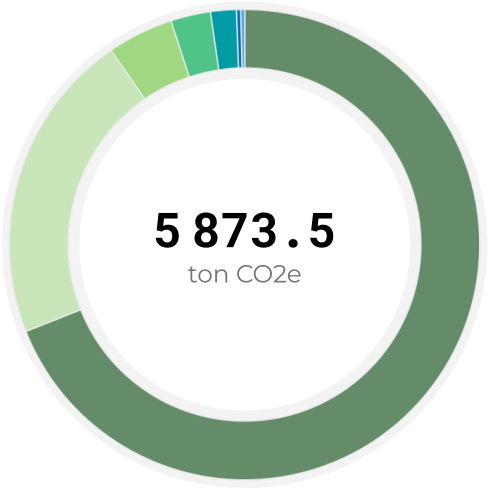
Climate Report 2025

AHRÉNS ÅKERI AB

EXECUTIVE SUMMARY

This report covers the carbon footprint of **AHRÉNS ÅKERI AB**. In 2025, the company's operations generated **5 873.5** tonnes of CO2e—up **13.8%** overall compared to the same sources in 2024. Despite this increase, Scope 1 emissions remain aligned with the company's science-based reduction target (**-16.9%**).



FUEL	69.0 %		PACKAGING	2.7 %
VEHICLES	21.4 %		COMMUTING	1.8 %
ELECTRONICS	4.6 %		WORKWEAR	0.3 %
			FACILITIES	0.3 %

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1. Introduction

Future-proofing the business requires knowing where to start. With a heating planet & increasing market demands, companies need to double down on climate action. Measuring the carbon footprint is essential in doing so.

AHRÉNS ÅKERI AB is a Swedish transport and logistics company delivering goods on roads all across Europe. Its service offering includes the full distribution chain from storage to freight.

Being part of the carbon-intensive transport sector, the company has both a huge responsibility - and a great opportunity - to contribute to the international climate goals set out by the Paris Agreement. That is, keeping global warming below 1.5 degrees.

This report tells the story of how Ahréns Åkeri AB impacted the climate during 2025, and what can be done to lower the emissions.

2. Purpose

A climate report is intended to summarize a company's impact. It maps out where emissions come from, analyzes how they have changed over time, and identifies strategic actions to take.

AHRÉNS ÅKERI AB has calculated emissions of greenhouse gases (GHGs) since 2006. This is the fourth report created in collaboration with GoClimate. It follows a year of advancements in the company's ongoing decarbonization efforts.

The aim of this report is twofold:

1. To track and trace the climate impact of all reported operations of Ahréns Åkeri AB during 2025.
2. To serve as a basis for external reporting and facilitate smart decision-making on how to lower emissions.

3. Carbon footprint

Understanding the climate impact of company activities is key to identifying hotspots and prioritized areas. This chapter covers all reported operations and associated emissions.

ALL CALCULATIONS in this report follow the Greenhouse Gas Protocol. This is the most widely used standard for companies measuring and reporting their carbon footprint.

Emissions are quantified as tonnes of **CO2e** (carbon dioxide equivalents). This unit merges different greenhouse gases while taking into account their specific global warming effects.

The following pages outline the company's climate impact in relation to its activities. This makes it clear where emissions occur and highlights prioritized areas for mitigation efforts.

Standardized external disclosure is tabulated in the final section of the report.

3.1 OVERVIEW

Ahréns Åkeri AB reports the following business activities for 2025:

Fuel
Production and combustion emissions from truck fleet fuel.

Vehicles
Upstream impact of acquired vehicles and service parts.

Electronics
Supply chain emissions from purchased electronic equipment.

Packaging
Emissions from manufacturing procured packaging material.

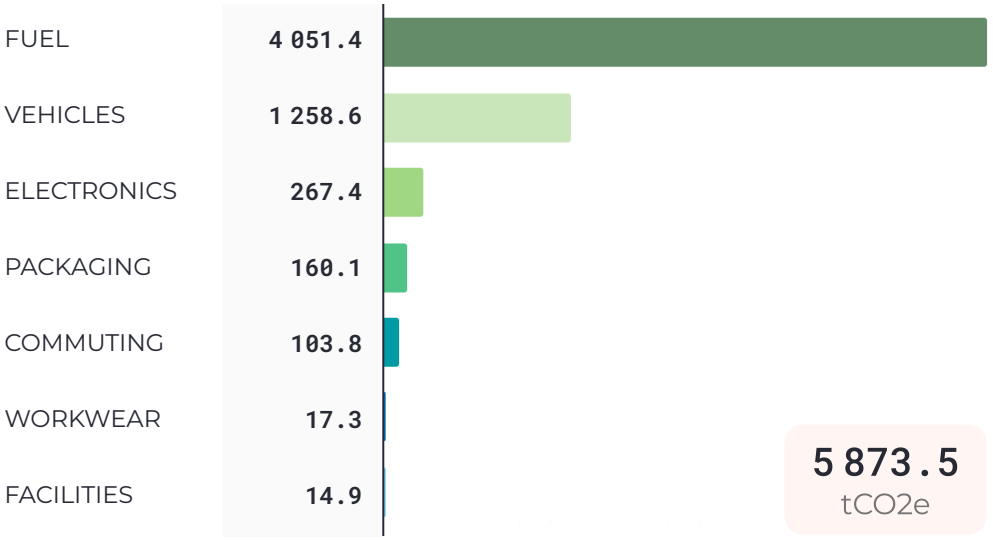
Commuting
Carbon footprint of employee trips back and forth to work.

Workwear NEW FOR 2025
Climate impact from clothing and protective gear.

Facilities
Life-cycle impact of electricity use and waste collection.

As shown, **Workwear** is a new emission source for this reporting year. Furthermore, categories added in previous cycles have now been retroactively included for all years where data was available, ensuring a more consistent and comparable historical baseline.

Total emissions from reported activities are distributed as follows:



Given the carbon footprint outline presented above, Ahréns Åkeri AB has a clear path for reducing its impact:

Focus on vehicles & fuel

Efforts should target areas with the highest reduction potential, prioritizing the largest sources and the most impactful actions. Fuel and vehicles therefore remain central to Ahréns Åkeri's decarbonization strategy.

Towards more comprehensive reporting

The company has steadily expanded its emissions reporting—from purchased vehicles in 2023 to packaging and electronics in 2024, and workwear in 2025. The inventory is now approaching nearly full coverage, but further efforts during 2026 should focus on identifying and including any remaining relevant emission sources.

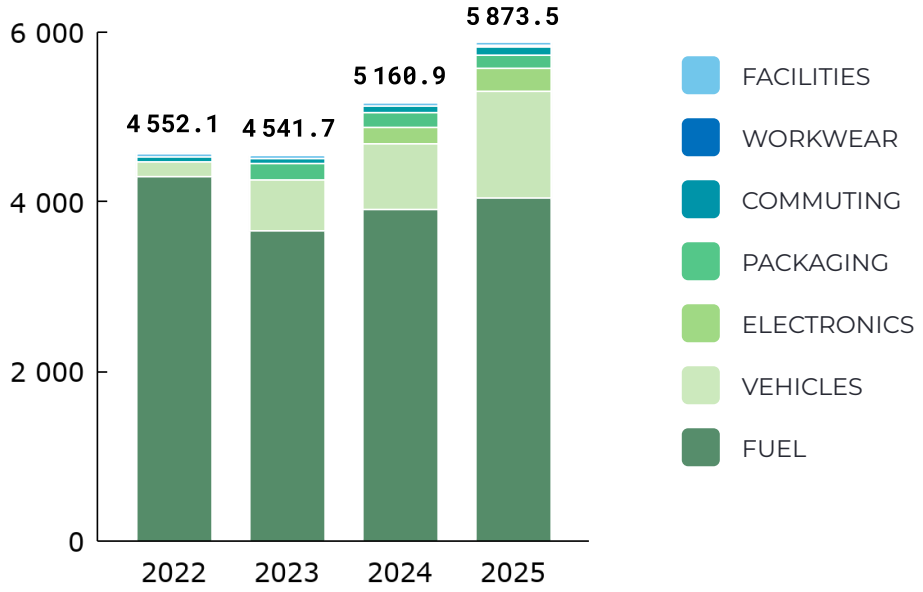
3.2 PERFORMANCE

Tracking carbon footprint trends over time is key to informed decisions. Understanding past patterns provides insight into future direction. This section compares emissions across years.

