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# **About this report**

This sustainability report concerns Scandinavian Logistics Partners AB, corporate number 556492-6383 and Scandinavian Logistics Partners AS, corporate number 929 048 660, for the period 1 January - 31 December 2024.

The report reflects the issues that are material to our operations, which we have identified through our own analyses and surveys. We have based our preparation of this report on the GRI Core Standard and its principles to ensure that the content of the report is relevant. The standard has been a guide for the scope and content of the sustainability report. Basic data and statistics are taken from internal systems and processes and apply to our entire operations. The report has not been externally reviewed.

For further information and questions, please contact:

# Matilda Jarbin,

Chief Sustainability Growth Officer matilda.jarbin@scanlog.com

Scanlog's management team on an electric snowmobile at the top of Skenören in Funäsdalsfjället.

# Westinghouse Excellence Award

In October, Scanlog received the Westinghouse Excellence Award 2024. Scanlog has been a supplier to Westinghouse Electric Company for many years and we are very happy about this fine award.

# SOS Children's Villages

Scanlog is a proud ambassador for SOS Children's Villages. In the fall of 2024, Scanlog's Chairman of the Board Mathias Wideroth visited SOS Children's Villages' children's village and family strengthening program in Poland. Read more about our collaboration with SOS Children's Villages and the visit on page 28.

# Working time training

In 2024, Scanlog introduced working time training to promote physical activity and good health in the team. Read more on page 29.

# Reduced emissions per tonne-km: 30 %

Greenhouse gas emissions per tonne-km were reduced by 30% in 2024 compared to 2023. In total, greenhouse gas emissions decreased by 10% from the previous year.

# Launch of 100 % Fossil-Free Sea Freight

In February, Scanlog launched its new service: 100 % Fossil-Free Sea Freight.

Löfbergs was the first to purchase 100 % Fossil-Free Sea Freight for all coffee beans shipped from South America and Africa to Sweden. Read more about it on page 21.

# Fossil-Free Freight for All Modes of Transport

2024 was a significant year when we were proud to announce that Scanlog can deliver fossil-free solutions for all modes of transport. Scanlog's main sustainability focus is to reduce greenhouse gas emissions from transport. Read more about Scanlog's sustainable transport on page 20.

# Our CEO has the floor

What you are now reading is our second sustainability report. By clearly reporting our actions and goals, I hope that you who read this find valuable insights and opportunities to collaborate with us to further reduce greenhouse gas emissions. Together we can make a difference and shape a world where sustainability is the foundation of all operations.

At a time when global uncertainty and geopolitical turbulence continue to affect supply chains, our commitment to Responsible Logistics with the highest quality, less environmental impact, cost-effectiveness and not least social responsibility feels right in the world we currently live in.

There is much we cannot influence, but what we can influence is all the transports we carry out. We can influence our customers, our suppliers and our employees to take greater responsibility for ensuring that transports are made as sustainable as possible. It is also completely in line with our climate pledge, to always choose the most environmentally friendly alternative if it is economically justifiable, which, to be honest, it almost always is.

We are proud to have pioneered climate offset for air freight back in 2019 and then with the introduction of sustainable aviation fuel (SAF) in 2023. This year we have taken another big step by launching 100% Fossil-Free Air Freight with a cost-effective solution where our customers pay market price for SAF, with no additional costs. In addition, we have made significant progress towards Fossil-Free Sea Transport, where several of our customers are now using 100% Fossil-Free Sea Freight that we launched last year.

So much fun has been had so far on our journey to becoming the sustainable company working with logistics, and there is even more fun to have in the coming years. We do it best together with you.

With love,

Mattias Ljungberg, CEO

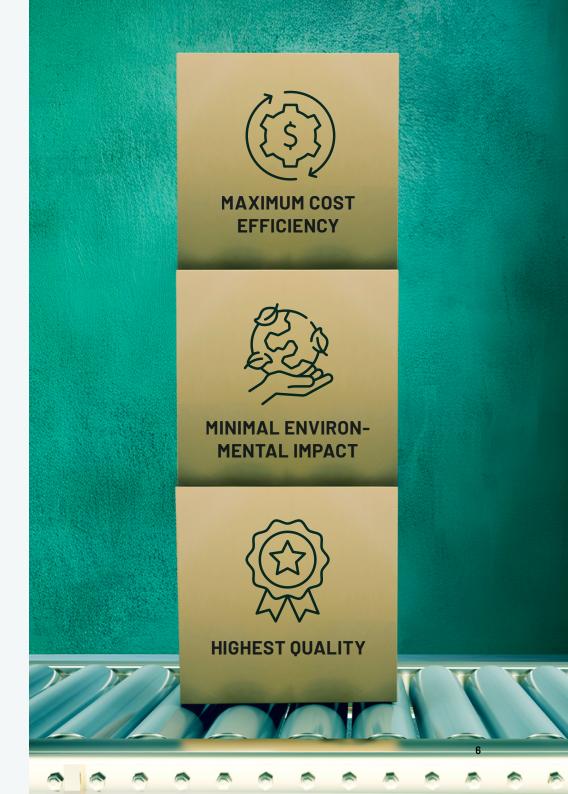


# **About Scanlog**

Scandinavian Logistics Partners (Scanlog) is an international logistics company spezialised in innovative, cross-border transport solutions via sea, road, rail and air with associated services.

Scanlog designs efficient complete door-to-door solutions all over the world. Our primary responsibility is to organize and carry out freight transport in a fast, safe and cost-effective manner. Each transport solution is adapted to the specific characteristics of the goods and the prevailing conditions to ensure an optimal and sustainable logistics process. Scanlog's responsibilities include physical flows, information flows and financial flows.

With offices in Sweden and Norway and a global network of partners, Scanlog has a strong presence worldwide. Scanlog was founded in 2013 with a clear ambition to build a logistics company with responsibility as its guiding principle. We take overall responsibility for our value chain, both upstream and downstream. Scanlog creates value for its customers, suppliers and employees by permeating the business with responsibility, manifested in the motto Responsible Logistics. For us, this means delivering transport services with maximum cost-efficiency, minimal negative environmental impact and the highest quality.



