Climate Footprint Report
DNS Belgium 2023

May 2024

Contents

List of figures

List of tables

1. Mission statement

DNS Belgium, a registry and non-profit organisation, manages the top-level domains .be and the extensions .vlaanderen and .brussels. DNS Belgium had its climate footprint for the operating year 2023 calculated by Ecolife as part of its sustainability policy.

This report contains the results of the measurements of the climate footprint for DNS Belgium's activities in 2023, in accordance with ISO 14064 and the GreenHouse Gas Protocol. These measurements include emissions categorised into Scope 1 (direct emissions on-site), Scope 2 (indirect emissions from electricity consumption) and Scope 3 (indirect emissions from purchases, waste and use of products and services, commuting and foreign business trips). The results are compared with those from 2020, 2021 and 2022.

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2. Climate footprint

2.1. Climate footprint

The climate footprint of a company or organisation shows its impact on global warming in numerical terms. This climate footprint, also called the carbon footprint, is expressed in CO_2 equivalents, abbreviated to CO_2eq.

Since the industrial revolution, the number of greenhouse gases in the atmosphere has greatly increased. Greenhouse gases are gases that create an effect similar to that of a greenhouse by absorbing much of the infrared radiation that would normally help cool the earth. This effect leads to global warming.

There are various types of greenhouse gases: carbon dioxide (CO_2), methane (CH_4), nitrogen oxide (N_2O) and fluorine gases. The extent to which these gases contribute to the greenhouse effect are defined by their global warming potential, which in turn depends on factors such as the quantity, lifetime and strength of the greenhouse gas.

To compare the effects of different gases, the amount of each gas is expressed in CO_2 equivalents. This is the amount of CO_2 needed to warm the earth by the same amount for 100 years. For example, 1 ton of methane is equivalent to 34 tons of CO_2.

The climate footprint of a company or organisation is the sum of all the greenhouse gases released as part of the operation of the company or organisation, expressed as CO_2eq.

2.2. Scope 1, 2 and 3 emissions

An organisation's climate footprint includes both direct emissions generated at the site itself and indirect emissions from outside the organisation's site. Indirect emissions can come from energy consumption on-site or from activities outside the site. According to the ISO standard and the GHG Protocol, the climate footprint is divided into three scopes.

- **Scope 1 (direct emissions)** consists of direct greenhouse gas emissions at the site itself or from the company's own vehicles. This includes in-house fuel consumption for heating, machinery and mobility, as well as any refrigerant gas leaks from cooling systems.
- **Scope 2 (indirect emissions related to electricity)** includes indirect greenhouse gas emissions resulting from the direct consumption of purchased electricity at the site. These indirect emissions are the emissions from electricity generation facilities.
- **Scope 3 (other indirect emissions)** includes all other indirect emissions, including from the production of purchased products (goods and services), waste treatment, commuting, transport, service trips excluding company-owned vehicles and visitor mobility.

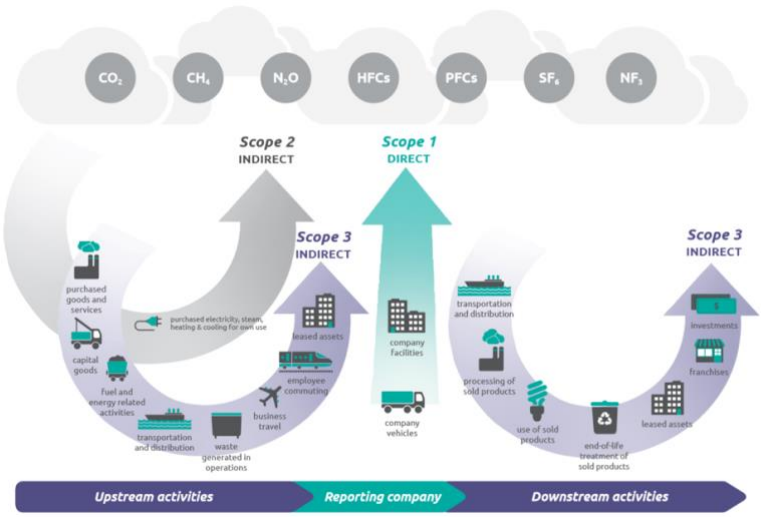

Figure 1: Scope 1, 2 and 3 of the climate footprint

Total emissions in Scope 1 and 2 are always included in the climate footprint. For Scope 3 emissions, the organisation's financial and social responsibility are also considered. Which types of emissions are included is always clearly reported.