Ahréns Åkeri has gradually expanded its emissions inventory by adding more sources. Several of the recently included categories have also been applied retrospectively to previous years, improving consistency between 2022 and 2025.

While this strengthens comparability, not all categories are available for every year. As such, each activity should be evaluated individually when assessing changes over time:

TOTAL EMISSIONS OVER TIME tonnes CO2e



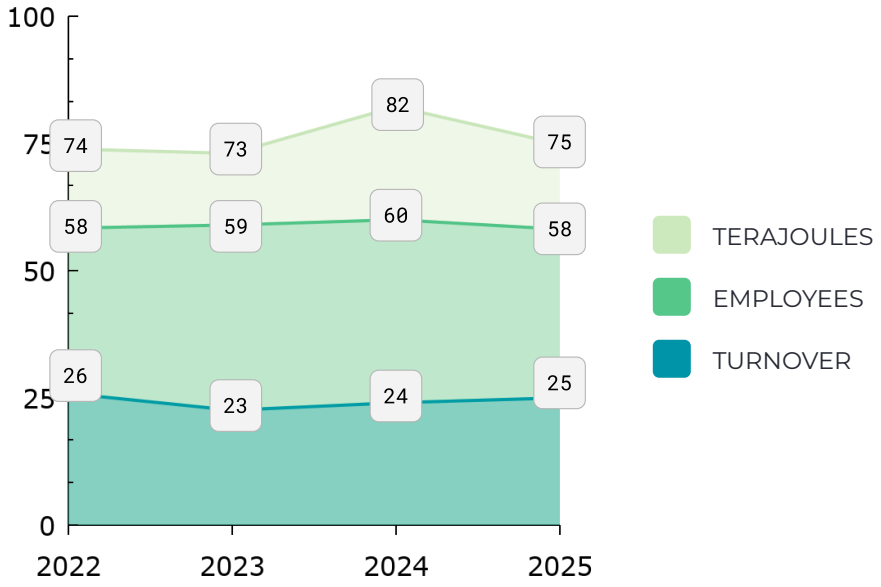
Fuel remains the company's dominant emissions source. While fuel volumes have increased in recent years, the associated emissions remain relatively stable, reflecting the transition to biofuels and the early stages of electrification.

Vehicles now account for a substantial share of the company's overall impact and increased notably in 2025, partly due to investments in electric vehicles that are expected to reduce fuel emissions over time. Other sources remain comparatively minor. Subsequent sections will examine emission sources in greater detail, focusing on **Fuel** and **Vehicles**.

Reducing overall climate impact is crucial. But tracking emissions relative to key indicators offers additional insights by linking the carbon footprint to company growth.

Emissions intensity—per employee, per MSEK turnover, and per terajoule (TJ) of fuel—provide a more nuanced view. This approach makes the data more relevant to Ahréns Åkeri AB's operations:

CLIMATE PERFORMANCE INDICATORS tonnes CO2e



The three climate performance indicators remained relatively stable between 2022 and 2025, with some year-to-year variation. Emissions per MSEK turnover decreased in 2023 before returning close to 2022 levels by 2025, suggesting that carbon efficiency has largely kept pace with business performance over time.

Emissions per employee showed a similarly stable trend, peaking slightly in 2024 before returning to 2022 levels in 2025. This indicates that growth and operational changes have not significantly increased emissions intensity on a per-person basis.

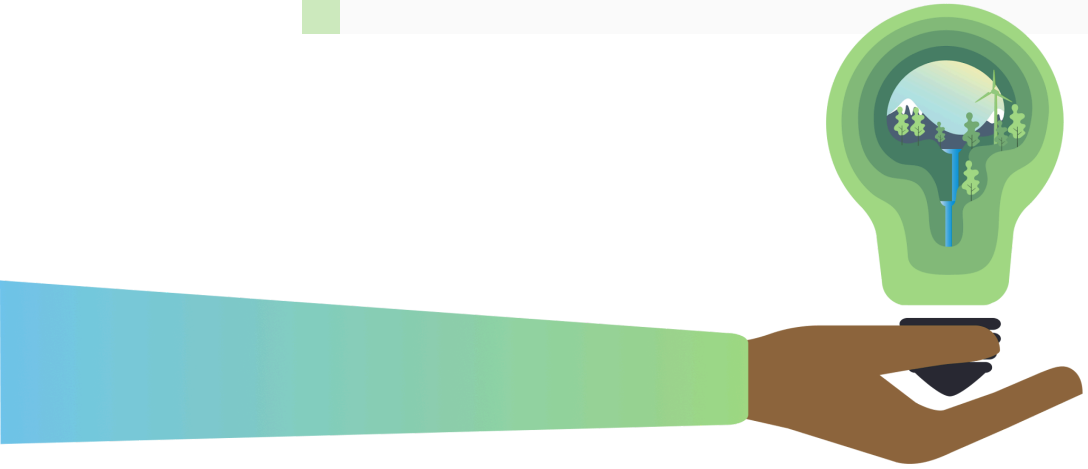
Meanwhile, emissions per terajoule of fuel fluctuated more noticeably, increasing in 2024 before declining again in 2025. While the trend is not consistently downward, the indicator remains broadly in line with previous years, suggesting a relatively stable carbon intensity in fuel use.

Taken together, the indicators point to a business that has maintained a broadly consistent level of carbon efficiency over the reporting period, despite changes in activity levels and operations.

Based on the overall performance result, the following conclusion can be drawn:

Addressing fuel-related risks

While the fuel carbon intensity indicates clear improvements, total fuel emissions remain the key concern for Ahréns Åkeri. Mitigating this risk will remain a priority throughout 2026.

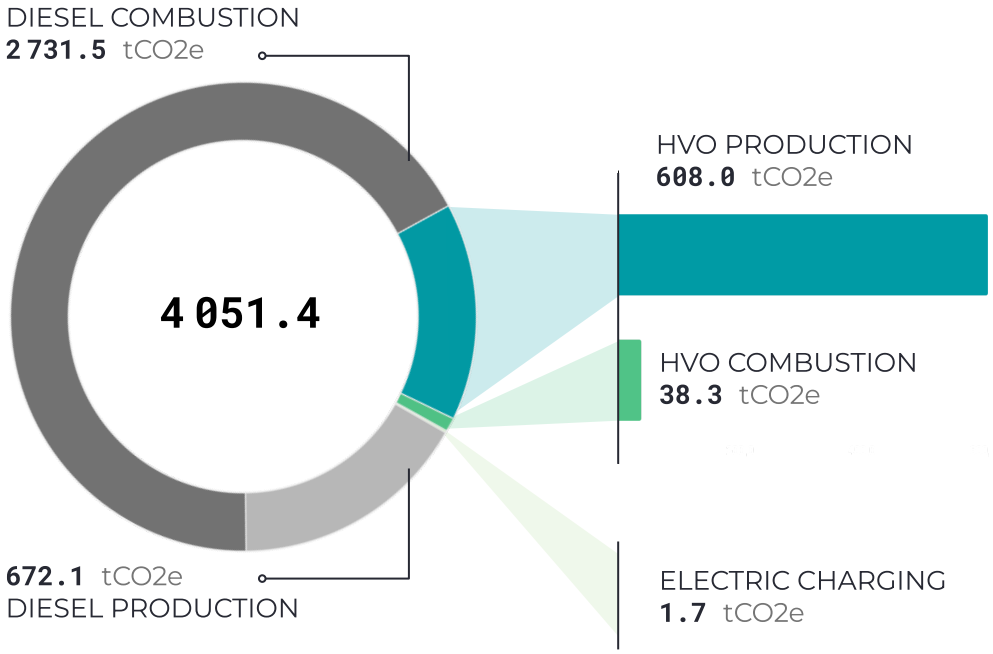


3.3 FUEL

Fuel consumption in company vehicles accounts for **69.0%** of the total carbon footprint of Ahréns Åkeri (**4 051.4** tonnes CO2e)

