# Climate account for Dansk Træemballage A/S 2024

**Prepared for:**
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# Content

# 1 Background

Dansk Træemballage A/S (DTE) has, over the years, focused greatly on sustainability and aims to lead the industry within the frameworks of people, the environment, and economics. DTE has a systematic approach to environmental work and has recently had environmental product declarations (EPD) prepared for a large part of its product portfolio.

In line with this, DTE has decided to prepare climate accounts to support a systematic approach to climate work and investigate which activities contribute the most to climate impact.

With this approach, it will be possible to understand which activities in DTE drive the effects on the climate. This knowledge can subsequently form the basis for where it will be most advantageous to initiate initiatives to achieve the greatest possible climate impact.

Thus, the climate accounts are part of the company's practice to show responsibility, be transparent, and live up to increasing expectations that the company's impact on the environment is documented. In this 2024 climate account, the entire DTE group is represented with companies in Norway and Sweden, in addition to the Danish departments.

# 2 Introduction

In this report, the results for the climate accounts are presented. For a description of calculation methods, scope, data basis, and emission factors, please refer to the accounting practices for the climate account found in a separate document.

First, the results for the entire DTE at the group level are described in section 3. Subsequently, results are presented at the company level for the individual DTE companies in section 4. Here, the results are presented separately for:

- Dansk Træemballage A/S, the parent company (DTE Denmark)
- Aven Rabbalshede AB (Sweden)
- Aven Holmestrand AS (Norway)
- Røyrås Treindustri AS (Norway)

The climate footprint for DTE is presented broken down into Scope 1, 2, and 3 (according to the GHG Protocol) and their associated subcategories. In addition to the Scopes, the climate footprint is also divided by consumption areas. Emissions are categorized into four consumption areas:

- Energy
- Transport
- Operational purchases
- Production purchases

The four consumption areas are then divided into a series of more detailed *consumption categories.*

According to the accounting practice, the results are primarily based on the market-based method, which accounts for DTE's purchase of green electricity certificates. Results from the location-based method are briefly presented in section 3.4.

# 3 Results for DTE group 2023-2024

Below, the results of the climate accounting for the DTE group are presented.

## 3.1 Scope 1, 2 og 3

The total emissions from the DTE group in 2024 were 50.313 tons $CO_2e$, calculated using the market-based method.

The emissions are divided into Scope 1, 2, and 3 and their associated subcategories as shown in Figure 1 and Table 1 below.

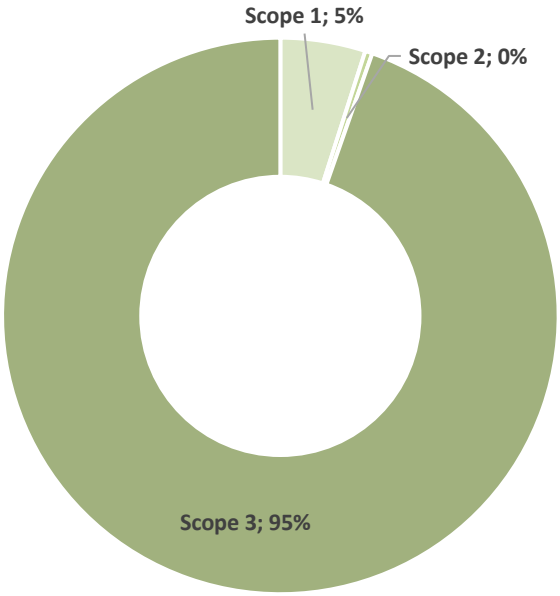


*Figure 1 Greenhouse Gas Emissions from DTE, distributed by scope 1, 2 og 3 (2024).*

As seen in Figure 1, the majority of DTE's emissions fall within Scope 3, accounting for 95% of the total emissions, equivalent to 47.615 tons of CO2e. Scope 1 accounts for 5% of the total emissions, corresponding to 2.487 tons of CO2e. Scope 2 accounts for less than 1% of the total emissions.

Table 1 shows the total greenhouse gas emissions from the DTE group divided into Scope 1, 2, and 3, along with subcategories, calculated using the market-based method.

*Table 1: Total greenhouse gas emissions from DTE in 2004 by Scope 1, 2 and 3 and subcategories. Calculated by the market-based method.*

| Udledningskilder Ton $CO_2$-e | | 2023 | 2024 | Andel af 2024 | Udvikling |
|---|---|---|---|---|---|
| **Scope 1** | | **2.552** | **2.487** | **5%** | **-3%** |
| Own and leased vehicles | Diesel and gasoline | 2.551 | 2.486 | **5%** | -3% |
| Gas consumption | Heating of buildings | 1 | 1 | **0%** | 3% |
| **Scope 2** | | **164** | **210** | **0%** | **28%** |
| Electricity | Electricity consumption from the grid (market-based method) | 148 | 196 | **0%** | 32% |
| District heating | District heating consumption from the grid | 15 | 14 | **0%** | -10% |
| **Scope 3** | | **46.011** | **47.615** | **95%** | **3%** |
| Category 1: Purchased goods and services | Purchased products and services, including wood and other materials for production, and purchases for operations, administration, etc. | 32.463 | 35.376 | **70%** | 9% |
| Category 2: Capital Goods | Major purchases that are subsequently depreciated, such as machinery | 3.938 | 2.747 | **5%** | -30% |
| Category 3: Fuel- and Energy-Related Activities | Emissions from electricity, district heating, and fuels not included in emissions from scope 1 and 2, including upstream emissions, distribution losses, etc. | 1.624 | 1.504 | **3%** | -7% |
| Category 4: Upstream Transportation and Distribution | Transport services by external transport providers for DTE, including freight of purchased goods, internal transport, and transport of sold goods to customers | 7.919 | 7.874 | **16%** | -1% |
| Category 5: Waste Generated in Operations | Emissions from the collection and treatment of waste generated in DTE, including household waste for incineration and metal for recycling, etc. | 9 | 0 | **0%** | -99% |
| Category 6: Business Travel | Employee transport in employees' own cars for work purposes and business trips | 58 | 114 | **0%** | 95% |
| **Total** | | **48.727** | **50.313** | **100%** | **3%** |

Below, Figure 2 shows the development of the climate accounts from 2023-2024 divided by scopes. As seen in the figure, as well as Table 1, the total emissions from the DTE group have increased by 3% from 2023-2024, primarily due to an increase in Scope 3, which likewise has increased by 3% from 2023-2024.

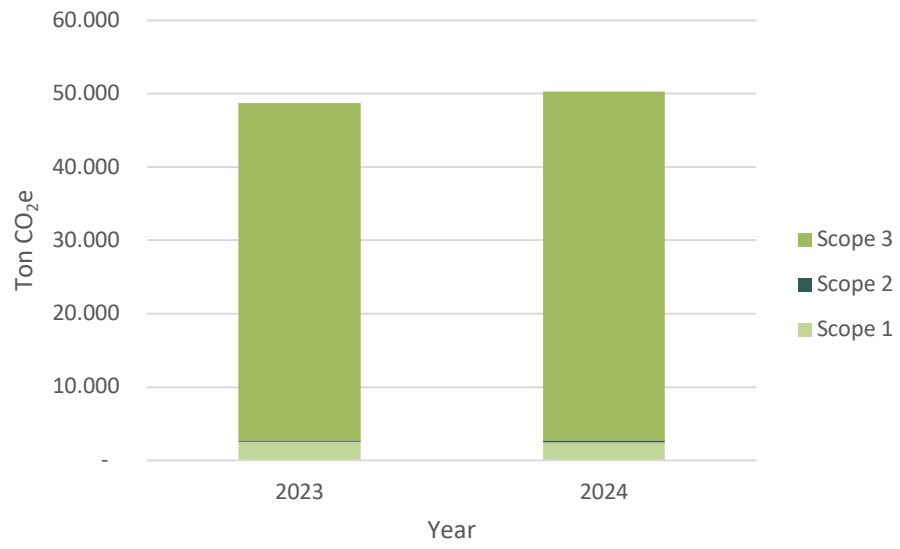


*Figure 2 Development 2023-2024 for the DTE Group divided by scopes.*

## 3.2 Consumption areas

This section presents the results for the DTE Group's climate accounts for 2024 divided into the consumption areas (according to the market-based method):

- Energy
- Transport
- Operational procurement
- Production procurement

Each consumption area is further divided into a range of consumption categories, which are detailed in the result displays in this section. Emissions for the consumption areas span across Scope 1, 2, and 3 and sum up to the same total emissions presented in section 3.1. Table 2 and Figure 3 below show the total emissions divided into the four consumption areas.

