



# CO<sub>2</sub>-reductionplan 2016-2020

## CO<sub>2</sub>-Performance ladder

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# 1 | Introduction

This document presents scope 1 and 2 of the CO<sub>2</sub> reduction ambition and goals of Accenture. Alongside this, the progress of the CO<sub>2</sub>-reduction is being assessed. Preceding this is the CO<sub>2</sub> footprint for scope 1 and 2, which is in line with the ISO-14064-1 norms and the GHG-protocol.

To determine the CO<sub>2</sub> reducing measures that can be implemented for Accenture, an assessment of possible measures was made. This assessment is included as a separate tab in the Excel document 'CO<sub>2</sub>-reduction measures and measures calculation'. Based on the measures that are relevant for Accenture, the CO<sub>2</sub> reduction plan was drawn up. This document describes the reduction objectives and the measures that will be taken to realise the objective.

Chapter 3 describes the analysis and strategies for the scope 3 emissions. Last but not least, an overview of all the initiatives and reduction programmes is depicted in chapter 4.

This reduction plan is being drawn up in accordance with and under approval of the management. The progress in (sub)goals and measures is being assessed half-yearly.

## 1.1 Reading guide

This document serves as foundation of the requirements for the CO<sub>2</sub> Performance Ladder. Every chapter deals with a specific requirement which is outlined below.

Chapter in this document
Chapter 1: Introduction
Chapter 2: CO <sub>2</sub> objective
Chapter 3: Strategic plan scope 3
Chapter 4: Participation in sector- and branch initiatives
Appendix A

## 2 | CO<sub>2</sub> Objectives

### 2.1 Comparison of the objectives with peers

The CO<sub>2</sub> Performance Ladder states that the objectives of Accenture need to be realistic and ambitious. To assess this, an analysis was made of the objectives of peers in the sector. Accenture is leader of the sector compared to other companies. The leaders of the sector have a level 5 certificate and are looking at challenges such as finding measures to reduce CO<sub>2</sub>. Accenture is going for a level 5 certificate and already carried out many reduction measures and is very concerned about their CO<sub>2</sub> reduction.

Some of the peers in the sector with a CO<sub>2</sub> certificate are stated below:

- |   |                        |  |                                    |
|---|------------------------|--|------------------------------------|
| - | Arcadis Nederland B.V. |  | objective 40% within scope 1 and 2 |
| - | Heijmans               |  | objective 22% within scope 1 and 2 |

Based on the research and goals of competitors, and the results of the SKAO measures on the SKAO website, Accenture claims that their CO<sub>2</sub>-reduction goals are ambitious in comparison with competitors.

### 2.2 Scope 1, 2 and 3 CO<sub>2</sub> objectives

Accenture has the objective to reduce 50% of CO<sub>2</sub>-emissions at the end of FY2020.

Scope 1 and 2 objectives Accenture
Accenture produces 50% less CO <sub>2</sub> -emissions in FY20 compared to FY13

\* *These objectives are related to the average of FTE.*

This is specified in the following objectives for scope 1 and 2:

- Scope 1: 39% reduction by August 2020 relative to 2013
- Scope 2: 11% reduction by August 2020 relative to 2013

This means that a yearly reduction of 4,55% is needed. The expectation is that the progress will not be linear. In the excel file 'CO<sub>2</sub>-footprints and reduction' a forecast was made and the actual progress is shown.

In scope 3 Accenture wants to reduce its emissions with the following objectives:

Scope 3 objectives
Zero CO <sub>2</sub> emissions for all transport and deliveries made to Accenture in 2025 compared to 2020.*
Accenture wants 25% less CO <sub>2</sub> emissions from business travel in 2022 compared to 2016.*
Zero residual waste in 2030 for Accenture ITO (Amsterdam) compared to 2019.**

\* *The yearly planning for the reduction goals are to be found in the documents of the chain analysis.*

\*\* *The reduction goal is based on a calendar year.*

## 2.3 Reduction goal alternative fuels or energy

The CO<sub>2</sub> Performance ladder states that they want their certificate holders to be ambitious when it comes to adapting renewable energy. Accenture has set a couple of goals and measures to ensure this on the short and long term:

1. 100% renewable energy for all Accenture offices by the end of 2023
2. 100% CO<sub>2</sub>-neutral fleet by the end of 2025
3. Promoting public transportation and online meetings to reduce business travels

These goals will help accelerate achieving the reduction goal of 50% by the end of 2020 and eliminating the use of fossil fuels.