Fuel-related emissions stem both from direct combustion and indirect upstream processes. Ranging from raw material extraction and production, to final use in the company's truck fleet.

In 2025, three fuel types were reported—diesel, HVO and electricity. Their respective climate impact is broken down below:

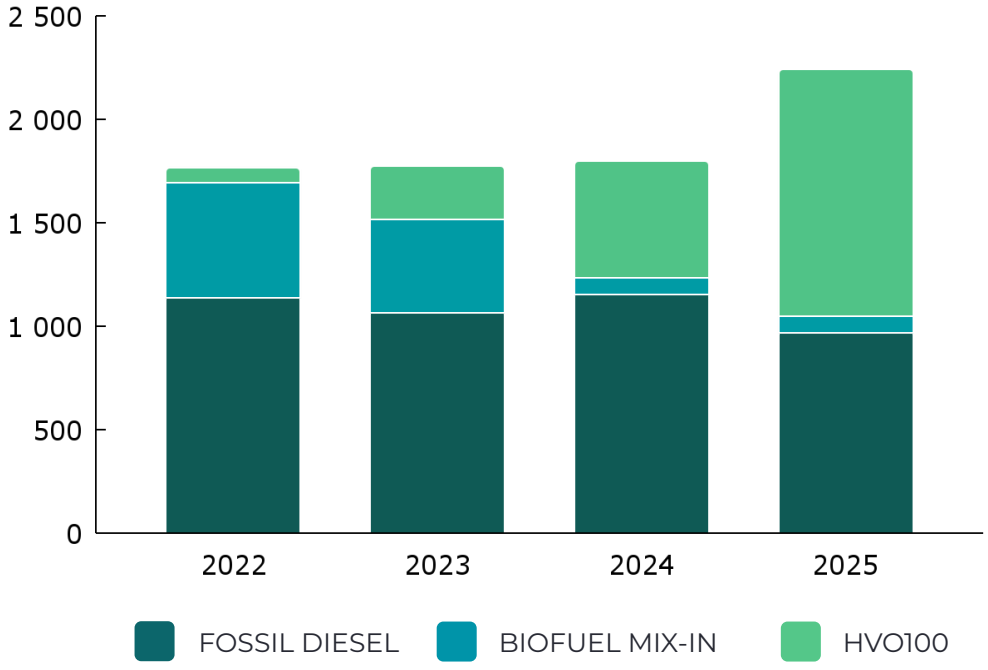


Diesel combustion is the dominant source, contributing 67.4% of fuel-related emissions, followed by its production (16.6%). Meanwhile, **HVO** accounts for just 15.9% in total.

Electric charging represents a very small share of fuel emissions (less than 0.1%), reflecting the company's reliance on renewable energy contracts and self-produced solar power.

As shown below, HVO's share of total liquid fuel consumption has increased sharply for the third consecutive year—from 14.2% in 2023 to 31.3% in 2024, and now over 50% in 2025. Notably, the 2023 share had already nearly tripled compared to 2022:

LIQUID FUEL CONSUMPTION cubic metres



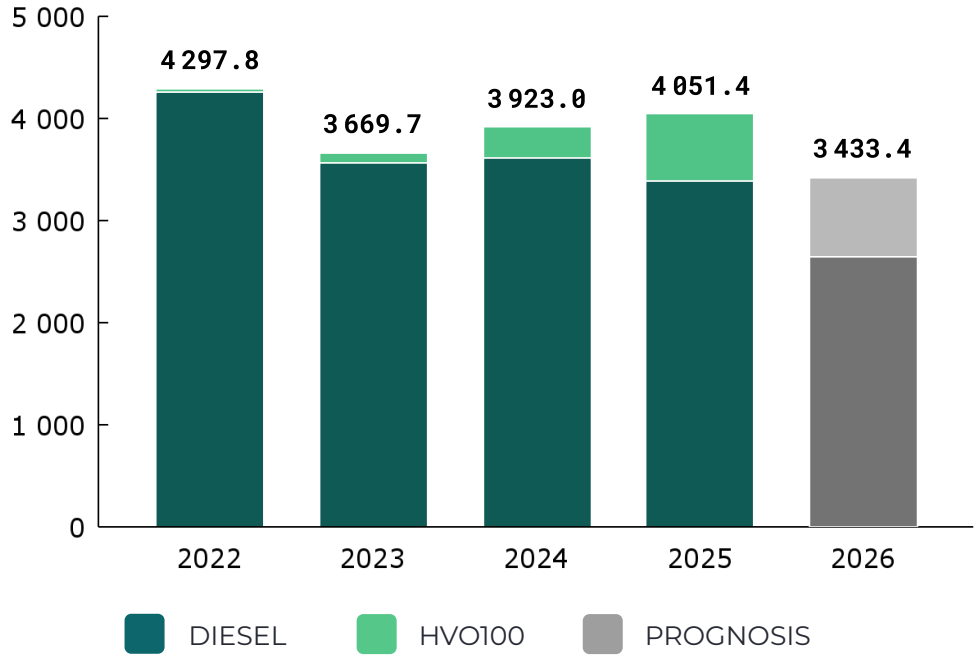
However, as the chart shows, Sweden's reduced biofuel reduction mandate has sharply lowered the share of blended biofuels—from roughly 30% in 2022–2023 to just 6% in 2024, and now averaging around 8% in 2025. This poses a major challenge for the company in meeting climate targets and stakeholder expectations.

Against this backdrop, it is a significant achievement that Ahréns Åkeri, together with its customers, has successfully increased the share of HVO. Maintaining this trend will be crucial in the coming years, alongside other key efforts to reduce fuel-related emissions.

Despite the sharp increase in HVO use, total emissions rose by about 3.3% in 2025. This was mostly driven by a significant increase in overall fuel volumes. That said, the company kept emissions roughly 16 tonnes CO2e below forecasted levels for 2025.

The chart below illustrates how fuel-related emissions have developed over the past few years, including a 2026 forecast based on fuel consumption trends in previous years:

FUEL-RELATED EMISSIONS tonnes CO2e



If the shift from diesel to HVO continues at the same pace, 2026 could see a 15% drop in fuel-related emissions. However, increasing HVO use to nearly 65% will be essential in sustaining this trend — especially if overall fuel consumption increases significantly.

The impact of 2025 emissions on Ahréns Åkeri's reduction targets is explored further in the subsequent target section of this report.

Given the results presented above for fuel-related emissions, the following key insights can be highlighted:

Switching to biofuel

Maintaining the upward trend in HVO adoption is crucial for near-term emissions reduction. If all standard diesel had been replaced with HVO, fuel-related emissions would have dropped by **2 827.9** tonnes CO2e (-**70**%).