2.3. Summary of emission sources

This report mentions the following emission sources, divided into three categories:

SCOPE 1	Direct emissions from operations owned or controlled by DNS.
1) Stationary combustion	• Emissions from the combustion of fuels in stationary sources. • Emissions from heating of common areas (3.78% of the joint energy bill) and heating while working from home. This took into account the homeworking rate for 2023 (46.78%), the number of FTEs (36.3) and the average emissions generated by 1 FTE working from home for a year (165.6 kg CO_2eq per year).
2) Mobile combustion	• Emissions from the combustion of fuels in mobile combustion sources owned or operated by the company. • Emissions from the fuel consumption of commercial vehicles, calculated on the basis of annual kilometres travelled and consumption per kilometre.
3) Fugitive emissions	• Emissions from refrigerant leakage or direct greenhouse gases. • Air-conditioning emissions. Because the exact leakage rate is not known with accuracy, a 10% leakage rate was taken as a benchmark. For the amount of refrigerant, it was assumed that there were 2.5 kg of refrigerant (R410A) for every kW of cooling capacity.

SCOPE 2	Indirect emissions from the generation of purchased electricity, steam, heating, cooling.
4) Purchased electricity	• Emissions from the. generation of purchased electricity. • Emissions from electricity consumption in office spaces and common areas (3.78% of the joint bill), and for working from home (calculated based on the 2023 homeworking rate (46.78%), the number of FTEs (36.3) and the average emissions of 1 FTE working from home for a year (23 kg CO_2eq/year)), electricity consumption for DNS's own data servers and for the AWS datacentre (calculated according to AWS specifications), and electricity consumption for charging stations.

SCOPE 3	Indirect emissions in the value chain resulting from purchased goods and services.
5) Purchased goods and services	• Emissions from purchased goods and services. • Emissions from production of materials for biodegradable waste, PMD, residual waste, paper and glass.
6) Capital assets	• Emissions from capital assets such as buildings, cars, ICT and machinery. • Emissions from buildings, production of commercial vehicles, ICT. A depreciation period of 40 years is used for buildings, 3 years for ICT materials and 5 years for company cars. For ICT materials for which no specific emission factors were available, emission factors from comparable devices were used. The accuracy of the footprint could be improved with more detailed emission factors. An estimated 1.3 tons per car is used for emissions from commercial vehicle production.
7) Fuel and energy-related activities	• Emissions from fuel and energy purchases in Scope 1 and 2. • Emissions created during generation, transmission and distribution of fuel for commercial vehicles, natural gas and electricity.
8) Waste	• Emissions related to the disposal and treatment of waste from business operations. • Emissions from PMD, paper, residual waste, biodegradable waste and glass. The weight was calculated using the number of bags and an assumption of weight per bag: residual waste (5 kg per bag), PMD (4 kg per bag), paper (3.4 kg per bag) and organic waste (2 kg per bag). Glass is counted directly in kg (8). For waste disposal, it is assumed that cardboard, glass and PMD are recycled, residual waste is incinerated and organic waste is composted at an industrial plant. For PMD, emissions released during the recycling process are not included. Only transport to the recycling plant is taken into account.
9) Business travel	• Emissions related to transport of employees for business activities. • Emissions from business travel by air and train (as per invoice). Air travel is divided into 4 categories: long-haul (>3500km), medium-haul (1000-3500km), short-haul (500-1000km) and very short-haul (<500km). Each category represents the total of all flights within that specific distance category.
10) Commuting	• Emissions related to employee commuting in vehicles not under the company's control. • Emissions from commuting with private cars and public transport. Hybrid cars are categorised as petrol cars. For private cars, emissions from both fuel and car production are categorised in this specific segment within Scope 3. Commuting distance is multiplied by the number of working days per employee.

3. Data inventory

The tables below contain the data for the operating year 2023, as supplied by DNS Belgium (Arnaud Recko) and processed by Ecolife (Arne Van den Broeck). The 2023 climate footprint is calculated and analysed based on this data.

