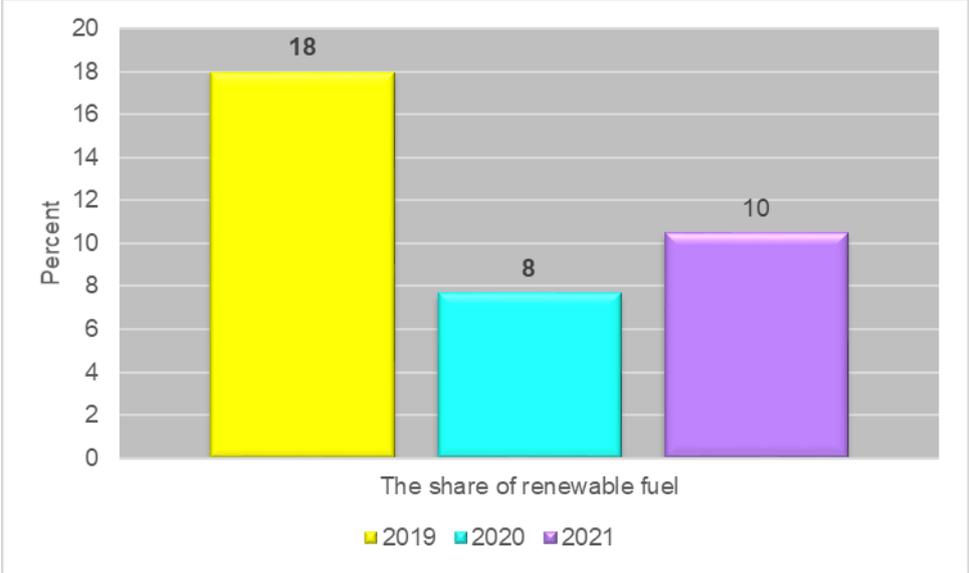


The transport sector's greenhouse gas emissions must reduce in line with the Agenda 2030 targets and the Paris agreement. Dinotrans wants to be part of the transformation that the transport industry has begun and we believe that this is an important survival issue for us.

By 2021, we reduced our fossil fuel consumption by 10 percent. It was a positive small difference from the previous year. Very much because Dinotrans is in a technological shift where we have invested in LNG trucks but the lack of Bio-Methane in the European market don't give us the effort we want to achieve. In addition, the cost situation of renewable synthetic diesel so-called HVO-Diesel has increased in price very much in Sweden.

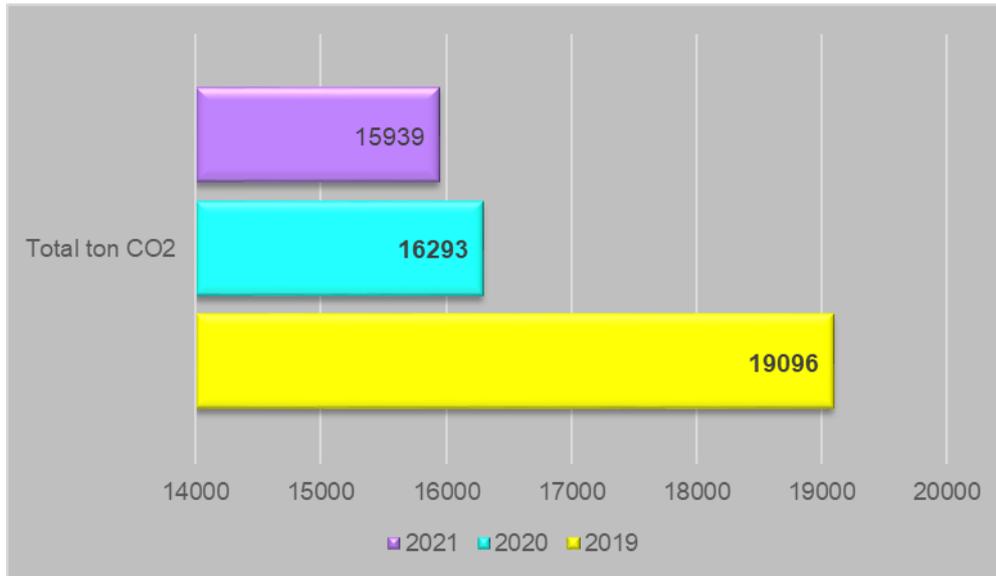
Percentage of reduced carbon dioxide load 2019-2021



At the same time as the share of renewable fuels is decreasing, the share of Liquide Natural Gas (LNG) is increasing through Dinotrans change in technology. However, the lack of renewable Bio-Methane (Liquide Biogas LBG) does not give Dinotrans the same sustainability exchange on its technology shift to Gas Trucks. Signals still indicate that several EU countries and gas companies will be able to offer liquid biogas LBG in 2022 and 2023, or a blend of liquide natural gas LNG and liquide biogas LBG.

