



# Climate accounting practice for Dansk Træemballage A/S



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**Prepared:**  
June 2026



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## 1 Introduction

This document includes the current accounting policies that form the basis for Dansk Træemballage's (DTE) climate accounts.

The purpose of this accounting policy is to ensure documentation of the methods used and to provide transparency and clarity regarding the calculated results of the climate accounts.

The results from the climate accounts are presented in a separate results report.

## 2 Reporting period

The climate accounts are based on emissions from an entire calendar year (January to December).

2023 is the base year for DTE's climate accounts and climate targets at group level.

- In 2022, the first greenhouse gas inventory for DTE Denmark was prepared.
- 2023 was the first year in which the entire DTE Group, including locations in Denmark, Norway, Sweden, and Germany, was included in the climate account.
- In the climate accounts for 2025, Glomma Pall in Norway was included, along with DTE Føvling, which both was acquired by DTE during 2024.

## 3 Organisational delimitation

The climate accounts cover all companies within the DTE Group, including the departments in Denmark and the companies in Norway and Sweden that have relevant consumption and activities leading to emissions. All locations within the DTE Group are listed in *Table 1*.

*Table 1: Companies and locations included in DTE's climate accounts.*

Country	Name of location	Facility	City
Denmark	Ribe Savværk	Sawmill, pellet- & component factory	6760 Ribe
	Ribe Pallefabrik		6760 Ribe
	Brande		7330 Brande
	Haastrup		5600 Faaborg
	Stampen		9330 Dronninglund
	Ulsa		5540 Ullerslev
	Hvidovre		2650 Hvidovre
	Føvling		6683 Føvling
Sweden	Aven Rabbalshede		45756 Rabbalshede
Norway	Aven Holmestrand		3083 Holmestrand
	Industripaller AS*		2435 Braskereidfoss
	Røyrås Treindustri		4646 Finsland
	Glomma Pall A/S		1632 Gamle Fredrikstad

\* Industripaller AS has as of 1/1-2025 merged with Aven Holmestrand and results are therefore collected under Aven Holmestrand.

## 4 Operational delimitation

The climate accounts are defined based on an operational control approach in accordance with the GHG Protocol. This means that emissions are calculated in scope 1 and 2 if they fall within DTE's operational control. Emissions from the use of rented/leased assets (vehicles, premises, equipment, etc.) are therefore included in Scope 1 and 2.

## 5 Definition of Scope 1, 2 and 3

The climate accounts has been prepared in accordance with the requirements of the GHG Protocol<sup>1</sup>, which is an internationally recognised standard for the preparing climate accounts. The climate accounts are based on the GHG Protocol's *A Corporate Accounting and Reporting Standard*<sup>2</sup>, *Scope 2 Guidance*<sup>3</sup>, and the *Corporate Value Chain (Scope 3) Standard*<sup>4</sup>.

The GHG Protocol requires that greenhouse gas emissions are reported within defined scopes (Scope 1, 2 and 3). These are briefly described below, as well as illustrated in **Error! Reference source not found.**

- **Scope 1** refers to direct emissions originating from DTE's activities and processes, such as fuel consumption in company vehicles and fuel used for heating and production processes.
- **Scope 2** refers to indirect emissions from the production of energy DTE consumes from the public supply grid, such as electricity and district heating.
- **Scope 3** refers to indirect emissions from the supply chain, including emissions from raw material extraction, transport, and the production of the materials, products, and services that DTE consumes.



Figure 1 Visualization of scope 1, scope 2 and scope 3 emissions, in accordance with the GHG Protocol.

The following categories within scope 1 and scope 2 are relevant and therefore included in the climate accounts, listed in Table 2.

<sup>1</sup> <https://ghgprotocol.org/>

<sup>2</sup> <https://ghgprotocol.org/sites/default/files/standards/ghg-protocol-revised.pdf>

<sup>3</sup> [https://ghgprotocol.org/sites/default/files/standards/Scope%20%20Guidance\\_Final\\_Sept26.pdf](https://ghgprotocol.org/sites/default/files/standards/Scope%20%20Guidance_Final_Sept26.pdf)

<sup>4</sup> [https://ghgprotocol.org/sites/default/files/standards/Corporate-Value-Chain-Accounting-Reporting-Standard\\_041613\\_2.pdf](https://ghgprotocol.org/sites/default/files/standards/Corporate-Value-Chain-Accounting-Reporting-Standard_041613_2.pdf)

Table 2: Scope 1 and scope 2 consumption included in the climate accounts for DTE.