3.1. GHG Classification structure

Reported greenhouse gases are grouped into the following organisational-level categories:23

- Scope 1: direct emissions from business operations;

- Scope 2: indirect emissions from the use of purchased electricity, steam and cooling;
- Scope 3: indirect emissions in the value chain; divided into *upstream* and *downstream* emissions.

Carbon offsets are not reported in this report, nor have they been deducted from the total.

3.2. Emission factors

From 2023, Carbon+Alt+Delete will be used, so current emission factors will always be applied. This may lead to small differences in the emission factors used and consequently in the reported emissions compared with previous years.

For each activity, the most relevant and localised emission factor was selected using the discretion of the reporting party. In addition to relevance and locality, other considerations were included, such as the availability of emission factors and consistency in the selection of publications of emission factors throughout the document.

A full list of the publications of emissions factors used in this report can be found in Table X below:

Publisher	Publication version	Publication date	url
ADEME Base Carbone®	2022 v22.0	24/06/2022	link
UK.GOV	v2023 1.0	15/05/2023	link
Association of Issuing Bodies	2022 v1.0	26/05/2023	link
Ecolife	Library of Emission Factors	15/03/2024	/

Table 1: List of emission factors

Each emission factor used in the calculation has a defined validity period that coincides with, or partly overlaps with, the period in which the reported activity takes place. The validity period of emission factors is determined by the publication document. If the activity period overlaps with the validity period of more than one emission factor, the median date of the activity period is used to determine which factor to apply (for example, if an activity takes place from August 2021 to July 2022, the median date is 29/01/2022).

3.3. Reference year

The climate footprint measurement covers DNS Belgium's activities during the 2023 operating year. This includes not only direct emissions arising from operational processes and facility energy consumption, but also indirect emissions caused by activities such as transport and the use of purchased goods and services.

3.4. Assessing uncertainty

A qualitative assessment of uncertainty has been applied for this report. Some degree of uncertainty can be attributed to the following causes:

- Data sources: uncertainty about third-party data collection methods and interpretations of data in third-party data sources;
- Data entry: uncertainty about the accuracy of inputting large amounts of data and the accuracy of applying limits to the data;
- Emission factors: uncertainty in the methodology of emission factors and in the data on which third-party emission factors are based.

To address and reduce these uncertainties, our strategy included the use of accurate data provided directly by DNS Belgium and a considered approach towards emission factors.

4. Data summary 2023

Table 2 contains the consumption data for the operating year 2023 and previous years 2020, 2021 and 2022. The table contains the measurement data for the different impact categories, expressed in the appropriate unit of measurement.

Impact category		2023	2022	2021	2020	Unit
General	Number of FTEs	36.3	35	32	32	FTE
	Number of domain names	1,734,182	1,743,516	1,752,839	1,712,318	#
Energy	Electricity Ubicenter, office space, green power	26,738	15,736	58,440	56,403	kWh/y
	Electricity Ubicenter, common areas, grey power	59,947	15,018	15,018	15,018	kWh/y
	Electricity Ubicenter, charging station	7,792	/	/	/	kWh/y
	Electricity AWS datacentre	0.017	17,607	17,607	17,607	kWh/y; ton CO_2 (2023)
	Electricity own datacentre	18,400	/	/	/	kWh/y
	Natural gas Ubicenter, common areas	13,205	2,753	2,753	2,753	kWh/y
	Homeworking	46.78	65.00	84%		%
Waste	Residual waste	322	150	150	140	kg/y
	PMD	124	36	36	36	kg/y
	Glass	8	0	0	2	kg/y
	Paper	129	54	54	24	kg/y
	Biodegradable waste	20	8	8	22	kg/y
Inputs	Printing paper	/	140	0	10	kg/y
	Maintenance/cleaning/security/pest control	/	9,449	9,449	6,946	euro/y
	Small office equipment	/	1,166	/	/	euro/y
Mobility	Large vehicles (SUV, minibus)	/	5,490	0	1,680	km/y
	Average car	/	1,630	4,305	7,465	km/y
	Fuel-efficient car	/	0	640	5,208	km/y
	Electric car (green power)	/	960	512	0	km/y
	Private car (petrol)	4,415	/	/	/	km/y
	Private car (diesel)	6,936	/	/	/	km/y
	Private car (hybrid)	8,028	/	/	/	km/y
	Private car (electric)	2,220	/	/	/	km/y
	Litres of Diesel	6,005	9,913	10,289	11,744	l
	Litres of petrol	5,580	6,819	6,557	4,913	l
	Electrical consumption hybrid	See charging station	4.474	/	/	kWh/y
	Company car (hybrid petrol)	1,708	/	/	/	l
	Train	5,596	8,304	8,690	1,262	km/y
	Bus	78	0	0	63	km/y
	Motorcycle	6,500	5,505	0	0	
	Consultants, car	/	/	/	/	km/y
	Bicycle	15,179	10,229	4,184	6,081	km/y
	Electric bicycle	/	960	/	/	km/y
Business travel abroad	Plane, <500 km	3,922	1,937	0	8,517	km/y
	Plane, 500-1,000 km	4,937	10,092	0		km/y
	Plane, 1,000-3,500 km	21,468	37,658	0	17,236	km/y
	Plane, >3,500 km	0	7,480	0		km/y
	Train Netherlands	4,643	0	0	0	km/y
	Train Germany		0	0	0	km/y
	Train United Kingdom		0	0	0	km/y
	Train France and Switzerland		0	0	3,855	km/y
Infrastructure and property	Buildings, floor space	909	909	909	909	m^2
	Common areas, floor space	100	100	100	100	m^2
	Car parks	37	37	37	37	m^2
	ICT hardware	73	84,333	77,739	34,259	Euro; pieces (2023)
	Service vehicles	21	20	21	23	vehicles
	Air-conditioning	29.5	/	/	/	kg coolant

