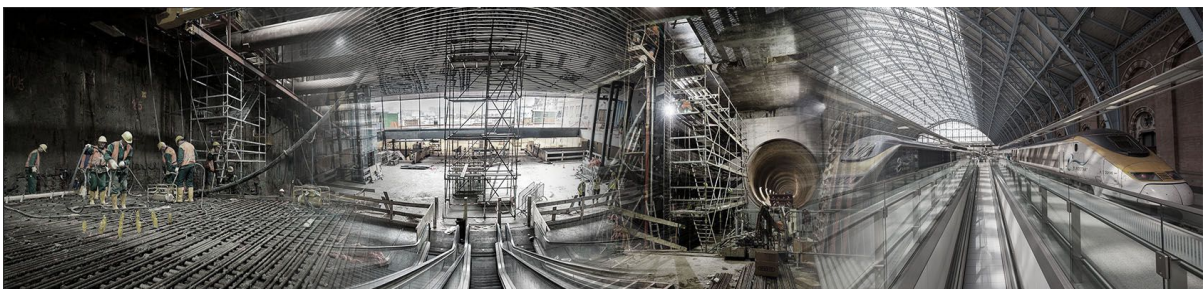




Annual carbon emissions report
2023

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1 Part A - Insight

1.1 Introduction

The first part of reducing CO₂ emissions is gaining insight into where CO₂ is produced. To this end, in this chapter the scope definition is made, followed by the measured CO₂ emissions.

1.2 Scope of CO₂ system

The scope of Civil Seven activities is described in *Civil Seven Quality Guide, v6.0* and encompasses: **design and develop public transport infrastructure and underground space.**

Our fields of focus are **project management, risk management & costing, geotechnical, hydrological and structural design, over tunnel construction, geothermal structural heat storage and special foundation techniques.**

Civil Seven rents one office at Stationsstraat 36A in Amersfoort, built in 1912 and renovated in 2019-2020 where it has traditional central gas heating (only scope 1 emissions) and an electric connection (scope 2), which it shares with other parties to optimise CO₂ emissions and cost.

Transportation to and from work and to and from clients is considered Civil Seven emissions and fall under the special 3A scope. Civil Seven only compensates for

Consumption of food and beverages during coffee and lunch by employees and provided as gifts to clients are considered Civil Seven scope 1 emissions.

Emissions for third party offices and hotels for stays next to the client are considered scope 3, but they are not forgotten and addressed in proactively in Part D.

All aforementioned emissions are minor, particularly after renovating the facilities, in comparison to the projects constructed by our clients (with the exception of flights, which have been reduced to the bare minimum since 2020, for example choosing Teams or trains whenever possible.). As designers we have considerable influence on the CO₂ impact, but not as much as our clients, and as the consultants advising our clients. Because of their importance, they have been defined as scope 3 emissions, even though they are in actual fact completely out-of-scope emissions.

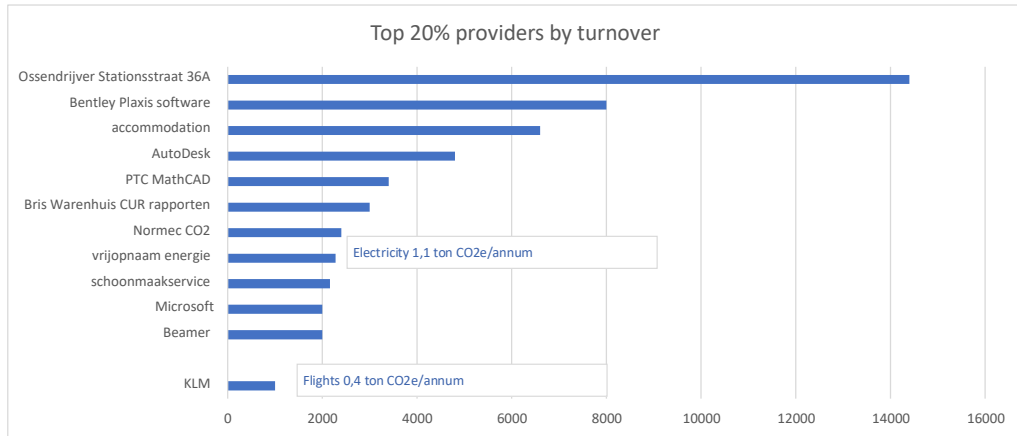
An even higher contributor, is the actual use of the infrastructure after it has been developed. Using infrastructure is a completely different CO₂ chain and is thus out of scope. In future revisions of this work, Civil Seven will expand this scope to contain life-cycle-impacts of CO₂ emissions of using the infrastructure that we have developed, but this is actually the task of the asset owner/developer (e.g. ProRail, Rijkswaterstaat). For now, this is left to them in order not to overreach.

