



SPENO INTERNATIONAL SA

CO₂ Policy SPENO International S.A.

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the sustainability
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Introduction

SPENO International S.A. provides products and services (directly or indirectly) to commissioning parties who occasionally use award advantage in their tenders, based on the principles of the CO₂ Performance Ladder. For SPENO International these clients are predominantly private railway parties and semi-governmental organizations. The CO₂ Performance Ladder challenges and stimulates suppliers to map and reduce their own CO₂ emissions. The more attention a company pays to reducing their CO₂ emissions, the higher the chance of receiving fictional advantage in a tender.

The CO₂ Performance Ladder is based on four pillars:

A. Insight

Drawing up an undisputable CO₂ footprint in accordance with the ISO 14064-1 norm to provide insight in the CO₂ emissions of the company.

B. CO₂ reduction

The ambition of the company to reduce the CO₂ emissions.

C. Transparency

The way a company communicates about their CO₂ footprint and reduction measures, both internally and externally.

D. Participation

(in sector and/or value chain initiatives) to reduce CO₂ emissions.

Every pillar of the CO₂ Performance Ladder has five levels, ascending from 1 to 5. A higher level on the ladder will provide a higher award advantage in tenders. The activities are being assessed by an authorised certifying organization to determine the level on the CO₂ Performance Ladder. To achieve a certain level, actions have to be taken on every pillar of the ladder. In order to do so, steps have to be made on every pillar of the ladder.

This report is a summary of the CO₂ reduction system of SPENO International. This contains a description of the organisation, the CO₂ footprint and measures. Also, the set objectives and progress, as well as participation in initiatives will be covered.

Description of the organisation

SPENO International specializes in rail maintenance worldwide. Our company's activities include a full range of services from research and development through to the operation of the machines needed for:

- ✓ Grinding and re-profiling of tracks and points
- ✓ Measuring rail surface faults and profiles
- ✓ Checking for internal rail flaws with ultrasound.

The organisational boundary of the CO₂-managementsystem is formulated as:



SPENO operates on all five continents, maintaining rails on lines used for all types of railways, including underground railways, tramways, heavy-haul trains and high-speed trains.

Operating field:	Supply of services in the field of railway maintenance
Company foundation:	1960
Legal form:	Corporation
Employer identification number (EIN):	CHE-101.634.283 TVA
Trade register:	Federal identification number: CHE-101.634.283 RC registered since 1965
QM-System:	SN EN ISO 9001 since 1995 SN EN ISO 14001 since 2007 BS OHSAS 18001 since 2007
Employees:	300 in SPENO International S.A.
Machines:	29 machines are presently used in Europe for services
Grinding volume:	50.000 km (finished) ground per year world-wide
Customers:	230 worldwide

Statement company size

The total CO₂ emissions of SPENO International amount to 20.940 tons CO₂ in 2021. Of these emissions, 20.146 ton originates from scope 1 and 793 ton originates from Business travel.

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SPENO International thereby classifies as a big company in terms of CO₂ emissions.

Size	Services	Projects
Small company	Total CO ₂ emissions amount to a maximum of (\leq) 500 ton per year.	Total CO ₂ emissions of the offices and other business facilities amount to a maximum of (\leq) 500 ton per year, and the total CO ₂ emissions of all construction and production facilities amount to a total of (\leq) 2.000 ton per year.
Medium-sized company	Total CO ₂ emissions amount to a maximum of (\leq) 2.500 ton per year.	Total CO ₂ emissions of the offices and other business facilities amount to a maximum of (\leq) 2.500 ton per year, and the total CO ₂ emissions of all construction and production facilities amount to a total of (\leq) 10.000 ton per year.
Big company	Total CO ₂ emissions amount to more than ($>$) 2.500 ton per year.	Total CO ₂ emissions of the offices and other business facilities amount to a maximum of ($>$) 2.500 ton per year, and the total CO ₂ emissions of all construction and production facilities amount to a total of ($>$) 10.000 ton per year.

Tenders with award advantage

A tender with award advantage is a tender in which the CO₂-Performance Ladder certificate has played a role in the tender notice. It is not relevant whether the advantage has been decisive in being awarded the procurement, or in which way the CO₂-Performance Ladder was requested in the tender notice.

With this definition in mind, SPENO International did not obtain any projects with award advantage in 2021 through the CO₂ Performance Ladder.



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Energy policy and CO₂ reduction measures

The importance of sustainability is a given in the present times. To consciously deal with sustainability in our business actions we aim to do business in CO₂ conscious manner. We strive for continuous improvement of the emission reduction policy and a growing consciousness of the employees for reducing emissions in our business activities.

