CO_2 Performance Ladder Progress Report

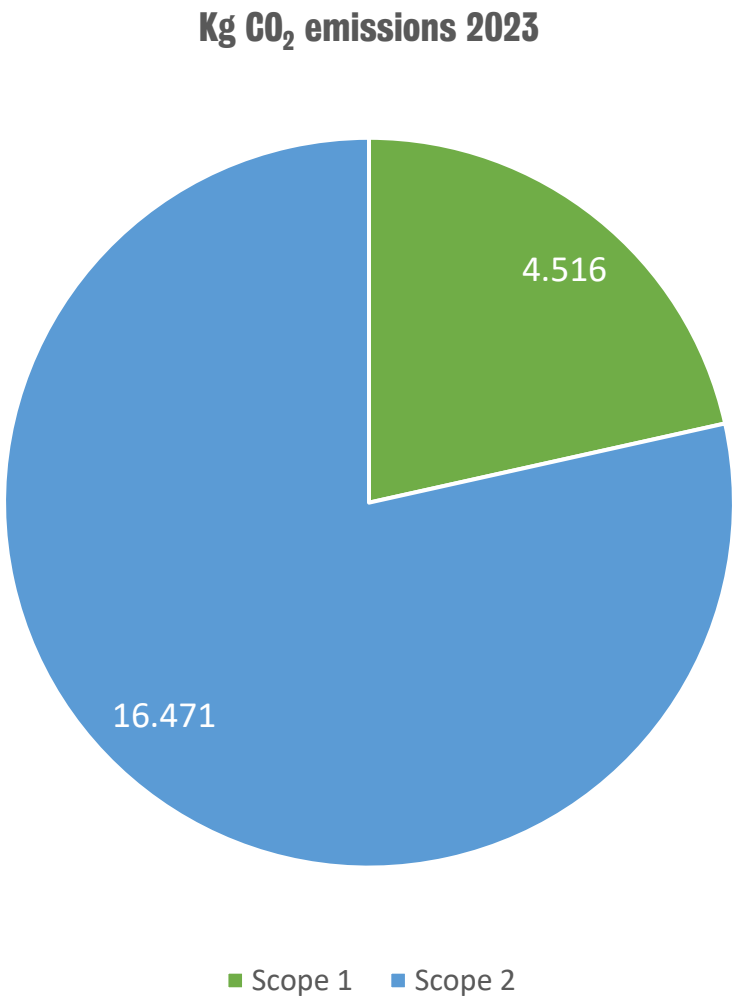
VenhoevenCS
architecture+urbanism

Year	2023
Period	Q1 – Q4

Total Scope 1 & 2

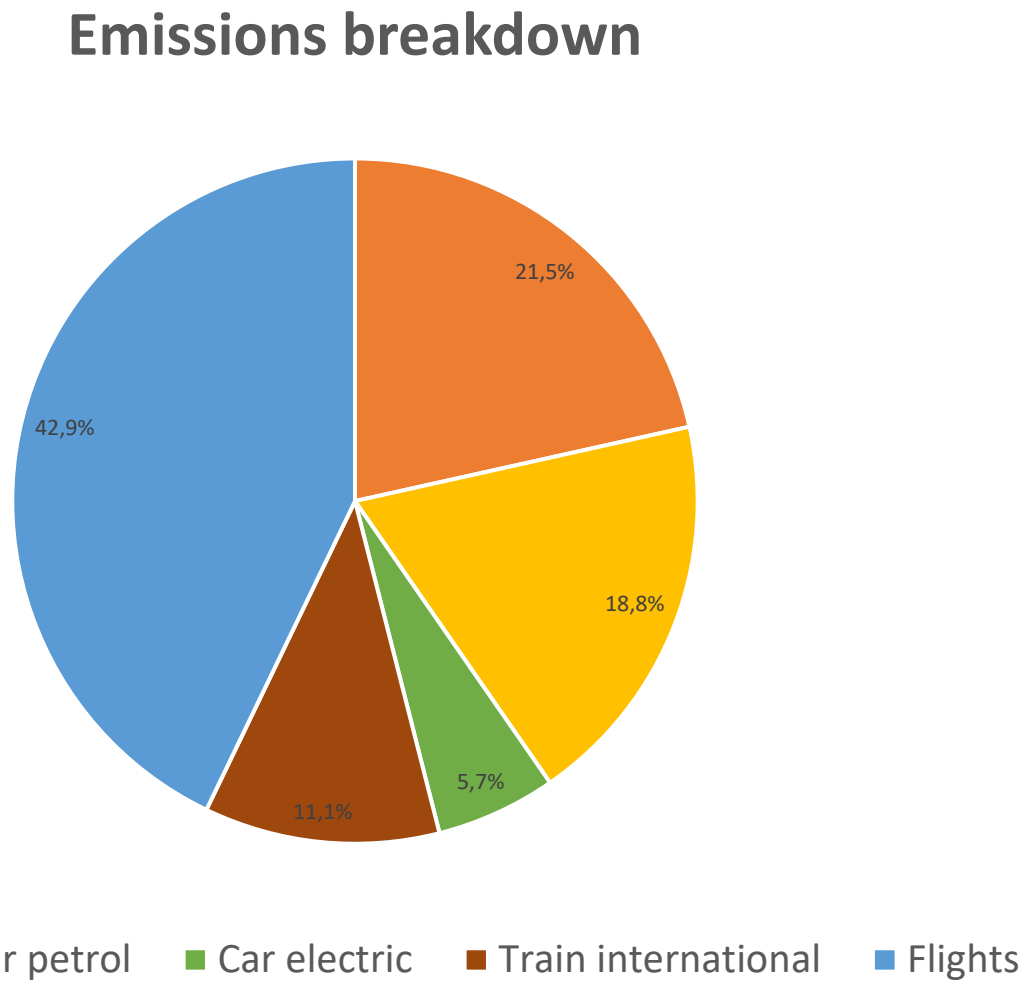
Emissions Scope 1 & 2

2023 Q1 – Q4



Emissions Scope 1 & 2

2023 Q1 – Q4



Progress scope 1&2

Absolute emissions in kg

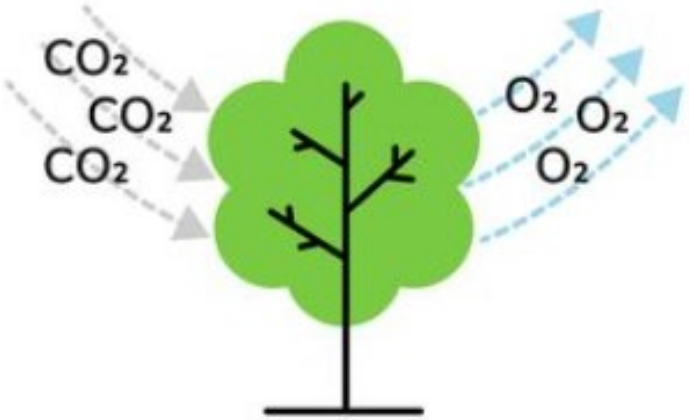
30% reduction of emissions in 2028 compared to reference year 2022

	2022	*2023*	*2024*	*2025*	*2026*	*2027*	*2028*	
Goal	-						14.883	kg CO_2
Realized	21.262	20.987						kg CO_2