## 2.4 Ambition statement

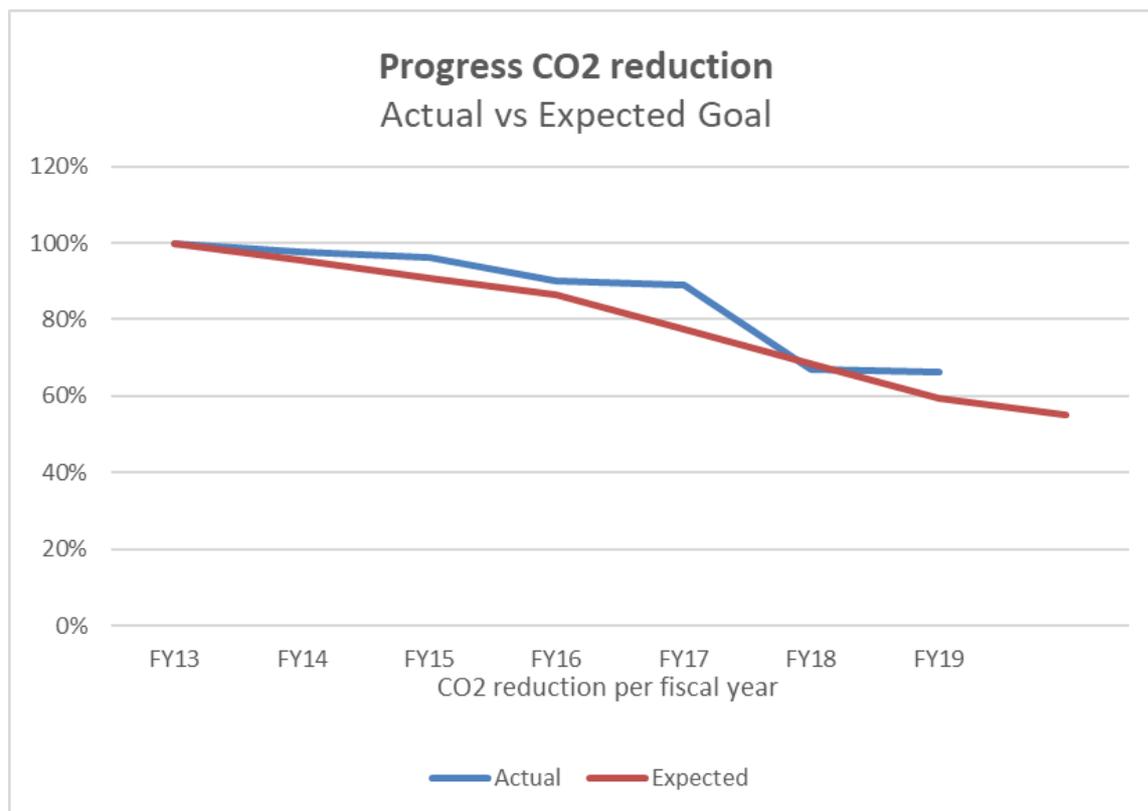
The list of measures, as published by the SKAO, was filled in for 2019. The list gives an overview of the possible measures for the market Accenture operates in. Throughout the whole form an ambition choice can be made. As whether Accenture is, A: Ambitious, B: Average or C: falls behind compared to fellow competitors.

The results of filling in this list, and the comparison to other competitors, shows that Accenture can be called ambitious when it comes to sustainability and CO<sub>2</sub>-reduction. Not only is it Accenture's global ambition to be exemplary to others, it pushes itself continuously. This can be made up by the many different initiatives they take the lead role in, the ambitious goal for a CO<sub>2</sub>-neutral fleet by the end of 2025, reducing business travels and communicating this throughout different platforms. It is clear that CO<sub>2</sub>-reduction has strong focus and is strongly promoted by its management.

## 2.5 Progress CO<sub>2</sub>-reduction scope 1 and 2 emissions

Accenture aimed for a CO<sub>2</sub>-reduction of 50% in 2020 compared to 2013. In this report we present you the progress made based on de CO<sub>2</sub>-footprint of FY2019. The figure down below shows that there is a significant reduction made. Looking at the absolute figures a reduction of 25% was made and a relative reduction of **34%**. This relative number is based on the average number of employees in FY19.

SCOPE 1	Base year								Reduction or increase CO <sub>2</sub> -emission (%)
	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20-1	
Gas for heating							249,5	124,8	
Fuel consumption Fleet (Diesel)	6.336,2	6.376,8	6.370,2	6.322,8	5.113,0	4.048,5	2.266,8	286,1	-64%
Fuel consumption Fleet (Gasoline)	6.441,0	6.646,2	6.210,8	5.476,2	4.817,9	4.106,4	4.502,6	2410,2	-30%
<b>SCOPE 2</b>									
Electricity consumption - Non-Renewable	609,6	694,9	661,3	660,5	894,4	750,0	703,9	461,8	15%
Electricity consumption - 100% Renewable energy	-	-	-	-	-	-	-	0,0	0%
Electric consumption - electric cars	-	-	-	67,4	100,6	327,5	529,0	293,3	0%
District heating	442,5	342,9	338,5	371,3	675,5	148,4	148,4	6,5	-66%
Reimbursed travels	844,8	844,8	844,8	1.016,2	1.033,9	142,9	580,6	255,4	-31%
Public transportation & taxi	54,0	36,1	-	44,8	59,9	773,3	670,4	294,9	1142%
Short Haul Flights	407,7	374,8	1.856,3	2.244,3	2.251,8	463,0	460,2	158,5	13%
Long Haul Flights	3.051,8	2.455,1	2.532,7	2.623,2	2.588,2	3.073,8	3.540,8	1686,3	16%
<i>Reduction KLM Biofuel Program</i>							143,7		
<b>TOTAL ABSOLUTE CO<sub>2</sub>-EMISSIONS</b>	<b>18.187,7</b>	<b>17.771,6</b>	<b>18.814,6</b>	<b>18.826,7</b>	<b>17.535,1</b>	<b>13.833,7</b>	<b>13.508,6</b>	<b>5.977,66</b>	<b>-26%</b>
Number of employees (FTE)	2475	2475	2661	2844	2680	2808	2788		
CO <sub>2</sub> emission per employee:	7,35	7,18	7,07	6,62	6,54	4,93	4,85		
Relative reduction of CO <sub>2</sub> emissions:	100%	98%	96%	90%	89%	67%	66%	0%	<b>-34%</b>