Increasing biofuel share

To stay within yearly target caps, Ahréns can explore increasing the share of HVO in its current diesel blend. This would allow the biofuel share—on average 8% in 2025—to return to 2023 levels of roughly 30%. Had this measure already been implemented, emissions in 2025 would have been at least **544.1** tonnes CO2e lower (-**13**%).

Alternatives to combustion

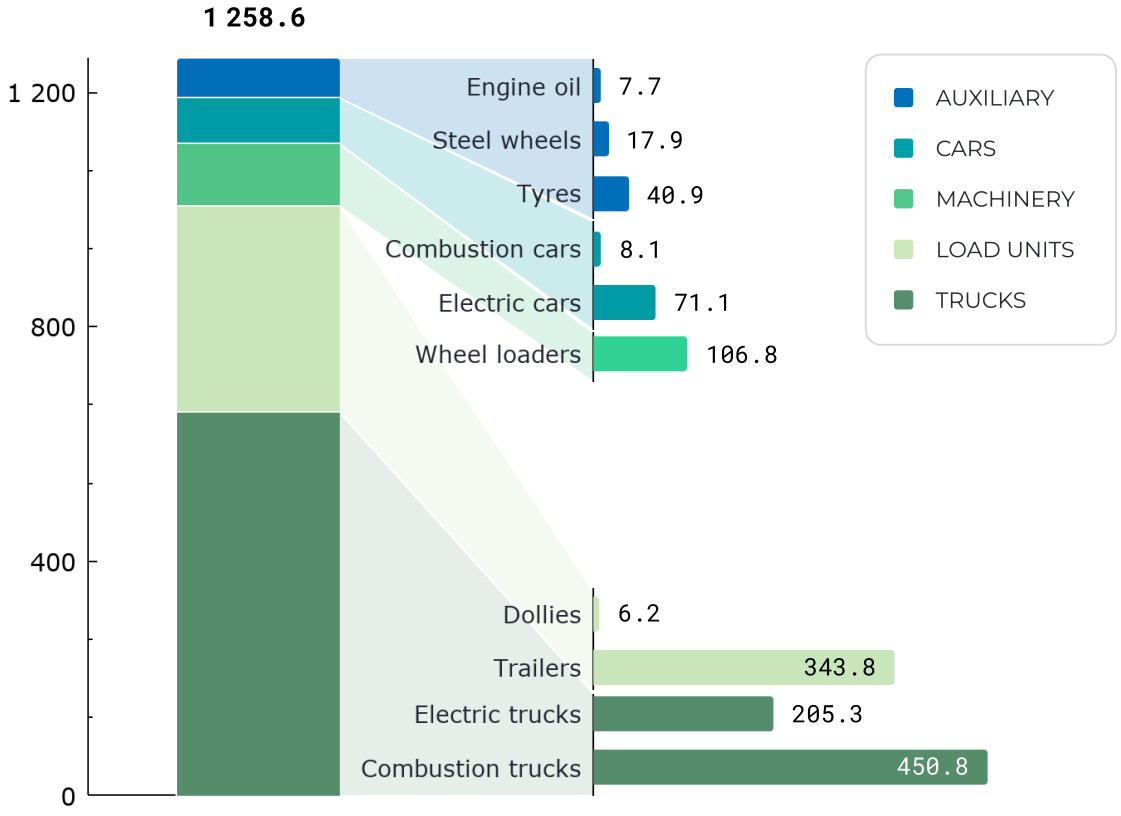
While biofuels like HVO help reduce emissions, they still carry a significant climate impact, particularly when considering the near-term effects of biogenic CO2. Over the medium to long term, transitioning to electric trucks will therefore be essential. Full electrification (using 100% renewable electricity) could cut fuel-related emissions by up to **3 850** tonnes CO2e (-**95**%).

3.4 VEHICLES

Emissions from the manufacturing of acquired vehicles and auxiliary products amounts to **1 258.6** tonnes CO2e, corresponding to **21.4%** of the company's total climate impact.

Vehicle production—from raw material extraction to final assembly—is highly emission-intensive. Ahréns Åkeri includes all procured vehicles, also covering load units and auxiliary products. Emissions for 2025 are broken down as follows:

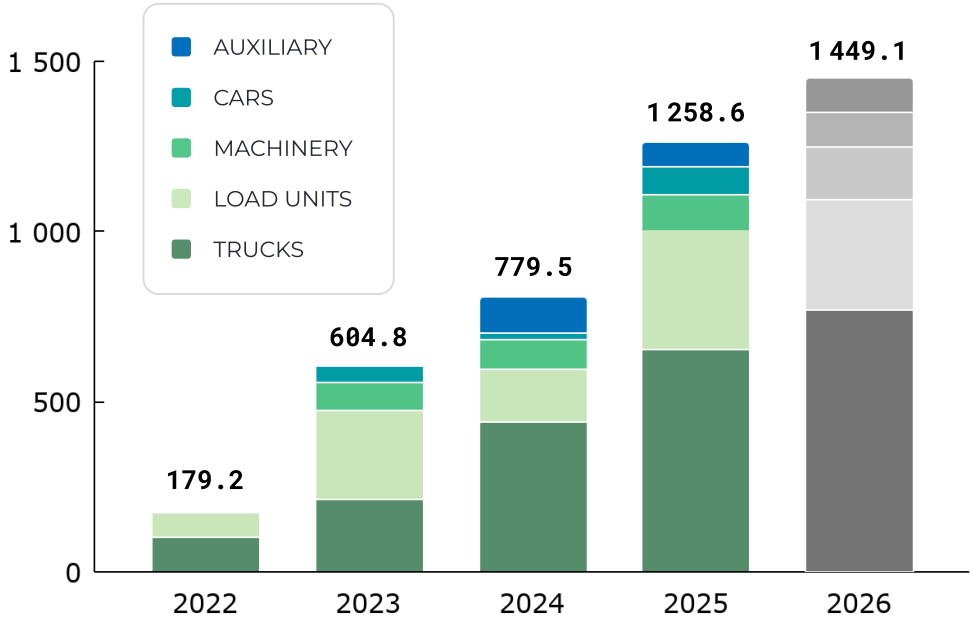
VEHICLES tonnes CO2e



As can be seen, trucks and trailers dominate vehicle-related emissions, together covering roughly 80%. While remaining categories only make up a small portion, they still have a significant impact in absolute terms.

It is also useful to examine how these emissions have evolved over time. The chart below shows emissions since 2022, along with a forecast for 2026.

VEHICLE EMISSIONS tonnes CO2e



Total vehicle-related emissions increased by nearly 500 tonnes CO2e between 2025 and 2024 (over 60%). It should, however, be noted that about 250 tonnes CO2e comes from investments in electric vehicles, which have a considerably higher impact during manufacturing but heavily reduce fuel-related emissions.

Most of the overall increase comes from the purchase of trucks and load units (primarily trailers). This kind of fluctuation is typical with vehicle procurement, as the number bought can vary from year to year.

However, the overall trend suggests that investments in new vehicles increase each year, which is seen in the 2026 forecast.

To lower the climate impact from this category, the following recommendations may contribute:

Low-impact vehicle procurement
Incorporating climate criteria in vehicle procurement can significantly reduce manufacturing emissions. By selecting models with lower embodied emissions, higher recycled material content, or suppliers with low-carbon production processes, the climate impact of new vehicles can typically be reduced by roughly **10–40%** or more depending on the manufacturer.

