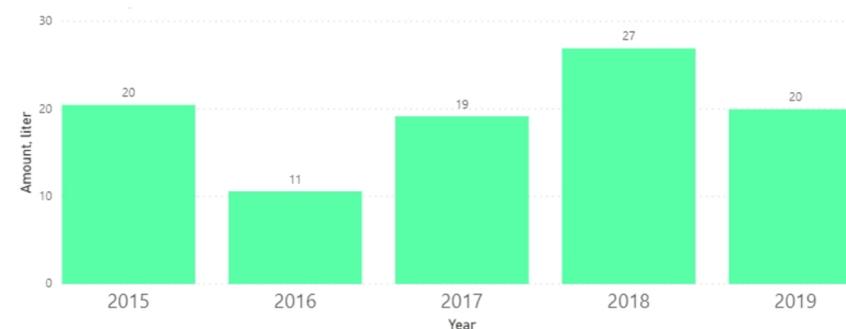


WE BELIEVE OUR SUSTAINABILITY WORK IS THE WAY TO SUCCESS, BUT ALSO HIGHLIGHT SOME CHALLENGES REGARDING THE USE OF FUEL CONSUMPTION

By 2019, we reduced our fossil fuel consumption by **20 percent**. It was slightly lower than last year. Very much because Dinotrans is in a technological shift where we have invested in **LNG trucks**. The cost situation and the availability of synthetic diesel so-called HVO-Diesel has deteriorated somewhat due to the introduction of a reduction obligation in Sweden from 2018-07-01. The cost situation for bio diesel has improved in Sweden and this means that we can once again lift large volumes of renewable diesel in Sweden mainly Bio Diesel.

Percentage of reduced carbon dioxide load



HVO-diesel and Biodiesel B100 (FAME), LNG is increasing

Dinotrans used different renewable fuels in different markets, mainly: Synthetic diesel (so-called HVO-diesel) Biodiesel B100 (FAME) and Liquid Natural gas (LNG/ Methane). A shortcoming in our business area is that some countries in Europe have very little or

no involvement of renewable components in approved diesel for truck engines. Sweden was the only country in the EU / ESS chosen to have a very high proportion of HVO and FAME in its regular diesel. A technological shift is now taking place and Dinotrans has chosen to invest in methane trucks. Liquid methane infrastructure for trucks is now being expanded to a large extent in Europe.

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:

- Increase the proportion of renewable fuels as a proportion of total fuel consumption on business related.
- Reduce carbon dioxide emissions from its own operations
- Help to reduce exclusion and integration.
- 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 propellant 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. Dinotrans has five fuel suppliers, two of which account for 94% of fuel purchases. Dinotrans lifting fuel in 17 EU / ESS countries, of which Germany, Sweden, Norway, Denmark and Belgium are the largest year 2019.

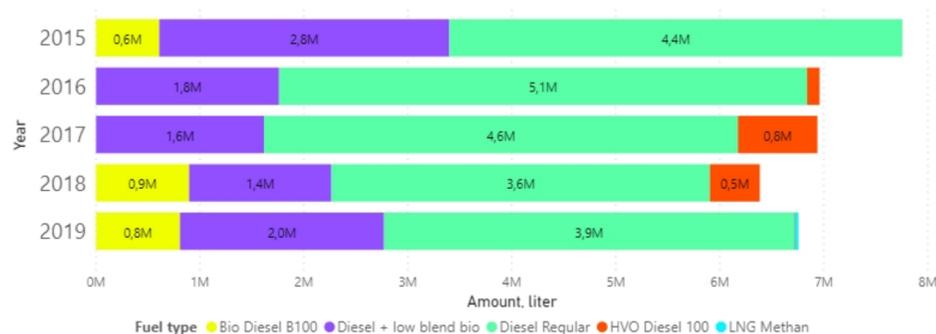
In order to assess the quality and environmental performance of fuel products, we have recurring meetings with our suppliers and, for seven years, the Swedish company Capable, which provides guidelines for purchasing, technical issues and sustainability.

CARBON DIOXIDE EMISSIONS

Fuel 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.

Fuel volume Dinotrans by product 2015 - 2019 (liter)

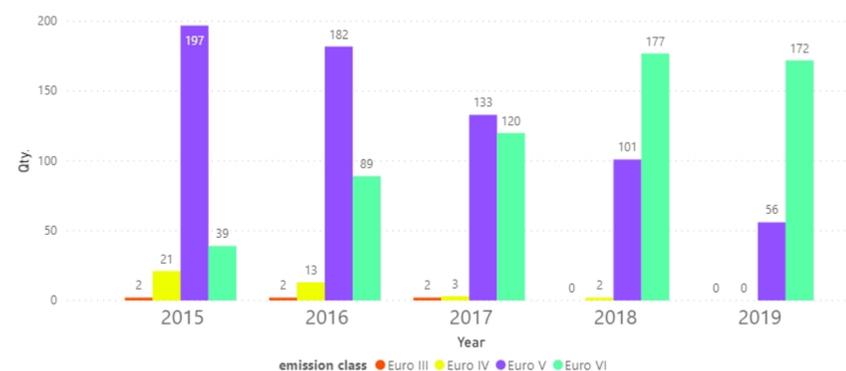


Dinotrans consumed 6 755 614 liters of diesel in 2019, the part of renewable diesel is 1 348 228 liters and it reduces our total fossil consumption by 20 percent. Dinotrans has reduced its climate impact by 2431 tons of carbon dioxide equivalents WTW1 in 2019.

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 Company's vehicles to achieve the highest environmental requirements of countries and cities. By 2019, additional Euro VI trucks have been acquired and at present, the company has:

Amount of trucks and emission class, in the period 2015 -2019



THE FUTURE IS NOW!

There is much to indicate that access to renewable diesel is limited and will probably be even more limited in the future. Therefore, our company has made the decision to make a technology shift in order to further reduce its carbon footprint if possible. The truck market is now facing a technology shift where certain transports will be carried out by electric trucks, for Dinotrans with relatively long transport distances, the choice falls on LNG (liquid methane Gas, CH4). In 2019, Dinotrans tested two (2) Scania LNG trucks. The test was a success and we has now supplemented its

truck fleet with another ten (10) Scania LNG trucks. The possibility of refuelling biomethane is increasing in many countries. It is hoped that biomethane production will also be expanded within the European Union. This would greatly facilitate Dinotrans's efforts to offer fossil-free transports.

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 % RME 2,60, Biodiesel B100 (FAME) EN 14214 1,89, HVO100 EN 15940 0,29 and LNG CAS 115-10-6 2,89.