The effort and the measures that have progressively been taken, caused a significant reduction. On the downside, the acquisitions, adding gas usage for heating and the charging data of the electric cars has caused a slight set back. There is a lot of commitment and trust that the reduction goal of 50% in 2020 will be reached.

The CO<sub>2</sub>-emissions of air travel have increased slightly in FY19. The expectancy is that the upcoming year these emissions will drop due to Covid19.

Accenture put in a lot of effort to promote or even obligate the use of trains instead of flying for European travels. For business travels with a duration of 3:30 hours or less it's mandatory for employees to take the train. This and the use of videoconferencing explains the dramatic decrease of short haul flight. The long-haul flights on the other hand have increased due to qualitative reasons. More often international clients demand a face to face interaction. This is why CO<sub>2</sub>-saving options like Teams or teleconferencing are being used less, and why it makes reducing flight kilometres really challenging. Accenture is compensating at least a part of their flights, even though the CO<sub>2</sub>-Performace Ladder doesn't approve of compensation.

On the positive side, Accenture has reduced the emissions of their fleet. This is due to the promotion of public transportation and on the other hand the transition to (full) electric vehicles.

For now, we believe that the goal of 50% CO<sub>2</sub>-reduction in 2020 compared to 2013 is still ambitious and realistic enough. As an improvement it is wise to monitor and evaluate every six months if the goal is still within reach or needs to be revised.

## 2.7 New reduction goal 2025

As the period for the reduction goal is almost completed, Accenture already made a calculation for the new goal in the upcoming years. This goal was calculated based on the figures of FY19. In the table shown below is depicted which emissions will decrease due to a set of ambitious measures.

### Calculation CO<sub>2</sub>-reduction goal FY25

SCOPE 1	Base year		Reduction or increase CO <sub>2</sub> -emission (%)
	FY19	FY25	
Heating	249,55	174,7	-30%
Fuel consumption Fleet (Diesel)	2.266,8	0,0	-100%
Fuel consumption Fleet (Gasoline)	4.502,6	0,0	-100%
<b>SCOPE 2</b>			
Electricity consumption - Non-Renewable	703,9	0,0	-100%
Electricity consumption - 100% Renewable energy	-	0,0	0%
Electricity consumption - Electric cars (non-renewable)	448,5	1000,0	0%
District heating	148,4	148,4	0%
Reimbursed travels	580,6	580,6	0%
Public transportation & taxi	670,4	670,4	0%
Short Haul Flights	460,2	345,1	-25%
Long Haul Flights	3.540,8	2124,5	-40%
<b>TOTAL ABSOLUTE CO<sub>2</sub>-EMISSIONS</b>	<b>13.571,8</b>	<b>5.043,76</b>	<b>-63%</b>
<i>Possible reduction goal FY25</i>			
Number of employees (FTE)	2475	2900	
CO <sub>2</sub> emission per employee:	5,48	1,74	
Relative reduction of CO <sub>2</sub> emissions:	100%	32%	<b>-68%</b>

The new reduction goal is related to the amount of FTE per fiscal year. The following emission will be monitored relatively:

- Main reduction goal: monitored by the average of FTE
- Gas and electricity: monitored per m<sup>2</sup>
- Mobility: travelled kilometer per FTE

In conclusion, as discussed in October 2020 with management, the new reduction goal for Accenture will be as following:

### **55% CO<sub>2</sub>-reduction in scope 1 & 2 in FY25 compared to FY19**

### 3. Strategic plan scope 3 emissions

Accenture considers it important to gain insight into the most significant scope 3 emissions. To gain this insight, a quantitative and qualitative dominance analyses has been carried out. The results are shown below. Based on these figures, a reduction strategy has been chosen. The complete analysis can be found in the excel doc 'Scope 3 analysis 2019'.

#### 3.1 Significant scope 3 emissions 2019

Based on 15 GHG-generating scope 3 emission categories a quantitative analysis was formulated. For each category an inventory was made of the chain partners involved and the possible reduction measures. Below the results of the most significant scope 3 categories of Accenture.