Supplier engagement
Requesting life cycle assessments for specific vehicles from manufacturers promotes more precise calculations. This is another key initiative for Ahréns Åkeri that encourages suppliers to develop and offer vehicles with a lower carbon footprint.

Electrification synergies & trade-offs
Focusing on reducing vehicle manufacturing emissions is crucial. However, high initial impacts can result in reduced emissions in other categories. One notable example is electric vehicles, with initially higher emissions due to battery production, but leading to a significantly decreased fuel-related impact.

Second-life electric vehicles
Sourcing refurbished or second-hand electric trucks can significantly reduce emissions compared to manufacturing new vehicles. Battery refurbishment can extend electric truck lifetimes while avoiding a significant share of the emissions from producing new vehicles (estimated up to **50–70%**). This represents a potential decarbonization lever as Ahréns Åkeri expands its electric vehicle fleet.

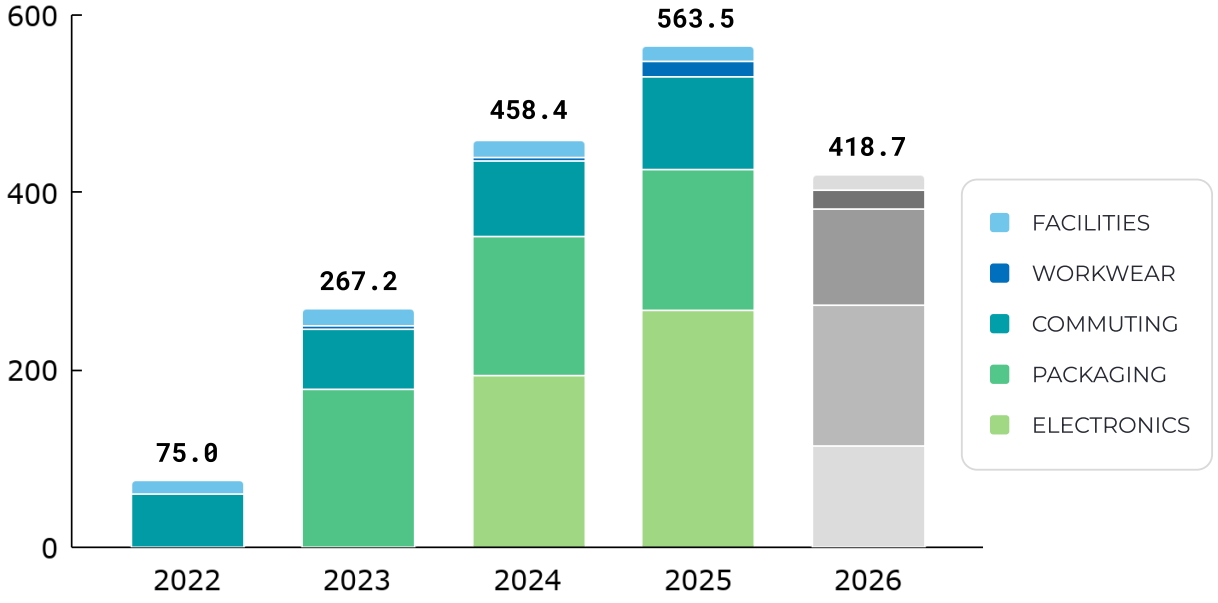
3.5 MINOR SOURCES

Remaining emission sources together cover about **9.6%** of the total carbon footprint, equivalent to **563.5** tonnes CO2e.

Beyond **Fuel** and **Vehicles**, Ahréns Åkeri reports emissions from several other activities. While these contribute significantly less to overall emissions, comprehensive reporting is essential for transparency and credibility. In addition, targeted actions could meaningfully lower total impact over time.

The chart below shows how these emissions have evolved, along with a forecast for 2026:

MINOR EMISSION SOURCES tonnes CO2e



Below is an assessment for each minor emission source:

Electronics-related emissions increased significantly in 2025, rising by 72.5 tonnes CO2e compared to 2024. However, both years reflect major investments in energy infrastructure expected to support reductions in other emission sources over time. As these investments are completed, emissions from this category are expected to decline. Extending equipment lifespan through maintenance remains important, while sourcing lower-impact solar panels could reduce electronics-related emissions by at least **15%**.

Packaging-related emissions remained relatively stable throughout the reporting period. More than 60% of these emissions are linked to absorbents used for oil spills and similar applications, making this the category's clearest reduction opportunity going forward. Transitioning to lower-impact alternatives could potentially reduce packaging-related emissions up to an estimated **50%**.

Commuting emissions increased by **18.9** tonnes CO2e during 2024 compared to 2025. This was mainly driven by workforce growth and the widespread use of diesel-powered passenger cars. Replacing diesel with HVO could reduce these emissions by approximately **68%**, highlighting fuel choice as one of the company's clearest opportunities for reducing commuting-related emissions. Incentives for lower-emission options — such as public transport, cycling, EVs or HVO — may further support this transition.

Facilities-related emissions are primarily linked to energy use and waste collection at the company's logistics terminal. Since the terminal operates on 100% fossil-free electricity with guarantees of origin, emissions in this category remain relatively low. The increase in 2024 was mainly driven by higher electricity consumption and expanded reporting coverage. Ongoing solar installations are expected to further reduce emissions over time.

4. Climate strategy

Having outlined the carbon footprint, it is now time to do something about it. This chapter follows up the climate targets of Ahréns Åkeri AB and provides strategic recommendations.

AHRÉNS ÅKERI AB has increased overall emissions between 2024 and 2025, even if only comparing the same emission sources between years. Still, improvements during 2025 have contributed to keeping emissions lower than they otherwise would have been..

This part of the report will start out with a follow-up on the climate target set between 2022–2030 and consider a forecast for 2026.

After that, the action points identified for each emission-causing activity in the carbon footprint will be summed up to reveal reduction potential.

Taken together, this maps out the basis for the ongoing decarbonization strategy of Ahréns Åkeri AB.

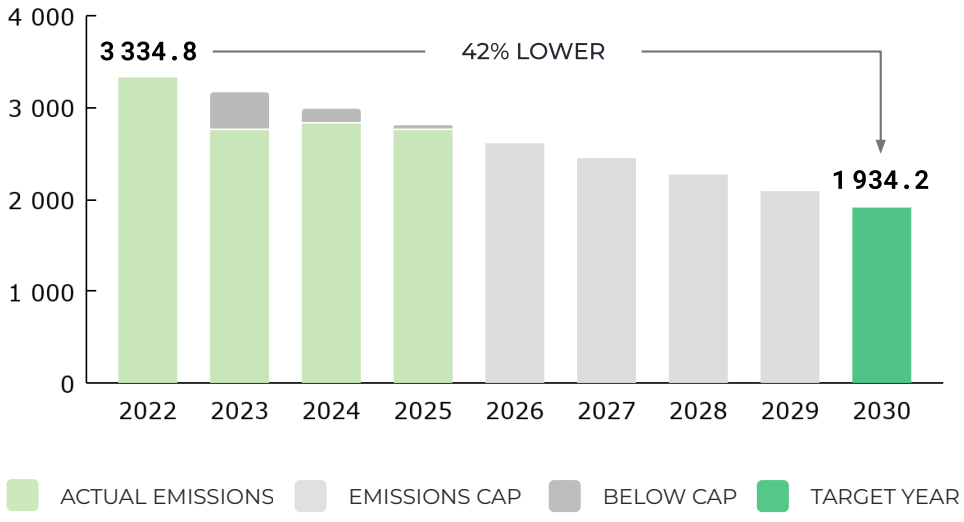
4.1 TARGETS

Ahréns Åkeri AB has committed to reducing direct emissions from purchased fuel by **42%** between 2022 and 2030.