Table 2: Data summary 2023

5. Results

5.1. Total climate footprint 2023

The table below shows the climate footprint by impact category and ISO scope. The total footprint for 2023 was 124.69 tons CO_2eq, equivalent to 3.43 tons per FTE or 0.072 kilograms CO_2eq per domain name.

Climate footprint 2023 (in ton CO_2eq)		
Category	**TOTAL**	%
Scope 1 – Direct emissions from activities	**41.96**	**33.65%**
Stationary combustion	5.25	4.21%
Mobile combustion	31.03	24.89%
Fugitive emissions	5.68	4.56%
Scope 2 – Indirect emissions from the sue of purchased electricity	**10.18**	**8.16%**
Purchased electricity	10.18	8.16%
Scope 3 – Indirect emissions in the value chain	**72.55**	**58.18%**
Purchased goods and services	0.95	0.76%
Capital assets	49.43	39.64%
Fuel and energy-related activities	11.55	9.26%
Waste	0.26	0.21%
Business travel	6.34	5.08%
Commuting	4.03	3.23%
TOTAL	**124.69**	**100.00%**
per domain name	**0.072 kg CO_2eq**	
per FTE	**3.43 tons CO_2eq**	

Table 3: Summary of climate footprint DNS Belgium 2023

Figure 2 below shows the relative share of each impact category of DNS Belgium's total climate footprint for the year 2023.