1. Category:	Employee commuting	6.693	ton CO2
2. Category:	Purchased goods and services	5.279	ton CO2
3. Category:	Waste generated in operations	47	ton CO2

**Scope 3 emissions Accenture 2019**



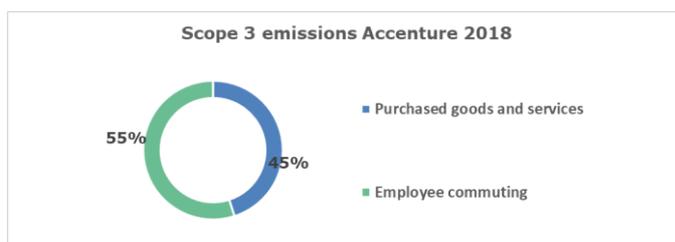
#### 3.2 Progress reduction scope 3 emissions 2018 - 2019

In 2019 we put effort in improving the scope 3 data, the waste in operations in particular. Making a comparison between 2018 and 2019 is difficult, because not all used data sources are comparable. An increase or decrease in, for example the category purchased goods and services, does not represent a successful reduction strategy. Instead we chose to focus on the measures taken in all categories. This progress is shown in paragraph 3.3.

In 2018 we also looked in to the water consumption of all offices. After gaining this insight we could conclude that the CO<sub>2</sub> emissions of the water consumption is such a small percentage that the figures will be excluded in future calculations.

Next to this we discovered that in the spend data of 2018 and 2019 a few scope 1 and 2 emissions are to be found. This is why we recalculated the category 'purchased goods and services' of 2018. With this recalculation it's easier to compare the both years.

Scope 3 emission	TON CO2 2018	TON CO2 2019	Reduction or increase
Employee commuting	6.670	6.693	0,3%
Purchased goods and services	5.461	5.279	- 3,3%
Waste generated in operations	14	47	235%



### 3.3 Progress reduction goals scope 3 emissions 2019

The yearly progress of the reduction of the chain analysis is described in the documents. The following measures have been taken to reduce the emissions described in paragraph 3.2, shown per category:

1. Employee commuting
  - Working from home a couple of days per week is the standard
  - Mobility budget for public transportation
  - NS Businesscard
2. Purchased goods and services
  - Sustainability is taken into account in RFP's
  - Suppliers are asked to (pro) actively participate in new reduction possibilities in all services provided to Accenture
3. Waste generated in operations
  - At the ITO office an E-bin was installed. This E-bin separates waste for the end-user. This will help Accenture achieve their zero residual waste goal. The results of this E-bin will be closely monitored by their Facility partner ISS and their waste supplier Beelen.
  - Participation in Closing the Loop. Recycling of all E-waste (laptops, phones or tablet). CTL charges a small fee and uses this to recycle these electronics in local certified recycling facilities. In this way Accenture contributes to the circular economy, providing jobs in low wage countries and preventing the mining of new rare materials.

The yearly progress of the reduction of the chain analysis are described in the documents.

### 3.2 Reduction strategy scope 3

Beforehand, the different reduction possibilities to influence up and downstream emissions were analysed based on the 15 GHG-categories, including the different chain-partners involved. The results can be found in the quantitative analyses. The following paragraphs describe the chosen strategy to influence and reduce scope 3 emissions.

#### 3.2.1 Inventory reduction strategies

For the relevant scope 3 emissions an inventory has been made to reduce these emissions or simply raise awareness in the chain Accenture operates in. Considering the size and therefor influence they can have on chain partners, the inventory is not only based on autonomous measures.

##### ✓ Purchased goods and services:

- Raise awareness among clients and suppliers for sustainability and energy reduction
- Setting sustainability criteria for suppliers.
  - Computer hardware: ENERGY STAR computers (energy star program requirements) or refurbished computers (circular)
  - Car leasing: lease electric cars
  - Office rental: make an inventory of sustainability criteria that offices must meet: green energy, location, label etc.

- Investing €42.500 per year in BioFuel KLM
- In each 'Request for purchase (RFP)'-form sustainability is considered
- 90% of CTC certified office supplies

✓ **Waste:**

- Zero waste in 2030
  - Reusable cups and cutlery
  - Printing: "To print or not to print?", automatically double-sided printing, send electronically as much as possible
- Reducing packaging
  - Reusable water bottles / tap water
  - Eliminating plastic used in food & beverage
- Waste watchers programme
- Introduction of Vegetarian days

✓ **Transport:**

- Researching and promoting the use of transport hubs to reduce logistics.
- Demanding the use of electric transportation or at least EURO 6 engine trucks

✓ **Downstream leased assets:**

- Install smart meters in all leased buildings for more insight in energy consumption, as all contracts are all-inclusive. Start conversation with real estate managers for possibilities on short term.
- Consultation with building owners about energy savings
- Demanding renewable energy for the lease of data centers

✓ **Commuter travel**

- Developing a benchmark to reduce car mobility and stimulate public transport in collaboration with Natuur & Milieu (NGO)
- Stimulating public transport in commuter travel (MEE program)
- Development of Togethr App – stimulating carpooling and reducing car travel
- Accenture wants to share parking spot with other companies

These scope 3 emissions are common practice within the boundary of Accenture. With all developments within the company sustainability is considered. Accenture believes in leading by example. Some of these measures are incorporated in the CO<sub>2</sub> action plan. Because the quantification of these strategies is hard to establish, we've made a best estimate of the amount of CO<sub>2</sub> reduction possible.