# Scanlog in numbers

CO-WORKERS

NET SALES
441 590 KSEK

**RESULT** 

**7322 KSEK** 

22 44 920 660 tonkm

stainability Reporting 2024

DISTANCE TRANSPORTED

86 319 923 km

CO2-EMISSIONS
21902 ton
6955 ton
CARBON OFFSET

# Our service offerings

Scanlog offers international transports with all modes of transport.
Regardless of the mode of transport,
Scanlog designs international doorto-door solutions with elements of
value-added services such as customs handling, control tower services
and IT services. With the team's
specialist knowledge and experience,
complete solutions are tailored to
each client's wishes and needs.
Fossil-free solutions can be offered
for all modes of transport.

Our three different service levels **Responsible**, **CARE** and **Extra CARE** are adapted to cover our customers' needs for both export and import to and from Scandinavia.

# **SEA**

Scanlog handles overseas transport between all continents and the Nordic countries, as well as short sea transport to and from southern and northern Europe. Our employees have extensive experience and high competence in sea freight, which means that we can handle both general cargo, container loads and unique project loads.

# ROAD

Scanlog strives to combine road transport in multimodal solutions together with sea and rail transport to generate as low a negative environmental impact as possible but also offers sustainable and flexible road transport door to door for both export and import goods to and from Scandinavia.

# ΔIR

Scanlog offers safe, efficient and tailor-made air freight transport worldwide for all types of goods.

Scanlog handles both export and import customs clearance on behalf of our customers, as well as other types of government contacts where applicable.

Scanlog is accredited by IATA, holds an AEO permit and is a security-approved freight agent by the Swedish Transport Agency.

# **MULTIMODAL SOLUTIONS**

By using different modes of transport for different parts of the transport, we can optimize efficiency and reduce both costs and environmental impact.

Scanlog is a leader in multimodal solutions with combined rail and road transport to and from Western and Southern Europe, where Scanlog operates the highest priority trains in Northern Europe. Within Europe, Scanlog also offers multimodal short sea solutions. See Scanlog's multimodal system on the map on pages 22-23.

# **DANGEROUS GOODS & SPECIAL PROJECTS**

Scanlog has knowledge in handling all types of dangerous and permit-requiring goods and extensive experience in the requirements for different types of transport modes and classes of dangerous goods, from explosives to radioactive materials. Several employees are trained and certified in handling dangerous goods air freight according to the DGR and sea freight in accordance with the IMDG code. Scanlog is also the exclusive ship broker for M/S Sigrid, one of the world's most advanced vessels for transporting radioactive materials and other types of highly demanding cargo.

# The Sustainability Manager has a say

# "In 2024, we focused more on sustainability in practice than ever before"

For those of us working with sustainability issues, 2024 has been a year marked by changes and implementations of several different EU directives, with the CSRD (Corporate Sustainability Reporting Directive) at the center. This regulation, despite entailing an extensive administrative workload, has a clear purpose: to strengthen transparency and ensure structured reporting of sustainability data. My biggest concern since the introduction of the CSRD has been that the administrative burden would risk crowding out the more innovative and business-developing aspects of sustainability work. However, I hope that this is only a transition phase and that the result of the increased transparency will in the long term lead to an increased willingness to invest in sustainable solutions.

For Scanlog, 2024 meant a clear transition from strategy to implementation. From words to action. Having launched our sustainability strategy in 2023, we have focused over the past year on putting it into practice by integrating it into our business plans. A crucial factor in this work is the commercial perspective –

convincing our customers of the value of choosing more sustainable transport solutions.

One of the biggest milestones of the year, and a personal highlight for me, was that we were the first company in our industry to launch a completely new and unique solution: 100% Fossil-Free Sea Freight. The fact that we managed to develop this service and that our customers showed courage by investing in fossil-free sea transport is something I am extremely proud of. The effects have reached far beyond our own business – the initiative has inspired other players in the industry to follow suit and offer similar solutions.

Now we are taking the next step. Our ambition is to establish fossil-free air freight with the same success while ensuring that we reach our goal of being fossil-free in the Nordic region by 2025.

We are in a time where sustainability development globally is facing resistance – both socially, economically and environmentally. Headlines about "backlash



for sustainability" are becoming increasingly common. But for us at Scanlog, sustainability has never been a trend, it is an integral part of our business model and the way we work. Regardless of how the world around us changes, we will continue to drive development towards a more sustainable logistics sector. And we know that we are not alone in this endeavour.

In the coming years, we will take yet another step and focus on sustainable growth. This means that we will grow significantly without increasing our negative impact on people and the environment. Our sustainable solutions will be a crucial part of that journey.

# Matilda Jarbin

Chief Sustainable Growth Officer

# Sustainability management

Scanlog's operations are governed by the company's ownership directive and corporate strategy, where sustainability constitutes a central and integrated part. The corporate strategy takes its starting point in the sustainability perspective and is based on the materiality analysis that identifies the most significant sustainability issues for the business and its stakeholders.

The board bears ultimate responsibility for Scanlog's active sustainability work in line with the company's strategy and ownership directive. The management team functions as the board's operational extension and is responsible for putting the strategy into practice. It is the management that makes decisions on goals, action plans, policies and resource allocation for sustainability work.

In 2023, Scanlog carried out a materiality analysis that formed the basis for the company's strategy. In order to meet the increased requirements of the EU's Corporate Sustainability Reporting Directive (CSRD), the analysis was updated in 2024 to a dual materiality analysis, where both the impact on the environment and financial risks and opportunities are taken into account. Although Scanlog as a company is not subject to the CSRD reporting requirements, the operations are indirectly affected by the fact that many of the company's



customers and the largest owner, Svenska Orient Line (SOL), are covered by the directive.

In 2024, SOL required Scanlog to conduct a dual materiality analysis according to the proposed methodology.

In February 2025, the EU Commission presented proposed regulatory relief that, if implemented, would mean that SOL would no longer be subject to the CSRD. SOL is awaiting further decisions, while Scanlog has chosen to retain the dual materiality analysis as a

strategic tool to ensure that the company can continue to meet the sustainability requirements of both its customers and its owners. The results of the analysis confirm that Scanlog's strategy is well-rooted in the most significant sustainability issues and is in line with the long-term direction of the operations.

