and 100% scope 2 reduction compared to 2019 base year: By 2030, reduction of energy consumption from scope 1 activities by 90% . For business travel, replace 10% of short-distance air travel with train travel.

SBE n.v.

Has a certification for level 3.

Company size: small

Objectives

By 2026, 25% CO2 reduction compared to 2023 base year.

By 2030, 55% CO2 reduction compared to 2023 base year.

Tractebel's Objectives

Be carbon neutral by 2045, translated in the following objectives

By 2035, 58,4 % CO₂ emission reduction compared to 2023 base year, realised by

- A reduction of fleet emissions through accelerated electrification of the company cars (55,8 %);
- Small reductions in Buildings emissions through reduction of space in 2024 and the move to the carbon neutral office in 2027 (0,8 %).
- A reduction of business travel emissions through monitoring of correct application of the Travel policy. (1,75 %).

Our position

Antea Group is more ambitious for its scope 1 and scope 2 emission reductions. For business travel, Tractebel Belgium is more ambitious.

Compared to SBE n.v., Tractebel Belgium is more ambitious. However, due to differences in company size, the comparison might be difficult.

We can conclude that Tractebel Belgium is at a similar level in terms of objectives as its two sector peers.