Categories included in the climate accounts	
<b>Scope 1</b>	<ul style="list-style-type: none"> <li>• Diesel and petrol consumption in the company's own and leased vehicles</li> <li>• Diesel consumption for machinery etc. for production</li> <li>• Diesel and gas consumption for heating buildings</li> </ul>
<b>Scope 2</b>	<ul style="list-style-type: none"> <li>• Electricity consumption</li> <li>• District heating consumption</li> </ul>

The GHG Protocol stipulates that scope 3 emissions are reported in 15 different categories. The 15 categories and detailed descriptions of their content, cf. the GHG Protocol, can be seen in Appendix 1. Of these, six categories are included in the climate accounts, which are described in Table 3.

Table 3: Scope 3 categories included in the climate accounts for DTE.

Scope 3 Categories - Included	Description of Contents
Category 1: Purchased goods and services	Purchased products and services, including wood and other materials for production, as well as operational purchases, administration, etc.
Category 2: Capital Goods	Major purchases that are subsequently financially depreciated, such as machinery, etc.
Category 3: Fuel- and Energy-Related Activities	Emissions from electricity, district heating, and fuels not covered in emissions from Scope 1 and 2, including upstream emissions, distribution losses, etc.
Category 4: Upstream Transportation and Distribution	Transportation services by external transport suppliers for DTE, including the freight of purchased goods, internal transportation, and transportation of sold products to customers.
Category 5: Waste Generated in Operations	Emissions from the collection and treatment of waste generated by DTE, including general waste for incineration and metal for recycling, etc.
Category 6: Business Travel	Employee transport in employees' own cars for work-related purposes and business travel.

The GHG Protocol also requires that the climate account includes a justification for the *exclusion* of categories. These exclusions are presented in

Table 4, together with an explanation why they are not relevant to the present climate account.

Table 4: Scope 3 Categories Excluded from the Climate Account for DTE.

Excluded Scope 3 Categories	Justification for Exclusion in this Climate Account
7. Employee Commuting	Primary data for DTE's employee commuting is currently unavailable. Additionally, employee commuting is expected to constitute a small portion of DTE's total greenhouse gas emissions.

8. Upstream Leased Assets	Due to the operational consolidation approach, DTE's consumption in leased vehicles is included in Scope 1 and 2.
9. Downstream Transportation and Distribution	The majority of goods transportation to customers is included in Category 4: Upstream Transportation and Distribution. It is estimated that less than 5% of transportation to customers (in DK) is carried out by the customers themselves, hence this category is not included.
10. Processing of Sold Products	DTE's products do not require additional processing and are not incorporated into other products before use. Therefore, this category is deemed irrelevant for DTE.
11. Use of Sold Products	Deemed irrelevant for DTE, as there is no direct or indirect energy consumption associated with the use of DTE's products, and there are no direct greenhouse gas emissions associated with product use.
12. End-of-Life Treatment of Sold Products	Deemed irrelevant for DTE, as emissions associated with the disposal of DTE's products are expected to constitute an insignificant portion of the total Scope 3 emissions. Moreover, the majority of the effects of recycling materials in DTE's products fall outside the scope of DTE's climate account.
13. Downstream Leased Assets	DTE has no downstream leased activities, and the category is therefore not relevant for the preparation of this climate account.
14. Franchises	DTE does not have franchises, and the category is therefore not relevant for the preparation of this climate account.
15. Investments	The category is not relevant for the preparation of this climate account.

## 6 Recalculation Practice

The reporting year 2023 is the base year for subsequent greenhouse gas inventories and will serve as the reference year for the emissions profile.

If, during the preparation of subsequent climate accounts, significant changes are made, errors are identified, or other factors arise that make inappropriate to compare with the climate account from 2023, the emissions will need to be recalculated. Such errors or factors that may materially affect emissions could include structural changes in the company, such as acquisitions, improved data quality, or significant data errors. Recalculation must be carried out if these factors affect comparability between years.

## 7 Data

The majority of the data used in the preparation of this climate account has been obtained from DTE's internal systems. This applies to energy data, transport data and accounting data. In cases where it has not been possible to deduct directly from DTE's accounting systems, data has primarily been obtained from invoices, including invoices for electricity, fuel and water consumption, as well as operation- and production-related purchases.