Our energy policy is focussed on optimally using our machinery and other assets in order for us to work with a minimal energy consumption. The positive effect of a lower energy consumption is twofold: a lower consumption is positive for the environment because of lower CO₂ emissions. At the same time a more effective use of machinery and assets leads to lower operational costs. Alongside this energy policy we aim to lower the energy consumption in processes and activities by taking reduction measures.

The general purpose of the energy management system is to continuously improve the energy-efficiency and reduce the CO₂ emissions of the business activities. In doing so, it has to be taken into account the amount of work and the composition of activities (use of assets) are object to fluctuation. As a result, the absolute energy consumption can higher, even though the relative consumption is lower.

Underlying is an overview of some of the measures that SPENO has taken- or will take in the future.



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SCOPE 1

Measures gas consumption	Reduction on flow	Reduction total	Reduction in tonnes
Gasless office	0%	0%	-
Total on gas consumption	0%	0%	-

Measures fuel consumption	Reduction on flow	Reduction total	Reduction in tonnes
In case of replacing cars, select a car that is	2%	0%	6,54
Send a newsletter to the field personnel with	2%	0%	6,54
Limit maximum use of the engine - minimize	12%	11%	1.896,56
Discuss reducing travel distance with client	1%	1%	158,05
Investigate the possibility to use electric trains	1%	1%	158,05
In case of changing the engine, choose an	2%	2%	316,09
Investigate hydrogen developments	0%	0%	-
Investigate HVO developments	0%	0%	-
When available - purchase electrical hand tools	5%	0%	16,35
Maintain 75% of equipment according maintainan	1%	1%	161,32
Investigate availability hybrid trains	0%	0%	-
Optimize planning of train relocation, to reduce train passes and putting old trains out of order	1%	1%	174,48
Total on fuel consumption	27%	17%	2.893,97

SCOPE 2

Measures electricity consumption	Reduction on flow	Reduction total	Reduction in tonnes
Optimization air conditioning systems	5%	0%	-
Only purchase energy efficient hardware - Energy	5%	0%	-
Purchase green electricity	100%	100%	-
Total on electricity consumption	110%	100%	-

BUSINESS TRAVEL

Measures business travel	Reduction on flow	Reduction total	Reduction in tonnes
Reducing flights	2%	0,15%	26,32
Promotion to use trains instead of flying	3%	0,23%	39,48
New employees receive 500 Francks free public tr	2%	0,15%	26,32
Total on business travel	7%	0,53%	92,12



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Emission inventory report

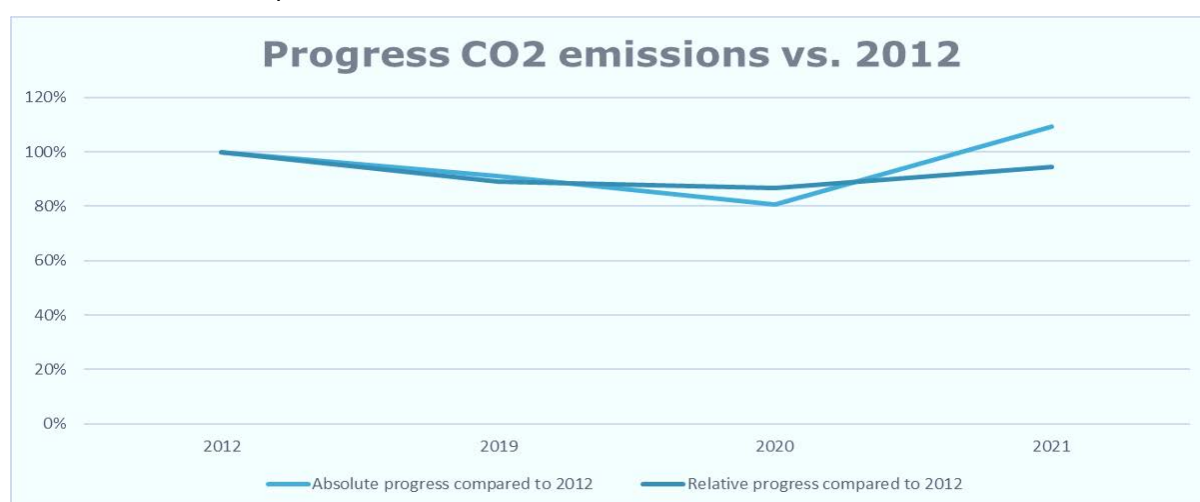
This report deals with the fiscal year of 2021. The year 2019 serves the purpose of reference for the CO₂ reduction measures.