The company set this goal through the Science Based Targets initiative (SBTi), aiming to lower direct fuel-related emissions from 3 334.8 tonnes CO2e to 1 934.2 tonnes CO2e within 8 years.

The significant ongoing increase in biofuel usage, continuing in 2025, has kept emissions below the target cap. Despite a slight increase in 2024, the company surpassed its 2025 emissions cap by 40 tonnes CO2e, achieving a 16.9% reduction—exceeding the planned 15.8%—compared to the 2022 base year:

CLIMATE TARGET PROGRESS tonnes CO2e



THE REDUCTION TARGET encompasses emissions from combustion reported under Fuel. Under the Greenhouse Gas Protocol classification, this corresponds to Scope 1.

Since Ahréns Åkeri AB follows the market-based approach and already uses 100% renewable energy, the Scope 2 emissions are reported as zero and exempt from the target. All energy-related emissions within Facilities are instead part of Scope 3.

Reaching a 42% lower carbon footprint by the end of 2030 equals an annual linear reduction rate of about 5.3%. This is in line with the 1.5 degrees pathway of the Paris Agreement.

Meanwhile, Ahréns Åkeri AB is committed to calculating and reporting other relevant Scope 3 categories in the GHG inventory. This is also evident from the addition of various business activities that have taken place each year.

4.2 ACTION PLAN

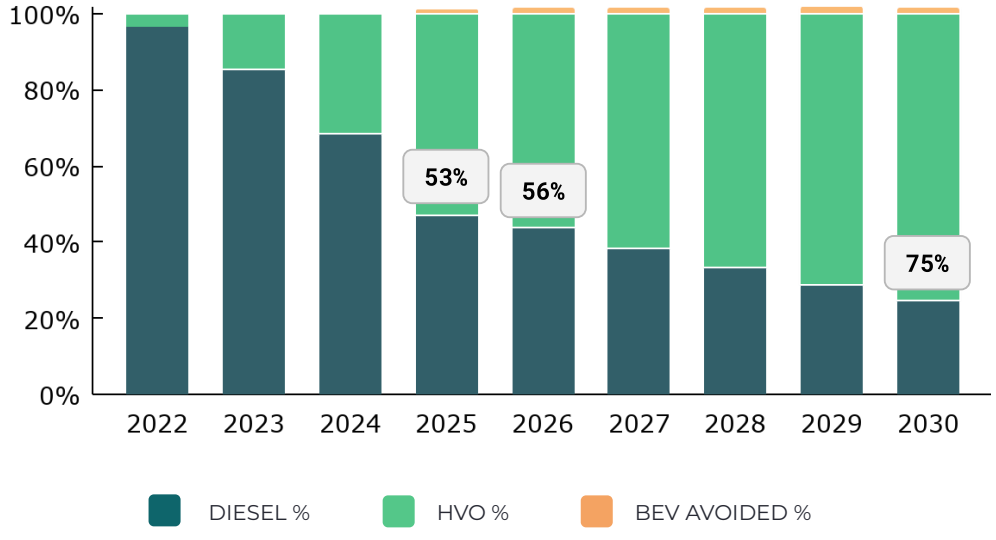
Achieving the target requires effective management. It revolves around strategic shifts that enable the business to continue operating while continuously lowering its impact.

The long-term climate strategy of Ahréns Åkeri is to decarbonize its truck fleet. Until at least 2030, this will primarily involve transitioning from diesel to HVO.

At the same time, electric trucks (BEVs) will be introduced where feasible, reducing fuel consumption and emissions.

The roadmap shows the required mix of diesel, HVO, and fuel savings from BEVs needed to reach the Scope 1 target. Percentage boxes highlight the share of HVO in selected years.

FUEL DECARBONIZATION ROADMAP



As the roadmap indicates, HVO must account for approximately 3% more of total fuel consumption in 2026 to stay on track with the target, assuming total volumes continue to increase.

The projection to 2030 assumes that more battery-electric trucks (BEVs) will be gradually introduced into the fleet. However, even with BEVs in operation, they will not be a sufficient short-term solution until they make up a significantly larger share of the fleet.

That said, it is estimated that over 50 tonnes of CO2e were avoided by replacing diesel-based freight with BEVs, thereby contributing to reaching the target cap for 2025.

This highlights that, in the near term, progress remains highly dependent on continued increases in HVO usage, while electrification becomes more impactful over time.

By 2030, HVO usage will need to reach nearly 75%, based on the current biofuel reduction mandate for diesel and the increasing fuel consumption trend.

About the forecast

Fuel consumption is expected to continue rising, following trends observed in recent years. Emission projections assume a regulated 10% share of biofuel in the standard diesel blend.

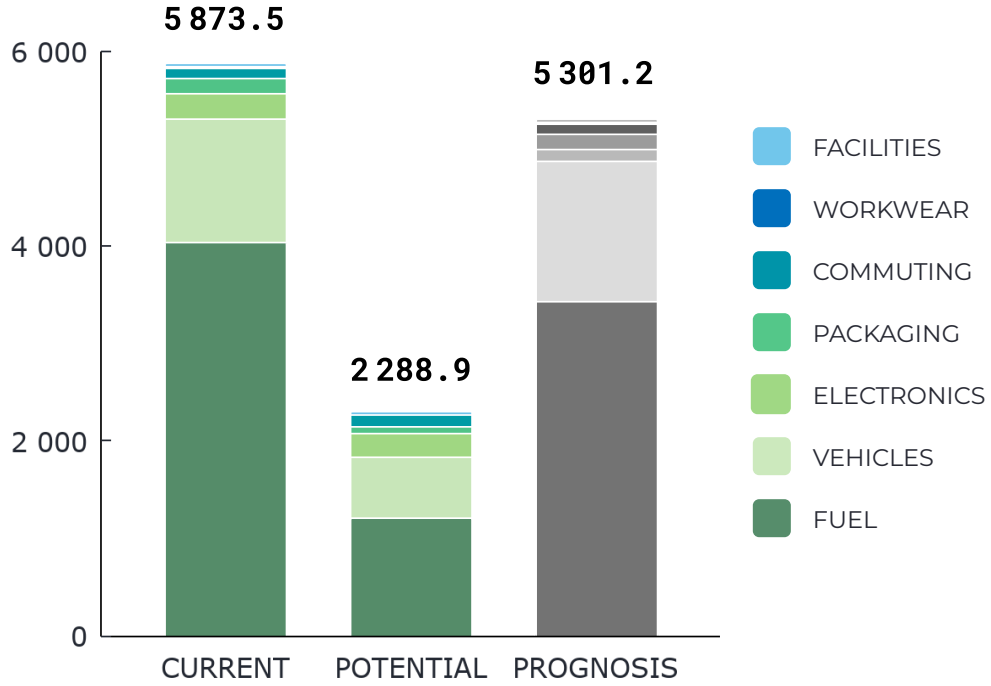
4.3 SCENARIOS

In addition to the current climate strategy and action plan, it is crucial to continuously pursue improvements. This section highlights key efforts that can drive further progress.

Based on some of the key actions identified in this report, it is possible to illustrate a potential state of where 2025 emission could have looked like if these actions were already implemented. Likewise, what 2026 might turn out to be if no changes are made.

While all the actions may not be feasible at this point, it provides a clear indication of how much lower the climate impact could be.

SCENARIO ANALYSIS tonnes CO2e



The "**Potential**" scenario reflects a 60% emissions reduction, primarily by replacing all diesel with HVO and expanding the BEV fleet[1]. While ambitious, it highlights the transformative impact of key actions.

