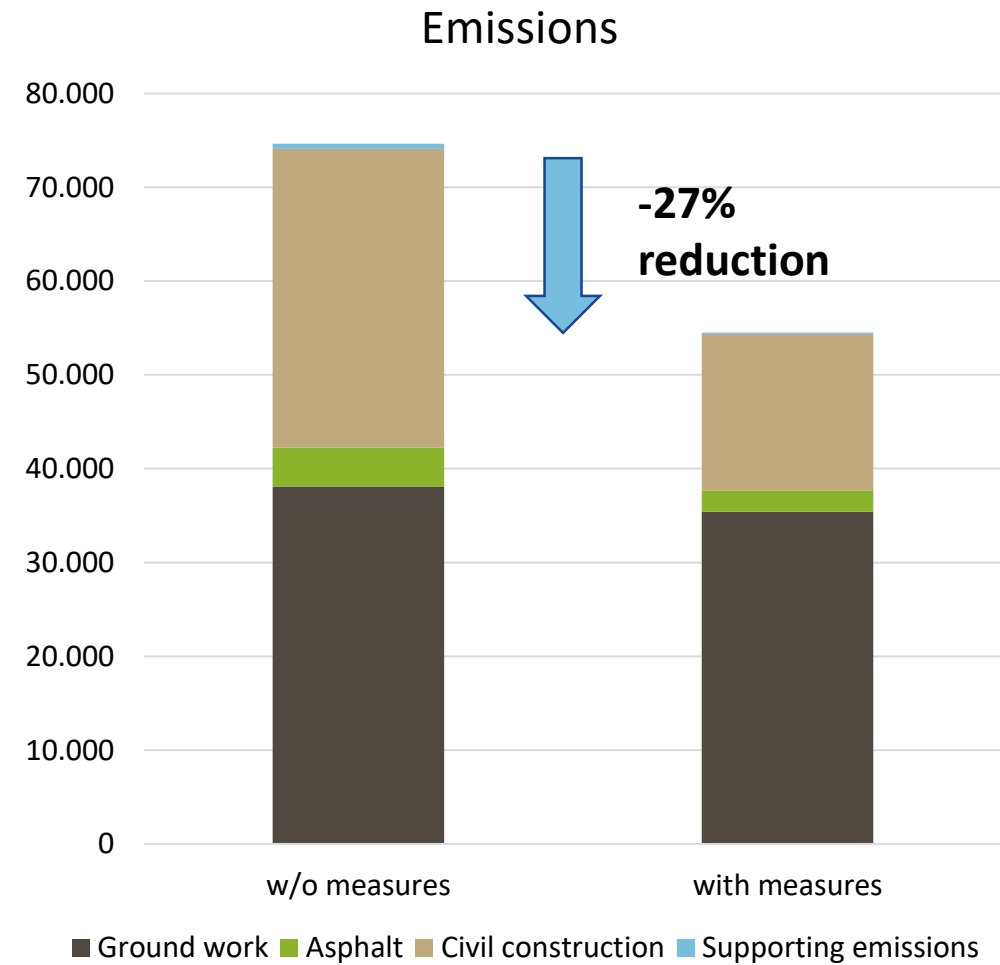


Current situation: Sustainability

Q1/Q2 2019

CO₂ emissions

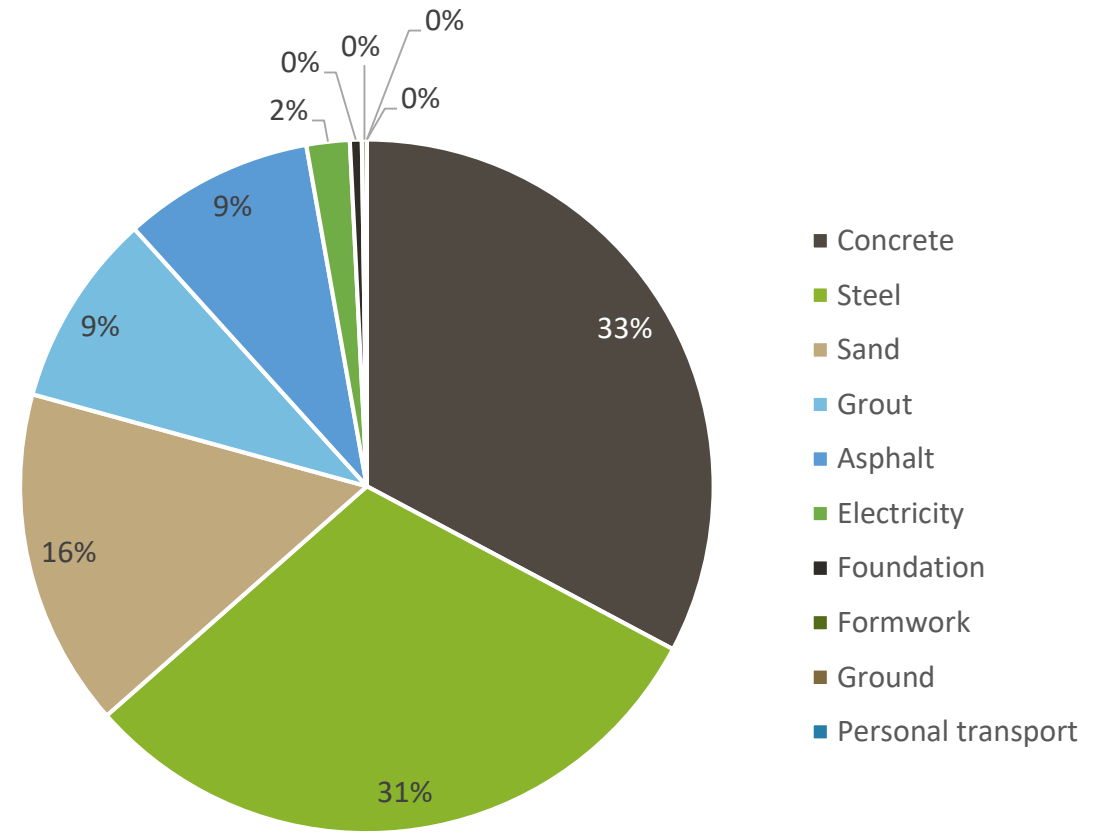