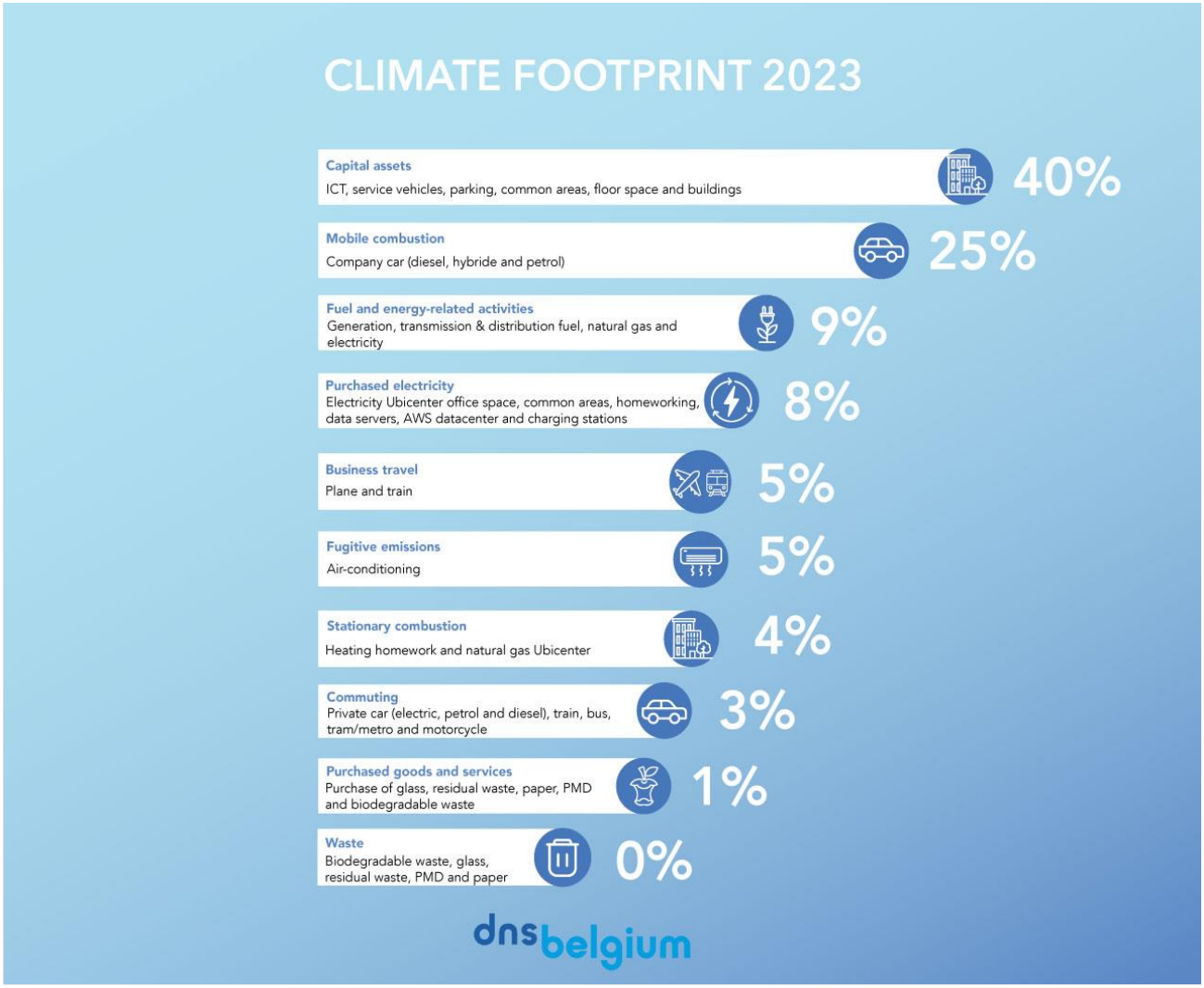

Figure 2: Climate footprint 2023 per category of activity

DNS Belgium's various emission categories each show their own individual contribution to the company's total emissions, each with its own focus points for emission reduction.

- **Capital assets (40%):** This category represents the highest emissions resulting from emissions in the production and use of large capital assets such as buildings and machinery.
- **Mobile combustion (25%):** This category accounts for a quarter of DNS Belgium's total emissions. It indicates that emissions from vehicles and means of transport are significant.
- **Fuel and energy-related activities (9%):** This category also shows a significant contribution to total emissions, demonstrating that energy consumption and fuel use within DNS Belgium are important focal points for emissions reduction.
- **Purchased electricity (8%):** Although this category is not the largest contributor, it remains a relevant source of emissions. This highlights the opportunity for DNS Belgium to consider more sustainable energy sources for its electricity needs.
- **Other categories:** The other categories, such as stationary combustion, business travel and commuting, each contribute to total emissions to varying degrees. It is important to also evaluate these aspects and consider where further improvements can be made.

5.2. Climate footprint as per Scope 1, 2 and 3

5.2.1. Scope 1. Direct emissions

Scope 1 emissions represent one-third of the total climate footprint for 2023 (34%). Scope 1 includes emissions from burning natural gas for office and home heating, the fuel for service vehicles, and emissions due to refrigerant leakage. The largest share is attributable to company cars.

Activity category	Description	Emissions [tCO_2eq]
Stationary combustion	Heating for homeworking	2.81
	Natural gas Ubicenter, common areas	2.44
Mobile combustion	Company car (Diesel)	14.96
	Company car (Hybrid)	3.77
	Company car (Petrol)	12.31
Fugitive emissions	Air-conditioning	5.68
	Total	**41.96**

Table 4: Summary of Scope 1 emissions

5.2.2. Scope 2. Indirect emissions from electricity consumption

Scope 2 emissions, due to direct energy consumption in the buildings represent only a small share (8%) in the total climate footprint. In addition to direct energy consumption in the buildings, this category also includes the electricity consumption of datacentres (Amazon Web Services (AWS)), the consumption of charging stations at the DNS Belgium site itself and electricity consumed when employees are working from home.