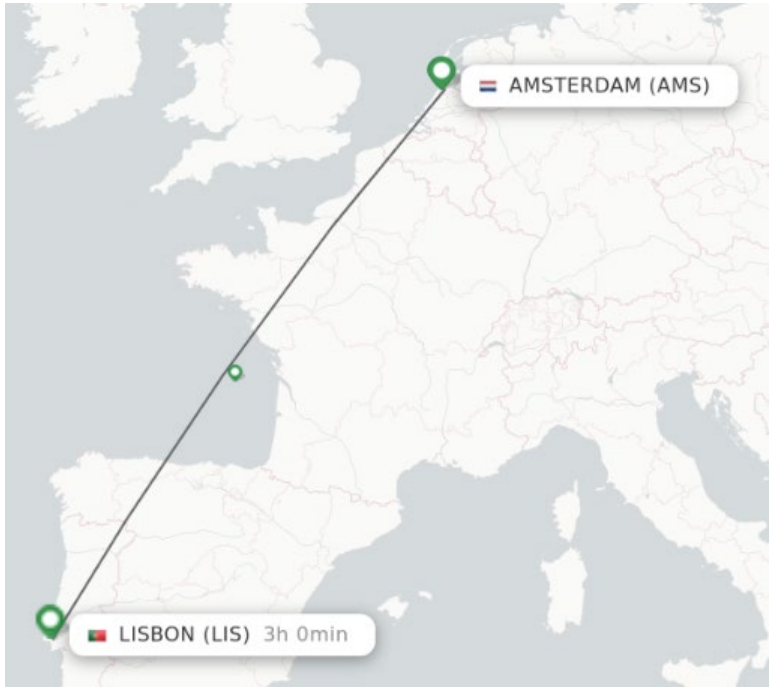
Emissions Scope 1 & 2

Our 2023 CO_2 emissions equal:

1 year of electricity for 6 average households



The growth of 1050 trees for 1 year

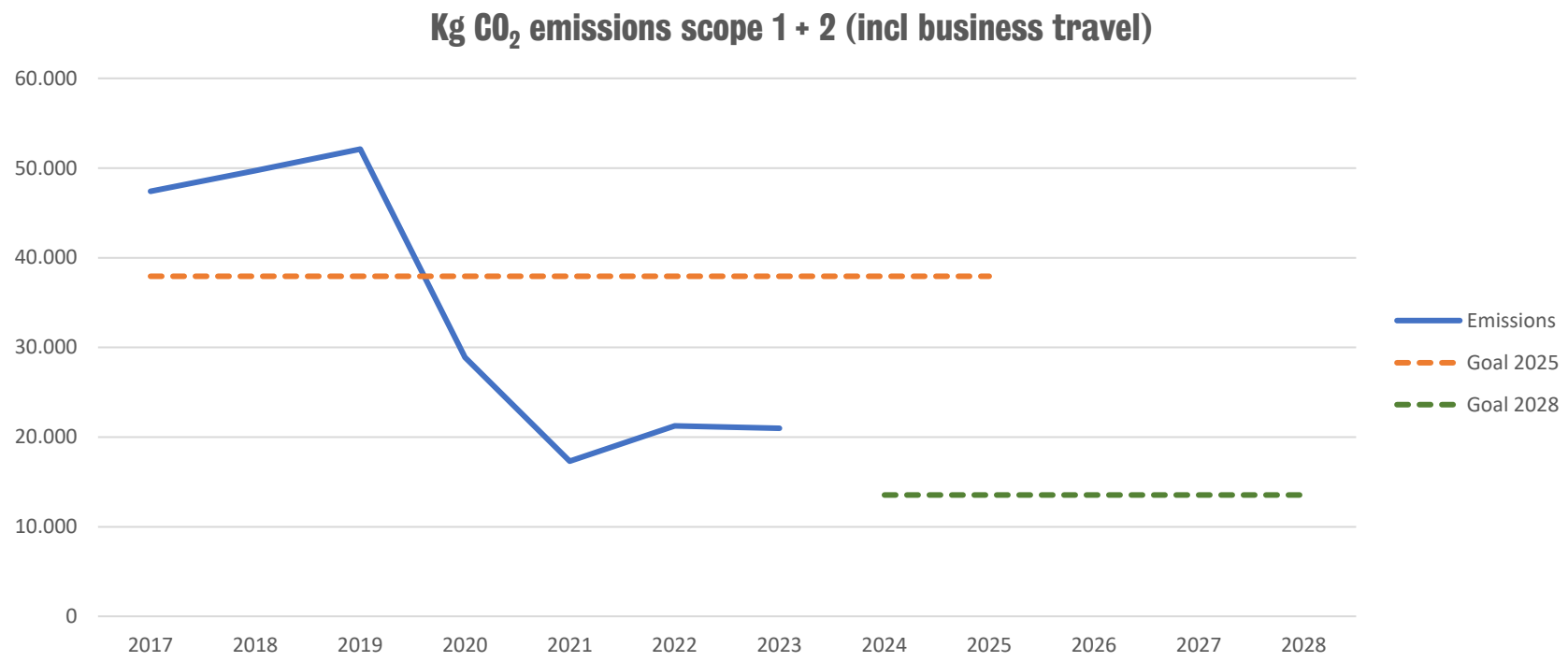


42 return flights from Amsterdam to Lisbon

3 times around the world with a regular car

Emissions Scope 1 & 2

2023 Q1 – Q4



Scope 1

Progress Scope 1

Gas use

49% reduction of emissions in 2028 compared to reference year 2022

	2022	*2023*	*2024*	*2025*	*2026*	*2027*	*2028*	
Goal	-	6,86	6,07	5,37	4,75	4,20	3,70	kg CO_2 per m^2
Realized	7,26	4,73						kg CO_2 per m^2

We switched to green (forest compensated) gas in May 2017

Scope 1 measures

Gas use

Measures 2023

✓Purchase and installation of smart thermostat	January 2023
✓Installation of smart gas meter	October/November 2023