The direct and indirect GHG-emissions of SPENO International amounted to 20.940 tonnes of CO₂ in 2021. Of this amount, 20.146,7 tonnes were caused by direct GHG-emissions (scope 1) and 793 tonnes by business travel (scope 3). There were no indirect GHG-emissions (scope 2). SPENO uses green electricity and the offices do not use any gas.

OVERVIEW CO ₂ EMISSIONS				2021 Full year
TYPE EMISSION FLOW SCOPE 1	AMOUNT	UNIT	EMISSION FACTOR (g CO ₂ per unit)	EMISSION (ton CO ₂)
Gas consumption - office		0 m ³	1.884	-
Fuel consumption - office		0 litre	3.262	-
Fuel consumption - lease cars	109.166	litre	3.262	356,1
Fuel consumption - trains	6.067.020	litre	3.262	19.790,6
Total scope 1				20.146,7
TYPE EMISSION FLOW SCOPE 2	AMOUNT	UNIT	EMISSION FACTOR (g CO ₂ per unit)	EMISSION (ton CO ₂)
Electricity - grey		0 kWh	556	-
Electricity - green	186.792	kWh	0	-
Total scope 2				-
TYPE EMISSION FLOW BUSINESS TRAVEL	AMOUNT	UNIT	EMISSION FACTOR (g CO ₂ per unit)	EMISSION (ton CO ₂)
Air travel <700 km	240.915	km	297	71,6
Air travel 700-2500 km	3.334.899	km	200	667,0
Air travel >2500 km	370.102	km	147	54,4
Total business travel				793
TOTAL EMISSIONS SCOPE 1, 2 AND BUSINESS TRAVEL				20.940

The 80% largest emission sources of SPENO International in 2021 was:

- Fuel consumption trains 94% of total emissions





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Analysis fuel consumption trains

As previously stated, the fuel consumption of trains causes the largest amount of CO₂ emissions for SPENO International. Since 2016 a further analysis of the fuel consumption of trains has been made. In this analysis the fuel consumption is also weighed against the ground meters finished. From the CO₂ footprint calculations, it becomes evident that the fuel of the trains has increased with 25% compared to 2019.

From the table above it also becomes clear that the emissions per kilometre have improved compared to 2012. The emissions per km in 2012 was 0,97. This year, 2021, the emission per km is 0,92. This is a reduction compared to 2012. However, this year is worse than the reference year 2019. In 2019 the emission per km was 0,87.

2021

The average fuel use per ground meter finished was 0,27 liter/m. For 2021, the trains using most fuel were:

- MRR600 3,98
- RR 16 MS-2 1,25
- RR 16 MS-13 0,87
- RR 16 M-6 0,82
- RR 16 MS-9 0,73

The trains using the least amount of fuel per ground meter finished were:

- RR 64 M-2 0,12
- RR 48 M-4 0,12
- RR 48 M2+M3 0,13
- RR 48 M-8 0,18
- RR 48 M-5 0,24

The fuel use per ground kilometres finished was the highest this year. As stated, this is because SPENO has changed from a preventive to a corrective grinding strategy, reducing the number of finished meters and increasing the fuel consumption.

2020

The average fuel use per ground meter finished was 0,238. For 2019, the trains using most fuel were:

- MRR 600 2,88
- RR 16 MS-2 1,26
- RPS 32-1 1,10
- RR 16 MS-13 1,04
- RR 16 MS-9 0,67

The trains using the least amount of fuel per ground meter finished were:

- RR 64 M-2 0,07
- RR 48 M-2+3 0,13
- RR 16 MS-11+13 0,13
- RR 48 M-2 0,13
- RR 48 M-4 0,16
- RR 48 M-4 0,117
- RR 48 M-2 0,124

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Objectives

In this chapter the objectives for the coming years of SPENO International will be presented. Semi-annual the organisation will monitor whether there is enough progress.

Ambition statement

SPENO made a comparison to peers and filled in the SKAO measurement list. The measurement list was filled in according to the circumstances in 2022, since the list cannot be filled in with retroactive effect for the past years. The measures stated on the list are generic, but give a fairly clear picture of the measures and objectives SPENO International wants to achieve. Based on the comparison to peers and the SKAO measurement list, SPENO International estimates that the set objective and measures are sufficiently ambitious. The organisation sees itself as average compared to peers. SPENO's objective as in line with those of peer organisation and not less ambitious. Furthermore, SPENO scores at B with the SKAO measures list. Furthermore, the offices of SPENO are gasless and the electricity is a 100% green. Therefore, the emissions of SPENO are only from core business activities (trains) and travel (car fuel and air travel).