Activity category	Description	Emissions [tCO_2eq]
Purchased electricity	Electricity Ubicenter, office space green power	0.00
	Electricity Ubicenter, common areas, grey power	8.65
	Homeworking electricity	0.39
	Electricity for own data servers	0.00
	Electricity for AWS datacentre	0.02
	Ubicenter charging stations, grey power	1.12
	Total	**10.18**

Table 5: Summary of Scope 2 emissions

5.2.3. Scope 3. Indirect emissions upstream/downstream

More than half of the climate footprint (58%) is determined by **Scope 3 emissions**, mainly from fixed tangible assets, such as service vehicles and buildings, mobility i.e. commuting and service trips, and the generation, transmission and distribution of fuel, natural gas and electricity (not already included in Scope 1 or 2).

Activity category	Description	Emissions [tCO_2eq]
Purchased goods and services	Purchase of glass	0.01
	Purchase of residual waste	0.81
	Purchase of paper	0.04
	Purchase of PMD	0.03

	Purchase of biodegradable waste	0.07
Capital assets	ICT	2.95
	Service vehicles	30.03
	Parking	0.07
	Common areas, floor space	1.63
	Buildings, floor space	14.77
Waste	Biodegradable waste	0.00
	Glass	0.01
	Residual waste	0.12
	PMD	0.01
	Paper	0.13
Business travel	Plane <500km	1.20
	Plane 1000-3500 km	4.00
	Train	0.01
	Plane >3500 km	0.00
	Plane 500-1000 km	1.13
Commuting	Private car (electric)	0.28
	Private car (petrol)	0.66
	Private car (diesel)	0.98
	Train	0.17
	Tram/metro	0.00
	Bus	0.01
	Private car (hybrid)	1.20
	Motorcycle	0.74
Fuel and energy-related activities	Generation, transmission & distribution fuel, natural gas and electricity	11.54
	Total	**72.55**

Table 6: Summary of Scope 3 emissions

5.3. Comparison 2020-2023

The table below shows the comparison of DNS Belgium's climate footprint for the years 2020-2023.

Climate footprint 2020-2023 (ton CO_2eq)							
	2023	**2022**	**2021**	**2020**	**2022-2023** (%)	**2021-2022** (%)	**2020-2021** (%)
Scope 1	41.9	45.7	48	5	-8.2%	-4.8%	860.0%
Scope 2	10,2	3,8	6	6	167.9%	-36.7%	0.0%
Scope 3	72.6	81.3	68	112	-10.8%	19.6%	-39.3%
TOTAL	**124,7**	**130.8**	**121.0**	**123.1**	**-4.1%**	**8.1%**	**-1.7%**
per domain name (kg CO_2eq)	0.07	0.08	0.07	0.07	-10.0%	14.3%	0.0%
per FTE (ton CO_2eq)	3.4	.7	3.8	3.8	-7.3%	-2.6%	0.0%

Table 7: Climate footprint DNS Belgium 2020-2023

Table 7 shows DNS Belgium's climate footprint from 2020 to 2023, expressed in tons of CO_2 equivalents (CO_2eq). Over this period, there is a variation in emissions within different scopes: Scope 1 shows a decrease of 8.2% from 2022 to 2023, while Scope 2 shows a significant increase of 167.9% over the same period. By contrast, there is a 10.8% decrease in Scope 3 from 2022 to 2023. Overall, there is a 4.1% decrease in total climate footprint from 2022 to 2023. Per domain name, there is a 10.0% decrease and per full-time equivalent (FTE) a 7.3% decrease over the same period.

5.3.1. Scope 1

Within Scope 1, there is a decrease of 8.18% compared to 2022. This decrease is mainly caused by a **reduced impact of company cars**. In 2022, emissions from company cars represented 41.4 tons CO_2eq and was reported under Scope 1. In 2023, this was only 31.03 tons CO_2eq. This decrease can be explained by the following factors: an update of emission factors and classification of mobility per Scope, as well as a significant reduction in diesel consumption. This is due to the replacement of diesel and petrol cars with electric company cars. This creates an increase in the number of electric company cars and hence a shift of emissions to Scope 2.