1.3 Not taking carbon compensation into account

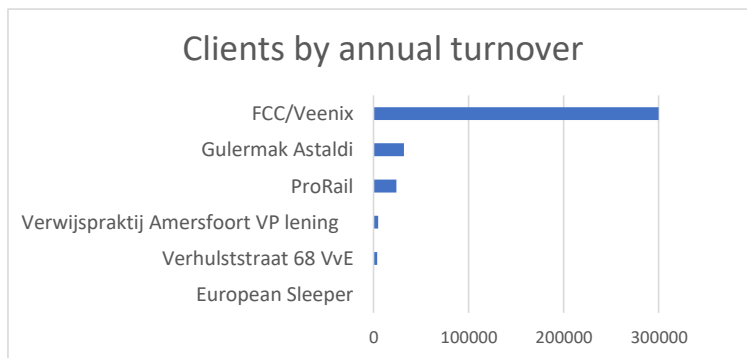
It is noted that some companies compensate their natural gas. Formally the CO₂ handbook 3.1 states that this is not allowed. Civil Seven does not do this.

1.4 Downstream and upstream emissions

A CO₂ pyramid has been setup to determine important CO₂ emissions contributors throughout the design chain.



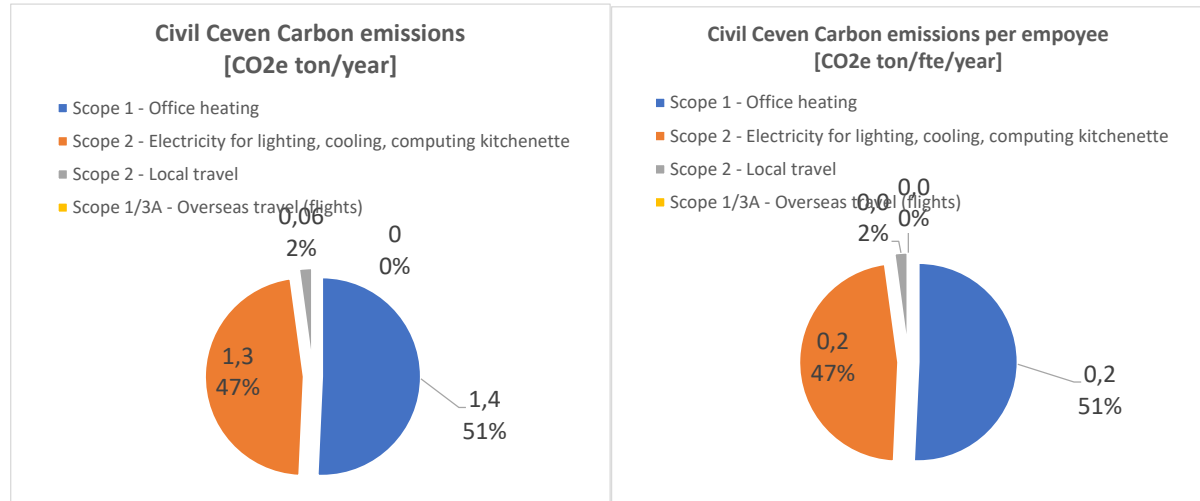
Heating 0,8 ton CO2e/annum



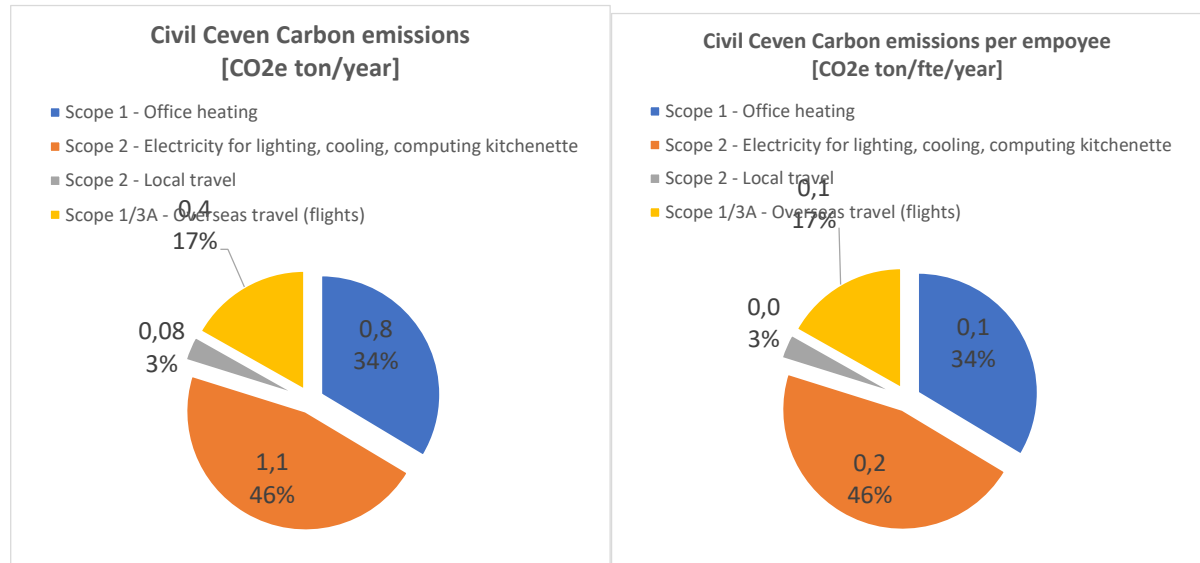
1.5 Annual report

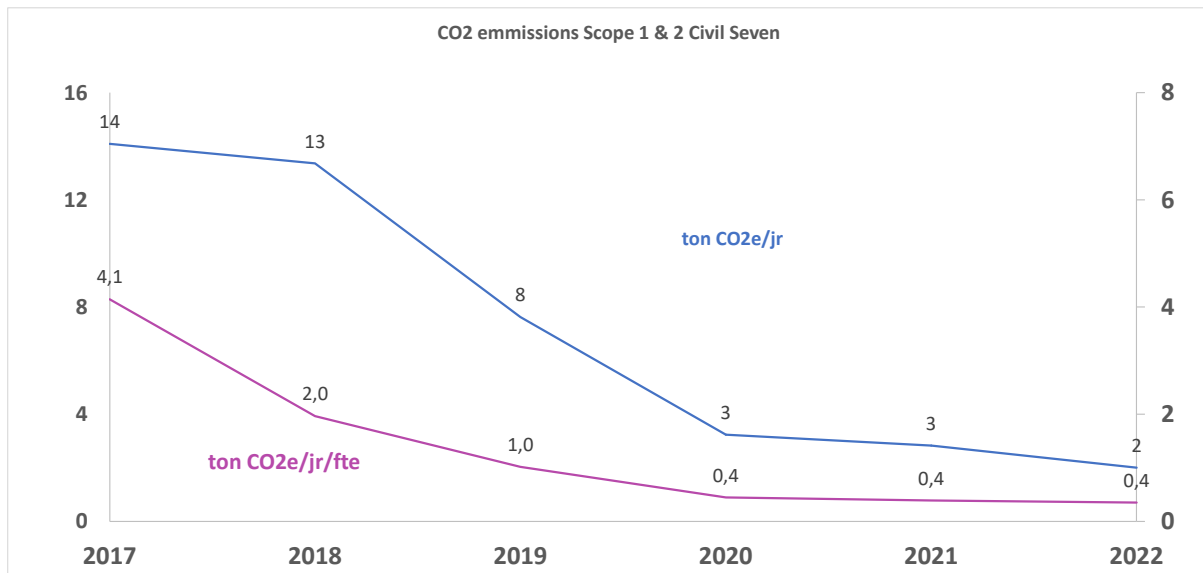
Year	Group	Item	Subitem	CO2 Scope	Achieved emission 2022			
					Units used per annum [X/annum]	Value 1-jan X	Unit	CO2/unit [gCO2/unit]
	Housing	Electricity		2	1754		649	1,1
		Heating	Heating system	1	430	m3	1890	0,8
	Personal travel	To/from office	Train	3A	4897,2	[km]	0	0,00
			Bike	3A	954	[km]	7	0,01
			Car	3A	165	[km]	281	0,05
		Flights	Flights @700 km to Gothenbur	2	0	[km]	249	0,00
			Flights @500 km to Copenhagen	2	0	[km]	270	0,00
			Flights @200 km Copenhagen t	2	0	[km]	297	0,00
			Flight reduction to Groningen	2	0	[km]	270	0,00
			Thessaloniki	2	1800	[reizkm]	249	0,4
	total							2,0
	F.t.e.							5,7
	total per fte							0,4