### 3.2.1 Progress reducing scope 3 emissions 2016 - 2020

1. Driving toward the low-carbon economy with our clients and suppliers.

- a. **Help clients with reducing their emissions (global)**  
 The Client Carbon Savings program: identifying emissions-reduction activities to help clients. We identified potential client savings of approximately 157,000 metric tons of CO<sub>2</sub> and implemented strategies to help clients save 491,000 metric tons of CO<sub>2</sub>.  
<https://www.accenture.com/acnmedia/PDF-116/Accenture-CDP-2019.pdf>
  - b. **Electric vehicles (global)**  
 We built a scenario-modeling tool to find out how electric vehicles impact the company's carbon footprint.
  - c. **Handbook Circularity (global)**  
 Released "The Circular Economy Handbook" to show organizations how to innovate toward circularity – January 2020.
  - d. **Plastic oceans (global)**  
 We developed partnerships to help identify opportunities to remove plastics from the ocean. Accenture helped to develop a "Plastics Policy Playbook" with high priority measures to improve waste collection and tackle ocean plastic – October 2019.
2. Reducing our own carbon emissions and other impacts such as waste generation and water use.
    - a. **100% Renewable electricity**  
 We joined the RE100, because we are committed to 100% renewable electricity in 2023.
    - b. **Reducing greenhouse gas emissions**  
 We have multiple industry-wide external certifications (ISO14001) and our Science Based Targets were approved in December 2018. We installed smart meters in our facilities and organized our annual Travel Smart Challenge.
    - c. **Energy efficiency**
      - i. We work collaboratively with building management to find opportunities for energy savings in our buildings. We achieved 5% improvement over the previous year.
    - d. **Business travels**
      - i. We have visually mapped the latest travel data, allowing managers to evaluate and inform in a more targeted way to employees.
      - ii. The use of collaborative technology supported less air travel per person.
    - e. **E-waste**  
 We evaluated our IT asset disposition providers and processes and streamlined our relationships to focus on two global suppliers. Now we have an increased oversight of what happens to our e-waste.
  3. Engaging our people, leaders, partners and other stakeholders to lessen their environmental footprint

- a. **Challenge “Greener Than Game”**  
This global environmental challenge is launched to motivate our people to compete for the title of the greenest individual, idea our team. Because of this, Accenture had avoided more than 72.000 flights and almost 6 million ground transportation miles through our annual [Travel Smart Challenge](#).
- b. **Driving supplier sustainability**
  - i. We encourage local and regional teams to discuss sustainable procurement during their regular supplier meetings.
  - ii. We are a corporate member of CDP’s Supply Chain program, where we promote engagement, transparency and sustainable business practices with our suppliers. In 2010 we launched a self-assessment questionnaire to better understand each supplier’s environmental practices.

### 3.2.1 Environmental strategy 2020 (what we are planning to)

- 1. Driving toward the low-carbon economy with our clients and suppliers
  - a. **Help clients with reducing their emissions.**  
Continue exploring new approaches to grow The Client Carbon Savings program.
  - b. **Electric vehicles.**  
Develop a planning to have the complete fleet fully electric by January 2026
- 2. Reducing our own carbon emissions and other impacts such as waste generation and water use
  - a. **100% Renewable electricity**  
Continue to join the RE100, because we are committed to 100% renewable electricity in 2023.
  - b. **Reducing greenhouse gas emissions**  
Increasing awareness of our employees regarding impact of commuting and business travel on CO2 emissions. Focus on Flex program and bike for commuting and virtual meeting tools to decrease business travel.
- 3. Engaging our people, leaders, partners and other stakeholders to lessen their environmental footprint
  - a. **Challenge “Greener Than”**  
On Earth Day, we will organize the “Greener Than” challenge to motivate our people to compete for the title of the greenest individual, idea our team.
  - b. **Celebrate World Environment Day**  
We will hold an eco-innovation challenge to find solutions to key climate-related problems with clients, start-ups, NGOs and other ecosystem partners. We will also encourage our people to participate in virtual volunteering opportunities to help map biodiversity or cloud patterns, and our annual Greener Than Game.

### 3.2.3 CO<sub>2</sub> emissions chain partners

This chapter identifies the most important chain partners of Accenture, that will be involved in realizing the main scope 3 objectives. The objective is to work together in reducing CO<sub>2</sub> emissions throughout the whole chain. Chain partners can be suppliers, building owners, clients or others working on initiatives. Down below is shown what the ambition is of these partners when it comes to CO<sub>2</sub>-reduction.