Despite a greater impact of **heating common areas** in the building, due to improved and more accurate data collection, and the additional calculation of **fugitive emissions** from air conditioning, fewer emissions were still reported within Scope 1.

5.3.2. Scope 2

For Scope 2, a noteworthy increase of 168% stands out. In absolute terms, however, this is only an increase of 6.38 tons CO_2eq. This increase can be explained by two main factors. Firstly, a new, more accurate method has been used to calculate the share of **electricity consumption for common use**, increasing this share from 15,018 kWh/year to 59,947 kWh/year. Secondly, the **increase in the number of electric vehicles** in the fleet resulted in additional Scope 2 emissions due to the electricity (production) for charging those electric cars. Also, the energy consumption of the company's own datacentre (18,400 kWh per year) in 2023 is also included in the measurement.

5.3.3. Scope 3

Within Scope 3, there is a decrease of 10.76%. There are several explanatory factors for this.

A first important reason is a significant reduction in **air travel**. In 2022, a total of 57,168 km were travelled by air, resulting in 13 tons CO_2eq. In 2023, this figure dropped to 30,327 km, corresponding to 6.33 tons CO_2eq.

In 2022, the total figure for **employee mobility** was 54.8 tons CO_2eq. A distinction is made between employees with a company car and employees without a company car. The latter category is reported under Scope 3, while the former (company car) falls under Scope 1 (fossil fuels) or Scope 2 (electricity). The impact on Scope 1 and Scope 2 has already been discussed above. The share of mobility reported under Scope 3 in 2022 remains roughly constant. In 2022, this amounted to 13.4 tons CO_2eq. In 2023, this figure was 12.0 tons CO_2eq. This figure can be split into commuting by private cars (4.3 tons) and emissions from fuel and electricity consumed by company cars (7.7 tons). Again, there was an update of emission factors and the sustainability of private mobility had an impact. For future years, better monitoring of public transport, among other things, may provide more accurate results.

An additional reason for the reduction was that no invoices of **services** were charged before 2023. It is assumed that these are already contained in energy consumption in the office and common areas. There were also no purchases of small office supplies and printing paper, which still accounted for 1.9 tons CO_2eq in 2022.

In terms of **homeworking**, we can see an **additional reduction in the proportion of working from home to total working time on an annual basis**, from 65% in 2022 to 47% in 2023. This corresponds to a decrease of 1.09 tons CO_2eq due to heating and electricity consumption at home.

The increase in the number of FTEs, from 35 to 36.3, had little to no impact.

For **tangible fixed assets or capital assets**, there is a decrease from 51.9 tons CO_2eq in 2022 to 49.43 tons CO_2eq in 2023. This is explained by a new calculation method for ICT materials. These are now calculated based on the type of product, instead of the amount in euros. This change prompted a decrease from 8.4 tons to 2.9 tons. Continuous improvement of the emission factors provides even more accurate results. Additional emissions in 2023 were due to an additional company car and the inclusion of common floor space.

Figure 3 below shows the development of the climate footprint from 2016 to 2023.