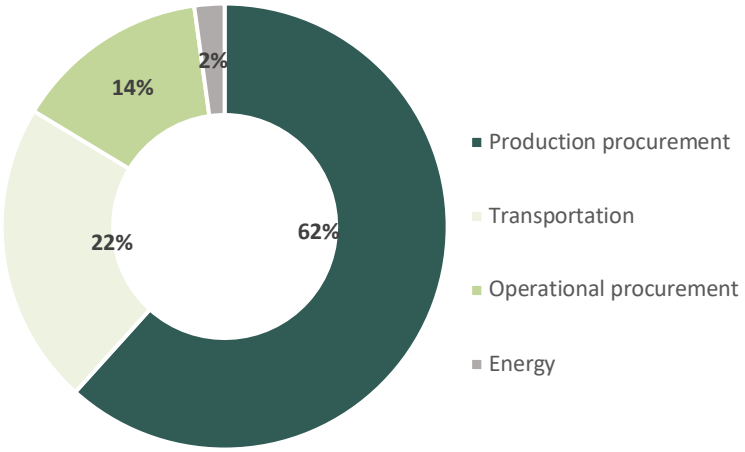


*Figure 3 Total emissions from DTE group distributed by consumption areas (2024).*

*Table 2: DTE group total emissions by consumption areas.*

| Forbrugsområder | 2023 | 2024 | Share of 2024 | Development |
|---|---|---|---|---|
| Production procurement | 28.213 | 31.035 | 62% | 10% |
| Transportation | 11.114 | 11.055 | 22% | -1% |
| Operational procurement | 8.220 | 7.122 | 14% | -13% |
| Energy | 1.181 | 1.101 | 2% | -7% |
| **Total** | **48.728** | **50.313** | **100%** | **3%** |

As seen in Figure 3 and Table 2, the consumption area Purchase for Production accounts for the largest share of emissions with 62%. The consumption area Transport accounts for 22% of the total group emissions, the consumption area Purchase - Operation accounts for 14%, and the consumption area Energy accounts for 2% of the total emissions. Below, Figure 4 shows the development from 2023-2024 for group emissions for the four consumption areas. Here it appears that emissions from the consumption area Purchase - Production have increased by 10%, but emissions from the remaining three consumption areas have decreased during the period.

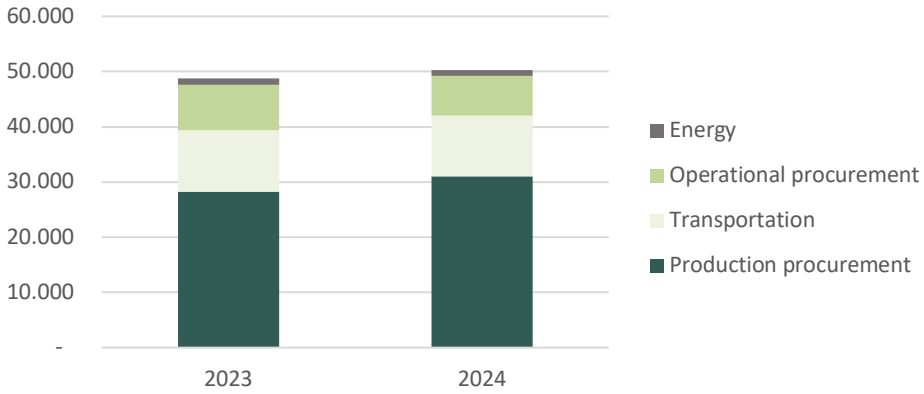


*Figure 4: Development 2023-2024 for DTE group distributed by consumption categories.*

In the following sections, the four consumption areas (energy, transport, purchase for operation, and purchase for production) are detailed in more specific consumption categories.

### 3.2.1 Production procurement

*Table 3: DTE group total emissions from production procurement distributed by detailed consumption categories (ton $CO_2e$).*

| Production procurement | 2023 | 2024 | Share of 2024 | Development |
|---|---|---|---|---|
| Wood chip blocks | 10.695 | 12.702 | 41% | 19% |
| Nails and fittings | 7.533 | 8.480 | 27% | 13% |
| Packaging wood | 1.384 | 1.203 | 4% | -13% |
| Raw timber | 2.976 | 3.229 | 10% | 8% |
| Pallets and pallet frames | 2.789 | 2.799 | 9% | 0% |
| Wood boards | 1.759 | 1.937 | 6% | 10% |
| Secondary raw materials and auxiliary materials | 733 | 443 | 1% | -40% |
| Packaging | 336 | 242 | 1% | -28% |
| Waste | 9 | 0 | 0% | -99% |
| **Total** | **28.213** | **31.035** | **100%** | 10% |

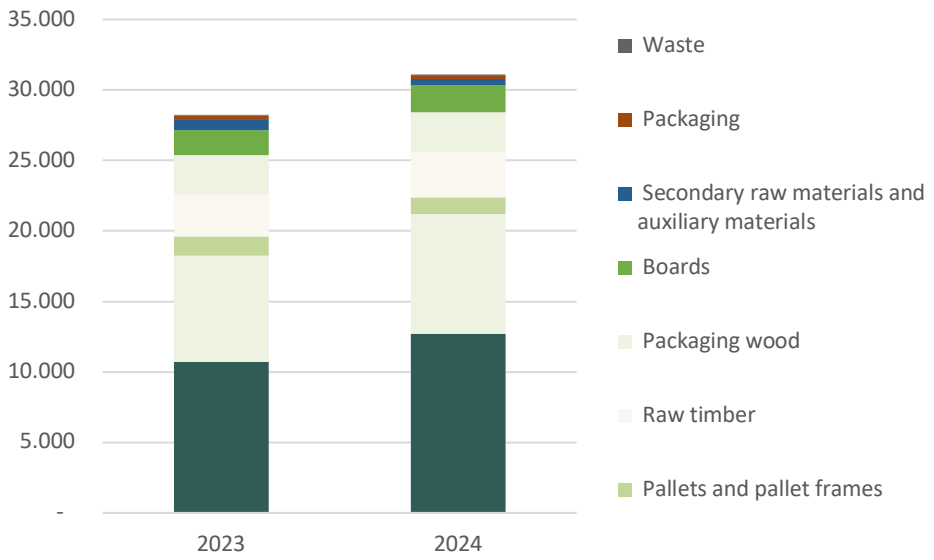


*Figure 5: Greenhouse gas emissions (ton $CO_2e$) from DTE group production procurement, distributed by consumption categories.*

As seen in Table 3 and Figure 5, the purchase of chipboards represents the largest part of emissions from the consumption area of Procurement – production. In 2024, the emissions from the purchase of chipboards were 12,702 tons CO2e, corresponding to 41% of emissions from this consumption area. This is an increase of 19% from 2023 to 2024.

The category of Nails and fixtures accounted for 27% of emissions from the consumption area of Procurement – production in 2024, equivalent to 8,480 tons CO2e and an increase of 13% from 2023 to 2024. Overall, the consumption area of Procurement – production increased by 10% from 2023 to 2024. This is generally due to higher production activity, especially in Denmark, than in 2023.