Chain partners	Activities	CO <sub>2</sub> -performance report/certificate?	Info
<b>Union Investment</b>	Building owner	No	<a href="https://www.tebodin.bilfinger.com/services/specifics/circular-production-scan/">https://www.tebodin.bilfinger.com/services/specifics/circular-production-scan/</a>
<b>KLM</b>	Reduction of CO <sub>2</sub> is stimulated through development of biofuels by KLM. Different projects and cooperation's with companies.	Yes, Carbon Reduction Roadmap	<a href="https://www.klm.com/travel/us_en/prepare_for_travel/fly_co2_neutral/all_about_sustainable_travel/index.htm">https://www.klm.com/travel/us_en/prepare_for_travel/fly_co2_neutral/all_about_sustainable_travel/index.htm</a>
<b>ProRail</b>	Reduction of CO <sub>2</sub> is stimulated through promotion of public transport and working at home. Different projects and cooperations with companies.	Yes, CO <sub>2</sub> -Performancelevel 5	<a href="https://www.prorail.nl/sites/default/files/co2_prestatieladder_-_co2-besparingsplan_2018-2020_voor_website.pdf">https://www.prorail.nl/sites/default/files/co2_prestatieladder_-_co2-besparingsplan_2018-2020_voor_website.pdf</a>
<b>ALD</b>	Lease company	No	<a href="https://www.leaseplan.com/nl-nl/over-ons/whats-next/">https://www.leaseplan.com/nl-nl/over-ons/whats-next/</a>
<b>Shell</b>	Compensation programme	Yes	<a href="https://www.shell.com/energy-and-innovation/the-energy-future/what-is-shells-net-carbon-footprint-ambition.html">https://www.shell.com/energy-and-innovation/the-energy-future/what-is-shells-net-carbon-footprint-ambition.html</a>
<b>Wastewatchers</b>	Monthly reports about the food waste in ITO		
<b>Alliander</b>	Client of Accenture	Yes, level 5	<a href="https://www.alliander.com/nl/over-alliander/maatschappelijke-impact/co2-prestatieladder/">https://www.alliander.com/nl/over-alliander/maatschappelijke-impact/co2-prestatieladder/</a>
<b>Gemeente Amsterdam</b>	Chain Partner	Yes	<a href="https://www.amsterdam.nl/bestuur-organisatie/volg-beleid/duurzaamheid/volg-beleid-klimaatneutraal/">https://www.amsterdam.nl/bestuur-organisatie/volg-beleid/duurzaamheid/volg-beleid-klimaatneutraal/</a>
<b>Brainnet</b>	Supplier	No (not yet)	Certification at level 3 in progress.

<b>ISS Facility Services</b>	Supplier	Yes, level 3	<a href="https://www.nl.issworld.com/over-iss/hseq/co2-prestatieladder">https://www.nl.issworld.com/over-iss/hseq/co2-prestatieladder</a>
<b>Green Business Club</b>	A coalition of several parties on the Zuidas	Yes	<a href="http://greenbusinessclub.nl/zuidas/wp-content/uploads/sites/6/2020/02/Ambitieverklaring-GBC-Zuidas-2015-2020.pdf">http://greenbusinessclub.nl/zuidas/wp-content/uploads/sites/6/2020/02/Ambitieverklaring-GBC-Zuidas-2015-2020.pdf</a>

## 4| Participation sector- and branch initiatives

The CO<sub>2</sub> Performance Ladder requires companies to participate in sector- or branch initiatives. The company should thus be aware of the initiatives within the industry.

### 4.1 Active participation

The idea behind participation in an initiative is that through interaction with other companies, information can be shared and through collaboration new ideas can be developed in the field of CO<sub>2</sub> reduction. Therefore, the requirement is that companies should actively participate through, for example, discussion groups. Minutes or recordings of the meeting can serve as proof for the auditor that the company was actively participating.

When a certain initiative becomes irrelevant for the company at some point (when for a period of 6 months no active participation can be shown or no progress has been made) the participation should be terminated. The inventory of initiatives can then serve as a source of inspiration to choose a new initiative.

### 4.2 Costs participations

Accenture contributes to many different initiatives, projects and programs based on CO<sub>2</sub> reduction. A summary of the initiatives and projects can be found in the document 'Participation in sector and chain initiatives. Accenture employees are encouraged to come with their own ideas on participation.

