

# CO2-footprint Capgemini NL H1 2016 according to the CO2-prestatieladder compared to H1 2015

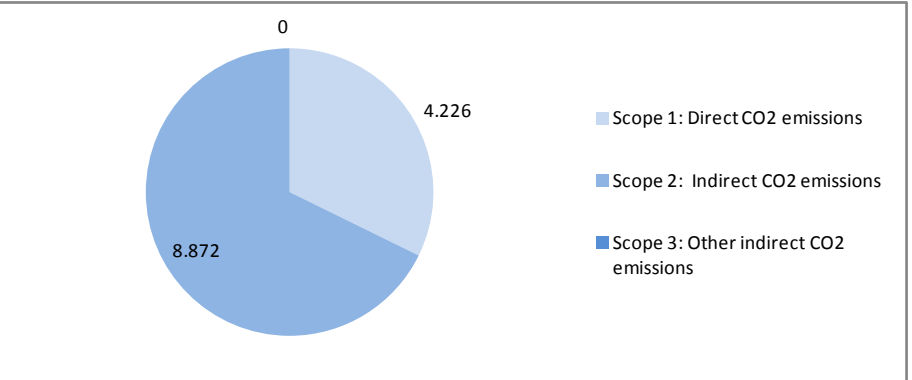
## 2016 H1 CO2-Prestatieladder

CO2-footprint Capgemini NL according to CO2 prestatieladder

		ton CO2e
<b>Scope 1: Direct CO2 emissions</b>	buildings: natural gas, oil mobility: fuel lease cars	<b>4.226</b>
<b>Scope 2: Indirect CO2 emissions</b>	buildings: electricity, heat, business travel	<b>8.872</b>
<b>Scope 3: Other indirect CO2 emissions</b>		<b>0</b>

**CO<sub>2</sub> footprint total**

**13.099**



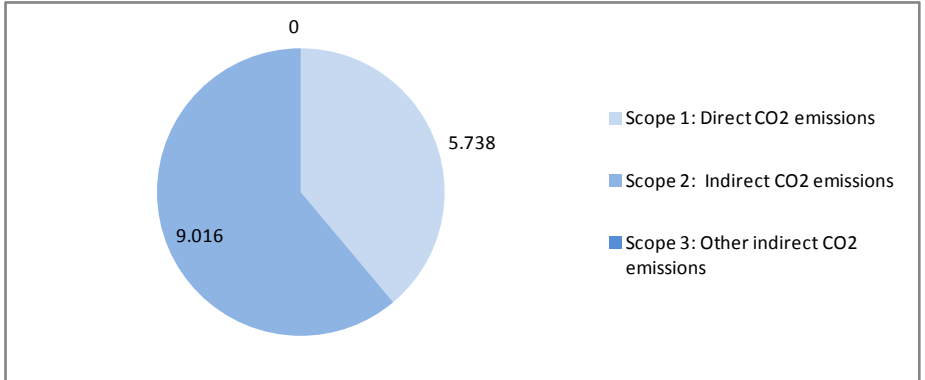
## 2015 H1 CO2-Prestatieladder

CO2-footprint Capgemini NL according to CO2 prestatieladder

		ton CO2e
<b>Scope 1: Direct CO2 emissions</b>	buildings: natural gas, oil mobility: fuel lease cars	<b>5.738</b>
<b>Scope 2: Indirect CO2 emissions</b>	buildings: electricity, heat, business travel	<b>9.016</b>
<b>Scope 3: Other indirect CO2 emissions</b>		<b>0</b>

**CO<sub>2</sub> footprint total**

**14.754**



The H1 footprint for Capgemini NL footprint for 2016 is 11.2% lower, compared to H1 2015. The methods for calculation or conversion factors have not been changed.

In total Scope 1 emissions are 26.4% lower compared to 2015. The major part of Scope 1 emissions are mobility related, this also counts for the reduction within Scope 1.

Scope 2 emissions are just slightly lower compared to 2015. We see a decrease in electricity usage and private car kilometers. At the same time national rail use increased and the total distance in medium-haul flights doubled as a result of more international assignments. These effects cancel each other out.

No quantifiable emissions in Scope 3 were reported.