Main objective

SPENO International previous objective was: in 2021 SPENO International wants to reduce their CO₂ emissions by 5% in comparison to 2019. SPENO has not reached this objective with a relative increase compared to ground km's of 6%. Our explanation is the adjustment of our customers' grinding strategies from preventive to corrective.

The organisation has set up the next objective, which will be to continue on the path that was set out. SPENO International wants to continue reducing 2.5% CO₂ emissions per year. SPENO thinks it's feasible because the customers will probably switch back to a more corrective approach of grinding in the future.

The year 2019 was chosen as a new base year, since this year best represents the current practises of the organisation. SPENO International has set out to reach the following objective in the coming years:

Scope 1, 2 and business travel goals SPENO International
SPENO International wants to reduce their CO ₂ emissions by 15% in 2025 compared to 2019*

*The goal stated above will be linked to the ground kilometres.

The further specified goals for scope 1, 2 and business travel are formulated as follows:

Scope 1: 14% reduction in 2025 compared to 2019

Scope 2: 0% reduction in 2025 compared to 2019

Business Travel: 1% reduction in 2025 compared to 2019

A 0% reduction in scope 2 is due to the fact that there is no emission in this scope. The electricity is 100% green. Next to the evaluation of the progress in scope 1 and 2, the main objective is also split up per emission stream in order to formulate objectives that are more detailed and easier to measure.



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Sub-objective offices

SPENO International will reduce the energy consumption of offices by 0.5%.

Measures

- Heat pump installed.
- Inform employees about economic behaviour at the office;
- Paste posters at the printers. Inform people about two-sided printing/black-white printing/etc.
- Stimulate the use of public transport for commuter travel;
- There has been a switch to 100% hydraulic electricity produced by local producers.
- Yearly decision to use green energy for the office in Geneva.

In 2016 the offices moved to the new building. These new offices have the certificate of high-energy efficiency. For climate control a heat-pump has been installed, which has eliminated the use of Gas and Fuel for heating the offices. The new office is situated near public transportation and employees are encouraged to take the train to work. The step has been made to have SIG blue electricity. This is 100% Hydraulic electricity produced by local producers. The heating of the offices is also electric. There is no usage of fossil fuels to power the offices of SPENO. This has had a drastic impact on the CO₂ emissions of the offices. The greatest advantage will still be obtained through the reduction of fuel consumption by trains.

Sub-objective air travel

SPENO International will reduce air travel by 1%

Measures

- Installation of new video conferencing system
- Increase the use of this system, so travel abroad when necessary

In the new offices in Geneva a new video conferencing system has been introduced. This system has already reduced air travel to abroad companies. Now trips will only be done when necessary and subjected to authorisation from the CEO.

Sub-objective lease cars

SPENO International will reduce the fuel consumption of lease cars by 0%.

Measures

- All cars have been replaced by BlueMotion cars, which are more fuel efficient.
- Send a newsletter to the field personnel about economic drive behaviour.
- Research electric cars possibilities (starting 2023)

Sub-objective fuel consumption trains

SPENO International will reduce the fuel consumption of the machines by 14%

Measures

- Limit maximum use of the engine (reissue the instruction);
- In case of changing the engine choose for an engine with the latest technology concerning energy usage.
- Development and research of an electric grinding train.



