

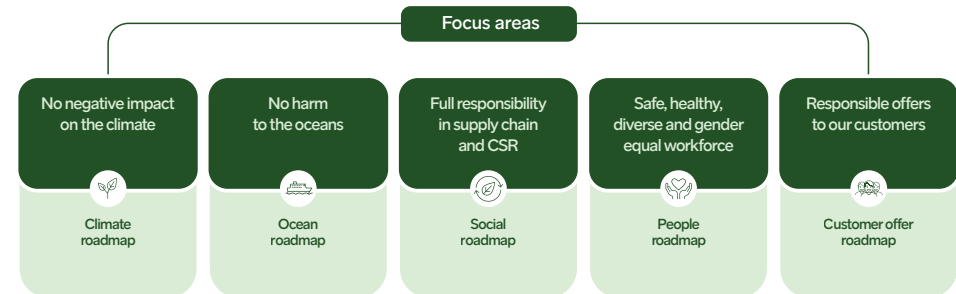
# **INSETTING FOR DECARBONISING TRANSPORTS**

# WHY INSETTING?

## Our sustainability strategy

Our ambition is to be a leader in sustainability. To consistently achieve our desired outcomes from investments, we adopt a holistic approach to sustainability.

Our sustainability strategy is organised into five focus areas, each with a designated team and owner. They actively monitor upcoming legislation, **introduce new initiatives**, and assess the impact of these efforts.



## A new customer insetting initiative

Alternative energy sources are the future for global shipping.

Recognising that our ships operations have contributed to climate change, we are committed to reducing green-house gas (GHG) emission from these operations.

**Our ambitious goal is to achieve a 30% CO<sub>2</sub> reduction by 2030.**

To attain this objective, we propose a dual approach; combining energy-efficient enhancements with the utilisation of low-GHG fuels - our new customer insetting initiative.

We firmly believe that our freight customers share our commitment, and we encourage all our freight customers to voluntarily participate in reducing GHG emissions in freight transports through our insetting initiative.

For further information about our initiative, please see more on the next pages.

30% CO<sub>2</sub>  
reduction  
by 2030

# WHAT IS INSETTING

## - AND WHAT ARE SCOPE 1, 2, & 3 EMISSIONS?

### OFFSETTING VS. INSETTING - what is the difference?

#### Offsetting

Offsetting involves compensating for emissions by investing in external projects.

#### Insetting

Insetting refers to a sustainability practice where Stena Line invests in environmental projects and integrate these directly into our company's own business operations. It focuses on reducing carbon emissions and improving the environmental impacts.

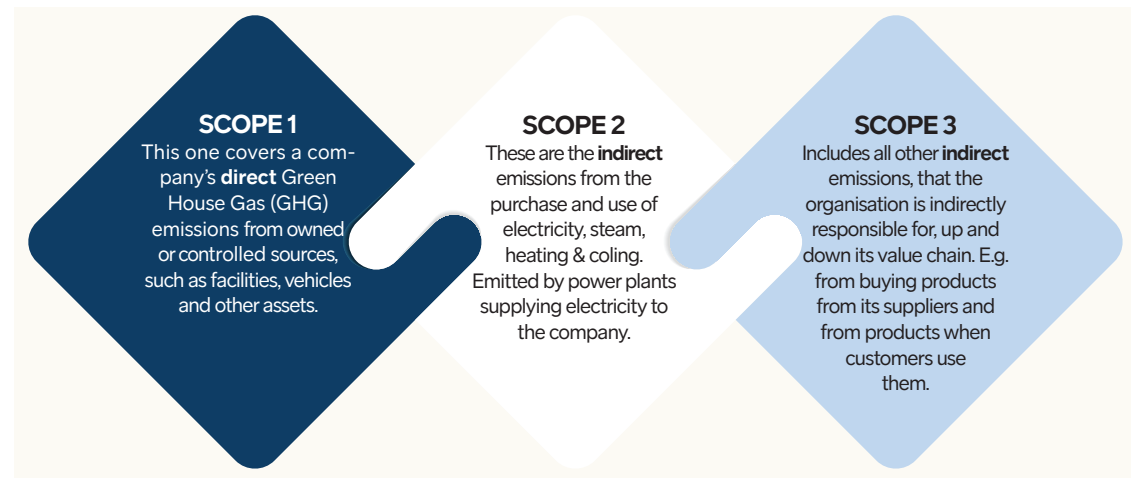
**Stena Line's biofuel solutions are based on carbon insetting.**

### SCOPE 1, 2 & 3 EMISSIONS and how they are categorised

The GHG Protocol Corporate Standard organises a company's carbon emissions into three categories: Scope 1, Scope 2, and Scope 3.

These scopes are related to a company's comprehensive carbon footprint (CCF).