In contrast, the "**Prognosis**" scenario projects a 9.7% overall decrease by 2026. However, this assumes a major increase of HVO from the current 53% up to 64%. If the share of biofuel remains the same as in 2025, emissions are instead expected to increase.

Beyond fuel, emissions can be further reduced by prioritizing refurbished vehicles and lower-impact manufacturing. Implementing such procurement practices would cut 2025 emissions by over 50%, while the forecast estimates an increase for 2026.

Overall, strong supplier engagement is key—setting clear sustainability demands and requesting Environmental Product Declarations (EPDs) or similar documentation will drive progress. The same approach applies to emission sources such as electronic equipment and packaging materials.

[1] Fuel: switching to HVO and increasing the share of BEVs. Vehicles: increased use of recycled materials and refurbished trucks and batteries. Electronics: sourcing EU-produced solar panels. Packaging: switching to bio-based alternatives. Commuting: partial shift from diesel to HVO.

5. Climate projects

While reducing emissions remains the top priority, companies also have a role in addressing their historical emissions, which cannot be undone. One effective way to contribute is by financing climate projects.

CLIMATE PROJECTS play a crucial role in reducing emissions beyond the company's own value chain. By supporting high-quality, third-party verified projects, businesses can make a real and measurable impact.

Currently, Ahréns Åkeri AB is not financing any climate projects. While covering 100% of the carbon footprint may not be feasible, it is recommended that the company contributes to financing a portion of its total emissions.

6. Calculations

Understanding and managing the climate impact is the most important part. But being transparent about how calculations were made (and in what ways they can improve) is essential to credible reporting.

THE GREENHOUSE GAS PROTOCOL is the world-leading standard for companies disclosing their GHG emissions. It establishes a framework for how to consistently measure and categorize the carbon footprint of companies.

This chapter delves into how the guidelines have been applied to measure the impact of Ahréns Åkeri AB presented in this report.

A note on precision

It is worth noting that the accuracy of calculations relies on the data quality provided by the reporting company. More detailed and specific information enhances precision. Beyond this, the availability of precise emission factors can serve as a limitation.

Taken together, this means that the calculations are as precise as the underlying data permits. As such, the result is primarily intended as an estimated overview of the company's climate impact, rather than an exact measurement.

6.1 PRINCIPLES

The Greenhouse Gas Protocol puts forward five core principles that have guided the work behind this report. Together they safeguard credible, factual and objective climate impact measurements.

Relevance
To allow for smart decision-making, included emission sources have to mirror relevant parts of the company's operations. This is ensured by in-depth communication with the responsible staff, who have the best insight into company activities.

Completeness
All applicable emission sources must be accounted for, and any exclusions need to be justified. To aid in this, continuous dialogue and structured forms are used to identify relevant activities.

Consistency
Following up the calculations over time requires systematically applied and carefully documented methods. This report details all the work behind it to facilitate continuity and comparability.

Transparency
Credible reporting warrants clear descriptions of how the calculations have been carried out. This report explicitly lists any assumptions or limitations, and provides appropriate references.

Accuracy
To fulfill its function as a basis for decision-making, calculations must be precise enough to be credible. This means consciously avoiding under- or overestimations and using the latest available data. This minimizes uncertainty to the extent possible.

6.2 BOUNDARY

In line with the Greenhouse Gas Protocol, companies need to define system boundaries. These are needed to determine what should be included in the GHG inventory.

Setting an organizational boundary is about establishing the company's extent of responsibility for emissions. In other words, it draws a line for where the carbon footprint of Ahréns Åkeri AB ends, and where others' responsibilities begin.

Different so-called 'consolidation approaches' can be used. Put simply, the choice depends on whether the company is a majority owner in another organization or not.

Considering that Ahréns Åkeri AB is a wholly owned company with no subsidiaries of its own, the latter (an '**operational control approach**') was deemed applicable.

This means that the company can take full ownership of all emissions that it can directly influence and reduce.

6.3 SCOPES

Within the Greenhouse Gas Protocol, emissions are divided into three different scopes. These demarcate the company's direct and indirect climate impact. This section summarizes included emission-causing activities.

So far, the report has categorized the carbon footprint of Ahréns Åkeri AB based on its actual activities. But for external reporting it is important to use the classification of the GHG Protocol.

This section describes the level of inclusion and exclusion for relevant emission sources within the standard:

Scope 1
Direct emissions from mobile or stationary assets used by the company are reported in Scope 1. For Ahréns Åkeri AB, it revolves around emissions from fuel combustion in the truck fleet.

Scope 2
Energy purchased by the company indirectly causes emissions while being generated, which is disclosed in Scope 2. Ahréns Åkeri AB reports emissions from purchased electricity.

Scope 3
All other types of indirect emissions arising throughout the company's value chain are attributed to Scope 3. Up to 15 different categories can be reported here.

Emission source	Inclusion
Scope 1	
Mobile combustion	INCLUDED
Stationary combustion	NOT APPLICABLE
Fugitive emissions	NOT APPLICABLE
Process emissions	NOT APPLICABLE
Scope 2	
Electricity	INCLUDED
Heating	NOT APPLICABLE
Cooling	NOT APPLICABLE
Gas	NOT APPLICABLE
Steam	NOT APPLICABLE
Scope 3	
Purchased goods & services	INCLUDED
Capital goods	INCLUDED
Production of energy carriers	INCLUDED
Upstream transportation & distribution	NOT APPLICABLE
Waste generated in operations	INCLUDED
Business travel	NOT APPLICABLE
Employee commuting	INCLUDED
Upstream leased assets	INCLUDED
Downstream transportation & distribution	NOT APPLICABLE
Processing of sold products	NOT APPLICABLE
Use of sold products	INCLUDED
End-of-life treatment of sold products	NOT APPLICABLE
Downstream leased assets	INCLUDED
Franchises	NOT APPLICABLE
Investments	NOT APPLICABLE

6.4 METHOD

Accurate and transparent calculations are key to continuous improvement. This section outlines the methodology used to assess the carbon footprint of Ahréns Åkeri AB.

The following table details the data collection and calculation approaches for each reported activity, including:

- Activity data
- Emission factors
- Method updates or changes
- Assumptions and exclusions
- Suggestions for improvement
- Sources

This information ensures result accuracy and validity while also guiding the company in enhancing data quality over time.

Activity	Scope	Activity data	Emission factors	Source(s)[2]	Quality
FUEL	1 3.3	Volumes of purchased fuel per type, metered power consumption for electric vehicles.	Average national emissions per fuel type. Electric vehicles charged with renewable energy.	SEA 2025, SEPA 2025, DESNZ 2025	Requesting a breakdown of well-to-tank and tank-to-wheel emissions from the fuel supplier may improve accuracy.
VEHICLES	3.1 3.2 3.8	Number of vehicles or equipment, including technical specifications, and volumes of lubricants. Leasing periods in applicable cases.	Emissions primarily based on supplier-specific factors, calibrated according to technical specifications. Where available, product-specific factors were used.	LCAs 2021-2025	Requesting vehicle-specific LCAs from suppliers may improve accuracy.
PACKAGING	3.1	Number of purchased products and weight per product	Product-specific emissions.	LCAs 2025	
COMMUTING	3.7	Yearly commuting distance per mode of transport. 70% response rate extrapolated to 100%.	Average national or regional emissions per transport and fuel type.	SEPA 2025	Increasing response rate will reduce uncertainty due to extrapolation.
ELECTRONICS	3.2	Units per equipment type.	Product-specific emissions or extrapolations based on similar products and weight/ dimension.	LCAs 2020-2025	Requesting product-specific LCAs for products without any will improve accuracy.
WORKWEAR	3.1	Number and weight of purchased products.	Product-specific factors where applicable, otherwise suitable average data per unit.	LCAs 2021-2025	Requesting product-specific LCAs from suppliers will improve accuracy.
FACILITIES	2 3.3 3.5	Electricity: total energy consumption. Waste: mass per waste type.	Average data for renewables on Nordic market, location-based on Nordic grid, and waste collection services.	AIB 2025, DESNZ 2025	Requesting supplier-specific data for energy certificates and fuel composition for waste transports will improve accuracy.

