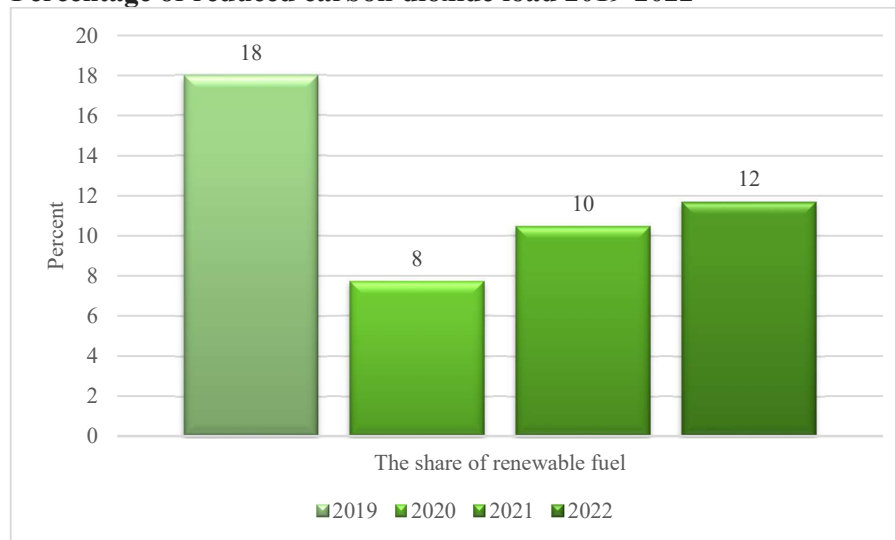


**The transport sector's greenhouse gas emissions must reduce in line with the agenda 2030 targets and the Paris agreement. Dinotrans wants to be part of the transformation that the transport industry has begun, and we believe that this is an important survival issue for us.**

By 2022, we reduced our fossil fuel consumption by 12 percent the trend continues for last 3 years, where we increase renewable fuel share. Very much because in Sweden we use LBG gas instead of LNG, Wich has CO2 coefficient of 0.2 compared to LNG 2.94. However, 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.

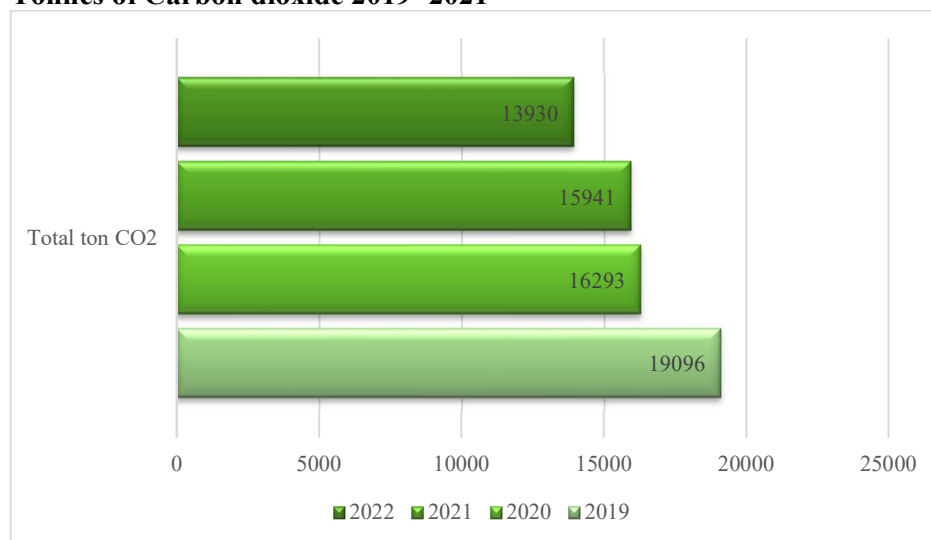
**Percentage of reduced carbon dioxide load 2019-2022**



