Muehlhan
Wind Service

Greenhouse Gas Report 2023

Content

01.

A word from our CEO

Dear reader,

It is our pleasure to present the Muehlhan Wind Service Greenhouse Gas Emissions Report for FY2023. This report represents a significant milestone in our ongoing commitment to sustainability and managing our environmental impact.

At Muehlhan Wind Service we take pride in being part of an industry, which in our view represents part of the solution to one of the biggest challenges we are all facing, i.e. global warming and resulting climate changes. Having said that, we fully recognize that even though our industry is part of the solution, we also fully own up to our obligation to continuously reduced our direct impact on climate change and we are dedicated to integrating sustainability into every aspect of our operations.

Our vision is to demonstrate that it is possible to continue to grow more relevant as a partner to our customers and stay an employer of choice to current and future colleagues, while we significantly reduce our carbon footprint.

This report marks the beginning of a comprehensive journey towards greater transparency and accountability, and we fully recognize that we are only at the beginning of that journey. By aligning our efforts with the Corporate Sustainability Reporting Directive (CSRD) and the Greenhouse Gas (GHG) Protocol, we are setting the standard for rigorous and reliable environmental reporting.

Our commitment extends beyond compliance; we are striving for continuous improvement and innovation in our sustainability practices.

However, this is not the first step on our sustainability journey. We have already taken several initiatives to engage our employees and stakeholders in this process. For example, we have conducted waste exercises to identify and eliminate unnecessary sources of waste, we have introduced sustainability awards to recognize and reward the best ideas for reducing our environmental impact, and we have organized competitions to encourage safer and more fuel-efficient driving behavior among our drivers.

We aim to not only reduce our emissions but also inspire others in the industry (and in other industries) to adopt sustainable practices and collaborate around impactful solutions. Our goal is to create lasting positive impacts on both the environment and the communities we operate in.

I am proud of the progress we have made so far and am confident that with the dedication of our team and the support of our partners, we will continue to advance our sustainability agenda. Together, we will drive meaningful change and contribute to a greener, more sustainable future.

Thank you for your support and commitment to our shared vision!

Sincerely,

Søren Høffer
CEO, Muehlhan Wind Service

Introduction – Preparing for the Corporate Sustainability Reporting Directive

This report is a voluntary disclosure of our greenhouse gas (GHG) emissions for the fiscal year 2023, from 1st of January 2023 to 31st of December 2023. It follows the latest guidelines of the Greenhouse Gas Protocol for accounting of the GHG emissions from our operations and value chain.

The report aims to provide consistent and transparent information to our stakeholders on our environmental performance and our efforts to reduce our carbon footprint. The report also serves as a basis for complying with the upcoming EU Corporate Sustainability Reporting Directive (CSRD) and the European Sustainability Reporting Standards (ESRS), which we expect to enhance the quality, comparability, and relevance of sustainability reporting.

While we have tried to align our report with the fundamental structure of the standards as much as possible, we acknowledge that there is room for improvement in terms of data quality and completeness in future reports. We are committed to enhancing our data collection and reporting processes to ensure that we meet the requirements and expectations of the CSRD and the ESRS.

We have made every effort to be as transparent as possible in this report and are proud to share our results. We hope that you find the information useful and easy to access.

Thank you for your interest in our report!

Organizational description

Muehlhan Wind Service A/S is a leading full-scope service provider, delivering wind turbine installation and operations & maintenance solutions to the wind energy industry on a global scale.

Our experience and knowledge enable us to act as a trusted and preferred business partner to leading players in the wind energy industry, by providing specialized project solutions of all sizes.

We have departments and subsidiaries worldwide making it easy, convenient, and reliable to work with us.