In 2025, we will continue to work actively with the factors that are critical and actively incorporate them into our strategy.

# Results of the double materiality analysis (DMA)

### E1 Climate 1-3

- 1 Climate change opportunity
- 2 Climate change mitigation
- 3 Climate change Transition cost

### E2 Pollution 4-9

- 4 Energy
- 5 Air
- 6 Water
- 7 Soil
- 8 Living organisms
- 9 Substances of concern

### E3 Water and marine resources: 10-11

- 10 Water discharger in the ocean
- 11 Use of marine resources

# E4 Biodiversity and ecosystems: 12-15

- 12 Direct impact of biodiversity loss
- 13 Impacts on the state of species
- 14 Impacts on the extent and condition of ecosystem
- 15 Impacts and dependencies on ecosystem services

### E5 Resources & circular economy: 16-19

- 16 Resources inflows, including resource use
- 17 Resource outflows related to products and services
- 18 Waste
- 19 Working conditions positive

# S10wn workforce: 20-22

- 20 Working conditions
- 21 Equal treatment and opportunities for all
- 22 Other work related rights

### S2 Workers in the value chain 23-26

- 23 Working conditions
- 24 Working conditions positive
- 25 Equal treatment and opportunities for all
- 26 Other work related rights

### S3 Affected communities 27-29

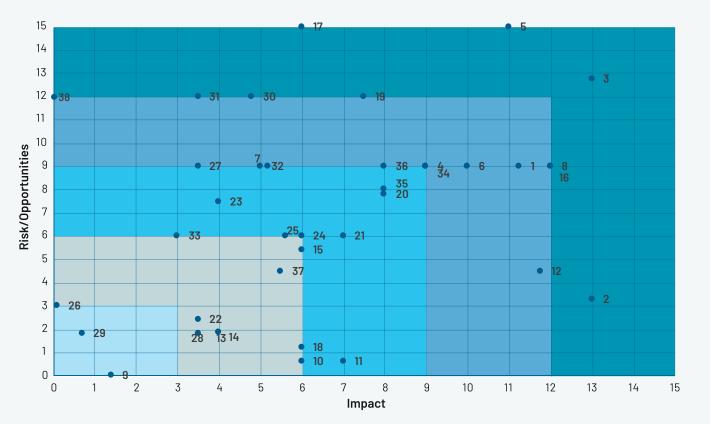
- 27 Communities economic, social and cultural rights positive
- 28 Communities civil and political rights
- 29 Particular rights of indigenous commuities

# S4 Consumres and end users 30

30 Information-related impacts for consumers and end users positive

# G1 Business Conduct 31-38

- 31 Corporate culture
- 32 Corporate culture positiv
- 33 Protection whistle blowers
- 34 Political engagement and lobbying activitites positive
- 35 Management of relationships with suppliers positive
- 36 Management of relationships with suppliers
- 37 Corruption and bribery
- 38 Wars/instabile economics, world trade

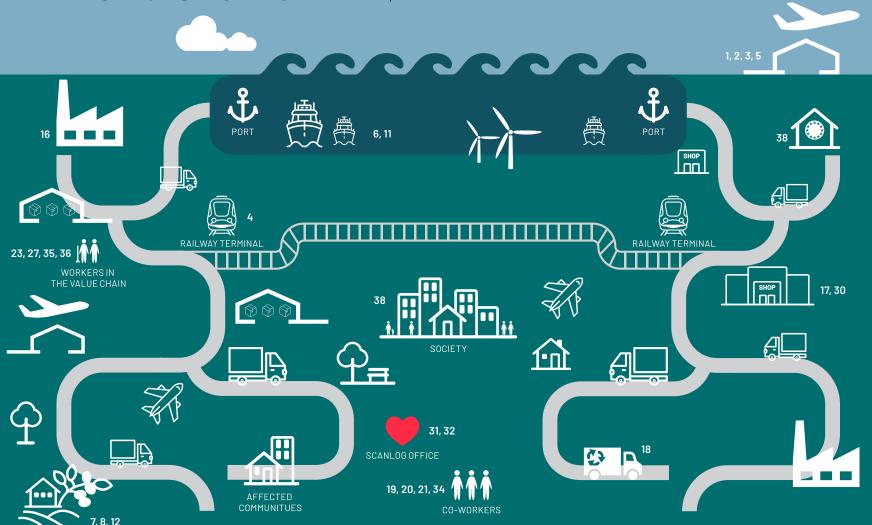


Minimal
Informative
Important
Significant
Critical 17, 5, 3, 2



# Scanlog's value chain

Scanlog's value chain extends across the globe and affects both humans and the environment in different ways. Our international transports have both positive and negative impact globally. The value chain is complex and is affected by several factors, including global trade, trade policy and tariffs, economic cycles, security policy situations, political conflicts and international policies. All factors that are classified as important, significant and critical based on our DMA are presented in the value chain.



### E1 Climate 1-3

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- 3 Climate change Transition cost

## E2 Pollution 4-9

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- 5 Air
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# Certifications, permits, memberships and partnerships

# ISO 14001 and 9001

Scanlog is certified according to ISO 9001 and ISO 14001. Our management system is one of our most important tools for creating a structure for routines, processes and follow-up.

# **Ecovadis Silver**

Scanlog is certified according to Ecovadis Silver. Ecovadis is a tool that supports us in assessing and managing sustainability methods within our supply chain. Scanlog is actively working in 2025 to achieve Ecovadis Gold in 2025.

# AE0 permit

Scanlog has had the EU AEO (Authorized Economic Operator) permit since its inception. The permit aims to contribute to increased security in the world and efficient and uniform customs handling in the EU. The AEO permit means that Scanlog's customers can be sure that their goods have been stored, loaded, handled and transported safely by authorized personnel.

# ΙΑΤΑ

An IATA license is an international accreditation by the International Air Transport Association (IATA) that means that we have the right to book international air freight directly with airlines, issue air waybills, and handle the freight according to IATA's global safety and quality standards. The license shows that we have the right expertise, financial stability, and meet high industry requirements. It strengthens both our credibility and efficiency, and provides better control over the transport chain and access to IATA's global systems and networks.