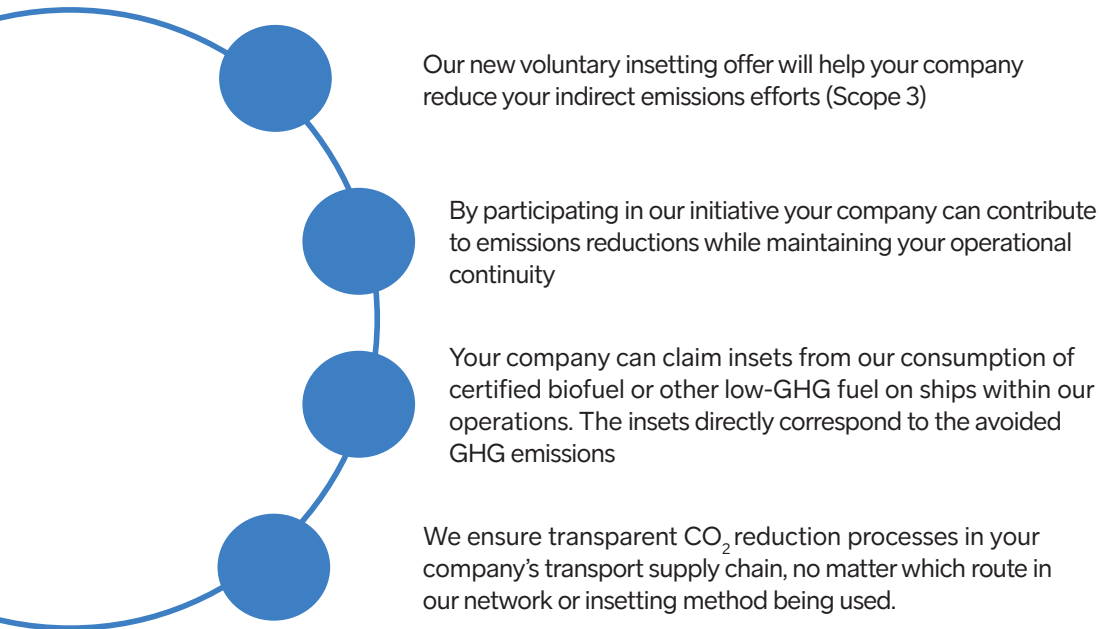
The term 'scopes' originates from the field of project management and encompasses all activities and resources necessary for project completion. The GHG Protocol's categorisation aims to clarify which emissions are direct and which are indirect, ensuring that emissions are not double-counted across different companies.



# INSETTING BENEFITS

## - FOR CUSTOMERS

### REDUCE SCOPE 3 EMISSIONS



Our insetting solutions offer a strategic approach for freight customers to reduce their scope 3 emissions, which encompass all indirect emissions that occur in the value chain of the reporting company, including both upstream and downstream emissions.

By integrating emission reduction projects within own supply chain or business operations, transport companies can directly influence and diminish the environmental impact of their services.

When addressing scope 3 emissions through insetting, transport companies not only reduce their environmental footprint but also enhance their sustainability credentials, potentially leading to improved stakeholder relationships and competitive advantage.

# INSETTING BENEFITS

## - FOR CUSTOMERS

### REDUCE SCOPE 3 EMISSIONS

The emissions reduction procedure is thoroughly documented and finalised with a corresponding certificate and statement.

Your transport company is assured accurate and distinct insets

The certificate serves as your company's assurance that the emission reductions are both genuine and distinctive

When reductions occur using biofuel on ships our process undergoes independent review by an external auditor as guarantee for your company

Claim ID:  
Date of issue:



### Greenhouse Gas Reduction Statement

Stena Line confirms that the following GHG insets (Greenhouse Gas emission reductions) have been retired from Stena Line GHG Insetting Registry for the purpose of Scope 3 claiming by entities named below in their sustainability reporting relative to reporting year 2024:

Type of Claim:  
Stena Line Route:  
Booking Reference(s)

Tonnes of CO<sub>2</sub>eq(1):  
Reporting approach:  
Unique GHG inset ID:

Retired by:  
VAT number:

On behalf of:  
VAT number:  
GHG Protocol Scope:  
Additional details:

#### Sustainability Information

Low-GHG fuel product name	B20 blend
Amount of low-GHG fuel product in megajoules (MJ)	9 090 909 (40 200 MJ/MT)
Amount of low-GHG fuel product in tonnes (MT)	226.14
Sustainability certification	
Fossil baseline of reference (gCO <sub>2</sub> eq/MJ)	91.4
GHG value (gCO <sub>2</sub> eq/MJ)	80.4
% GHG emission reduction compared to fossil baseline	12%
Feedstock	Rapeseed oil. Blend with fossil.
Feedstock Country of Origin	Sweden
Year of low-GHG fuel production	2023
Country of blending	Sweden
Port where fuel is delivered	Gothenburg, Sweden
Country where GHG reduction will be claimed	Denmark

<sup>1</sup> The absolute GHG emission reduction is expressed in metric tonnes of CO<sub>2</sub>-equivalents calculated using certified GHG values according to Directive (EU) 2018/2001, including Tank-to-Wheel emissions of the following GHG's: CO<sub>2</sub>, CH<sub>4</sub> and N<sub>2</sub>O.