Expected reduction 5.5 %

Measures 2024

✓Installing 1 hybrid heat pump

Expected reduction 11,5%

Measures 2026

✓Installing 1 hybrid heat pump

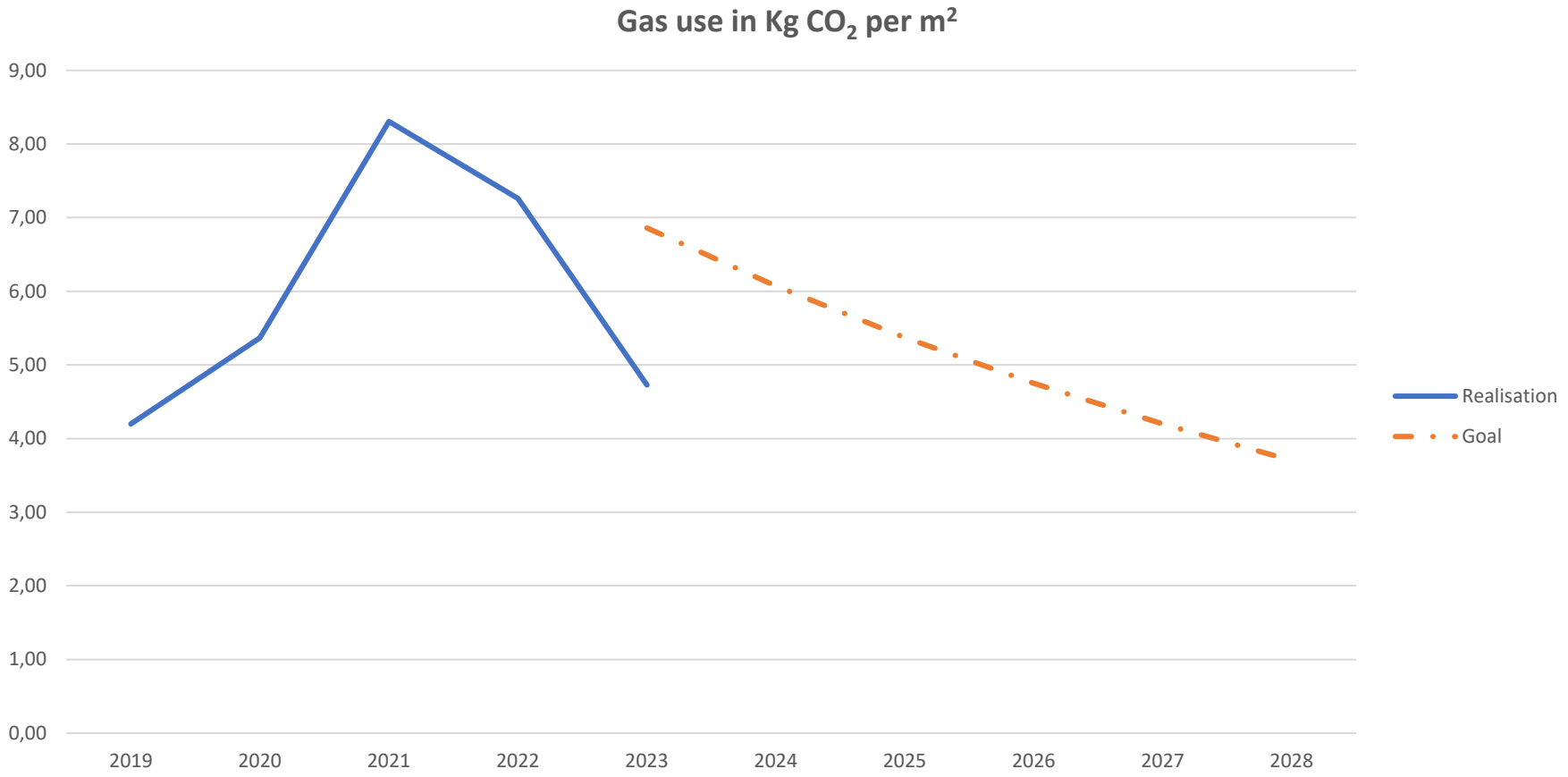
Expected reduction 11,5%

Measures 2028

✓Installing 1 hybrid heat pump

Expected reduction 11,5%

Progress Scope 1



Scope 2

Progress Scope 2 operations

Business Travel by Car: operations

49% reduction of emissions in 2028 compared to reference year 2022

	2022	*2023*	*2024*	*2025*	*2026*	*2027*	*2028*	
Goal	-	39	34	28	25	23	21	kg CO_2 per FTE
Realized	41	64						kg CO_2 per FTE

Scope 2 measures

Business Travel by car - Operations

Measures 2024

✓At least 1 electric private car can show charging by renewal energy only. This will change the conversion factor from grey to green for the km driven of at least 1 electric private car.

Expected reduction: 15%

Measures 2025

✓All shared car use is electric (grey).
✓At least 2 electric private car can show charging by renewal energy only.