# Security Approval the Swedish Transport Agency

Security Approval from the Swedish Transport Agency confirms that Scanlog meets the security requirements and standards set by the Transportstyrelsen to ensure safety in the transport sector. This means that we have the right to perform specific

security-related tasks and services, such as handling dangerous goods and acting as a security-approved freight agent.

# **Smart Freight Centre**

In 2024, Scanlog became a member of the Smart Freight Centre (SFC). SFC is an international non-profit organization that focuses on reducing greenhouse gas emissions from freight transport. Among other things, SFC develops methodologies and frameworks for calculating emissions from transport.

# 2030 Secretariat

Scanlog is a partner of the 2030 Secretariat, an organization that works to ensure that Sweden reaches the goal of reducing the climate impact from Sweden's transport sector by 70 percent by 2030 compared to 2010. We are proud to be part of the 2030 Secretariat, which brings together partners in the areas that are central to the shift – Cars, Fuel and Behavior.

# **UN Global Compact**

As a member of the UN Global Compact, Scanlog signs the ten principles, works actively to ensure that they are fulfilled and reports annually on how the work of promoting the Global Compact principles in its operations is progressing. The principles are based on the UN Declaration of Human Rights, the ILO Declaration on Fundamental Principles and Rights at Work, the Rio Declaration on Environment and Development and the UN Convention against Corruption.

# SOS Children's Villages

Scanlog has supported SOS Children's Villages annually since its inception in 2013. We are a proud ambassador and partner company of SOS Children's Villages and annually donate money at Christmas, instead of buying Christmas presents for our customers. Through donations, we support "our" children's village in Siem Reap, Cambodia, financially, as well as various educational

Continuation Membership and collaborations

initiatives for children in Ukraine. Read more about our collaboration on page 28.

# UNHCR

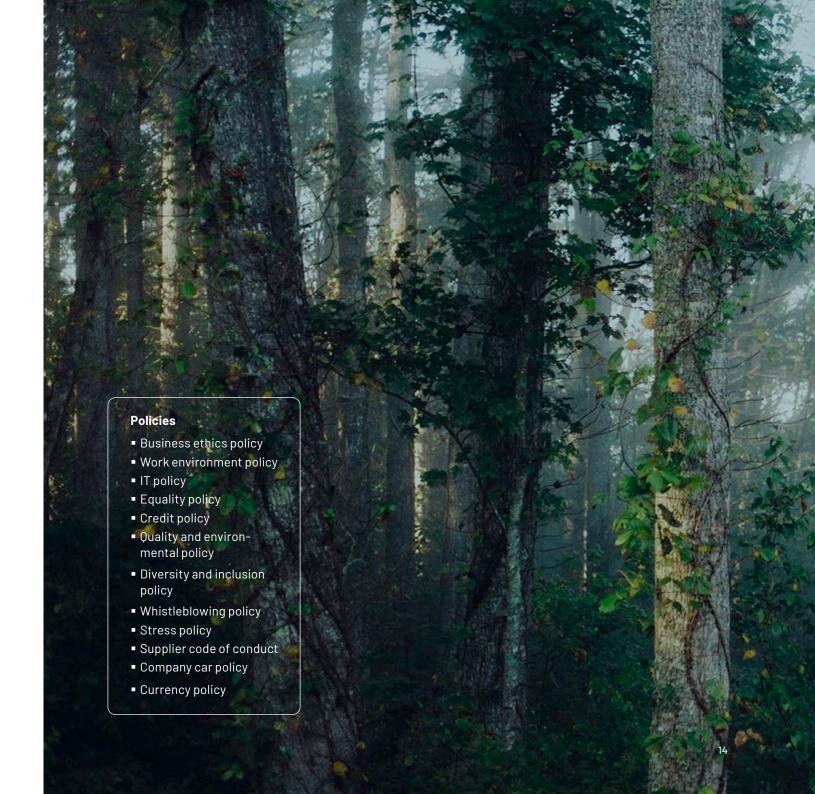
UNHCR is the UN refugee agency that helps people on the move with protection and supplies. UNHCR has been fighting to protect people on the move for 70 years. Since the full-scale invasion in Ukraine started in 2022, Scanlog has supported UNHCR and their work with education in Ukraine.

# **Ecotransit World**

EcoTransIT World is a tool for calculating energy consumption, carbon dioxide emissions and other environmental impacting factors from freight transport. It helps companies to analyze and compare transport alternatives based on their sustainability performance and supports decisions for more environmentally friendly logistics solutions. Scanlog uses EcotransIT World to calculate emissions from all transportations.

# LIU

Scanlog collaborates with Linköping University, both in the area of research as well as education. In 2024, Scanlog participated in a research project that deals with sustainable transport chains from a freight forwarder perspective.



# Strategy

The basis for Scanlog's strategy is divided into three areas: A sustainable business, Our climate pledge and A loving company.









These areas represent the company's work with economic, environmental and social sustainability. Each area has goals and action plans linked to it.

The strategy is the way forward for how Scanlog will move from being a logistics company that works with sustainability to a sustainable company that works with logistics.



Scanlog must run with profitability and good business ethics. We are honest and do not tolerate any forms of corruption, bribery or unethical business practices. All our suppliers and their sub-contractors should follow our Supplier Code of Conduct.

# Focus areas:

- Anti-corruption and good business ethics
- Profitability and growth









In all cases where it is economically justifiable, we will always choose the most climate-efficient alternative, regardless of whether it would be more economically profitable to choose another alternative with a higher negative climate footprint.

# Focus areas:

- Reducing greenhouse gas emissions
- Innovation and sustainable transport solutions

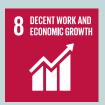


We know that we are dependent on the entire value chain and that we create the best solutions together. Our interaction with customers, suppliers and employees must be characterized by professionalism, accessibility and care. We are the loving company.

# Focus areas:

- Employee health and well-being
- Control and requirements in the supply chain





# Organization



Our co-workers are our most important asset. Scanlog has a corporate culture based on the equal value of all people and we strive to be an attractive employer. In order to understand how our co-workers feel and experience their work situation, we send out an anonymous survey to all every week. This is a pulse check that gives management the opportunity to continuously follow the trend of well-being in the workplace continuously.