### 3.2.2 Transportation

*Table 4: DTE group total emissions from transportation distributed by detailed consumption categories (ton $CO_2e$).*

| Transportation | 2023 | 2024 | Share of 2024 | Development |
|---|---|---|---|---|
| Freight of purchased goods | 5.704 | 5.630 | 51% | -1% |
| Company vehicles and machinery | 3.165 | 3.101 | 28% | -2% |
| Freight of sold goods to customers | 2.169 | 2.162 | 20% | 0% |
| Internal transportation | 46 | 82 | 1% | 78% |
| Employee transportation | 30 | 81 | 1% | 172% |
| **Total** | **11.114** | **11.055** | **100%** | -1% |

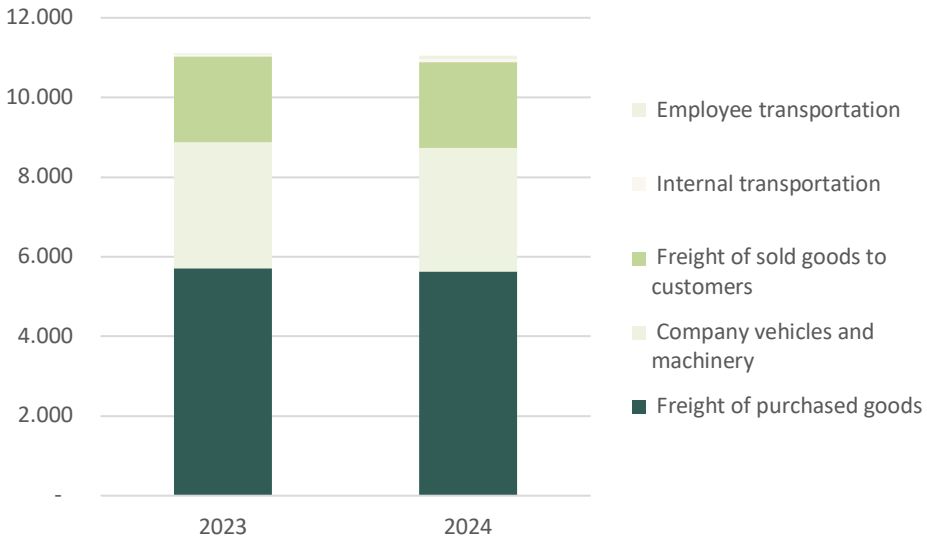


*Figure 6: Emissions from DTE concern's transportation, distributed by consumption categories (ton $CO_2e$).*

As seen in Table 4 and Figure 6, Freight of purchased goods constitutes the largest proportion of emissions within the Transport consumption area with 51%, corresponding to 5,630 tons of CO2e in 2024, which is at almost the same level as for 2023. DTE's diesel consumption in its own vehicles and machinery accounts for 28% of emissions from the Transport consumption area and has decreased by 2% from 2023-2024.

Overall, emissions from the Transport consumption area are at roughly the same level for 2023, with a slight decrease of 1% in 2024 compared to 2023.

### 3.2.3 Operational procurement

*Table 5: DTE group total emissions from operational procurement distributed by detailed consumption categories.*

| Operational procurement | 2023 | 2024 | Share of 2024 | Development |
|---|---|---|---|---|
| Operations and maintenance | 4.825 | 4.200 | 59% | -13% |
| Vehicles, machinery, leasing, and maintenance | 1.802 | 1.030 | 14% | -43% |
| Miscellaneous goods | 462 | 291 | 4% | -37% |
| Miscellaneous services | 330 | 322 | 5% | -2% |
| Administration | 292 | 271 | 4% | -7% |
| Properties | 11 | 475 | 7% | 4393% |
| Personnel-related purchases | 191 | 214 | 3% | 12% |
| Information Technology | 167 | 181 | 3% | 9% |
| Courses, travels, meetings, and catering | 96 | 104 | 1% | 8% |
| Marketing and communication | 45 | 35 | 0% | -23% |
| **Total** | **8.220** | **7.122** | **100%** | -13% |

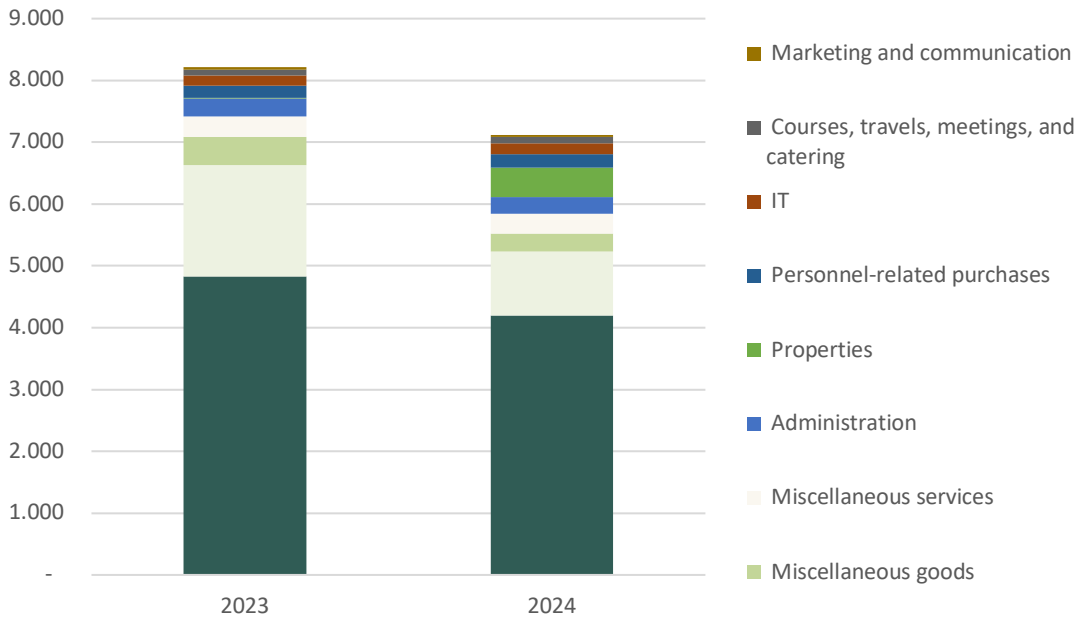


*Figure 7 Greenhouse gas emissions from DTE concern's operational procurement (ton $CO_2e$)*

As seen from Table 5 and Figure 7, the consumption category Operations and Maintenance constitutes the largest part of emissions within the consumption area Procurement – operations, with 59%. Emissions from this consumption category have decreased from 4,825 tons CO2e in 2023 to 4,200 tons CO2e in 2024, corresponding to a decrease of 13%. Emissions from procurement for Vehicles, machinery, leasing, and maintenance constitute 14% of emissions from this consumption area, and have decreased from 1,802 tons CO2e in 2023 to 1,030 tons CO2e in 2024, corresponding to a decrease of 43%. Overall, emissions from procurement for operations have decreased by 13% from 2023 to 2024.

### 3.2.4 Energy

*Table 6: DTE group total emissions from energy consumption distributed by detailed consumption categories (ton $CO_2e$).*

| Energi | 2023 | 2024 | Share of 2024 | Development |
|---|---|---|---|---|
| Electricity | 1.155 | 1.082 | 98% | -6% |
| District heating | 19 | 17 | 2% | -10% |
| Water | 5 | 1 | 0% | -90% |
| Gas for heating | 1 | 1 | 0% | 2% |
| **Total** | **1.181** | **1.101** | **100%** | -7% |

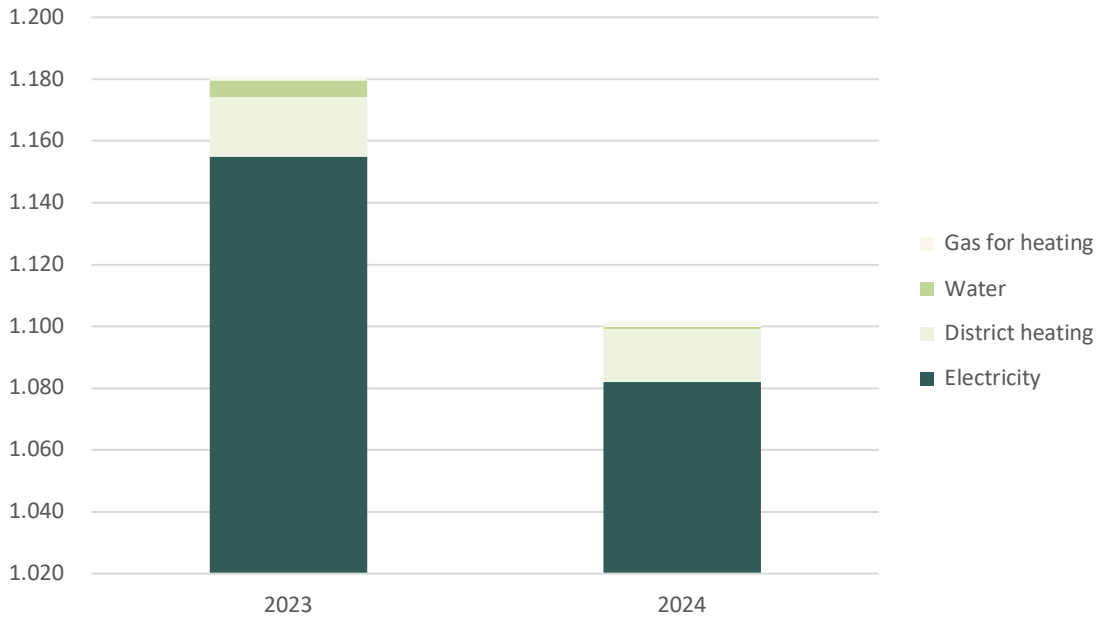


*Figure 8: Greenhouse gas emissions from DTE concern's energy consumption (ton $CO_2e$)*

Emissions from electricity, which fall under scope 3, are primarily upstream emissions from the renewable energy DTE purchases certificates for. This includes the construction and operation of wind farms as well as transmission losses from the grid. Additionally, there is a smaller emission from scope 2 due to district heating.