The question of what technology the transport sector needs to switch to in the future is both an economic and a political issue. The availability light for refueling infrastructure also plays an important role here. Dinotrans has chosen use gas trucks because the refueling infrastructure decently expanded and new refilling sites added every month. Truck manufacturers are starting to show electric trucks for slightly longer distances of 400-500 km, but Dinotrans operates over larger distances and feels a great deal of uncertainty about testing electric trucks at the moment.

Tonnes of Carbon dioxide 2019 -2021



For more information about calculation of scope 1, see appendix 1

Transport optimization

Dinotrans has reduced its purchases of liquid fuels from 2019 to 2021 by optimizing its assignments for transport.

This means that significantly, less fuel (diesel) has been consumed and a large proportion of renewable fuels and gas has been used. The reduction from 2020 can be seen as modest, but we are beginning to approach the limit of what is economically viable. **Dinotrans needs customers who value the use of a transport company that works every day to reduce its carbon footprint. The transformation to a carbon dioxide free transport mission is not free.**

Sustainability

Striving for sustainability is our absolute ambition and our greatest challenge.

Therefore, we must have high demands on ourselves, and everyone we work with.

Many people find it hard to see how a transport company can be sustainable because we operate in an industry where the use of fossil energy are still of great importance and are a major environmental impact. However, we are convinced that the possibilities of doing something are better than not doing anything. In addition, the possibilities of making a difference are significant where the challenges are obvious.

Sustainability for us is broader than just environment; it is also about human rights and social responsibility.

Our ambitions and goals for sustainability work mean we will:

- Decrease the proportion of fossil fuels as a proportion of total fuel consumption on where it is commercially possible.
- Reduce carbon dioxide emissions from its own operations
- Work for a safe workplace, free from accidents.

How are we going to achieve the goals?

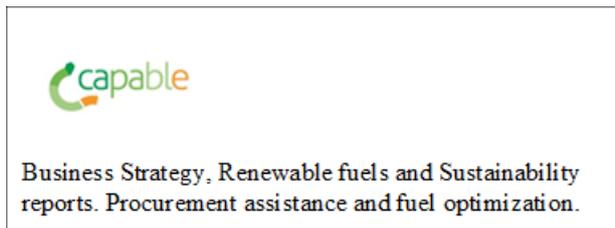
In order to achieve the goals, we have a code of conduct that everyone who works for us must follow. We have zero tolerance regarding all forms of forced and child labor, as well as all

forms of special treatment of job seekers, employees and customers. Applicable occupational health laws cover all our employees. The company takes account of a responsible approach in all its activities. For the future's fuel solutions, this means that they should be economically, ecologically and ethically sustainable.

Evaluate and choose fuel.

The criteria for our refueling use differ between countries and regions, but in common, we are striving to use highest quality fuels with the least possible climate impact on people, the environment and society.

In order to assess the quality and environmental performance of fuel products, we have recurring meetings with our suppliers. We have an agreement with the Swedish company Capable, which provides guidelines for purchasing, technical issues and sustainability.



Carbon dioxide emissions

Fuels is responsible for most of our climate impact. Therefore, we want to be active in the effort to reduce our environmental impact.

The transport industry has a big responsibility, but also great opportunities. Sustainability is important for us and we want to reduce both our own and our customers environmental impact. Therefore, we work to reduce energy consumption in all areas of our business. Where it is economically viable, we transition to renewable fuels and new tech.