To maintain level 5 on the CO<sub>2</sub>-Performance Ladder and participate in different initiatives Accenture has the following funds available:

€ 42.500	KLM Bio Fuel Program
€ 14.997	Consulting De Duurzame Adviseurs
€ 7.647	Cost certifying SGS year 1
€ 7.425	Commission SKAO (2020)
€ 6.050	Participation - The Green Business Club*
€ 5.000	Participation - Anders Reizen*
€ 50.000	Participation – DSCG*
€ 1.000	Stichting Beelease
€ 20.000	Internal costs
€ 15.000	<u>other initiatives</u>
<b>€ 169.619</b>	<b>Total costs maintaining CO<sub>2</sub>-performance ladder certificate</b>

### 4.3 Reduction programmes

Below is depicted in which reduction programmes Accenture participates. In the following initiatives Accenture has taken on a leading example:

- Anders Reizen
- Green Business Club Zuidas
- Dutch Sustainable Growth Coalition

#### 4.2.1 The Green Business Club – Zuid As Amsterdam

Green Business Club Zuidas is an impact organization focused on specific results by initiating sustainable projects. With the ambition to become the most sustainable

international business heart of the Netherlands, a collaboration has been started between companies and participants of the Zuidas.

The needs of the companies involved are essential for the choice of sustainable projects, stimulating active involvement of companies. Together, companies formulate specific sustainable goals and activities. Participants can choose between different working groups depending on the theme of interest. Every working group describes its own objectives and business cases, using the knowledge and expertise of the different companies involved as much as possible.

Every year a report is presented by different business representatives, governmental representatives and different organizations at the Zuidas. This is the only business area in the Netherlands that publishes a sustainability report, as a geographical area, every year. With these reports the organizations also want to share their knowledge and inspire other companies and organizations.

### **What is the role of Accenture?**

Accenture is one of the participants of this initiative. As part of this initiative they have co-created a new app called 'Toogether'. This app makes it easy to find and share a ride with colleagues. Since thousands of people drive from home to the same working place, it is easy to share a ride. This app stimulates carpooling, which is better for the accessibility, the environment and social contacts. The app is widely promoted and contributes to facilitate the sector in CO<sub>2</sub> reduction in mobility.

Accenture is actively involved in the following working groups each with their own goals and activities:

- Energy
- Mobility
- People
- Water and Green
- Waste
- Green Business Challenge

For more information go to: <http://greenbusinessclub.nl/zuidas/>

#### 4.2.2 Anders Reizen (active participation)

Together with other big employers in the Netherlands, Anders Reizen is stimulating a corporation between these employers to reduce the CO<sub>2</sub>-emissions caused by mobility. Accenture has signed the Sustainable mobility Pledge. This means facilitating and developing options for sustainable mobility.

Accenture plays an active role as they are part of a coalition that is leading by example. <https://www.andersreizen.nu/>. The CEO of Accenture has an active involvement.

'Train to Paris' and the recent developed 'Vliegwijzer' are two successful initiatives that help employers reduce and make mobility more sustainable.

#### 4.2.3 DSGC (active participation)

The DSGC is a CEO-led coalition of 8 Dutch multinational corporations who aim to drive sustainable growth business models that combine economic profitability with environmental and social progress and in that way contribute to the achievement of the UN Sustainable Development Goals (SDGs).

DSGC members are convinced that significant innovations in fields such as energy supply, sustainable resource use, and food systems will offer the Netherlands a new outlook for the future – one of sustainable prosperity and opportunities for all.

To accelerate this transition in the Netherlands and abroad, the coalition wants to lead the way and pursues a strategy of Scale - Share - Shape:

#### Scale

Coalition members connect economic profitability with environmental and social progress on the basis of integrated sustainable growth business models. They continuously enforce sustainability within their own business models and value chains and seek opportunities to scale up innovations in their sectors and in cross-sector partnerships, e.g. in the area of renewable energy and circular economy.

#### Share

DSGC shares its knowledge, good practices and lessons learned to in this way encourage sustainable leadership. Through online communications, publications and co-organizing multi-stakeholder convenings, the coalition wants to stimulate dialogue on the transition to a sustainable, circular economy among the broader business community young professionals and other national and international stakeholders.

#### Shape

DSGC aspires to be a coalition of thought leaders, providing valuable recommendations to government and policymakers so as to inspire national and international leaders to 'move the boundaries' and create the right policy framework conditions for sustainable and inclusive growth in the Netherlands.

For more information: <https://www.dsgc.nl/en/about>

#### 4.2.4 KLM BioFuel program (passive participation)

One of the most effective ways to reduce CO<sub>2</sub> emissions from air transport is by powering aircraft with sustainable biofuel. If biofuel were to be broadly used, the reduction in CO<sub>2</sub> could be as high as 80%. That means biofuel is more sustainable than the standard fossil fuel currently used in air transport.

The KLM Corporate BioFuel Programme enables companies to do some of their air travel using renewable biofuel. Participants pay a fee to bridge the difference between the price of traditional fossil fuel and sustainable biofuel. KLM uses that fee to purchase renewable biofuel. ABN AMRO, Accenture, CBRE Global Investors, FMO, FrieslandCampina, the City of Amsterdam, Heineken, Loyens & Loeff, the Dutch Ministry of Infrastructure and the Environment, PGGM, Perfetti Van Melle, and the Schiphol Group are now participating in the KLM Corporate BioFuel Program.