Emissions from start of work till Q1 2019



CO₂ reduction

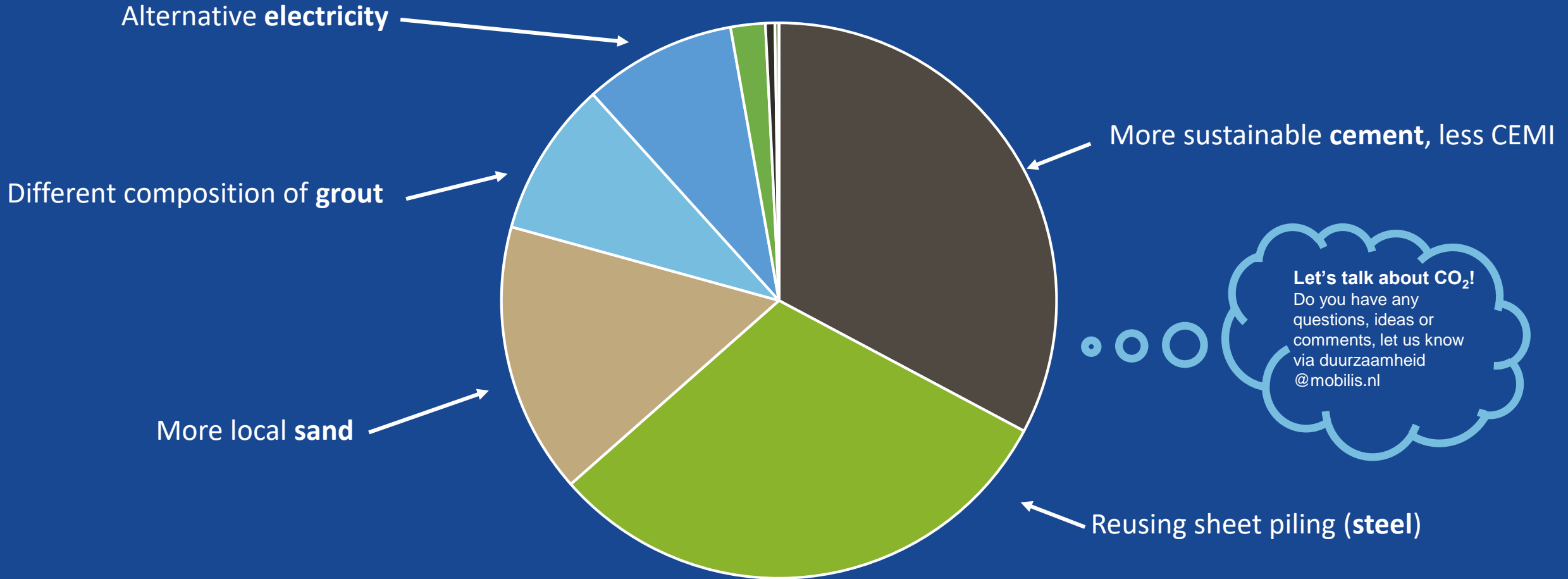
True emissions compared to industry standard