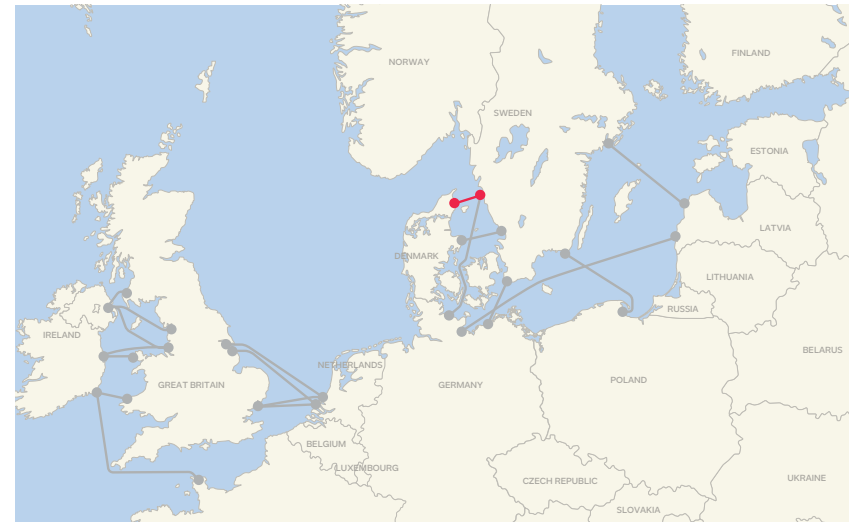
# INSETTING SOLUTIONS

## - TWO ALTERNATIVES

### THE DIRECT SOLUTION

The direct GHG reduction is linked to a particular **route** and potentially to a specific ship carrying your company's freight, although it may not coincide with the precise journey of your shipment.

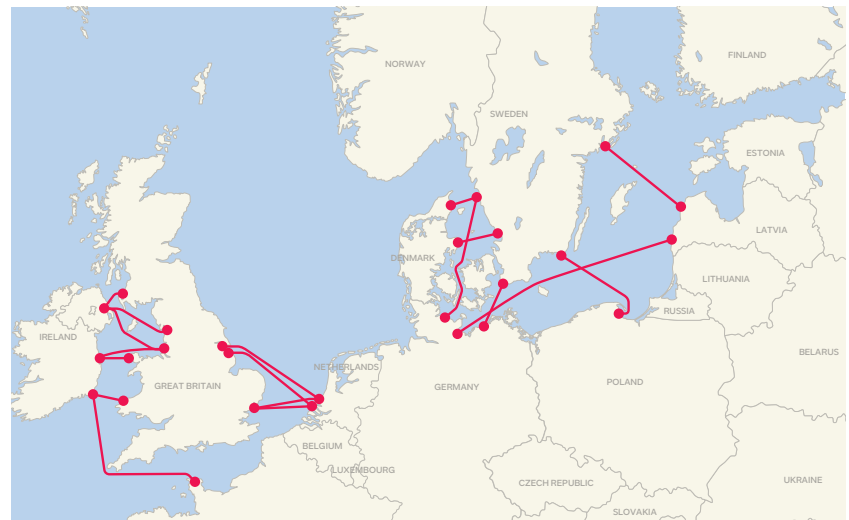
This method guarantees the accurate tracking of GHG offsets to the exact fuel consumption of a ship on a designated route.



### THE INDIRECT SOLUTION

The indirect GHG reduction options offers your company to finance and claim emissions savings **under specific fleet limitations**.

However, the connection to a particular route or ship is not direct and the low-GHG fuel may be utilised across our entire network, without being restricted to the freight route or the ship your company use for transportation.





# THE STENA JUTLANDICA START-UP

## - GOTHENBURG-FREDERIKSHAVN V.V.



### DIRECT INSET INVOICE

*(for customers with booking on  
Gothenburg-Frederikshavn v.v.)*

+ Seafreight  
+ BAF  
- ETS  
+ Bio ETS  
+ Biofuel surcharge A

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TOTAL

### INDIRECT INSET INVOICE

*(for customers shipping on other routes)*

+ Seafreight  
+ BAF  
+ ETS  
+ Biofuel surcharge B<sup>a)</sup>

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TOTAL

a) Related to Gothenburg-Frederikshavn

# CONNECTING EUROPE FOR A SUSTAINABLE FUTURE



## Head office

Stena Line, SE-405 19 Gothenburg, Sweden

Read more and follow our work at  
[stenalinefreight.com](https://stenalinefreight.com)