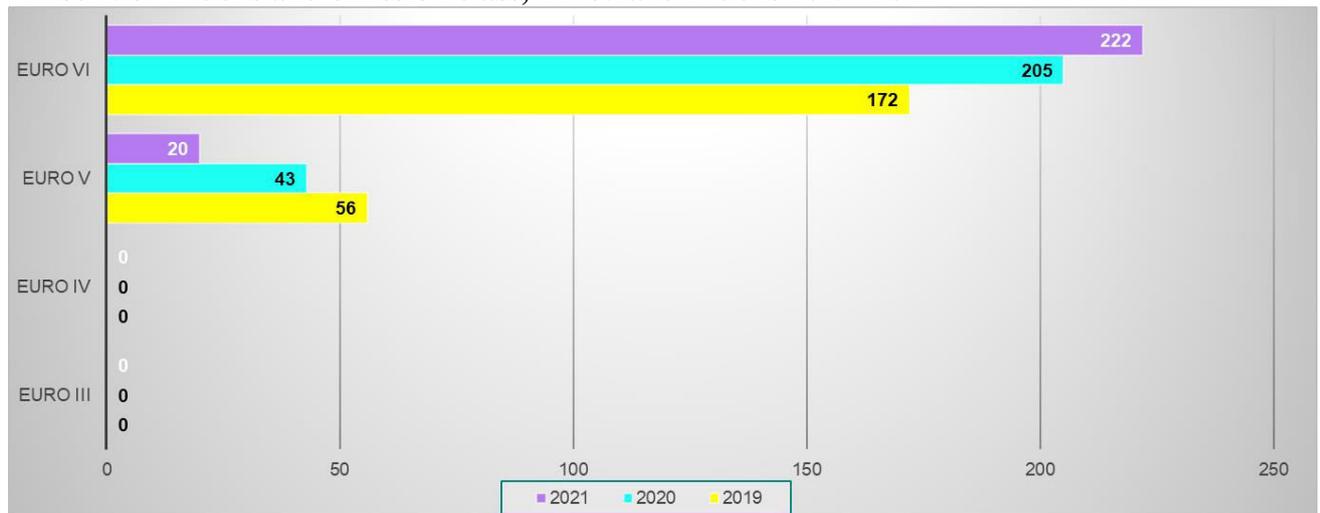
Dinotrans consumed 5 350 000 liters/kg of diesel and gas in 2021, the part of renewable fuel and gas is 560 000 liters/kg and it reduces our total carbon dioxide with 10 percent. Dinotrans has reduced its climate impact by 1369 tons of carbon dioxide equivalents WTW₁ in 2021.

Changes in fuel tax taxes, price adjustments on renewable fuels within the EU / ESS and competition soul will shift the proportion / product renewable between the years. Changed routes for transport also mean that the availability of renewable fuel changes over time. Lack of Bio Methane is even one of our important questions and that have decrease our mix of renewable fuels extensive last year.

Climate Gas release

Nitrogen oxides (NOx) and particles (PM10) are not good for the environment, especially in urban environments. Company aims to only have vehicles with the cleanest exhaust technology and the goal is for all Dinotrans vehicles to achieve the highest environmental requirements of countries and cities. By 2021, additional Euro VI trucks have been acquired and at present, the company has:

Amount of Trucks and emission class, Dinotrans Trucks 2019 -2021



The transformation of freight transport has started.

There are many indications that access to renewable diesel is limited and is likely to be even more limited in the future. Therefore, Dinotrans has decided to make a change in truck technology to further reduce its carbon footprint. The truck market is now facing a change in technology where certain transports will be carried out with electric cars, for Dinotrans with relatively long transport distances, the choice fell on LNG/LBG (liquefied methane gas, CH₄). In 2019, Dinotrans tested two (2) Scania LNG trucks. The test was a success and Dinotrans now has eighty-nine (89) LNG trucks in its transport fleet (2021).

The possibility of refueling bio-methane (LBG) is increasing in many countries. The hope is that the production of bio-methane will also increase within the EU / ESS. This would significantly facilitate Dinotrans' efforts to offer fossil-free transport.

¹ WTW, (Well to Wheel Life cycle emissions of climate gases, CO₂, from fuel), Diesel EN590 3,09 kg CO₂eq/liter, Diesel EN590 + 5-7 % FAME 2,69, Biodiesel B100 (FAME) EN 14214 1,89, HVO100 EN 15940 0,48, LNG CAS 115-10-6 2,94 and LBG CAS 115-10-6 0,20