Overall, emissions from the energy consumption area have decreased by 7% from 2023 to 2024.

## 3.3 Key Performance Indicator

Emissions vary year by year in line with rising and falling production and activity. Additionally, the emissions profiles of companies differ from each other due to varying sizes, production methods, and product types.

Therefore, a Key Performance Indicator (KPI) has been calculated at the group level in Table 7 below, as well as for each company in the following sections.

The KPI is calculated as the company's total emissions in tons of $CO_2e$ relative to the company's purchase of wood in the form of chipboard, packaging wood, and panels in the relevant year. This is chosen as it accurately reflects the company's activity since wood purchases are directly linked to the companies' activities. For the Danish company, the amount of self-produced packaging wood (cut from raw wood at its own sawmill in Ribe) is also included.

The KPI helps to put the results in context and is particularly relevant when reporting over a number of years.

*Table 7: KPI*

| KPI | 2023 | 2024 | Development |
|---|---|---|---|
| Ton $CO_2e$ / 1.000 $m^3$ wood products | 157 | 160 | 2% |

## 3.4 Results using the location-based method

Table 8 shows the emissions from DTE divided into scope 1, 2, and 3 calculated using the location-based method, according to the GHG protocol. In this calculation, DTE's purchase of green certificates for electricity is not credited, and the emissions from electricity are calculated based on the average emissions per kWh in Denmark. The GHG Protocol prescribes that results for both methods be presented for transparency. The method for this is further described in the accounting practice.

*Table 8: The total emissions from DTE group by Scope 1, 2 and 3, calculated using the location-based method (Ton $CO_2e$).*

| Scope | 2023 | 2024 | Share of 2024 | Development |
|---|---|---|---|---|
| Scope 1 | 2.553 | 2.487 | 5% | -3% |
| Scope 2 | 3.815 | 3.282 | 6% | -14% |
| Scope 3 | 47.289 | 48.764 | 89% | 3% |
| **Total** | **53.657** | **54.533** | **100%** | **2%** |

## 3.5 Results by company

In this section, emissions are presented distributed by the individual DTE companies. Table 9 shows an overview of the total emissions from each of the Norwegian, Swedish and Danish departments.

*Table 9: Ton $CO_2e$ emissions for the entire DTE group distributed across all locations.*

| Country | Company | 2023 | 2024 | Share of 2024 | Development |
|---|---|---|---|---|---|
| Sweden | Aven Rabbalshede AB | 5.597 | 4.655 | 9% | -17% |
| Norway | Aven Holmestrand AS | 5.418 | 5.561 | 11% | 3% |
| | Røyrås Treindustri AS | 2.696 | 2.631 | 5% | -2% |
| Denmark, departments | Brande | 3.603 | 4.380 | 9% | 22% |
| | Haastrup | 5.470 | 5.172 | 10% | -5% |
| | Hvidovre | 272 | 271 | 1% | -1% |
| | Ribe Pallefabrik | 8.085 | 9.315 | 19% | 15% |
| | Ribe Savværk | 9.776 | 9.333 | 19% | -5% |
| | Stampen | 4.375 | 5.028 | 10% | 15% |
| | Ulsa | 3.057 | 3.482 | 7% | 14% |
| | Without location* | 375 | 481 | 1% | 28% |
| **Total** | | **48.727** | **50.312** | **100%** | **3%** |

* A number of sources for emissions in Denmark could not be attributed to a specific location and are indicated as *without location*. The emissions of DTE's German office are also placed in this category.

In the following, the emissions from the individual DTE companies are presented, divided into Scopes and consumption areas.

# 4 Denmark

Below, the total emissions from DTE Denmark from 2022-2024 are first divided into consumption areas with associated subcategories and then divided into Scopes. For a description of the calculation method, refer to DTE accounting practices.

## 4.1 Consumption areas

*Table 10: Ton $CO_2e$ emissions from DTE Denmark divided by consumption areas*

| Ton $CO_2e$ | 2022 | 2023 | 2024 | Share of 2024 | Development 2023-2024 |
|---|---|---|---|---|---|
| Production procurement | 27.035 | 20.673 | 23.692 | 63% | 15% |
| Transportation | 8.782 | 7.992 | 8.142 | 22% | 2% |
| Operational procurement | 5.944 | 5.942 | 5.226 | 14% | -12% |
| Energy | 400 | 408 | 407 | 1% | 0% |
| **Total** | **42.161** | **35.016** | **37.466** | **100%** | **7%** |
| Ton $CO_2e$ /1.000 $m^3$ wood products | 184 | 169 | 175 | - | 4% |

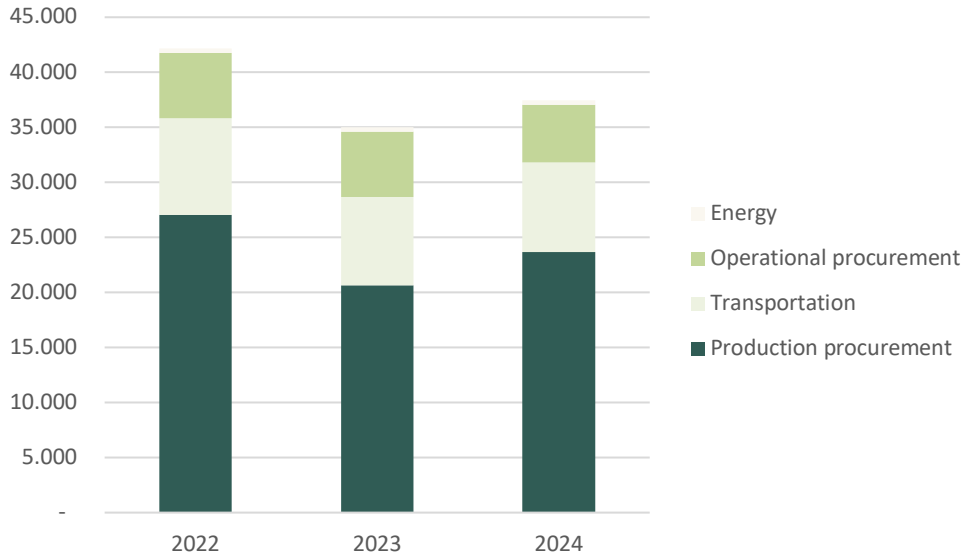


*Figure 9: $CO_2e$ emissions from DTE Denmark distributed by consumption areas (Ton $CO_2e$)*

As can be seen from Table 10 and Figure 9, the consumption area *Production procurement* accounts for the largest share of the total emissions for DTE Denmark with 23.692 tons of $CO_2e$, corresponding to 63% of the emissions. This consumption category includes all material and raw material purchases for production. The category has increased by 15% from 2023 to 2024. Procurement for operations has decreased by 12% from 2023 to 2024. The department's total emissions have increased by 7%. The KPI has increased by 4%, which indicates a higher emission per purchased wood, but lower than the 2022 level.

## 4.2 Scopes

In the following Table 11 and Figure 10, $CO_2e$ emissions from DTE Denmark distributed by Scopes are presented.