The climate calculations are made by NIRAS on the basis of the total data set and collected emission factors (see Chapter 10). The table below (Table 5) describes the assumptions and data used in the calculation of emissions from scope 1, 2 and 3.

*Table 5: Data basis, approach and assumptions for the climate calculations for DTE.*

Categories	Data description	Unit	Data source and assumptions
<b>Scope 1</b>			
Owned and leased vehicles	Fuel consumed in DTE's own and leased vehicles.	Liters Km DKK/SEK/ NOK	in liters is obtained from the energy audit account or invoice. A share of fuel is calculated based on how many kilometers the respective vehicle has driven, calculated from internal systems. A smaller share of fuel is calculated from financial data (in DKK/NOK/SEK), on accounts where repairs are sometimes also included. From a conservative point of view, whole amounts are included, as there is no distribution key for what constitutes fuel and repairs respectively.
	LPG gas used in DTE's own trucks	m <sup>3</sup>	Data obtained from energy audit data sheets, quantified in liters of gas.
Gas consumption	Consumption of natural gas for heating	m <sup>3</sup>	Data obtained from data sheets from the energy audit, quantified in Nm <sup>3</sup> of natural gas.
Direct greenhouse gas emissions	-Not applicable-	-	-Not applicable-
<b>Scope 2</b>			
Electricity	Consumption of electricity	kWh	DTE Denmark: Data obtained from DTE's data hub, via API. The data includes electricity for heating (although not specified in the data). DTE Norway/Sweden: Data obtained from electricity meters and invoices.
	Green certificates		RECS certificate from EnergiFyn has been received as documentation.
District heating	Consumption of district heating	kWh	Data obtained from data sheets from the energy audit, quantified in kWh.
<b>Scope 3</b>			
1 – Products and services	Consumption in monetary units	DKK/SEK/ NOK	Consumption in monetary units is extracted from DTE's internal accounting systems. Data is specified based on unique account numbers and processed separately at a detailed level. For Røyrås and Glomma Pall, procurement data has partly been collected manually from invoices.
	Consumption in physical units	M3/kg/pcs. etc.	The majority of consumption quantified in physical units is also obtained from DTE's accounting systems. Some consumption items are supplemented with assessments requested from DTE's suppliers. For Røyrås and Glomma Pall, procurement data has partly been collected manually from invoices.

2 – Capital goods	Consumption in monetary units	DKK/SEK/ NOK	Consumption in monetary units is extracted from DTE's accounting systems and processed at a detailed level. Postings include significant purchases of assets that are subsequently depreciated.
3 – Fuel- and energy-related activities	The category is calculated based on data already quantified in scope 1 and 2.		See description of data for Scope 1 and 2.
4 – Upstream, transportation and distribution	Transportation of primary material procurement	Ton.km	Procurement data is extracted from DTE's internal systems/obtained from invoices. When data is retrieved, kilometers driven and quantity in kg are stated. If the quantity is measured in m <sup>3</sup> , it is converted to tons using the conversion factor for density.  If the specific transport distance is not measured by DTE, it is estimated via Google Maps for truck transport and ports.com for ship transport.
5 – Waste generated in the company	Waste	kg	Quantities distributed among individual fractions have been provided by the waste management company.
6 – Business travel	Transport in employees' own cars for professional use (driven kilometers).	Km/DKK	Where possible, data for transportation in employees' own company cars has been obtained from DTE's internal systems as the number of kilometers travelled.  Data obtained from DTE's accounting data, quantified in monetary units (DKK), has been converted to kilometers driven based on the government's rate for driving allowance.
	Business travel and travel related to meetings.	DKK/SEK/ NOK	Consumption data has been extracted from DTE's accounting system in Danish kroner.

## 8 Location-based and market based method

DTE's climate account results are primarily presented based on the market-based method. The climate accounting report also presents results based on the location-based method. The two methods are described below.

When using the **location-based calculation method**, emissions are calculated using an emission factor equivalent to the average composition of the electricity grid, as depicted in Figure 2 Visual illustration of the location-based method of CO<sub>2</sub>e emissions from electricity consumption.

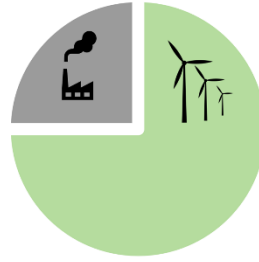


Figure 2 Visual illustration of the location-based method of CO<sub>2</sub>e emissions from electricity consumption.