2021



2022





1.6 Comparison to similar companies

During measuring we have found we are less than half of the best competitive average of other Ladder 5 companies (e.g. 0,4 ton CO2e/fte/year Civil Seven vs Witteveen+Bos at 1,06 and Westnberg Ingenieurs at 0,91). This has to do mainly with sharing our office with others which is very efficient, but also insulating, control of temperatures and heating systems and using public transport and limiting flying contribute.

1.7 Analysis

The biggest steps have been taken to improve performance in the period 2017 to 2020 through double glazing and insulation, sharing workspace, setting timers, lowering the temperature and automatically disabling and turning off servers. There is very little value in further optimising scope 1 or scope 2 emissions. However, there are two big influence factors where Civil Seven has great *control* over the delivery chain, although it is not inside it:

1. Emissions during construction, by optimising materials use and construction methods
2. Emissions on completion of infrastructure during the life-cycle

Depending on the project, the annual emissions of construction (item 1) and use (item 2) can be an order of magnitude 100 and 1000 times the scope 1 and 2 emissions of Civil Seven. Therefore, strategically, all focus should be in helping our clients to control their emissions. Internal emissions are effective only as an exemplary function.

A minor issue resulting from the supplier analysis indicates that remote computing is a large part of our provider turnover. To be sure this does not affect our emissions, remote computing will be added to the scope 3 inventory from 2023 onwards.

1.7.1 Overview of past progress and analysis

Through 2019 – 2021 we have focussed on our internal performance.

We are measuring and monitoring our internal emissions. This has led to the following guiding principles:

1. **We will continue to reduce our internal scope emissions to be an example to others.**
 - a. Only compensation is given for team members with km executed by public transport or bicycle.
 - b. Flights are allowed only under the following conditions: (i) only when Teams is not possible, which is in crucial startup phases and for acquisition, (ii) high-speed or overnight train before flights, (iii) direct flights above indirect flights, (iv) meetup locations determined by CO2 emissions.
 - c. Office systems are implemented to clocks to reduce cost
 - d. We follow vegetarian principles in our meetups and activities
 - e. 2023-01: Take out one server
 - f. 2023-04: Wake-up/sleep energy saving of servers
 - g. 2023-08: Replace fridge with better insulation
 - h. 2023-04: Remove the electrical backup heating from downstairs, or implement a backup circuit
2. **Innovate rail embankment renovation**

- a. Implement improved method in trial case with ProRail
- b. Optimise method by replacing Cement in mix
- c. Publish and present about this on website
- 3. **A9 will be the last road construction project**
 - a. In 2023 we will transition to ProRail
 - b. On our current project, make agreements to reduce Client (FCC) emissions in the chain
 - i. Recovering materials (sheet piles)
 - ii. Reducing materials
 - iii. Optimising design codes with Rijkswaterstaat (super-client) to reduce materials
 - iv. Less heating/cooling at the project site
 - c. Present and publicize about this on website
- 4. **Improve out CO₂ calculation spreadsheets, in order to quickly respond to new project based client CO₂ emission changes and then connect them to BIM**
 - a. Develop database
 - b. Link to Hocus Pocus Tunnel (BIM)

Significant improvements have been put in place to reduce the impact of our physical office and share our emissions among a greater amount of users. It is envisioned that a greater environmental impact can be acquired through reduction of climate impact through our designs. In practice emissions are reduced by design – reducing materials reduces cost and environmental impact at the same time. In 2022 the focus has been on inventorising our external scope 3 emission chains. In 2023 we will build software databases and tools to respond to client CO₂ chains on a project-by-project base more quickly.

By the end of 2024Q2 we shall have a system in place that measures the CO₂-equivalent and nitrate-equivalent emissions of the components that produce 80% of pollution within a design project. For these components of our design we will find one or more alternative applications with a lower emission during 2024. In 2023 we already started to change our designs to reduce their footprint. Also we will address the issues of client requirements in order to remove requirements that are not needed but cause unnecessary materials use.

