

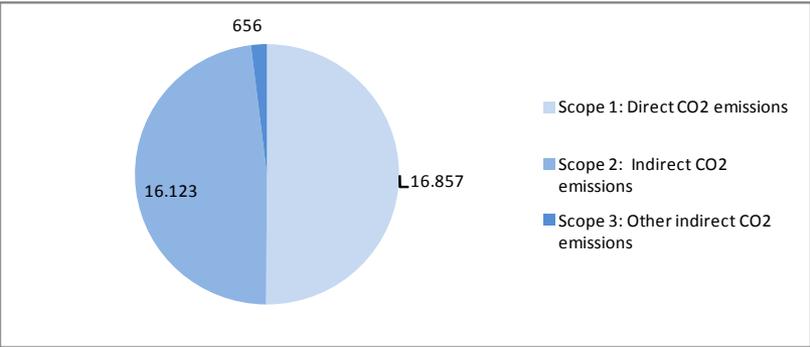
CO2-footprint Capgemini NL 2013 according to the CO2-prestatieladder compared to 2012

2013 CO2-Prestatieladder

CO2-footprint Capgemini NL according to CO2 prestatiladder

		ton CO2e
Scope 1: Direct CO2 emissions	buildings: natural gas, oil mobility: fuel lease cars	16.857
Scope 2: Indirect CO2 emissions	buildings: electricity, heat mobility: fuel own vehicles, flights	16.123
Scope 3: Other indirect CO2 emissions	mobility: public transport	656

CO₂ footprint total	33.636
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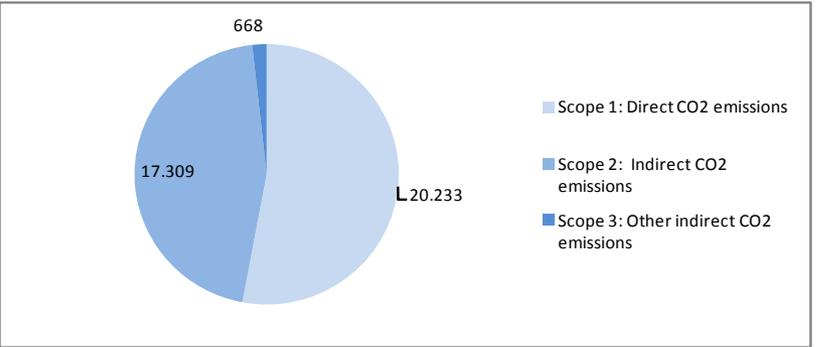


2012 CO2-Prestatieladder

CO2-footprint Capgemini NL according to CO2 prestatiladder

		ton CO2e
Scope 1: Direct CO2 emissions	buildings: natural gas, oil mobility: fuel lease cars	20.233
Scope 2: Indirect CO2 emissions	buildings: electricity, heat mobility: fuel own vehicles, flights	17.309
Scope 3: Other indirect CO2 emissions	mobility: public transport	668

CO₂ footprint total	38.210
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The total Capgemini NL footprint for 2013 is 11.8% lower, compared to 2012. The methods for calculation or conversion factors have not been changed since 2012.

In total Scope 1 emissions are 17.4% lower compared to H1 2012. The major part of Scope 1 emissions are mobility related. In total, lease cars made 34% less kilometres in H1 2013 compared to H1 2012, since train travel also reduced employees seem to choose to work on distance more often than in 2012. This led to a substantially decreasing use of gasoline and LPG, usage was reduced with 26% and 76% respectively. It must be noted that especially the reduction in gasoline usage impacts the footprint substantially because this alone accounts for half of the total Scope 1 emissions. Fuel usage of diesel cars remained fairly stable. Natural gas usage in buildings increased with 12.7% on average, which is the result of the cold winter months in H1 2013 compared to H1 2012.

Scope 2 emissions are 2.9% lower compared to H1 2012. The reduction in KM's driven with employee's own cars, which is a 28% reduction compared to H1 2012, accounts for the major part of the Scope 2 reduction. Electricity is slightly higher and city heating is more than double compared to H1 2012, but this can be explained by moving into a new building during the first (cold) months of the year. Emissions due to flights increased by 5% compared to H1 2012, mainly attributable to an increasing number of long distance flights.

Scope 3 emissions were 9.4% lower compared to H1 2012. This is the result of 17.5% less national train travel. Other national public transport use increased with 55%, this is probably the result of an increased acceptance of the NS business card for this purposes, lowering the threshold for using public transport.