[2] DESNZ – UK Department of Energy Security & Net Zero; LCAs – Life Cycle Assessments; AIB – Association of Issuance Bodies; SEPA – Swedish Environmental Protection Agency; SEA – Swedish Energy Agency.

6.5 METRICS

Climate impact is measured using the unit of carbon dioxide equivalents (CO2e). Different greenhouse gases are combined in one single metric based on their global warming potential (GWP).

The *Intergovernmental Panel on Climate Change* (IPCC) continuously puts forward updated GWPs based on new research. These are reported in every new Assessment Report (AR).

The table below summarizes the GWP according to the three most common GHGs (and the only ones relevant for this report)[3]:

GREENHOUSE GAS	AR5	AR6
Carbon dioxide (CO2)	1	1
Methane (CH4)	28	27
Nitrous oxide (N2O)	265	273

The vast majority of emissions in this report are based on AR5. A small subset of product-specific emission factors are potentially based on the more recent AR6.

[3] Disaggregated reporting of individual GHGs is deemed irrelevant for the activities of the company but is available upon request.

7. Disclosure

For external reporting purposes, this final chapter presents the division of emissions according to included standards.

AHRÉNS ÅKERI AB currently discloses its climate-related impact according to the following standards:

(1) Greenhouse Gas Protocol
(2) Global Reporting Initiative (GRI).

As such, the reporting is also compatible with a number of other reporting frameworks, including the VSME.

7.1 GREENHOUSE GAS PROTOCOL

Ahréns Åkeri AB reports emissions according to the GHG Protocol:[4]

Emission sources (tCO2e)	2025	2024	2023	2022
Scope 1	**2 769.6**	**2 847.1**	**2 762.0**	**3 334.8**
Diesel	2 731.3	2 823.8	2 751.8	3 323.2
HVO100	38.3	23.3	10.2	11.6
Scope 2	**0.0**	**0.0**	**0.0**	**0.0**
Renewable electricity	0.0	0.0	0.0	0.0
Internal EV charging	0.0	0.0	0.0	-
Scope 3	**3 103.9**	**2 313.8**	**1 779.7**	**1 217.3**
Purchased goods & services	243.8	*233.8*	*182.6*	-
Capital goods	1 397.9	*877.7*	*599.4*	*176.6*
Production of energy carriers	1 292.3	*1 087.9*	*918.3*	*974.0*
Waste	1.6	1.9	*2.4*	-
Employee commuting	103.8	84.9	68.1	60.7
Upstream leased assets	61.7	*23.3*	*5.4*	*2.6*
Use of sold products	0.4	*0.7*	*0.2*	-
Downstream leased assets	2.5	*3.7*	*3.3*	*3.4*
Total	**5 873.5**	**5 160.9**	**4 541.7**	**4 552.1**
Previous total		5 497.6	4 394.3	4 367.2
Energy (Scope 2)				
Market-based	0.0	0.0	0.0	0.0
Location-based	8.6	*8.4*	*10.1*	*18.3*
Outside of scopes				
Biogenic CO2	3 038.8	*1551.2*	1 504.5	1 329.8

[4] Italicized numbers indicate recalculated values, triggered by methodological enhancement and any significant changes from previously reported values (at least +/- 3%).

SCOPE 1	Quantity	Unit	tCO2e	Share
Mobile combustion			**2 769.6**	**47.2%**
Diesel	1,055	m3	2 731.3	46.5%
HVO100	1,185	m3	38.3	0.7%

SCOPE 2	Quantity	Unit	tCO2e	Share
Electricity			**0.0**	**0.0%**
Renewable electricity	507	MWh	0.0	0.0%
Internal EV charging	83	MWh	0.0	0.0%

SCOPE 3	Quantity	Unit	tCO2e	Share
Purchased goods & services			**243.8**	**4.2%**
PACKAGING				
Absorbents	30	tonnes	98.2	1.7%
Protective Packaging	14	tonnes	35.6	0.6%
Containers & Packaging	33	tonnes	22.6	0.4%
Cargo Securing	1	tonnes	2.8	< 0.1%
Protective Packaging	67	kg	0.2	< 0.1%
Tapes & Closures	112	kg	0.4	< 0.1%
Labels & Marking	54	kg	0.2	< 0.1%
VEHICLE AUXILIARY				
Tyres	153	items	40.9	0.7%
Rims	126	items	17.9	0.3%
Lubricants	4	m3	7.7	0.1%
CLOTHING				
Workwear	5	tonnes	17.3	0.3%
Capital goods			**1,397.9**	**23.8%**
VEHICLES				
Passenger car	1	vehicles	17.5	0.3%
Truck	21	vehicles	656.2	11.2%
Trailer	17	vehicles	343.8	5.9%
Wheel loader	1	vehicles	106.8	1.8%
Dolly	1	vehicles	6.2	0.1%

ELECTRONICS				
Solar panel	886	items	175.3	3.0%
Solar inverter	6	items	10.7	0.2%
Battery system	1	items	81.4	1.4%
Production of energy carriers			**1,292.3**	**22.0%**
Diesel	6,463	m3	672.1	11.4%
HVO100	3,416	m3	608.0	10.4%
Renewable electricity	507	MWh	10.5	0.2%
Internal EV Charging	83	MWh	1.7	< 0.1%
Waste			**1.6**	**< 0.1%**
Waste collection	333	tonnes	1.6	< 0.1%
Commuting			**103.8**	**1.8%**
E-bike	5,098	pkm	0.0	< 0.1%
Rail	10,197	pkm	0.1	< 0.1%
Bus	11,726	pkm	0.3	< 0.1%
Gasoline	185,581	pkm	31.5	0.5%
PHEV Gasoline	16,824	pkm	1.5	< 0.1%
Diesel	375,239	pkm	68.9	1.2%
PHEV Diesel	9,687	pkm	1.0	< 0.1%
Electric	76,475	pkm	0.5	< 0.1%
Upstream leased assets			**61.7**	**1.1%**
Passenger car	132	months	61.7	1.1%
Use of sold products			**0.4**	**< 0.1%**
Public EV charging	4	MWh	0.4	< 0.1%
Downstream leased assets			**2.5**	**< 0.1%**
Tenant electricity use	151	MWh	2.5	< 0.1%

7.2 GLOBAL REPORTING INITIATIVE

GRI 302-1

Direct energy consumption	**GJ**
Diesel	37,741.1
HVO100	40,395.1

Indirect energy consumption	**GJ**
Renewable electricity	2,122.8

GRI 305

GRI 305-1 Direct GHG emissions	**tCO2e**
Scope 1	2 769.6

GRI 305-2 Energy indirect GHG emissions	**tCO2e**
Scope 2 (market-based)	0.0
Scope 2 (location-based)	8.6

GRI 305-3 Other indirect GHG emissions	**tCO2e**
Scope 3	3 103.9

GRI 305 Biogenic CO2 emissions	**tCO2e**
Scope 1	3,038.8
Scope 2 (market-based)	0.0
Scope 2 (location-based)	1.0

GRI 305-7 Emissions to air	**kg**
NOx	7,339.1
SO2	9.4
PM	96.1
VOC	217.1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