2 Part B+D – Reduction & participation

2.1 Introduction

This part explains which activities Civil Seven performs to reduce the carbon footprint in Scope 1 and Scope 2 parts. Also Participation and collaboration for achieving scope 3 emissions with our suppliers and clients are presented. The participation describes how Civil Seven engages with the outside world in order to set and meet full-chain objectives

2.2 Inventory of new initiatives (committed)

2023

- **Prorail Embankment Innovation project (committed, tendered but issue Prorail side)**
 - Goal 1: Replace CO₂-intensive steel sheet piles in rail embankments.
 - Goal 2: Reduce amount of cement binder for rail embankment improvement.

Note: MKI calculation is available within the project, but project has been re-tendered, so this information is currently confidential till the tender has been assigned.
- **Geothermal storage in A9 tunnel (committed)**

Within the A9 tunnel, there is empty space available for a heat storage facility. This can capture heat from the summer and return it in the winter, for newly planned buildings in the Amstelveen city centre, right next to the tunnel. Goal is to Build preliminary design and business case before June 2024. Due to the longevity (50 years or so) of this structure, the business potential is very great. This is being developed by a newly acquired student-employee.
- **Development of the Lelylijn (committed)**

By combining local and night traffic, this can become a competitive line to the Scandinavian area in the long run, and certainly for regional national traffic. This is a long term plan with limited influence possible from Civil Seven, but during 2024 we will actively join the operating 'stichting' and push forward the solution, including sponsoring that solution which has biggest potential to take over air traffic.

2.3 Completed initiatives

2018

- Completed: Co-ordinate with supplier of office space to improve insulation
- Completed: Co-ordinate with supplier of office space to upgrade to more efficient gas boiler
- Completed: Share the office with others as co-working space (less CO₂ per f.t.e.)
- Completed: Replace halogen lighting by LED lighting
- Completed: Replace 2 traditional old school lights in toilets by LED lighting
- Completed: Change employee contracts to reimburse only public transport or bicycles to get to office

2019

- Completed: Replace 3 monitors by A+ energy saver types
- Completed: Auto on-off coffee machine
- Completed: Reduce fridge setting from 4 to 2
- Completed: Collaboration with landlord to double-glaze windows
- Completed: Collaboration with landlord to change to high-efficiency gas-heater
- Completed: Cut moisture penetration in basement (water vapour gives high heating cost)

2020

- Completed: lower cv room temperature to 20,0' C and tap water to 45' C
- Completed: Auto-off file/calculation server

2021

- Completed: lower cv room temperature to 19,5' C
- Completed: Reduce number and frequency of flights, do a leg by train if possible

2022

- Completed: adapt time clock so room temperature is only active exactly at work hours

- Completed: No new highway projects
- Completed: do meetup based on lowest possible amount of flight kilometres for all remote workers: Thessaloniki
- Completed: Invest excess capital in low-carbon, low-construction alternatives: European Sleeper night trains
- Completed: Select Visual Studio as programming language instead of Python (50 times more power efficient code running on servers)

2.4 Incompleted initiatives

2021

- Install WTC ventilation unit in kitchen, to preheat ventilation air. (postponed)
- Set network wake up parameters properly, so that servers can go into energy save mode but still be available. (stuck, removed one server instead for now)
- ..

2.5 Evaluation of new and ongoing initiatives

2021

2.5.1 Commitment **new**: No new highway projects (scope 3)

Although the ongoing A9 Ba-Ho project has been extended due to design delays by third parties, no new highway projects have been acquired. There is significant concern that the national rail authority ProRail has enough work compared to the available, very saturated market. Focus is thus on alternative approaches to acquire public transport projects, for example through over-tunnel construction and innovation trials.

Participation in supply chain composition RWS-ProRail

2.5.2 Commitment **new**: Develop CO₂ inventory tool with BIM for our clients

Because our internal emissions are far outweighed by our huge client construction project emissions, Civil Seven has committed to developing CO₂ emission calculation tools that are linked to our BIM models. The goal is that by 2023 this software is capable of generating models in BIM in an automated way (90% tasks automated) by end of 2023, and including not only the cost but also the CO₂ emission impact by 2024. This allows clients to better control their CO₂ emissions, and our designers to more pro-actively design in a way that is optimal for CO₂ emissions.