When using the **market-based calculation method** (also known as the electricity declaration) , trading of renewable energy on the market is taken into account, which affects the emission factor used.

Here, part of the electricity from renewable energy sources is purchased as green certificates (figure Figure 3 Visual illustration of the market-based method of CO<sub>2</sub>e emissions from electricity.- a). The certificates are therefore not considered part of the energy mix on the grid for companies and organizations that do not contribute to green certificate trading (Figure 3 Visual illustration of the market-based method of CO<sub>2</sub>e emissions from electricity.-b).

Therefore, the emission factor used for those not trading green certificates is based on a higher share of non-renewable energy (Figure 3 Visual illustration of the market-based method of CO<sub>2</sub>e emissions from electricity.-c).

As a consequence, the electricity consumption of a company that does not buy green certificates is associated with a higher emission factor when using the market-based approach than when using the location-based approach.

If the company purchases green power from recognized programs, the emissions from electricity consumption in scope 2 are attributed zero emissions.

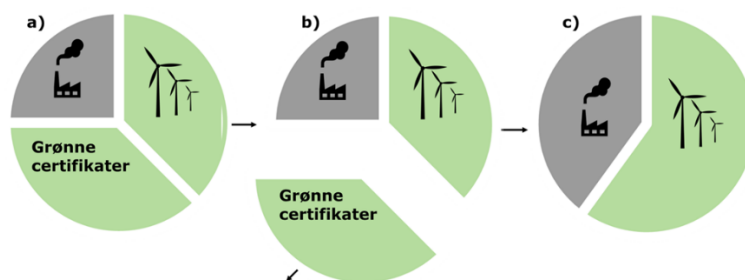


Figure 3 Visual illustration of the market-based method of CO<sub>2</sub>e emissions from electricity.

## 9 CO<sub>2</sub>-equivalent og GWP

The results for climate calculations are calculated in CO<sub>2</sub> equivalents (CO<sub>2</sub>e) and include the greenhouse gases below, which are calculated in CO<sub>2</sub>e based on the "Global Warming Potential"<sup>5</sup> (GWP) of the individual gases. The GWP values used are derived from the IPCC's Sixth Assessment Report.

- Carbon dioxide (CO<sub>2</sub>) (GWP = 1 kg CO<sub>2</sub>e/kg)
- Methane (CH<sub>4</sub>) (GWP = 28 kg CO<sub>2</sub>e/kg)
- Nitrous gas (N<sub>2</sub>O) (GWP = 273 kg CO<sub>2</sub>e/kg)

Other greenhouse gases (SF<sub>6</sub>, HFCs, PFCs) are not included due to limitations in the applied emission factors, and their contributions are not considered relevant.

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<sup>5</sup> <https://www.epa.gov/ghgemissions/understanding-global-warming-potentials>

## 10 Emission factors

Table 5 below shows all emission factors and sources used for DTE's climate accounts.

Table 5 Sources for emission factors used.