*Table 11: $CO_2e$ emissions from DTE Denmark distributed by Scopes (Ton $CO_2e$).*

| Ton $CO_2e$ | 2022 | 2023 | 2024 | Share of 2024 | Developmet 2023-2024 |
|---|---|---|---|---|---|
| Scope 1 | 2.329 | 2.249 | 2.108 | 6% | -6% |
| Scope 2 | 2 | 15 | 14 | 0,04% | -10% |
| Scope 3 | 39.829 | 32.752 | 35.344 | 94% | 8% |
| **Total** | **42.161** | **35.016** | **37.466** | **100%** | **7%** |

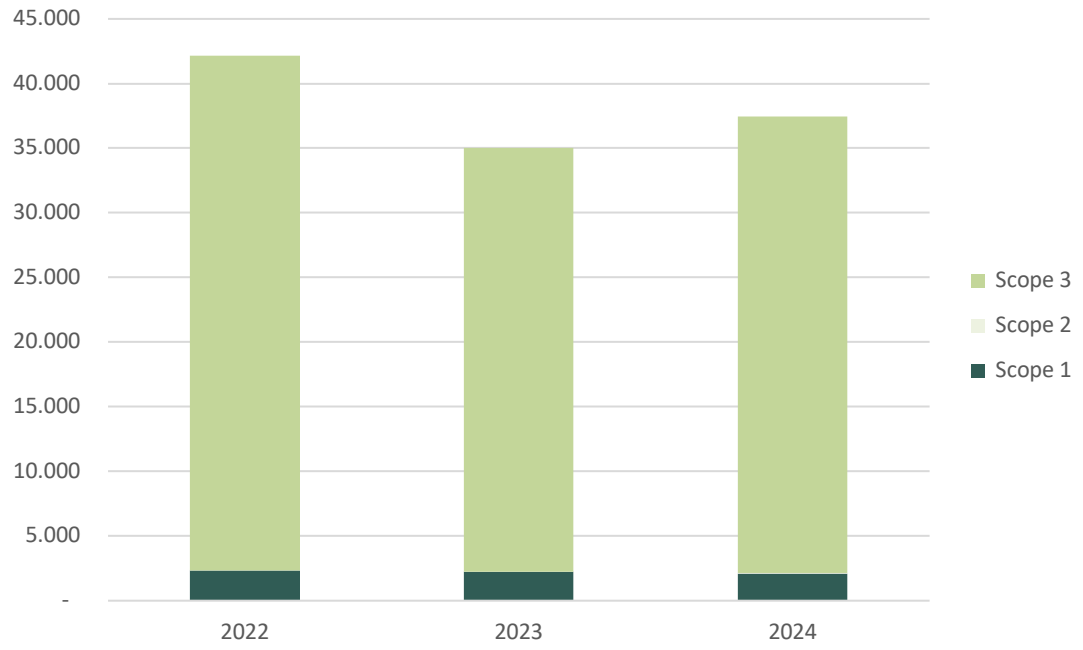


*Figure 10: $CO_2e$ emissions* from DTE Denmark distributed by Scopes *(Ton $CO_2e$)*

## 4.3 Detailed consumption categories

The table below shows the emissions for DTE Denmark distributed by detailed consumption categories.

*Table 11: $CO_2e$ emissions from DTE Denmark distributed by detailed consumption categories.*

| Ton $CO_2e$ | | 2022 | 2023 | 2024 | Share of 2024 | Development 2023-2024 |
|---|---|---|---|---|---|---|
| **Production procurement** | Wood chip blocks | 11.641 | 9.260 | 10.967 | 29% | 18% |
| | Nails and fittings | 6.615 | 5.386 | 6.345 | 17% | 18% |
| | Raw timber | 3.879 | 2.976 | 3.229 | 9% | 8% |
| | Boards | 1.736 | 1.105 | 1.209 | 3% | 9% |
| | Packaging wood | 1.074 | 883 | 931 | 2% | 5% |
| | Pallets and pallet frames | 1.357 | 481 | 692 | 2% | 44% |
| | Packaging | 503 | 336 | 242 | 1% | -28% |
| | Secondary raw materials and auxiliary materials | 229 | 237 | 77 | 0% | -67% |
| | Waste | 0 | 9 | | 0% | -100% |
| | **Production procurement total** | **27.035** | **20.673** | **23.692** | **63%** | **15%** |
| **Transportation** | Freight of purchased goods | 3.900 | 3.670 | 3.817 | 10% | 4% |
| | Company vehicles and machinery | 2.892 | 2.781 | 2.622 | 7% | -6% |
| | Freight of sold goods to customers | 1.929 | 1.474 | 1.551 | 4% | 5% |
| | Internal transportation | 37 | 42 | 78 | 0% | 86% |
| | Employee transportation | 24 | 25 | 73 | 0% | 193% |
| | **Transportation total** | **8.782** | **7.992** | **8.142** | **22%** | **2%** |
| **Operational procurement** | Operations and maintenance | 4.648 | 4.653 | 3.855 | 10% | -17% |
| | Vehicles, machinery, leasing, and maintenance | 353 | 345 | 347 | 1% | 1% |
| | Miscellaneous goods | 234 | 165 | 226 | 1% | 37% |
| | Miscellaneous services | 214 | 236 | 216 | 1% | -8% |
| | Administration | 171 | 227 | 214 | 1% | -6% |
| | Personnel-related purchases | 134 | 107 | 156 | 0% | 46% |
| | IT | 93 | 123 | 125 | 0% | 2% |
| | Courses, travels, meetings, and catering | 48 | 60 | 62 | 0% | 4% |
| | Marketing and communication | 49 | 27 | 24 | 0% | -11% |
| | **Operational procurement total** | **5.944** | **5.942** | **5.226** | **14%** | **-12%** |
| **Energy** | Electricity | 390 | 383 | 388 | 1% | 1% |
| | District heating | 3 | 19 | 17 | 0% | -10% |
| | Gas for heating | 1 | 1 | 1 | 0% | 2% |
| | Water | 5 | 5 | 5 | 0% | 0% |
| | **Energy – total** | **400** | **408** | **407** | 1% | -0,4% |
| **Total** | | **42.161** | **35.016** | **37.466** | **100%** | **7%** |

# 5 Aven Rabbalshede

The table below shows the total emissions from Aven Rabbalshede, first divided into consumption areas with associated subcategories and then into Scopes.

## 5.1 Consumption areas

*Table 12: Ton $CO_2e$ emissions from Aven Rabbalshede divided by consumption areas*

| Ton $CO_2e$ | 2023 | 2024 | Share of 2024 | Development |
|---|---|---|---|---|
| Production procurement | 2.821 | 2.341 | 50% | -17% |
| Transportation | 1.801 | 1.461 | 31% | -19% |
| Operational procurement | 751 | 619 | 13% | -18% |
| Energy | 224 | 234 | 5% | 5% |
| **Total** | **5.597** | **4.655** | **100%** | -17% |
| Ton $CO_2e$ /1.000 $m^3$ wood products | 165 | 140 | - | -15% |

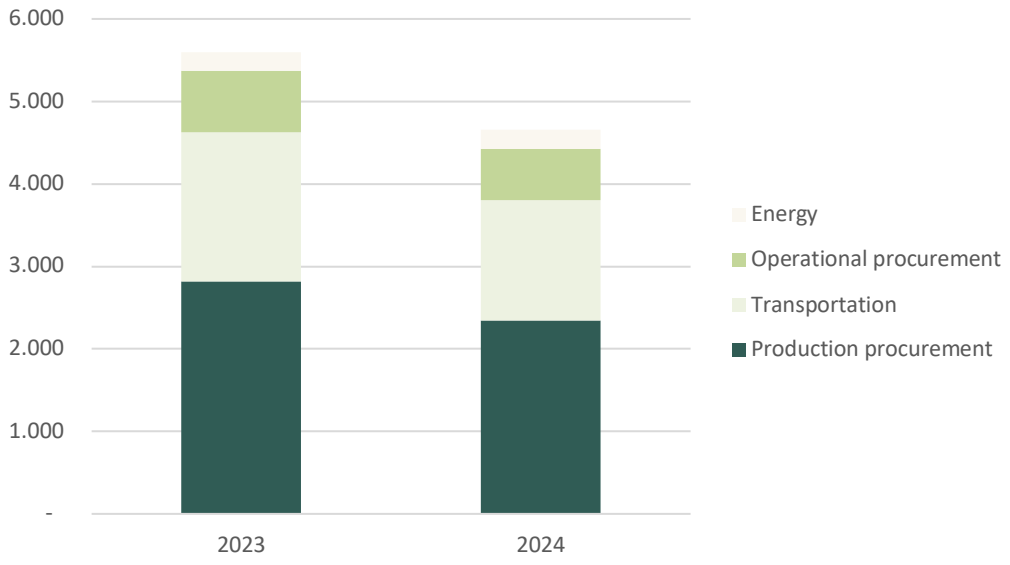


*Figure 11: $CO_2e$ emissions from Aven Rabbalshede distributed by consumption areas (Ton $CO_2e$)*