Reduction (total 20.684 tonnes CO2)



A few CO₂ reduction measures

True emissions compared to industry standard



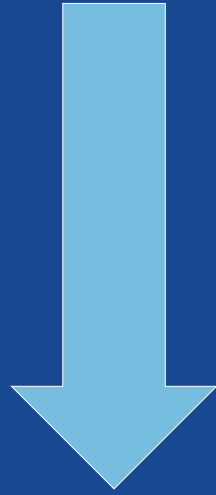
GOALS

To reduce our CO₂ footprint, we have set the following goals:

Reducing the emissions of the realisation phase with **23%***

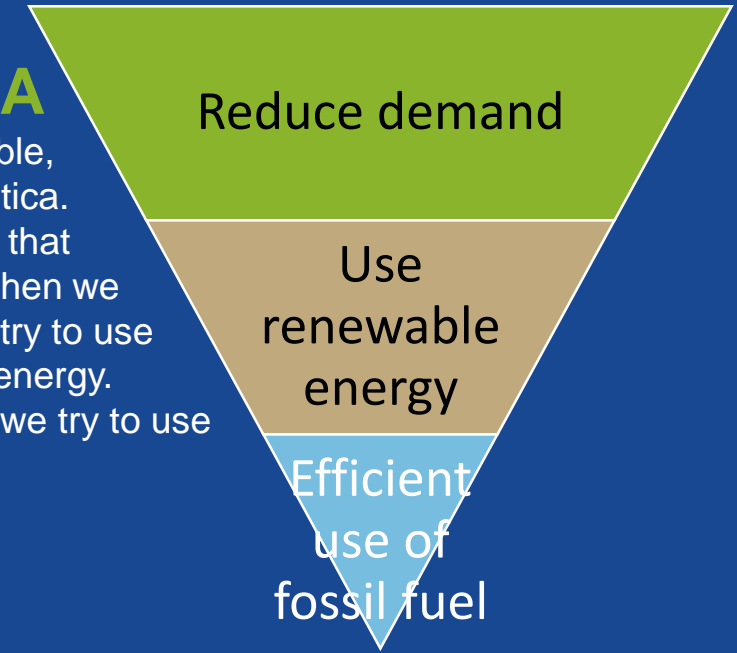
Reducing the emissions of the exploitation phase with **50%***

*Both these goals compare the true emissions with the planning without reduction measures.



TRIAS ENERGETICA

To become as sustainable as possible, we use the concept of Trias Energetica. First, we want to reduce the energy that we need to construct the project. When we have limited that to a minimum, we try to use as much renewable or sustainable energy. The fossil fuel that we have to use, we try to use as efficiently as possible.

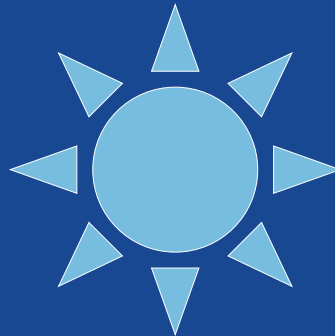


Innovation and goals

True emissions compared to industry standard

Let's talk about CO₂!

Do you have any questions, ideas or comments, let us know via [@duurzaamheid](https://twitter.com/duurzaamheid) or [@mobilis.nl](https://twitter.com/mobilis.nl)



SOLAR OPTIC FIBRE

Around 50% of the electricity use of a tunnel, comes from the entrance lighting. This is caused by the bright light which needs to accommodate the eyes of the drivers coming from daylight. To reduce this, COMOL5 introduces the Solar Optic Fibre, which uses daylight from above the tunnel and transports it to the driveway through an optical fibre. This way, almost **25%** less electricity is needed for the entire tunnel!

De RijnlandRoute is the first project in which this technique is used for a tunnel.