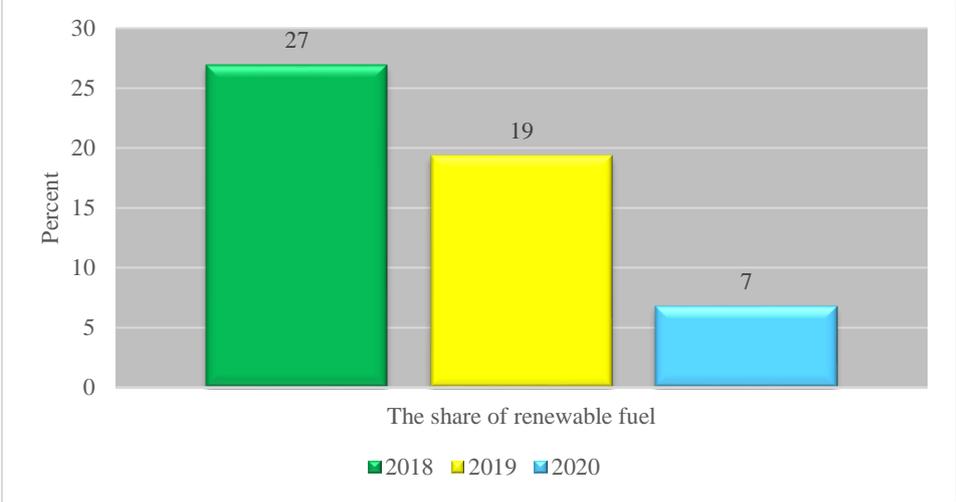


The transport industry in Europe is undergoing a change of technology. We want to be a part of the progressive development. We believe that our sustainability work and our work to offer fossil-free transport is our path to success.

By 2020, we reduced our fossil fuel consumption by 7 percent. It was a big difference from the previous year. Very much because Dinotrans is in a technological shift where we have invested in LNG trucks and the lack of Bio-Methane in the European market. 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.

Percentage of reduced carbon dioxide load



At the same time as the share of liquid renewable fuels is decreasing, the share of LNG/LBG is increasing through Dinotrans change in technology, and this means that our share of carbon dioxide emission is falling.

Tonnes of Carbon dioxide 2018 -2020



HVO-diesel, Biodiesel B100 (FAME) and 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 and gas 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 largely in Europe. The next step are to find suppliers how can offer Bio-Methane for our consumption and target to less our carbon dioxide load.

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.



Business Strategy, Renewable fuels and Sustainability reports. Procurement assistance and fuel optimization.

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.

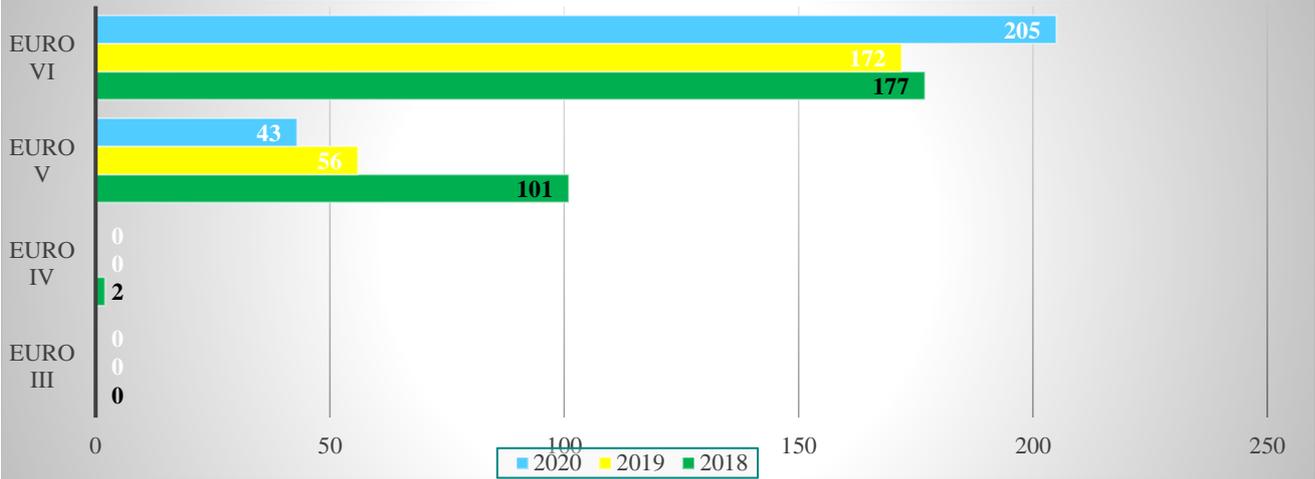
Dinotrans consumed 5 480 000 liters of diesel and gas in 2020, the part of renewable fuel is 372 000 liters and it reduces our total fossil consumption by 7 percent. Dinotrans has reduced its climate impact by 2 245 tons of carbon dioxide equivalents WTW₁ in 2020.

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 2020, additional Euro VI trucks have been acquired and at present, the company has:

Amount of Trucks and emission class, Dinotrans Trucks 2018 -2020



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, Dinotrans has made the decision to make a technology shift in order to further reduce its carbon footprint. 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 Dinotrans has now supplemented its truck fleet with another thirty (30) LNG trucks in 2020, and more are coming soon.

The possibility of refueling 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.

To secure the supply of LNG, Dinotrans has decided to invest in its own LNG Filling station in Riga.



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