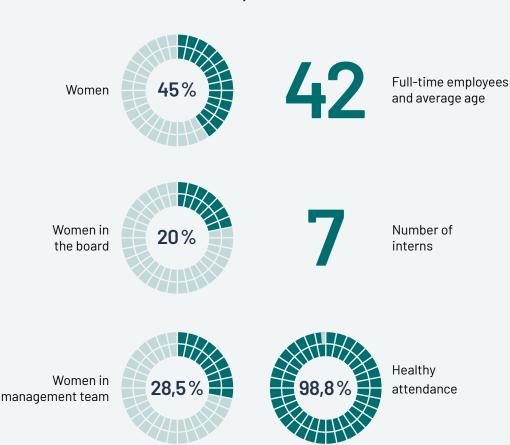
# 7.7 points out of 10 points

(response rate 67%)

An increase from 7.1 to 7.7 points from the previous year

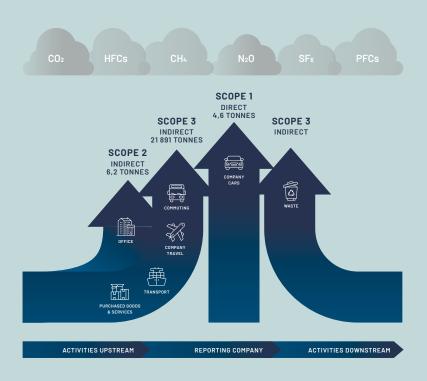
**ENPS: 14** 

(Industry index 12)



# Scanlog's climate impact

Scanlog annually compiles its emissions in a climate statement according to the Greenhouse Gas Protocol. Total greenhouse gas emissions were 21 902 tons CO<sub>2</sub> in 2024.



# Scope 1

Includes emissions from our own operations, which are generated from the company's company cars. All vehicles owned by Scanlog are currently hybrid or electric cars. According to the company's company car policy, all newly purchased vehicles must be electric cars from 2024.

# Scope 2

Includes emissions generated by electricity consumption, heating and cooling at our five offices. We consume renewable electricity in all offices and district heating in all offices except in Malmö, which uses biogas.

# Scope 3

Includes all emissions in our value chain. Scanlog's absolute largest emissions are generated in Scope 3, in the transports we carry out on behalf of our customers. Transport accounts for 99% of our total greenhouse gas emissions. The breakdown in Scope 3 is as illustrated here.

# Fossil-free business trips

For all business trips by air, Scanlog invested in Sustainable Aviation Fuel (SAF). This was implemented via an inset solution and is registered in the SAFc register. Scanlog investedin SAF equivalent to 32 tons of CO2 equivalents and represents a 100% reduction in greenhouse gases. Emissions from business travel were reduced by 70% in 2024 compared to 2023.

# **Beyond Value Chain Mitigation**

Beyond Value Chain Mitigation involves investments in measures that go beyond the traditional value chain to reduce negative effects, such as environmental impact or social risks.

Since 2019, Scanlog has been investing in climate-reducing measures outside the value chain, corresponding to emissions from its own operations (Scope 1 and Scope 2) as well as all emissions generated from air freight. In total, Scanlog financed climate actions via carbon offset corresponding to 6,955 tons of carbon equivalents in 2024.

Scanlog invests in development projects in collaboration with the leading climate project developer South Pole. The projects that Scanlog invests in are certified according to internationally recognized standards such as Gold Standard, VCS and CCBS (Climate & Community Biodiversity Standard). In 2024, Scanlog invested in a wind farm, Genneia Wind Projects, in Argentina.







# Sustainable transport solutions

99% of Scanlog's emissions are generated from transport we carry out for our customers. The most important sustainability work we do is to reduce emissions from these.

Scanlog works according to the motto **Analyze**, **Optimize**, **Reduce**, **Compensate**, in that order of priority. We reduce greenhouse gas emissions in four different ways:

Optimize flows – no empty cargo load carriers Change transport modes to a more climate-friendly alternative Offer customers fossil-free fuel

Close collaboration with suppliers who are at the forefront of technological development and innovation

# 100 % Fossil-Free Road Transport

Road transport is the transport mode that emits the most greenhouse gases overall in the world. Scanlog is actively working to move goods from road to rail and sea, in order to reduce climate impact. However, road transport has a very important role in multimodal and intermodal systems, as Scanlog offers all customers door-to-door deliveries.

To reduce emissions from road transport, Scanlog offers various fossil-free alternatives.

Scanlog offers all customers fossil-free fuels such as HVO, RME, biogas and electricity, where the supply varies depending on the region and the specific transport flows. All Scanlog's road transport is carried out with Euro class V or Euro class VI trucks.

Scanlog aims for all road transport in the Nordic region to be fossil-free by 2025.

# 100% Fossil-Free Air Freight

Air transport is the mode of transport that emits the most greenhouse gases per ton of goods. Air transport is however necessary for certain types of goods. The only alternative to traditional jet fuel on the market today is Sustainable Aviation Fuel (SAF). SAF is a collective name for fossil-free fuels produced from renewable raw materials and processes, such as biomass or waste. SAF emits about 70-90% less carbon dioxide than fossil aviation fuel, depending on the raw material. To achieve 100% fossil-free air freight, additional fuel is purchased so that the reduction reaches 100%.

Scanlog offers fossil-free air freight for all air transport, regardless of airline. Just like Scanlog's fossil-free sea freight, the service is based on so-called insets and the Book and claim mechanism\* and the fuel is used in accordance with the mass balance principle.

Scanlog purchases SAF on the international market where availability and price are most advantageous. All raw materials for the SAF that Scanlog buys are ISCC certified and approved as "Advanced biofuels" according to Annex 9 of the EU RED II Directive. All SAF that Scanlog buys is registered in the SAFc register, which is a public ledger with unit type codes to represent the characteristics of the SAF. The process is third-party verified.

# 100 % Fossil-Free Sea Freight

In 2024, Scanlog launched a new service: 100% Fossil-Free Sea Freight. The service is unique in its kind, partly because it is shipping line-neutral and can be used for all sea transports worldwide, and partly because it reduces greenhouse gas emissions by 100%. This is done by bunkering LBG (liquid biogas) in ships in Europe according to the mass balance principle. LBG is produced from manure from Europe and LBG is the biofuel with the highest emission reduction compared to fossil fuels, which means that it provides the greatest climate benefit.