#### **Why is the program important?**

As a result of low production capacity, the availability of renewable raw materials, and the mandatory delivery of biofuels for road transport, there is no stable production of biofuel for the airline industry in Europe. KLM believes that medium- and long-term production of biofuel is extremely important if the airline industry is to achieve its carbon dioxide reduction goals. If biofuel could be made widely available and put into general use, it could reduce CO<sub>2</sub> emissions by up to 80%.

#### **Stable production**

Together with the CBP's partners, KLM is stimulating the development of a market for sustainable biofuels. The general aim is to create stable production so that the price for biofuels drops to an acceptable level. KLM only purchases biofuels made from raw materials that have no negative environmental impact on biodiversity or food production.

The biofuels are purchased by SkyNRG who is advised by its independent Sustainability Board or certified by the Roundtable of Sustainable Biomaterials (RSB).

**What is the role of Accenture?**

Since 2013 Accenture has invested in the KLM and SKYNRG BioFuel program. Accenture made a three-year agreement for investing €85.000 a year. Since the price of biofuel has dropped, they now invest €42.500 a year. Because biofuel is still too expensive for commercial air travel, it is not yet possible for Accenture to fly on biofuel. The goal of Accenture is to support the production of biofuel, accelerating the expansion of more affordable biofuel, making it a commercially interesting commodity. In the near future Accenture expects to use business air travel on biofuel.

For more information go to:

[https://www.klm.com/travel/nl\\_nl/prepare\\_for\\_travel/fly\\_co2\\_neutral/all\\_about\\_sustainable\\_travel/biofuel.htm](https://www.klm.com/travel/nl_nl/prepare_for_travel/fly_co2_neutral/all_about_sustainable_travel/biofuel.htm)

**4.2.5 Climate Collage (active participation)**

we trained 42 employees in NL, France & Belux to teach others (colleagues & clients) in-depth and in a fun way about climate change and how it impacts their personal & professional live.

For more information go to: <https://climatecollage.org/>

**4.2.6 Plant for the Planet (active participation)**

Collaboration with Plant-for-the-Planet. With NL team we planted 1000 trees and are planning to plant 10.000 more in coming year.

For more information go to: <https://www.plant-for-the-planet.org/en/home>

**4.2.7 Stichting Beelease (passive participation)**

we have two beehives at our Accenture ITO Amsterdam offices to increase local biodiversity and sell honey for biodiversity awareness. The revenues of the honey go back into Stichting Beelease.

For more information go to: <https://www.beelease.com/>

## Appendix A | Inventory of sector and chain initiatives

Sector- and chain initiatives	
Nederland CO <sub>2</sub> Neutraal	<a href="https://nlco2neutraal.nl">https://nlco2neutraal.nl</a>
Duurzameleverancier.nl	<a href="https://www.duurzameleverancier.nl/">https://www.duurzameleverancier.nl/</a>
DGBC	<a href="https://www.dgbc.nl/">https://www.dgbc.nl/</a>
Lean and Green	<a href="http://lean-green.nl/">http://lean-green.nl/</a>
Duurzaamgebouwd.nl	<a href="http://www.duurzaamgebouwd.nl/">http://www.duurzaamgebouwd.nl/</a>
Beter Benutten	<a href="http://www.beterbenutten.nl/">http://www.beterbenutten.nl/</a>
Leaders for Nature	<a href="https://www.iucn.nl/actueel/terugblik-10-jaar-leaders-for-nature">https://www.iucn.nl/actueel/terugblik-10-jaar-leaders-for-nature</a>
Groencollectief	<a href="http://www.groencollectiefnederland.nl/">http://www.groencollectiefnederland.nl/</a>
Sturen op CO <sub>2</sub>	<a href="https://www.cumela.nl/cursus/brandstof-co2/sturen-op-co2-sectorinitiatief">https://www.cumela.nl/cursus/brandstof-co2/sturen-op-co2-sectorinitiatief</a>
Platform Groene Netten	<a href="http://www.groenenetten.org/nl/">http://www.groenenetten.org/nl/</a>
Aanpak Duurzaam GWW	<a href="http://www.duurzaamgww.nl/">http://www.duurzaamgww.nl/</a>
Railforum Netwerk/ CO <sub>2</sub> -visie 2050	<a href="https://www.railforum.nl">https://www.railforum.nl</a>
InnoRail	<a href="https://www.railcenter.nl">https://www.railcenter.nl</a>
Nederland ICT – Milieu stichting	<a href="https://www.nederlandict.nl/diensten/ict-milieu/">https://www.nederlandict.nl/diensten/ict-milieu/</a>
Climate Neutral Group	<a href="https://www.climateneutralgroup.com/">https://www.climateneutralgroup.com/</a>
Low Car Diet – stichting Urgenda	<a href="http://www.lowcardiet.nl/">http://www.lowcardiet.nl/</a>

## Colophon

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Responsible manager	

Signature authorised responsible manager:

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