Name of emission factor	Reference
Relevant EXIOBASE categories (monetary units) [DKK/SEK/NOK]	EXIOBASE v3.3.16b2 (2011 hybrid), restructured with country breakdown, (released August 2020); Inflation rate: <a href="#">eurostat, HICP - Inflation rate</a>
Relevant EXIOBASE categories (Physical units) [kg]	EXIOBASE v3.3.16b2 {DK} (product market, hybrid units, purchaser price)
Raw wood [m <sup>3</sup> ]	ecoinvent 3.12, Sawlog and veneer log, softwood, measured as solid wood under bark {DE}  softwood forestry, spruce, sustainable forest management   Cut-off, U (af EPD-projekt, NIRAS 2021), density declared by DTE
Packaging wood [m <sup>3</sup> ]	ecoinvent 3.12, Sawnwood, board, softwood, dried (u=10%), planed {NO}  planing, board, softwood, u=10%   Cut-off, U (of EPD-projekt, NIRAS 2021)
Pallets [1p]	ecoinvent 3.12, EUR-flat pallet {RER}  production   Cut-off, U (of EPD-projekt, NIRAS 2021))
Special pallets [1p]	ecoinvent 3.12, EUR-flat pallet {RER}  production   Cut-off, U (of EPD-projekt, NIRAS 2021))
Pallet frames [1p]	ecoinvent 3.12, Pallet collars {RER}  production   Cut-off, U (of EPD-projekt, NIRAS 2021))
Wood chip blocks, EUROBLOCK [m <sup>3</sup> ]	Euroblock Product Carbon Footprint (PCF) 2020
Boards/veneer[m <sup>3</sup> ]	ecoinvent 3.12, Plywood, for indoor use {RER}  production   Cut-off, U (af EPD-projekt, NIRAS 2021) Ecoinvent 3 - allocation, cut-off by classification - unit)
Nails [kg]	Ecoinvent 3.12, Steel, low-alloyed, hot rolled {RER}  production   Cut-off, U 2019 og Wire drawing, steel {RER}  processing   Cut-off, U 2019 (af EPD-projekt, NIRAS 2021)
Fittings [kg]	Ecoinvent 3.12, Steel, low-alloyed, hot rolled {RER}  production   Cut-off, U 2019 og Wire drawing, steel {RER}  processing   Cut-off, U 2019 (af EPD-projekt, NIRAS 2021)
Sawdust [kg]	Ecoinvent 3.12, (Sawdust, wet, measured as dry mass {Europe without Switzerland})  market for sawdust, wet, measured as dry mass   Cut-off, U)
Electricity consumption, DK [kWh]	<u>Location based</u> : Scope 2: Environmental declaration 2022 with 125 % method from "electricity declaration 2022". Scope 3: 5% Distribution losses - upstream emissions based on data from IPCC AR5 and the declared electricity mix in the environmental declaration. <u>Market-based</u> : Scope 2: Emissions - all electricity covered by green certificates. Scope 3: Upstream emissions from offshore wind turbines from IPCC Arc5
Electricity consumption, NO [kWh]	Product declaration for electricity suppliers who do not buy guarantees of origin, NVE
Electricity consumption, SE [kWh]	Location-based: Swedish Energy Agency (Energiindikatorer) Market-based: Hydropower (WTT + methane), IPCC, plus grid loss share

<b>District heating (Hvidovre)</b>	Environmental declaration District heating central Avedøre Holme
<b>Natural gas [Nm<sup>3</sup>]</b>	Calculated from: Energistatistik (Energistyrelsen), UK Government GHG Conversion Factors for Company Reporting (DEFRA), and Evida
<b>Water [m<sup>3</sup>]</b>	Calculated from EXIOBASE v3.3.16b2 (2020)
<b>Diesel, car DK [liter]</b>	Calculated from: Blending percentages (Energistyrelsen), Energistatistik (Energistyrelsen), and UK Government GHG Conversion Factors for Company Reporting (DEFRA)
<b>Diesel, car [km]</b>	Danish Energy Agency – Emission factors for road transport (per km)
<b>Diesel, car [DKK]</b>	Calculated from: Blending percentages (ENS, 2022), Energistatistik (Energistyrelsen), and UK Government GHG Conversion Factors for Company Reporting (DEFRA). Average consumer prices on diesel in (DrivkraftDanmark) Source: <a href="https://www.drivkraftdanmark.dk/priser/diesel-autodiesel/">https://www.drivkraftdanmark.dk/priser/diesel-autodiesel/</a>
<b>Diesel, truck [km]</b>	Danish Energy Agency – Emission factors for road transport (per km)
<b>Truck transport [ton.km]</b>	Ecoinvent proces: 1 tkm Transport, freight, lorry >32 metric ton, EURO6 {RER}  transport, freight, lorry >32 metric ton, EURO6   Cut-off, U (af projekt EPD_DTE 2021)
<b>El, car [km]</b>	As an electricity consumption emission factor, assuming 5 km/kWh.
<b>Gasoline, car [km]</b>	Danish Energy Agency – Emission factors for road transport (per km)
<b>Hybrid, car [km]</b>	Calculated from: Klimakompasset (Calculated from: Bilstatistikken, Iblandingsprocenter (ENS, Energistatistik (Energistyrelsen) and UK Government GHG Conversion Factors for Company Reporting (DEFRA)
<b>Diesel (17%) [liter]</b>	NS-EN ISO 14083:2023 table K1
<b>Gasoline (17%) [liter]</b>	NS-EN ISO 14083:2023 table K1
<b>Ship transportation [ton.km]</b>	Ecoinvent proces: 1 tkm Transport, freight, sea, bulk carrier for dry goods {GLO}  transport, freight, sea, bulk carrier for dry goods   Cut-off, U (af projekt EPD_DTE 2021)
<b>Truck gas [kg]</b>	UK Government GHG Conversion Factors, DEFRA dataset (WTW)
<b>Driving allowance [DKK]</b>	Danish Energy Agency – Emission factors for road transport (per km), DEFRA, as well as kilometre reimbursement rates from SKAT.dk
<b>Waste treatment – Scenarios [kg]</b>	Direct from EXIOBASE v3.3.16b2 (2020) or calculated EMF from EXIOBASE v3.3.16b2 (2020).