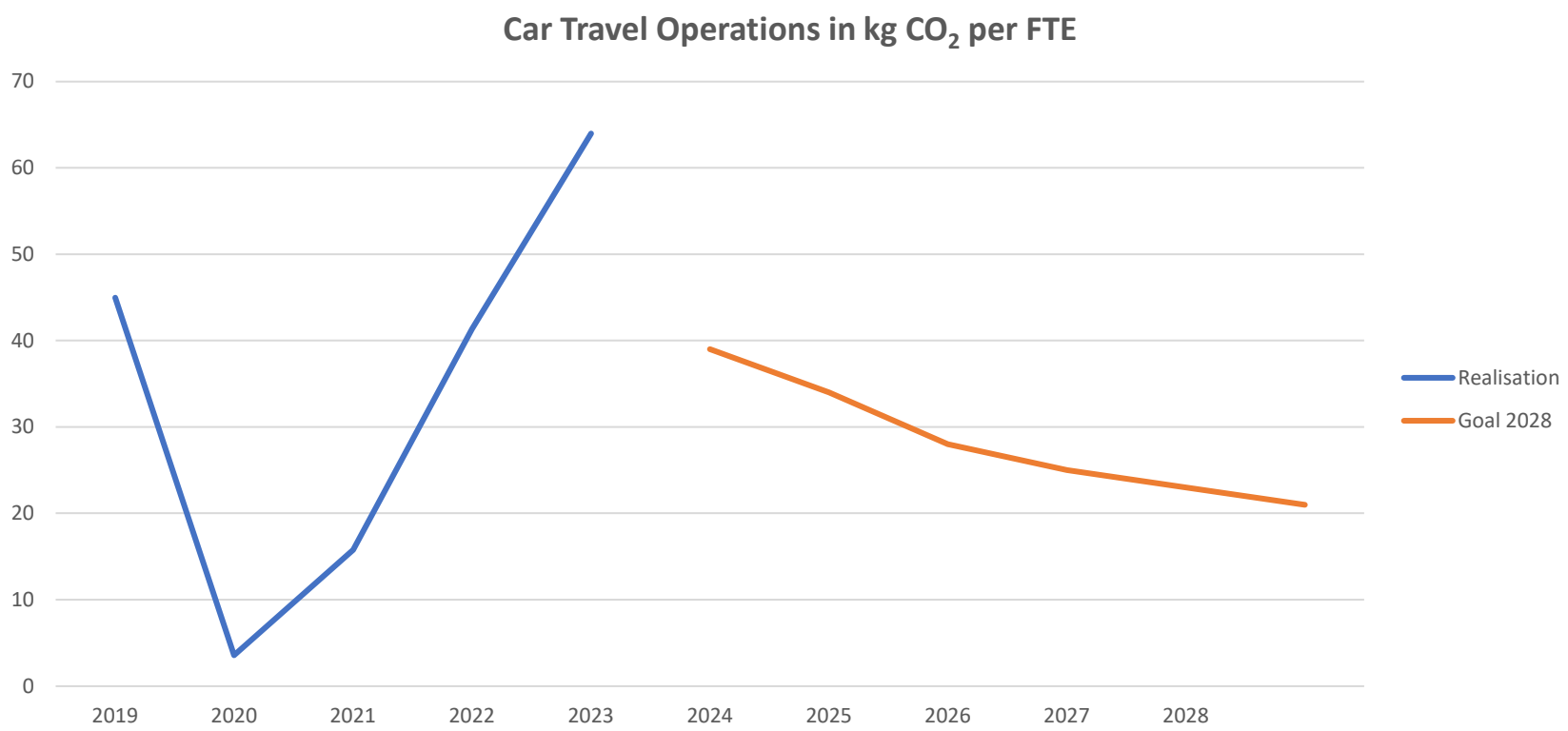
Expected reduction: 17%

Measures 2026 - 2028

✓Every year another 1/3 of all kilometres driven by private car will be done by electric private car (grey) instead of petrol, so in 2028 all kilometres driven by private car will be electric.

Expected reduction: 9% per year

Progress Scope 2 operations



Conclusions Scope 2 Operations

It looks like we see an increase of the amount of km travelled by car since last year for operations, and a decrease in projects. However, this is due to bookkeeping technicalities: late arrivals of reimbursements have been booked in one on operations because there was no time anymore to book them on the projects.

If we add operations and projects together, the total is on target, so the results in this scope does not lead to any changes in measures or goals at this moment.