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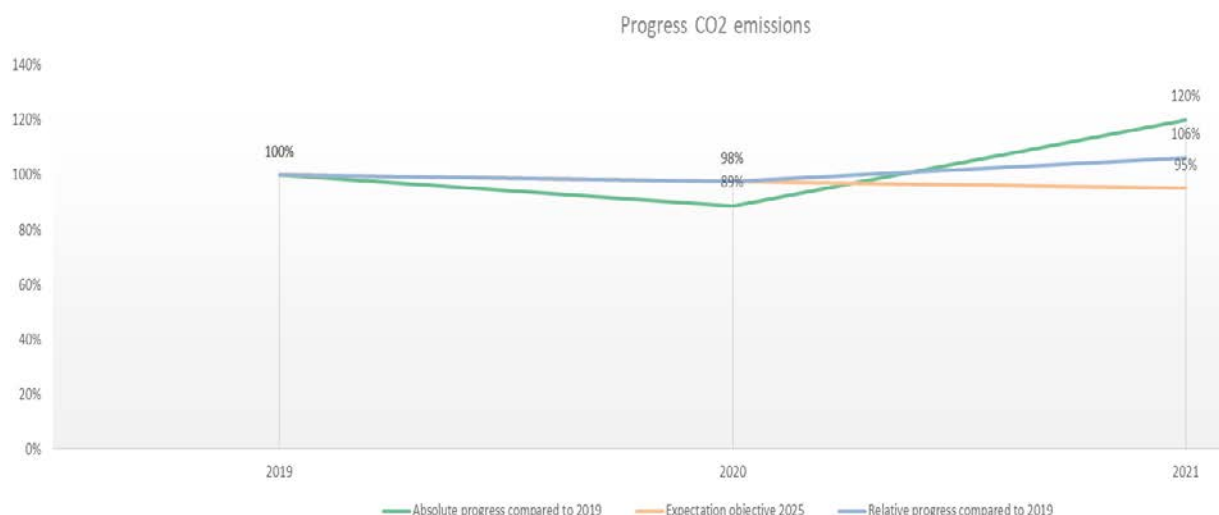
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Progress CO₂ reduction

The table below shows the progress in CO₂ emission reduction in scope 1 and 2 and business travel for SPENO International. A more detailed table can be found in the excel document 'Footprint & progress'. As stated, SPENO International wants to reduce their CO₂ emissions by 15% in 2025 compared to 2019. The goal is linked to the ground kilometres.



The expectation set by the objective was a 5% reduction in 2021, this goal has not been reached. There has been a relative increase in emissions in 2021, compared to 2019 of 6%.

Compared to 2012, SPENO did reduce its emissions relatively (compared to ground kilometres) with 5%.

Sub-objective offices

The sub-objective for offices is to reduce the energy consumption by 0,5%. Since 2017, SPENO does not have emission for electricity anymore, since they are using green electricity. Electricity consumption has decreased with 12% in 2021 compared to 2019.

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
	Full year	Full year	Full year	Full year	Full year	Full year	Full year	Full year	Full year	Full year	Full year
Electricity - grey	114.453	57.227	101.822	98.203	80.525	20.773	-	-	-	-	-
Electricity - green	-	-	-	-	-	207.967	225.147	211.912	188.048	186.792	-
Total	114.453	57.227	101.822	98.203	80.525	228.740	225.147	211.912	188.048	186.792	-
										-12%	

Sub-objective air travel

In the new Handbook 3.1, business travel has been separated from the scope 2 emissions, making it very clear what progress has been made in air travel. The sub-objective was to reduce air travel by 1%. Due to covid, there were very few flights in 2020. Compared to 2019, air travel has been reduced by 20%. The biggest reduction took place in long distance flights.



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TYPE EMISSION FLOW BUSINESS TRAVEL	2019	2020	2021	
Air travel <700 km	231	80	72	-69%
Air travel 700-2500 km	727	512	667	-8%
Air travel >2500 km	358	60	54	-85%
TOTAL BUSINESS TRAVEL	1.316	652	793	-40%
TOTAL EMISSIONS	17.448	15.477	20.940	20%

Sub-objective lease cars

The sub-objective for the emissions from lease cars was to remain on the same level. Compared to 2019 there was a 9% increase. This is because, in 2021, the particular organisation of work by our customers caused a rise of transfers by car from working site to working site.

In 2022, with the stop of three trains, these emissions should decrease. SPENO stills expects to reach its goal of staying at the same level as 2019 in 2025.

	2019	2020	2021	
TYPE EMISSION FLOW SCOPE 1	Full year	Full year	Full year	
Gas consumption - office	-	-	-	
Fuel consumption - office	-	-	-	
Fuel consumption - lease cars	327	263	356	9%
Fuel consumption - trains	15.805	14.562	19.791	25%
TOTAL SCOPE 1	16.132	14.825	20.147	25%

Sub-objective fuel consumption trains

SPENO International wants to reduce the fuel consumption of the machines by 14% in 2025 compared to 2019. As stated, this goal is not yet reached. The fuel consumption of trains increased with 25% in 2021 compared to 2019.

This is because SPENO has changed from a preventive to a corrective grinding strategy, reducing the number of finished meters and increasing the fuel consumption. This was based on customer demand.

Conclusions and view on the future

In sum, SPENO did reach its sub-goal for offices and air travel. SPENO did not yet reach its goals for fuel consumptions trains and lease cars.