Table 12 and Figure 11 show that emissions from the consumption area *Production procurement* constitute the largest portion of the total emissions from Aven Rabbalshede, with 2.341 tons of CO2e, corresponding to 50% of emissions in 2024. This is a decrease of 17% compared to 2023. Emissions from *Transportation* and *Operational procurement* for Aven Rabbalshede have also decreased from 2023 to 2024 by 19% and 18%, respectively. Overall, emissions from Aven Rabbalshede have decreased by 17% from 2023 to 2024. The KPI has decreased by 15%, which is a significant reduction per purchased quantity of wood for production.

## 5.2 Scopes

In the following Table 13 and Figure 12, $CO_2e$ emissions from Aven Rabbalshede distributed by Scopes are presented.

*Table 13: $CO_2e$ emissions from Aven Rabbalshede distributed by Scopes (Ton $CO_2e$).*

| Ton $CO_2e$ | 2023 | 2024 | Share of 2024 | Development |
|---|---|---|---|---|
| Scope 1 | 53 | 55 | 1% | 5% |
| Scope 2 | 0 | 0 | 0% | - |
| Scope 3 | 5.545 | 4.599 | 99% | -17% |
| **Total** | **5.597** | **4.655** | **100%** | -17% |

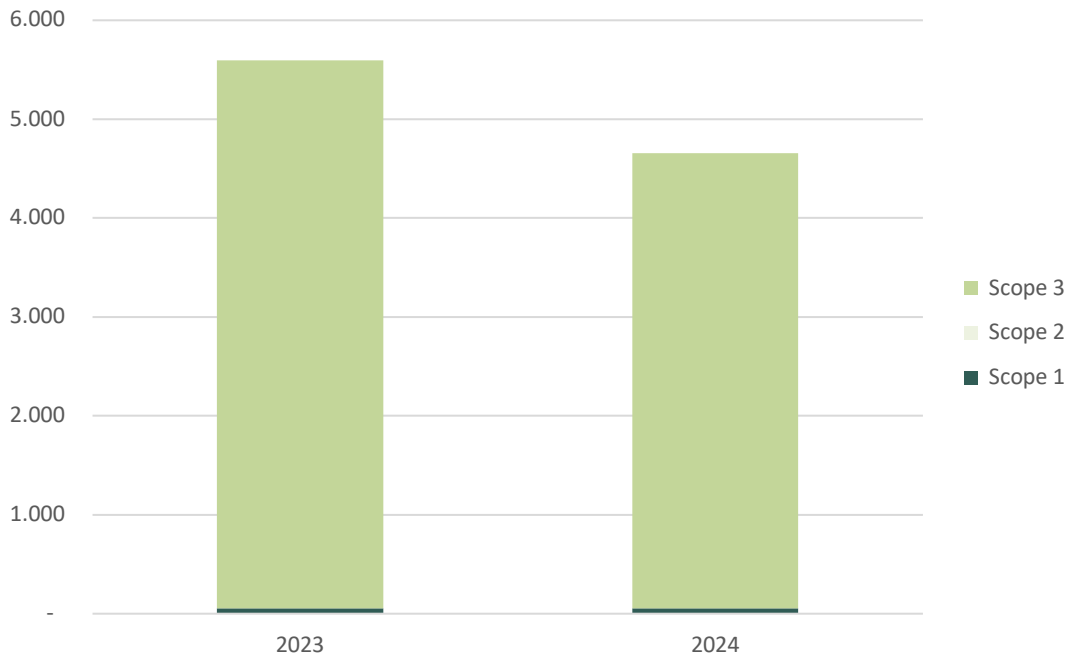


*Figure 12: $CO_2e$ emissions* from Aven Rabbalshede distributed by Scopes *(Ton $CO_2e$)*

## 5.3 Detailed consumption categories

Table 14: $CO_2e$ emissions from Aven Rabbalshede *distributed by detailed consumption categories*

| Ton $CO_2e$ | | 2023 | 2024 | Share of 2024 | Development |
|---|---|---|---|---|---|
| **Production procurement** | Nails and fittings | 592 | 564 | 12% | -5% |
| | Wood chip blocks | 332 | 302 | 6% | -9% |
| | Boards | 233 | 289 | 6% | 24% |
| | Pallets and pallet frames | 589 | 257 | 6% | -56% |
| | Packaging wood | 637 | 619 | 13% | -3% |
| | Secondary raw materials and auxiliary materials | 439 | 310 | 7% | -29% |
| | Waste | 0 | 0 | 0% | 9% |
| | **Production procurement total** | **2.821** | **2.341** | **50%** | **-17%** |
| **Transportation** | Company vehicles and machinery | 66 | 69 | 1% | 4% |
| | Freight of sold goods to customers | 386 | 297 | 6% | -23% |
| | Freight of purchased goods | 1.348 | 1.094 | 24% | -19% |
| | **Transportation total** | **1.801** | **1.461** | **31%** | **-19%** |
| **Operational procurement** | Personnel-related purchases | 10 | 12 | 0% | 25% |
| | Marketing and communication | 18 | 11 | 0% | -40% |
| | Vehicles, machinery, leasing, and maintenance | 618 | 239 | 5% | -61% |
| | Courses, travels, meetings, and catering | 17 | 17 | 0% | -2% |
| | IT | 13 | 13 | 0% | -4% |
| | Properties | | 85 | 2% | - |
| | Operations and maintenance | 33 | 208 | 4% | 524% |
| | Miscellaneous goods | 33 | 19 | 0% | -43% |
| | Miscellaneous services | 4 | 12 | 0% | 197% |
| | Administration | 6 | 5 | 0% | -17% |
| | **Operational procurement total** | **751** | **619** | **13%** | **-18%** |
| **Energy** | Water | 0 | 0 | 0% | -3% |
| | Electricity | 224 | 234 | 5% | 5% |
| | **Energy – total** | **224** | **234** | **5%** | **5%** |
| **Total** | | **5.597** | **4.655** | **100%** | **-17%** |

# 6 Aven Holmestrand

Below, the total emissions from Aven Holmestrand are first divided into consumption areas with associated subcategories and then divided into Scopes.

## 6.1 Consumption areas

*Table 15: Ton $CO_2e$ emissions from Aven Holmestrand divided by consumption areas*

| Ton $CO_2e$ | 2023 | 2024 | Share of 2024 | Development |
|---|---|---|---|---|
| Production procurement | 2.750 | 3.173 | 57% | 15% |
| Transportation | 1.005 | 1.072 | 19% | 7% |
| Operational procurement | 1.181 | 920 | 17% | -22% |
| Energy | 482 | 396 | 7% | -18% |
| **Total** | **5.418** | **5.561** | **100%** | **3%** |
| Ton $CO_2e$ /1.000 $m^3$ wood products | 116 | 119 | - | 3% |