Scanlog's 100% Fossil-Free Sea Freight refers to the reduction of greenhouse gas emissions through verified Maritime Carbon Insets with full additionality and traceability. Maritime Carbon Insets refers to the unique ownership right to claim a verified indirect emission reduction within the maritime value chain Book & Claim mechanism\*.

<sup>\*</sup>The Book & Claim mechanism is generated, transferred and used in accordance with the methodology for the transport sector specified by the Smart Freight Centre (SFC). The entire process is third-party verified.

# Multimodal Transport

By using different modes of transport for different parts of the transport, we can optimize efficiency and reduce costs in the supply chain. Within the EU, multimodal transport is seen as an important to reduce greenhouse gas emissions, which is also an important part of Scanlog's strategy to reduce the climate impact of transport. Scanlog's multimodal solutions are a cost-effective and more environmentally friendly way to transport goods where both CO<sub>2</sub> emissions and fossil energy consumption are significantly lower, compared to conventional land transport. By moving goods from road to sea or rail, we can reduce greenhouse gas emissions by 60 - 90%. See Scanlog's various multimodal systems on the map on page 22.

All Scanlog's multimodal systems are exclusive turnkey solutions where we use previously unused capacity in both ships, railway wagons, containers and trucks, which results in very affordable and environmentally efficient logistics solutions. All systems presented in this chapter are doorto-door solutions.

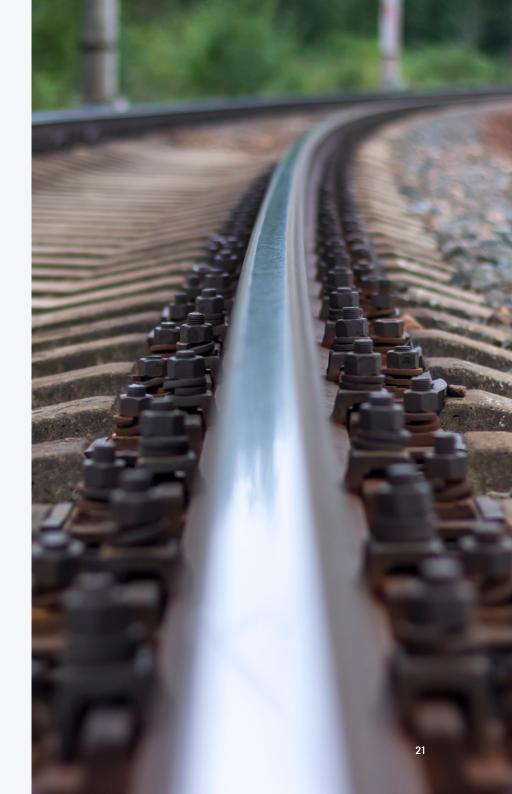
# Scandinavian Rail Shuttle (SRS)

Scandinavian Rail Shuttle (SRS) is Scanlog's most extensive rail system with daily departures from Ghent, Belgium to Sweden via terminals in Malmö and Hallsberg. The system is cost-effective for freight transport from France, Benelux and the Ruhr area.

Scanlog has designed the SRS system to utilize both rail wagons and trucks in existing systems, which would otherwise have been empty on the return journey. The system is based on AB Volvo's Train 8, where truck cabins are exported to Ghent and Scanlog fills the rail wagons with freight on the return journey. This train is one of Europe's highest priority trains. The system offers deliveries within 2-5 days and uses empty capacity for increased efficiency. Pick-up and distribution can be carried out fossilfree with HVO.

# **Italy Direct**

Italy Direct is Scanlog's multimodal rail solution from Treviso and Verona in Italy to Sweden and back. The rail transport from Treviso and Verona to Malmö is a private direct block train produced by TX-Logistik



# Continuation Multimodal Transport

on behalf of Green Cargo, which enables scheduled departures with high schedule integrity. With 2-3 departures per week and a transit time of 5 days, the system provides high schedule integrity.

By filling up the railway wagons on the return journey, we avoid running empty wagons, which reduces both  $CO_2$  emissions and fossil energy consumption and costs. Distribution is run with HVO or electricity.

# Scandinavian Short Sea Shuttle (SSS)

Scandinavian Short Sea Shuttle is a short sea solution for freight between Gothenburg in Sweden and Zeebrugge in Belgium.

The system is based on Stora Enso's SECU container logistics system for paper exports and otherwise utilizes empty capacity in ships, containers and trucks. Stora Enso Cargo Unit (SECU) is a load carrier in Stora Enso's BasePortSystem, also known as NETSS (North European Transport Supply System). A SECU looks like a regular ISO container but is about one meter higher and wider, which means that they cannot be transported by traditional trucks. Transporting SECUs requires specially adapted ships, rail cars and port facilities.

Deliveries are made with high precision within 5-7 days and the transport is fossil-free door-to-door.

# Scandinavian Polar Shuttle (SPS)

Scandinavian Polar Shuttle (SPS) is a flexible, comprehensive system based on sea transport from northern Sweden and Finland to the continent, with a lead time of 5–15 days and high delivery reliability.

Scanlog transports southbound cargo from Skelleftehamn and Oulu and northbound cargo to Skelleftehamn, Kemi and Oulu. The goods are transported from and to our consolidation terminals in Lübeck, Zeebrugge, Antwerp and Tilbury. Transport to and from port is run on biogas or HVO. Just like Scanlog's SSS system, this system is based on SCANDINAVIAN Stora Enso's SECU container logistics system for paper POLAR SHUTTLE export. SECU containers are used in the northbound 1sailing/week direction. TPPU cassettes are used in the southbound direction. They are suitable for long goods and goods Jordbro that need to be loaded or unloaded from above. Our goods are mainly transported on Wallenius Sol's vessels Botnia and Baltic Enabler. The vessels have the highest ice class SCANDINAVIAN SHORT SEA SHUTTLE and are powered by LNG. 5 sailings/week **AUSTRIA DIRECT** SCANDINAVIAN RAIL SHUTTI F 2 trains/week 8 trains/week **ITALY DIRECT** 3 trains/week

# Sustainability in practice

# One train a day - sustainable food transport with ICA

For over a decade, Scanlog has been a proud logistics partner to Sweden's largest grocery chain, ICA. Since 2014, Scanlog, as a logistics partner to ICA, has moved large parts of imported food transport from road to rail. By filling empty return wagons from the continent to Sweden, Scanlog creates equilibrium in the logistics flow and maximizes the train's capacity in both directions. This is a concrete example of how Scanlog designs resource-efficient logistics solutions that reduce environmental impact and costs, for both parties.