Therefore it also did not reach its scope 1 goal yet (14% reduction in 2025 compared to 2019). There has been an increase in scope 1 of 25%, mainly due to the increased fuel consumption of trains.

SPENO still expects to reach its goal by 2025. This because of the measures mentioned in 5.2.4, that are still ongoing. Furthermore, 3 old trains have been put out of order in 2022, therefore it is expected that the fuel emissions will go down in the next year. The increase in emissions has mainly been by the fuel consumption increase of trains. We explain this increase due to the adjustment of our customers' grinding strategies, meaning:

- Most grinding trains (RR 16 types) and small line grinding trains (RR 24 types) have changed from a preventive to a corrective grinding strategy.
- This new corrective grinding strategy improves the quality of the rails and is demanded by costumers.



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- The new corrective grinding strategy, however, requires SPENO to make more km's. Before SPENO rode down ones on a rail for grinding maintenance. They now have to ride 3 times to improve the quality to the costumers satisfaction. This means that SPENO has to make more kilometres to maintain 1 piece of rail.
- However, the quality of the rails becomes so much better through this new corrective grinding technique that in the long term, grinding takes place less often.

Furthermore, the energy audit showed that the MRR 600 train uses the most fuel per km (and is therefore very polluting). This train is used for middling instead of grinding, a service that SPENO provides that causes a lot of emissions, but is necessary for the service delivery. However, the MRR 600 train is not used that often. There is little customer demand for the specific services of this train. It is estimated that this train will go out of service in about 2 to 3 years. This will reduce SPENO's emissions.

At the moment the goal of SPENO is connected to ground km's finished. Due to the new corrective (instead of preventive) grinding strategy of SPENO, however, the relative emissions have still increased. The strategy is new, and the insights of 2021 were not predicted by the company. In 2022 SPENO will review of the goal is still relevant and if it should be related to ground km's. If the changed production strategy will continue, SPENO will reconsider its measures and goal statements in 2023 to better fit the new company reality. However, as stated, SPENO still expects and strives to reach its goal by 2025. This because of the measures mentioned above.

Furthermore, when electric cars will be researched- and maybe purchased in 2023, big steps can be made in the emissions of lease cars.

For scope 2, there is the goal of 0% reduction in 2025 compared to 2019 / Business Travel: 1% reduction in 2025 compared to 2019. This goal has been reached. However, SPENO will continue with its measures to further reduce emissions here.

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Participation sector and branch initiatives

The CO₂ Performance Ladder requires companies to participate in sector- or branch initiatives. The company should thus be aware of the initiatives within the industry.

Identification sector and branch initiatives

To assess which sector and branch initiatives could be relevant to SPENO International, the website of SKAO has been consulted (https://www.skao.nl/initiatives_programs). This page contains a comprehensive list of all initiatives and reduction programs. Possible suitable initiatives were discussed with the project leader and management. SPENO International also takes part in Swisstainability Forum, which sends out newsletters with inspiration.

Every year the participation in initiatives is assessed on relevance and topicality by the project leader and management.

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 CO₂ 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 the 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.

Ongoing initiatives



Swisstainability Forum

SPENO International takes part in the Swisstainability forum on a regular basis. This forum focusses on inspiring and connecting companies in their future approach with a focus on sustainability. They do so by inviting internationally renowned speakers and bringing together companies from all around Switzerland. In the previous edition SPENO took part in discussion C4 which dealt with renewable energy (green energy and biofuels). <http://www.g-21.ch/>

Railforum

Railforum is an independent knowledge network that consists of 200 companies and organisations that are active in the rail sector. The aim of Railforum is to exchange knowledge and experiences in order to increase the social and economic efficiency of rail transport. The main focus is accelerating innovations. Railforum offers its services and ensures alignment with other sectors, politics and science.

The members look at Railforum as 'a safe haven' where one can share knowledge with each other openly. The association organizes regular meetings where important players from the rail sector meet, discuss and preferably show initiative and actions. By bringing parties together, Railforum stimulates cooperation within the rail sector.

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With a membership of Railforum, SPENO International will have access to a network of more than 3000 professionals employed by all major players in the sector. SPENO can participate in knowledge circles about interesting topics, share knowledge and bring the sector a step further.



Nederland CO₂ Neutraal

Nederland CO₂ Neutraal is a Dutch initiative aimed at inspiring participants, increasing the knowledge on CO₂ reduction measures and amplifying a sustainable network. These goals are met through four events organized every year and the facilitation of different workshops.





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