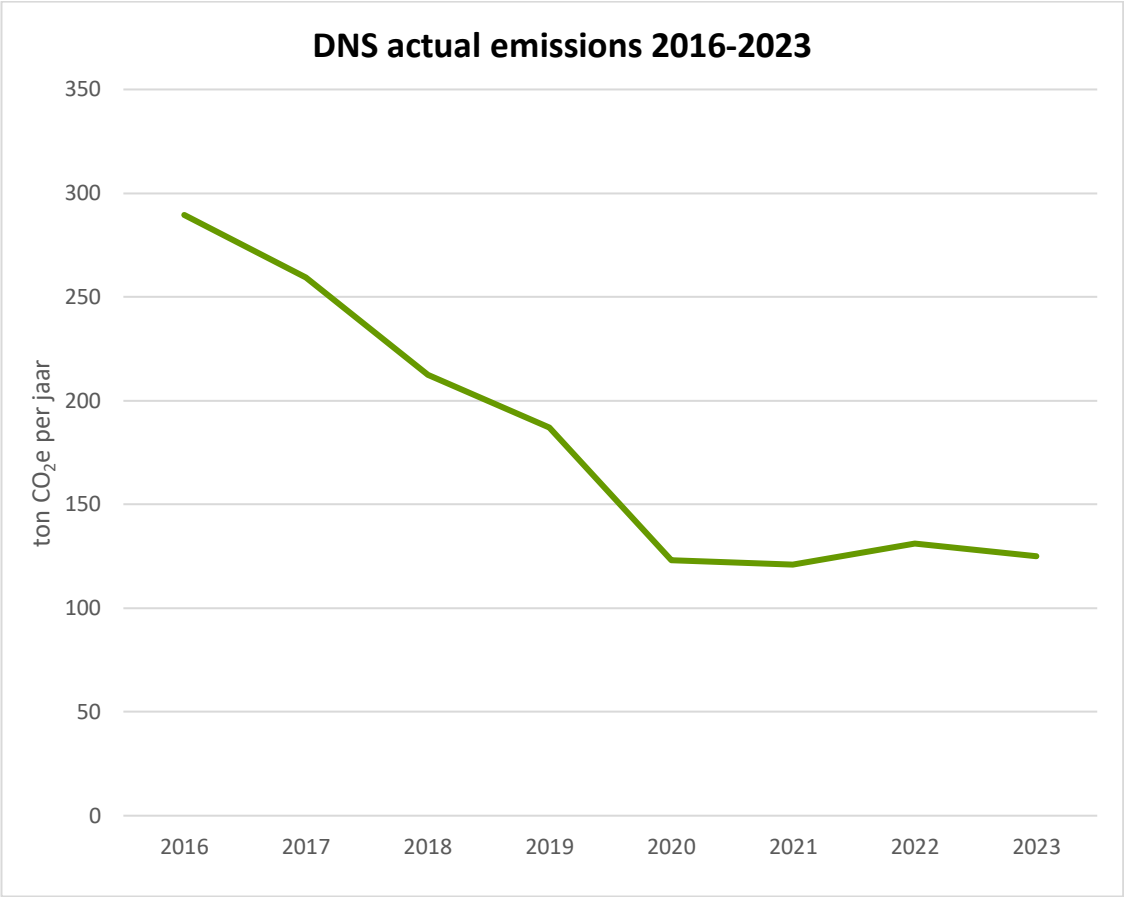

Figure 3: Movements in the climate footprint 2016-2023

6. Summary

DNS Belgium's climate footprint in 2023 was 124.7 tons CO_2eq. This was a 4.08% decrease compared with the previous year and a 33.16% decrease compared with 2019 (187 tons CO_2eq), the pre-COVID 19 pandemic baseline year. Per FTE, the footprint was 3.4 tons CO_2eq. Per domain name, the footprint was 72 grams CO_2eq.

The total climate footprint is divided into three Scopes:

Scope 1 emissions amount to 41.9 tons CO_2eq (34%). Most of this is due to mobility with company cars. However, a clear decrease is already visible compared to previous years. Making the vehicle fleet even more sustainable can further reduce DNS Belgium's climate footprint. The mobility budget, where employees have the option to exchange their company car for other benefits, can also contribute to this reduction.

Scope 2 emissions accounted for 10.2 tons CO_2eq (8%). An increase can be seen within this category, mainly due to two factors: 1) a higher figure of common electricity consumption at Ubicenter, due to a new calculation method and 2) the further electrification of the company car fleet.

Scope 3 emissions make up the largest share (58%) of the total climate footprint, at 72.6 tons CO_2eq. Most of these are emissions from fixed tangible assets or capital assets. The planned relocation of DNS Belgium in 2025 to a new smaller office location is expected to reduce its footprint. It is also important to continue working on reducing company cars and promoting the use bicycles and public transport. The stricter policy on air travel has had a noticeable impact. DNS can continue to focus on this to further reduce its footprint.

The 2023 climate footprint report will serve as the basis for the development of a new climate plan for the period 2025-2030. This report provides insight into DNS Belgium's emissions and identifies the main sources of carbon emissions. Using this information, DNS Belgium is able to set strategic goals and implement policy actions to reduce emissions in the years ahead. The new climate plan will focus on further reducing emissions, promoting sustainable mobility and energy efficiency and integrating sustainable practices into all aspects of business operations.

ecolife

Ecolife is a knowledge centre for footprinting and ecological behaviour change. Ecolife supports governments, organisations and companies to achieve their ecological goals.

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