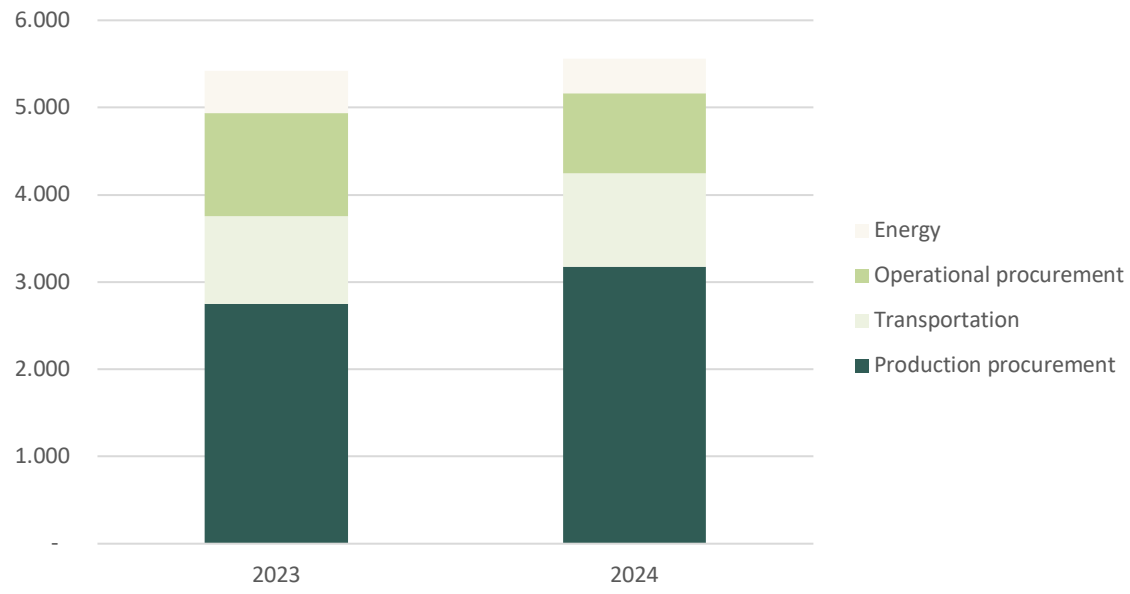


*Figure 13: $CO_2e$ emissions from Aven Holmestrand distributed by consumption areas (Ton $CO_2e$)*

For Aven Holmestrand, the consumption area of *Production procurement* constitutes the largest part of the total emissions with 3.173 tons CO2e in 2024, corresponding to 57%. This is an increase of 15% from 2023 – 2024. Emissions from the consumption areas *Operational procurement* and *Energy* both have decreased from 2023 – 2024 by 22% and 18%, respectively. Overall, emissions from Aven Holmestrand have increased by 3% from 2023 to 2024. The KPI has also increased by 3% higher emissions per purchased amount of wood in 2024.

## 6.2 Scopes

In the following Table 16 and Figure 14, the greenhouse gas emissions from Aven Holmestrand distributed by scopes are presented.

*Table 16: $CO_2e$ emissions from Aven Holmestrand distributed by Scopes (Ton $CO_2e$).*

| Ton $CO_2e$ | 2023 | 2024 | Share of 2024 | Development |
|---|---|---|---|---|
| Scope 1 | 114 | 137 | 2% | 19% |
| Scope 2 | 142 | 187 | 3,36% | 31% |
| Scope 3 | 5.162 | 5.237 | 94% | 1% |
| **Total** | **5.418** | **5.561** | **100%** | 3% |

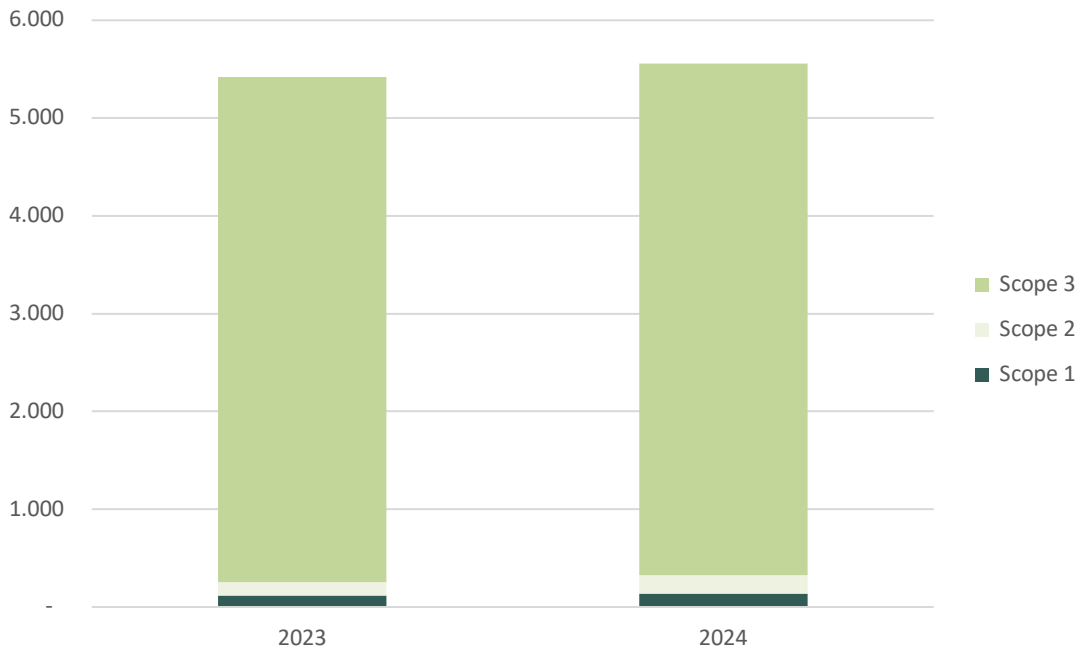


*Figure 14: $CO_2e$ emissions* from Aven Holmestrand distributed by Scopes *(Ton $CO_2e$)*

## 6.3 Detailed consumption areas

Table 17: $CO_2e$ emissions from Aven Holmestrand *distributed by detailed consumption categories*

| Ton $CO_2e$ | | 2023 | 2024 | Share of 2024 | Development |
|---|---|---|---|---|---|
| **Production procurement** | Nails and fittings | 490 | 632 | 11% | 29% |
| | Wood chip blocks | 1.103 | 1.432 | 26% | 30% |
| | Raw timber | 213 | 200 | 4% | -6% |
| | Boards | 34 | 0 | 0% | -100% |
| | Pallets and pallet frames | 853 | 852 | 15% | 0% |
| | Packaging wood | 57 | 56 | 1% | -1% |
| | Secondary raw materials and auxiliary materials | 0 | 0 | 0% | 184% |
| | **Production procurement total** | **2.750** | **3.173** | **57%** | **15%** |
| **Transportation** | Company vehicles and machinery | 145 | 173 | 3% | 19% |
| | Employee transportation | 4 | 7 | 0% | 60% |
| | Internal transportation | 4 | 4 | 0% | 5% |
| | Freight of sold goods to customers | 236 | 253 | 5% | 7% |
| | Freight of purchased goods | 615 | 635 | 11% | 3% |
| | **Transportation total** | **1.005** | **1.072** | **19%** | **7%** |
| **Operational procurement** | Personnel-related purchases | 60 | 34 | 1% | -44% |
| | Marketing and communication | 0 | 0 | 0% | -41% |
| | Vehicles, machinery, leasing, and maintenance | 694 | 299 | 5% | -57% |
| | Courses, travels, meetings, and catering | 14 | 16 | 0% | 18% |
| | IT | 22 | 32 | 1% | 47% |
| | Properties | - | 372 | 7% | - |
| | Operations and maintenance | 64 | 59 | 1% | -8% |
| | Miscellaneous goods | 257 | 41 | 1% | -84% |
| | Miscellaneous services | 70 | 67 | 1% | -5% |
| | Administration | 0 | 1 | 0% | 81% |
| | **Operational procurement total** | **1.181** | **920** | **17%** | **-22%** |
| **Energy** | Water | 0 | 0 | 0% | 25% |
| | Electricity | 482 | 395 | 7% | -18% |
| | **Energy – total** | **482** | **396** | 7% | -18% |
| **Total** | | **5.418** | **5.561** | **100%** | **3%** |

# 7 Røyrås

Below, the total emission from Røyrås are presented, first divided into consumption areas with associated subcategories, and then divided into Scopes.