The solution was established under the name Scandinavian Rail Shuttle (SRS), and today it constitutes a very important flow in Scanlog's logistics network. With Scandinavian Rail Shuttle, greenhouse gas emissions are reduced by 75% while cost efficiency is increased. Today, Scanlog has operated the train five days a week for over 10 years. Read more about Scanlog's SRS system on page 22.

This is a good example of what Scanlog means by Responsible Logistics in practice.

- This would not have been possible if ICA had not been brave and dared to invest in a new solution. Collaboration and a strong focus on sustainability are something that are put to the forefront in these types of arrangements, says Mathias Wideroth, Chairman of the Board of Scanlog.

In addition to the environmental benefits, railways also contribute to a more socially sustainable transport sector. By moving goods from road to rail, approximately 40 trucks are removed from the roads, which not only reduces emissions and road wear but also improves working conditions for drivers.



# Löfbergs is investing in 100% Fossil-Free Sea Freight

In February 2024, Scanlog was, as far as we know, the first in the industry to sell a biofuel with a 100% reduction in greenhouse gases via so-called insets\*.

- We have developed a solution for our customers that can be used for all sea transports we carry out, completely independent of which shipping company is used. There is nothing on the market to compare with. Other players offer fossil-free fuel with a reduction of 75-85% reduction, at a higher price. We have a completely transparent pricing where our customers pay the market price for the fuel and we do not charge anything extra, says Matilda Jarbin, Chief Sustainable Growth Officer at Scanlog.

Löfbergs was our first customer to purchase 100% Fossil-Free Sea Freight, which eliminates the climate footprint of their green coffee transports from the country of origin to zero. The solution is based on the mass balance principle, which means that the fuel Löfbergs purchases will be refueled in a ship, but not in the specific ship that is transporting Löfbergs coffee. Since Löfbergs is

responsible for purchasing the fuel, the reduction in Scope 3 accrues to Löfbergs.

- Reducing carbon dioxide emissions in Scope 3 is a challenge, but thanks to the collaboration with Scanlog, we have full control over the transport of green coffee. This means that we have eliminated the entire climate footprint from our sea freight – a saving of almost 1,400 tons of CO<sub>2</sub>e in 2024, says Kajsa-Lisa Ljudén, Sustainability Manager at Löfbergs.

- I cannot describe in words how happy and proud we are about this launch and about the collaboration with Löfbergs. It is truly a milestone in our history. Löfbergs was the first to purchase fossil-free sea freight, but now several customers have followed suit and the effects go beyond our company as several competitors now offer the same service, says Matilda Jarbin.

Read more about Scanlog's 100% fossil-free sea freight on page 21.

\* Insets refers to the unique ownership right to claim a verified indirect emission reduction within the value chain through the Book & Claim mechanism.



# Sawn timber by sea

Stenvalls Trä AB is a family business with roots in Sikfors since 1947. The sawmill company currently has facilities in Sikfors, Piteå, Luleå, Örarna and Seskarö. They employ around 270 people and have a turnover of around 1.7 billion SEK. Production amounts to 400,000 m³ of sawn timber and 75 % is further processed directly to the end customer. Stenvall's largest market is the Nordic region, but there are also customers in Japan and throughout Europe.

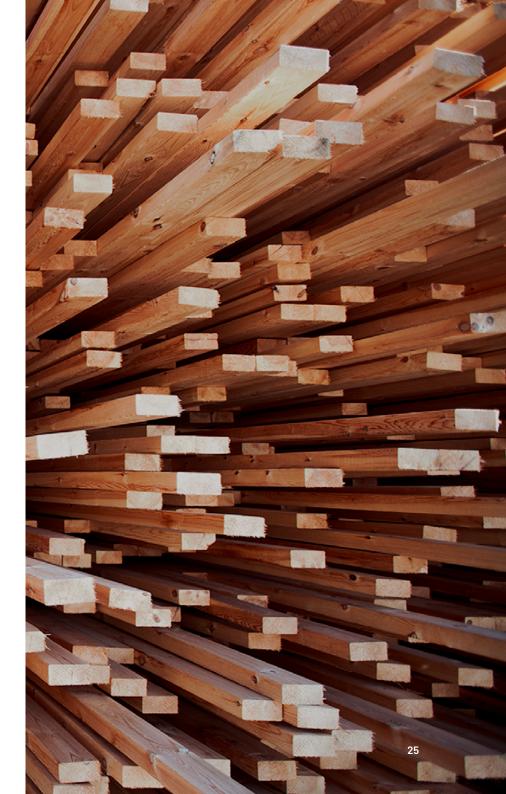
Scanlog has designed a system where Stenvall's sawn timber is transported from Skelleftehamn to Tilbury in England and Antwerp in Belgium for further transport into Europe, via our multimodal solution, the Scandinavian Polar Shuttle. "Our Scandinavian Polar Shuttle has been very successful. By synchronizing goods to and from Skelleftehamn, we can reduce both environmental impact and costs.

Stenvalls is an important customer in this flow and I am proud of the great collaboration we have developed together"

Lars Widelund, Senior business development manager at Scanlog

Read more about Scandinavian Polar Shuttle on page 22.

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# Sweden's largest solar park

In Fjällskär outside Nyköping there is a solar cell park, which at the time of its installation in 2024 was Sweden's largest solar cell park. The solar energy produced in the park powers Gröna Lund, Kolmården and Skara Sommarland during the summer seasons and the surplus electricity is fed into the public electricity grid. The solar park is a collaboration between Svea Solar, Bixia and Parks and Resorts and has the capacity to generate just over 20 GWh per year, which corresponds to the annual electricity consumption of approximately 4,000 villas in Sweden.