At the same time as the share of renewable fuels is increasing, the share of Liquid Natural Gas (LNG) is increasing as well through Dinotrans change in technology. However, the lack of renewable Bio-Methane (Liquid Biogas LBG) in central Europe 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 2023 and 2024, or a blend of liquid natural gas LNG and liquid 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 considering current geo-political challenges. The availability light for refuelling infrastructure also plays a significant role here. Dinotrans has chosen use gas trucks because the refuelling infrastructure decently expanded and new refilling sites added every month. The news about synthetic fuel have not been missed out, however the price of synthetic fuel at the moment is not competitive in the market, reaching over 10 Eur per litre.

## 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 2022 by optimizing its assignments for transport.

This means that significantly, less diesel has been consumed (~900000liters) and a substantial proportion of renewable fuels and gas has been used. The reduction from 2021 can be seen as modest, but we are beginning to approach the limit of what is economically viable considering current geo-political situation. 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. Moreover, in recent years finding sustainable, environmentally friendly transport energy has become a goal of many energy related corporations.

**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 we treat all job seekers, employees and customers equally. 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.

### **Carbon dioxide emissions**

**Fuels are 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.

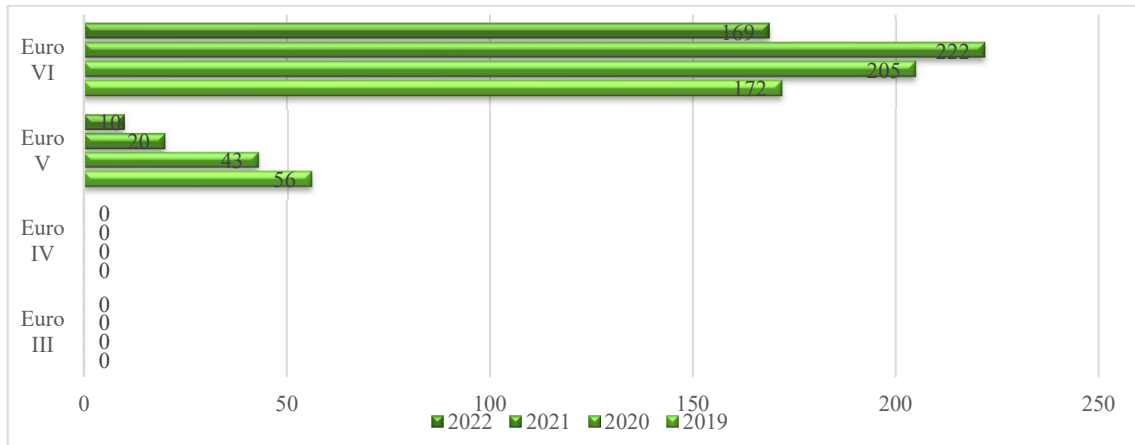
**Dinotrans consumed 4 922 285 liters/kg of diesel and gas in 2022, the part of renewable fuel and gas is 1387825 liters/kg and it reduces our total carbon dioxide with 12 percent. Dinotrans has reduced its climate impact by 1620 tons of carbon dioxide equivalents WTW1 in 2021.**

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. However, we see big companies are starting to use LBG – as an example – Shell has in their LNG mix 30% of LBG.

### **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 2022, additional Euro VI trucks have been acquired and at present, the company has:

**Number of Trucks and emission class, Dinotrans Trucks 2019 -2022**



### **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, CH<sub>4</sub>). In 2019, Dinotrans tested two (2) Scania LNG trucks. The test was a success and Dinotrans now has eighty-nine (91) LNG trucks in its transport fleet (2022).

The possibility of refuelling 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.

<sup>1</sup> WTW, (Well to Wheel Life cycle emissions of climate gases, CO<sub>2</sub>, from fuel), Diesel EN590 3,09 kg CO<sub>2</sub>eq/litre, 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