	Goal 2023	Realised 2023
Operations	39	64
Projects	121	59
Total	**160**	**123**

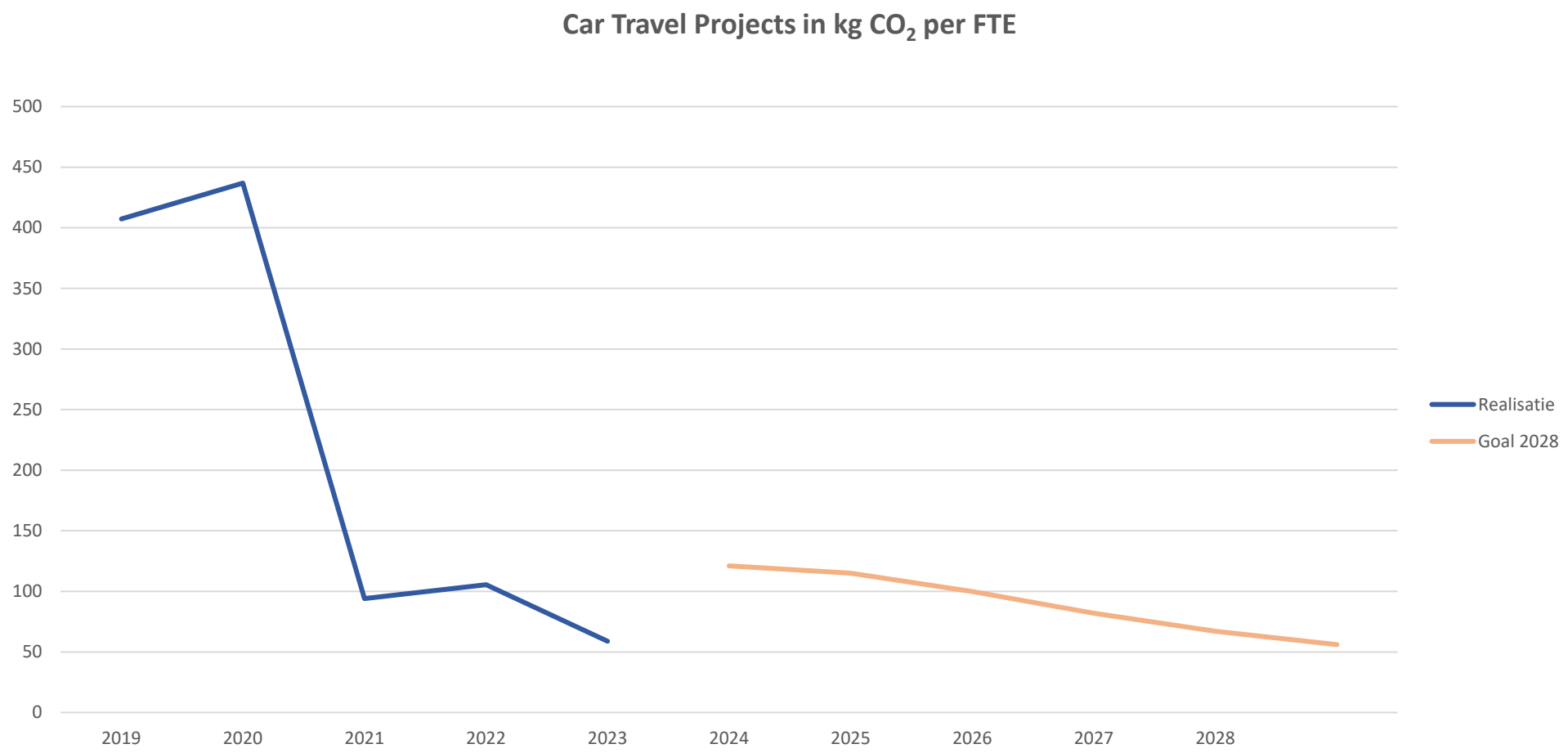
Progress Scope 2 projects

Business Travel by Car: projects

54% reduction of emissions in 2028 compared to reference year 2022

	2022	*2023*	*2024*	*2025*	*2026*	*2027*	*2028*	
Goal	-	121	115	100	82	67	56	kg CO_2 per FTE
Realized	105	59						kg CO_2 per FTE

Progress Scope 2 projects



Conclusions Scope 2 Projects

It looks like we see a decrease of the amount of km travelled by car since last year for projects, and a decrease in projects. However, this is due to bookkeeping technicalities: late arrivals of reimbursements have been booked in one on operations because there was no time anymore to book them on the projects.

If we add operations and projects together, the total is on target, so the results in this scope does not lead to any changes in measures or goals at this moment.

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Scope 3: Chain Analysis

Goal Scope 3

Scope 3 Chain Responsibility

VenhoevenCS
To create impact awareness of the CO_2 emission impact among ourselves, our clients and our project partners, we will use the Environmental Impact Tool in at least

- 75% of new Dutch architecture projects in 2023
- 50% of all new architecture projects in 2024
- 75% of all architecture projects in 2025

We will use it in all architecture projects, not in consultancy, studies or urban planning.
We will use it in all category of projects, including complex sports and mixed-use buildings

Chain Analysis

We did not make our goal in 2023.

Therefore, we are:

1. Making an inventory on why the tool is not used more and what we should change in order to make the tool more accessible
2. Applying for funding to adjust and finalize the tool, based on the outcome of the inventory