## 11 Scope 3 categories

Table 6 General description of scope 3 categories according to the GHG Protocol.

Scope 3 category	Category description
<b>1. Purchased goods &amp; services</b>	Emissions associated with the extraction, production and transport of products and services purchased or acquired by the reporting company in the reporting year.



<b>2. Capital goods</b>	Emissions associated with the extraction, production and transport of capital goods purchased or acquired by the reporting company in the reporting year.
<b>3. Fuel- and energy-related activities</b>	Emissions associated with the extraction, production and transport of fuels and energy purchased or acquired by the reporting company in the reporting year and not already included in scope 1 or 2.
<b>4. Upstream transportation &amp; distribution</b>	<p>Emissions associated with the transport and distribution of products purchased by the reporting company in the reporting year between the company's tier 1 suppliers and the company's own operations (in vehicles and facilities not owned or controlled by the reporting company).</p> <p>Emissions associated with transport and distribution services purchased by the reporting company in the reporting year, including inbound logistics, outbound logistics (e.g. of products sold) and transport and distribution between a company's own facilities (in vehicles and facilities not owned or controlled by the reporting company).</p>
<b>5. Waste generated in operations</b>	Emissions associated with the disposal and treatment of waste generated in the reporting company's operations during the reporting year (in facilities not owned or controlled by the reporting company).
<b>6. Business travel</b>	Emissions from employee transport for business-related activities in the reporting year (in vehicles not owned or operated by the reporting company).
<b>7. Employee commuting</b>	Emissions from the transport of employees between their homes and workplaces during the reporting year (in vehicles not owned or operated by the reporting company).
<b>8. Upstream leased assets</b>	Emissions from the operation of assets leased by the reporting organization (lessee) in the reporting year and not included in scope 1 and 2 - reported by the lessee.
<b>9. Downstream transportation &amp; distribution</b>	Emissions from the transport and distribution of products sold by the reporting company during the reporting year between the reporting company's operations and the end consumer (if not paid by the reporting company), including retail and storage (in vehicles and facilities not owned or controlled by the reporting company).
<b>10. Processing of sold products</b>	Emissions from processing of intermediate products sold in the reporting year by downstream companies (e.g. manufacturers).



<b>11. Use of sold products</b>	End use of goods and services sold by the reporting organization in the reporting year.
<b>12. End of life treatment of sold products</b>	Emissions from disposal and treatment of waste from products sold by the reporting company in the reporting year at the end of the product life.
<b>13. Downstream leased assets</b>	Emissions from operation of assets owned by the reporting organization (lessor) and leased to other entities during the reporting year and not included in scope 1 and 2 - reported by the lessee.
<b>14. Franchises</b>	Emissions from operating franchises in the reporting year and not included in scope 1 and 2 - reported by franchisor.
<b>15. Investments</b>	Emissions from operating investments (including equity and debt investments and project financing) in the reporting year and not included in scope 1 and 2.



## **12 Appendix: Changes implemented in the 2025 climate accounts**

### **12.1 Organizational changes**

The company Glomma Pall in Norway became part of the DTE Group in 2024 and is included in the climate account as an entity in the 2025 inventory. The same applies to Føvling in Denmark.

### **12.2 Data corrections implemented in the 2025 climate account**

No data corrections have been made in the 2025 climate account that have resulted in changes to the accounting practice.

Data from Glomma Pall has been included in this year's climate account, and this data is considered representative of a company of this size.

### **12.3 Changes in emission factors**

In connection with the update of DTE's EPD tool, a number of underlying processes have been revised, resulting in minor adjustments to the emission factors used in the climate account.

Emission factors based on ecoinvent processes have been updated to align with ecoinvent version 3.12.

Finally, emission factors for waste have been reassessed following changes in the Climate Compass methodology for calculating emission factors related to waste management.