Participation in supply chain with clients (contractors)

2022

2.5.3 Commitment **new**: Invest excess capital in low-carbon, low-construction alternatives: European Sleeper night trains

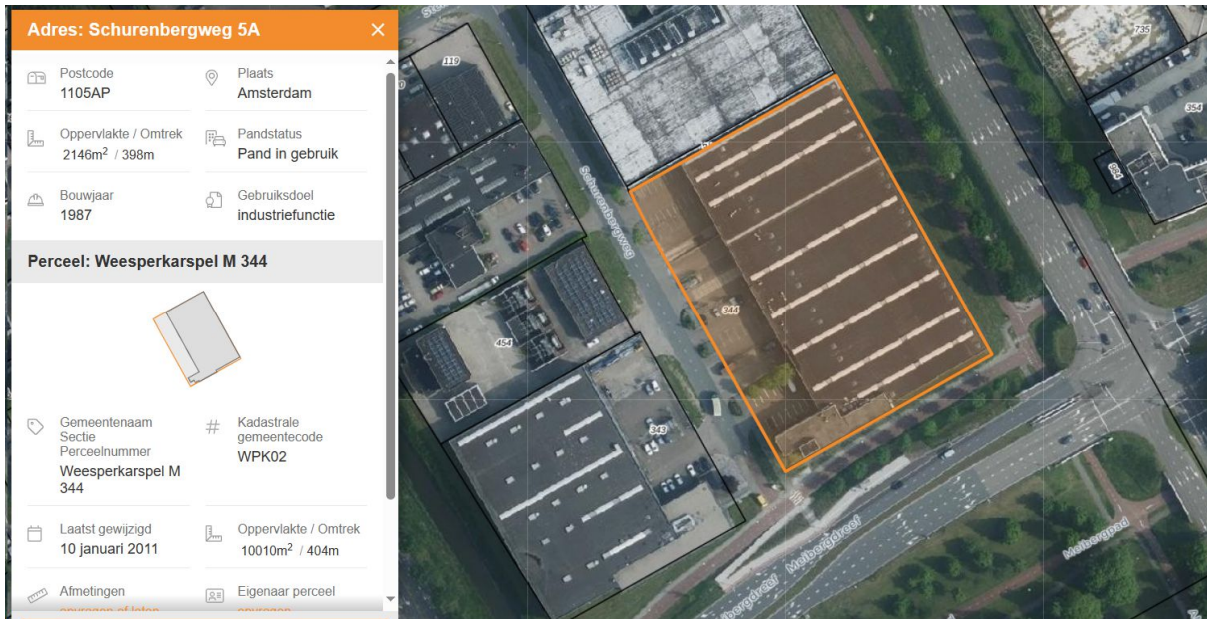
Civil Seven has decided to become investor in the **European Sleeper project**: luxury night trains to travel Europe without the damage caused by flying, investing 10 kEUR in 2022, and thereby effectively using excess cash flow to reduce global emissions.

Participation in supply chain with investments (rather than banks)

2.5.4 Commitment **new**: Reduce heating at client office

Civil Seven will negotiate a 2 degree temperature drop at the Veenix/FCC office (10010 m², of which an estimated 2800 m² in used as fully heated office space) against dropping inflation cost compensation for the client. Civil Seven agreed to reduce inflation levels on their rates, in exchange for reducing the work room temperature at Schurenbergweg 6/5A by 2°C. This is estimated to save 2800 m³ of natural gas per year considering the 2000 m² heated floor space, or 5 ton CO_{2e}, a saving bigger than Civil Seven's entire annual footprint.

Unfortunately, the client does not register natural gas cost and it is out of our hands to collect this data to confirm achieved figures.



Participation in supply chain with client FCC- (contractor)

2.5.5 Commitment: No new highway projects

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Due to resource shortages, this has been delayed during 2023. The outlook for this tool is now six months delayed, to the end of 2024. However, action has been taken by management to engage with employees from overseas. In 2022, Civil Seven officially became a preferred referer for the IND (immigration department), giving us quick access to the highly skilled international labour workforce. Towards the end of 2022, the end of the Covid epidemic will allow sufficient financial space to increase this labour force and get this tool back on schedule.

3 Part C - Transparency

3.1 Introduction

This part describes which commitments Civil Seven has made, and how we determine, follow up and communicate these commitments.

3.2 Publication

Civil Seven publishes the Civil Seven Annual Carbon Emissions Report annually and an activities update halfway the year on www.civil7.nl/carbon

Signed,

A handwritten signature in blue ink, appearing to read 'Robin Vervoorn', is positioned below the text 'Signed,'.

Robin Vervoorn, MSc. CEng
Owner / Technisch Manager