## 7.1 Consumption areas

*Table 18: Ton $CO_2e$ emissions from Røyrås divided by consumption areas*

| Ton $CO_2e$ | 2023 | 2024 | Share of 2024 | Development |
|---|---|---|---|---|
| Production procurement | 1.968 | 1.829 | 70% | -7% |
| Transportation | 316 | 380 | 14% | 20% |
| Operational procurement | 345 | 357 | 14% | 3% |
| Energy | 66 | 65 | 2% | -2% |
| **Total** | **2.696** | **2.631** | **100%** | **-2%** |
| Ton $CO_2e$ /1.000 $m^3$ wood products | 125 | 127 | - | 1% |

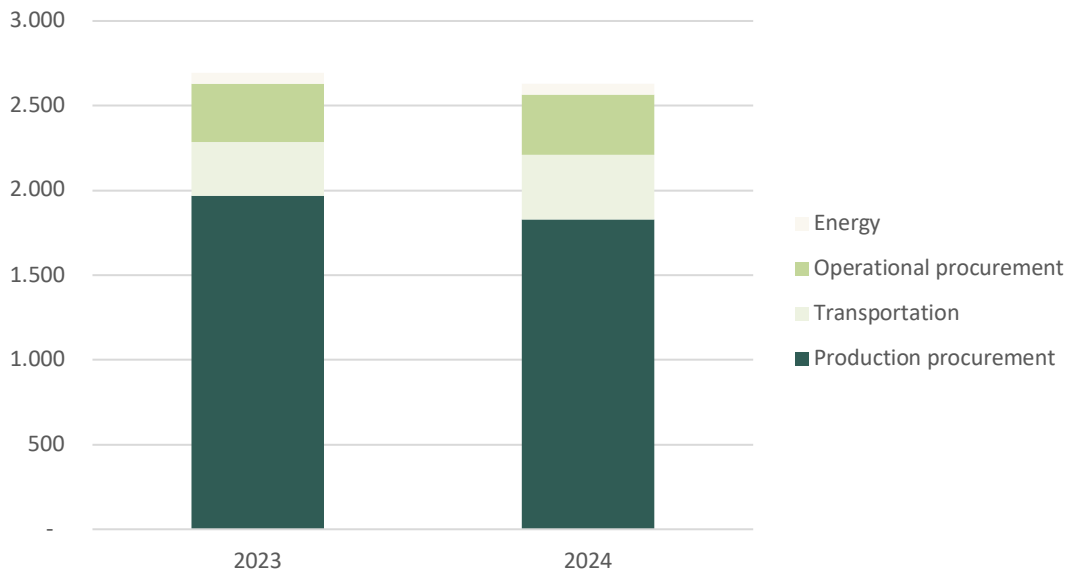


*Figure 15: $CO_2e$ emissions from Røyrås distributed by consumption areas (Ton $CO_2e$)*

As seen from Table 18 and Figure 15, the consumption area *Production procurement* accounts for the largest share of total emissions from Røyrås with 1.829 tons of $CO_2e$ in 2024, equivalent to 70% of total emissions. This is a decrease of 7% for this consumption area from 2023 to 2024. The consumption area *Transportation* has increased by 20% from 2023 to 2024, from 316 tons of $CO_2e$ to 380 tons of $CO_2e$. Overall, emissions from Røyrås have decreased by 2% from 2023 to 2024. The KPI has only moved 1% higher, indicating that the reduction in total emissions is due to slightly lower activity.

## 7.2 Scopes

In the following Table 19 and Figure 16, the greenhouse gas emissions from Røyrås distributed by scopes are presented.

*Tabel 19: $CO_2e$ emissions from Røyrås distributed by Scopes (Ton $CO_2e$).*

| Ton $CO_2e$ | 2023 | 2024 | Share of 2024 | Development |
|---|---|---|---|---|
| Scope 1 | 137 | 187 | 7% | 37% |
| Scope 2 | 6 | 10 | 0,4% | 62% |
| Scope 3 | 2.552 | 2.434 | 93% | -5% |
| **Total** | **2.696** | **2.631** | **100%** | -2% |

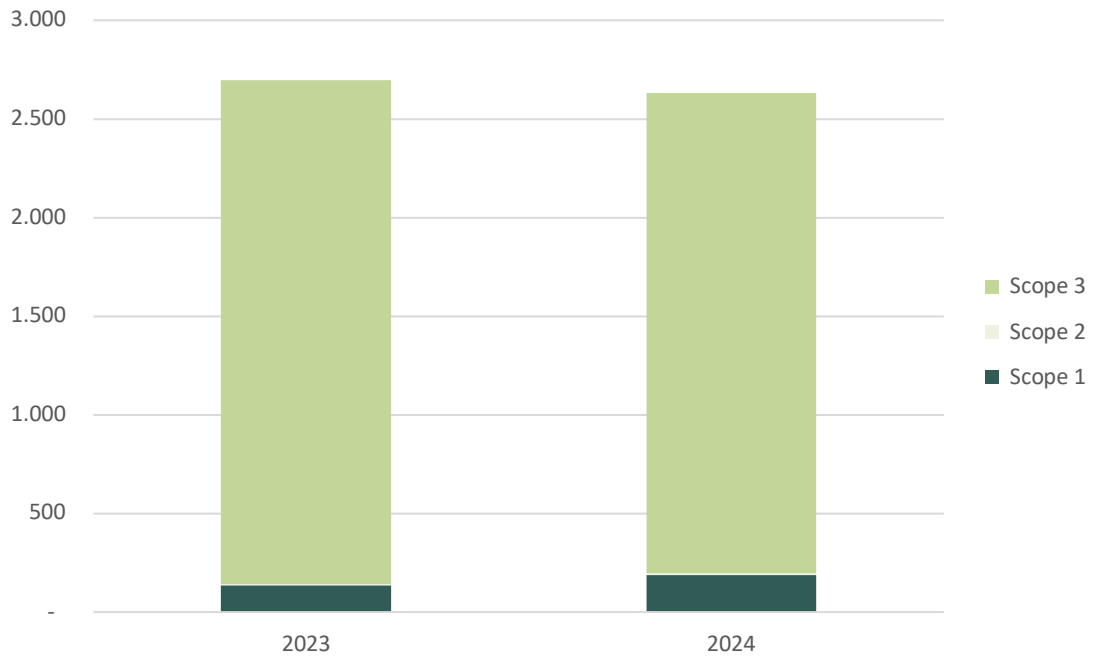


*Figure 16: $CO_2e$ emissions* from Røyrås distributed by Scopes *(Ton $CO_2e$)*

## 7.3 Detailed consumption areas

Tabel 20: $CO_2e$ emissions from Røyrås *distributed by detailed consumption categories*

| Ton $CO_2e$ | | 2023 | 2024 | Share of 2024 | Development |
|---|---|---|---|---|---|
| **Production procurement** | Nails and fittings | 1.065 | 939 | 36% | -12% |
| | Boards | 208 | 238 | 9% | 15% |
| | Pallets and pallet frames | 280 | 254 | 10% | -9% |
| | Packaging wood | 416 | 398 | 15% | -4% |
| | Waste | 0 | 0 | 0% | - |
| | **Production procurement total** | **1.968** | **1.829** | **70%** | **-7%** |
| **Transportation** | Company vehicles and machinery | 173 | 236 | 9% | 37% |
| | Employee transportation | 0 | 1 | 0% | 60% |
| | Freight of sold goods to customers | 72 | 60 | 2% | -17% |
| | Freight of purchased goods | 70 | 83 | 3% | 18% |
| | **Transportation total** | **316** | **380** | 14% | **20%** |
| **Operational procurement** | Personnel-related purchases | 14 | 12 | 0% | -16% |
| | Vehicles, machinery, leasing, and maintenance | 145 | 145 | 6% | 0% |
| | Courses, travels, meetings, and catering | 5 | 9 | 0% | 69% |
| | IT | 9 | 12 | 0% | 32% |
| | Properties | 11 | 18 | 1% | 71% |
| | Operations and maintenance | 75 | 78 | 3% | 4% |
| | Miscellaneous goods | 6 | 5 | 0% | -29% |
| | Miscellaneous services | 20 | 27 | 1% | 33% |
| | Administration | 60 | 52 | 2% | -13% |
| | **Operational procurement total** | **345** | **357** | **14%** | **3%** |
| **Energy** | Electricity | 66 | 65 | 2% | -2% |
| | **Energy – total** | **66** | **65** | **2%** | **-2%** |
| **Total** | | **2.696** | **2.631** | 100% | -2% |