Svea Solar owns and manages the park and has been a customer of Scanlog for approximately three years. Scanlog transported the solar cells from the port of Gothenburg to the park. A total of 134 containers with 2,412 pallets of solar cell panels were transported, giving a total of 79,596 solar cell panels, of which 32,000 were installed in Fjällskär.

- We have a very good collaboration with Svea and are jointly trying to find new and innovative ways for Svea's transports. Our collaboration has been successful for several years with clarity and transparency in how we work and what we can do to make Svea happy with us and want to continue our collaboration for many years to come through shared goals, trust, exchange and communication, says Myriam Nyström Commercial Director Sea Freight Solutions at Scanlog.
- We have a very appreciated collaboration with Scanlog, and we feel great security in their expertise and responsible solutions regarding our transports. Scanlog's team is always available, and the service and flexibility they offer is of significant value to us. This allows us to focus more on our core business: building solar parks, says Madeleine Blid, Logistics Specialist, Svea Utility.



# Our collaboration with SOS Children's Villages

Since the company's founding in 2013, Scanlog has been a proud ambassador and donor to SOS Children's Villages. Through both pro bono and financial support, we contribute to the organization's important work. Annually, we support the children's village in Siem Reap, Cambodia, as well as various educational initiatives for children in Ukraine.

In 2024, Scanlog's Chairman of the Board, Mathias Wideroth, visited SOS Children's Villages' children's village and family strengthening program in Poland. The visit was carried out together with representatives from Apotea, Kane Law Firm and Svenska LantChips AB. The delegation had the opportunity to meet 12 Ukrainian families and visit an intervention center and a specialist center, where SOS Children's Villages offers mental health support to both Polish and Ukrainian children. The children

and families who fled Ukraine were given a home in the children's village in Poland, where 24 children and 9 foster parents currently live. The children's village is financed 80% by private companies and 20% by state and local authorities.

Supporting SOS Children's Villages has been an inherent part of Scanlog's social commitment since its inception. With operations in over 130 countries, the organization contributes to long-term change for children, families and communities worldwide. Going forward, Scanlog plans to further strengthen its commitment by offering internships and company visits for young people in Sweden in collaboration with SOS Children's Villages.

- Children are our future, and through SOS Children's Villages, we as a company can take on our social responsibility. Our organization also feels good about helping those who need our help and we see the effects of our efforts, says Mathias Wideroth.



"Thanks to companies like Scanlog contributing to our operations, we can continue our long-term work to give children a safe upbringing."

Caroline Kallenberg

Fundraising Manager Company, SOS Children's Villages



# Training during working hours



Scanlog strives to be a loving company. Part of that work involves taking care of its employees and making sure that they are well. For a couple of years, the company has had a voluntary wellness hour per week where all employees were allowed to exercise during working hours, but it was not scheduled, which meant that this hour was not used to such a great extent. Therefore, Scanlog introduced a mandatory wellness hour instead, on February 14, 2024, on Valentine's Day. Every Wednesday from 11 am to 12 pm, all five offices will close to give employees time for a heart-pumping activity

- We want to be a loving company that takes responsibility for the health of our employees. By setting aside a fixed time for exercise, we make it easier to prioritize our health, says Mattias Ljungberg, CEO. The wellness hour scheduled before lunch to enable activities outside the office, such as the gym or tennis. To ensure customer service, each business area has a person on call during this time.
- I already see positive effects on cohesion in the teams and happiness in the workplace, says Mattias Ljungberg, CEO.

# Improvement measures 2024

ESRS/ Material topic	UN SDGs	Policies	Goals	Result / Development
1, 2, 3, 4, 5	Goal 9, 13 and 17	Quality and environmental policy	We will be fossil-free by 2050	Scanlog reduced its greenhouse gas emissions by 10 %. Emissions per tonne km decreased by 30 % (2024 compared to 2023).
1, 2, 3, 4, 5	Goal 9, 13 and 17	Quality and environmental policy	We will be fossil-free in Europe by 2030	We have pursued this issue with our largest road transport supplier in Europe and now together we can offer HVO in combination with sea or rail transport.
1, 2, 3, 4, 5	Goal 9, 13 and 17	Quality and environmental policy	We will be fossil-free in the Nordic region by 2025	The major flows are fossil-free today. There is a clear plan for all flows to be fossil-free by December 2025.
31, 36	Goal 8, 9 and 17	Business ethics policy Quality and environmental policy. Supplier code of conduct	Customer satisfaction shall be > 4,5 a 5	4,2
19, 20, 21, 31, 32	Goal 3 and 8	Business ethics policy Equality policy. Policy for diversity and inclusion. Whistleblowing policy. Stress policy	We shall have a healthy attendance > 98 %	98,8
19, 20, 21, 31, 32	Goal 3 and 8	Business ethics policy Policy for diversity and inclusion. Whistleblowing policy. Stress policy	Employee satisfaction should be at least 8 out of 10	7,7 point

Emissions from business travel decreased by 70%

# Corporate governance

# **Corporate management team**



MATTIAS LJUNGBERG
Chief Executive Officer



MATHIAS WIDEROTH
Founder and Chairman
of the Board



**LINA LIND**Chief Financial Officer



ERDAL RESIDOVSKI
Chief Operations Officer



MATILDA JARBIN
Chief Sustainability &
Communications Officer



ROBIN STENMARK
Vice President Air & Sea
and Sales

# **Board of Directors**



MATHIAS WIDEROTH
Chairman of the Board
Photographer: Sara Burman



MATTIAS LJUNGBERG
Chief Executive Officer,
Board Director



TOMMY KALIN
Independent Board Director



ANNA PERSSON Independent Board Director Photographer: Mikael Sjöberg



PETER VALLENTHIN
Independent Board Director

# **Owners**

Scanlog is a limited company owned 50.1 % by Svenska Orient Linien AB (556605-0950) with registered office in Gothenburg, 30.1 % by Sunwid Holding AB (556846-0488) with registered office in Stockholm and 19.8% by SLP Intressenter AB (556880-3299) with registered office in Stockholm