35+
Contries

200+
back-office employees

2500+
wind turbine technicians

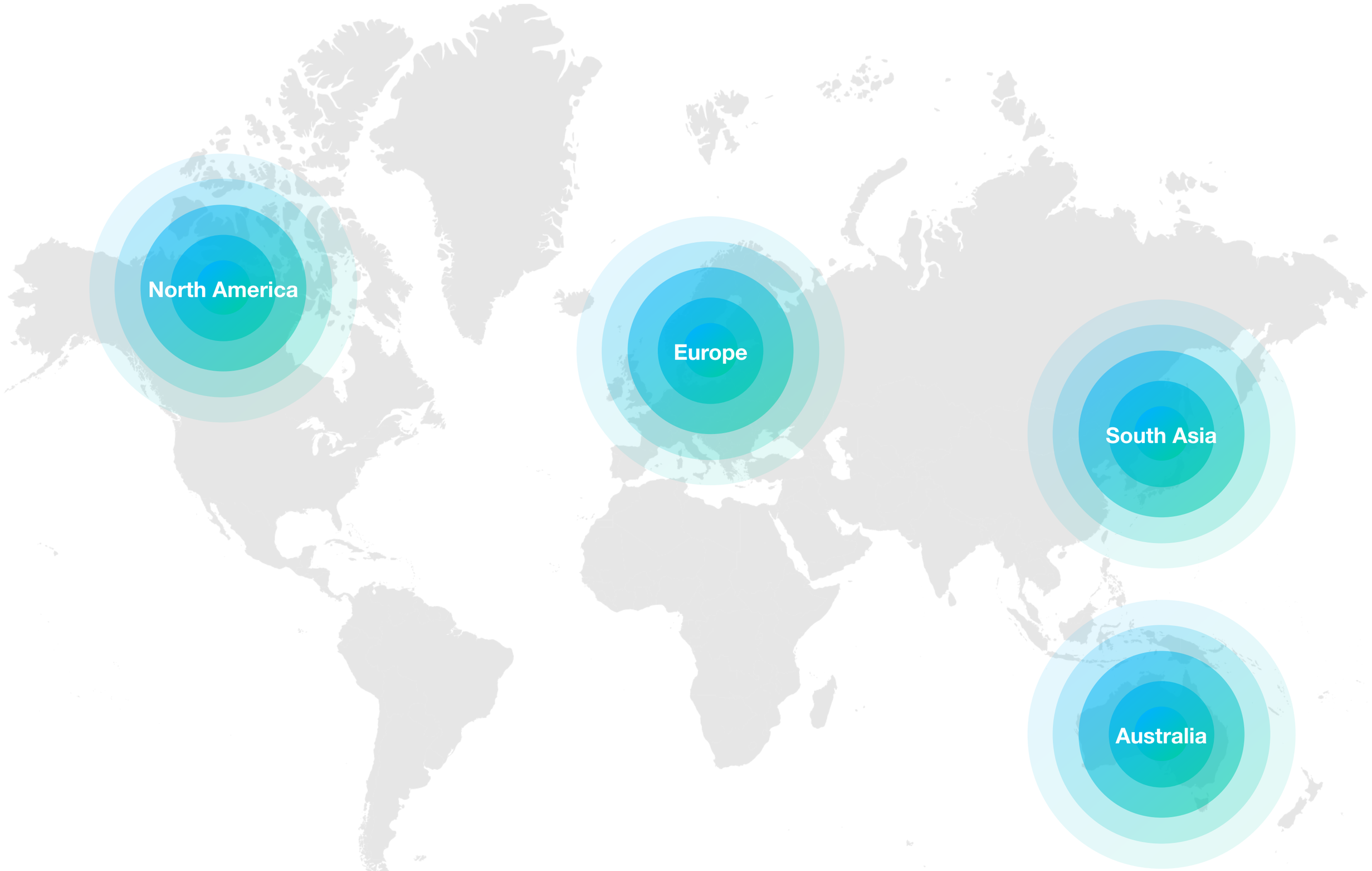
107
onshore service assignments

50
offshore service assignments

03.

Our global presence is not only a matter of convenience, but also a testament to our commitment to quality and safety. We operate in more than **35 countries** across Europe, North America, Asia, and Africa, with a workforce of over **2500+ qualified professionals**.
We have local teams that understand the specific needs and regulations of each market, as well as a global network that ensures seamless coordination and delivery of our services.

Whether it is onshore or offshore, we have the expertise and equipment to handle any challenge.



North America

Calgary, Canada
Oklahoma City, USA
Dallas USA

Europe

HQ Fredericia, DK
London, UK
Newcastle, UK
Glasgow, UK
Le Havre, France
Gdansk, Poland
Porto, Portugal
Szczecin, Poland

South Asia

Taipei, Taiwan
Taichung Harbour, Taiwan
Seoul, South Korea

Australia

Adelaide, Australia

03.

Policies, strategies, and goals The beginning of a journey

Our Values

Integrity

We are open and honest
We take ownership
We require and deliver social responsibility

Respect

We are customer centric
We stand by our word
We respect each other

Excellence

We are efficient
We do quality work
We are agile and adaptive

Reliability

We stay safe
We are committed
We protect the environment

At Muehlhan Wind Service, we acknowledge the dynamic nature of sustainability reporting and disclosure frameworks such as the CSRD, CSDDD and ESRS.

We have identified the areas where we can make the most difference and aligned our efforts with the relevant sustainable development goals. Our focus is on SDGs 3, 8, 12, and 13 shows our dedication to promote health and well-being, decent work, responsible consumption, and climate action. We have also selected SDGs 5, 7, and 9, which reflect our commitment to gender equality, affordable clean energy, and industry innovation. By following these global goals, we aim to create a positive impact on both society and the environment. As Muehlhan Wind Service begins our sustainability journey, we recognize the importance of standardized reporting for driving sustainability initiatives for businesses. We work with data to measure and report progress in a meaningful way.

We are aware of our responsibility to address the environmental and social challenges posed by our operations. To prepare our first sustainability report, we have followed the GHG protocol and included all the relevant scope 1, 2, and 3 emissions that we could identify and measure. We have prioritized primary data whenever possible and used secondary data when necessary. This approach will help us establish a baseline for our carbon footprint and set meaningful targets for our focus areas, e.g. around emission reductions and carbon neutrality.

This will gradually support Muehlhan Wind Service in ensuring transparency, comparability, and credibility in our own reporting. This commitment helps us communicate our progress effectively to stakeholders, investors, and the wider public. Moreover, adhering to the CSR-D allows us to benchmark our performance against industry peers, facilitating insights and opportunities for future improvement.

Health, Safety, Environment & Quality is our Licence to Operate

03.

Inventory objectives

The purpose of this GHG report is to provide a comprehensive and consistent overview of the greenhouse gas emissions generated by the operations of Muehlhan Wind Service, following the five main principles of the GHG Protocol: relevance, completeness, consistency, transparency, and accuracy. This report is based on the GHG Protocol's Corporate Accounting and Reporting Standard.

The comprehensive overview will help us identify and prioritize the most effective and efficient reduction opportunities and implement proactive GHG reduction projects to support early voluntary actions. Furthermore, we aim to progress openly and participate in voluntary GHG reduction programs and certifications.

The final objective is to develop a climate action plan that aligns with the best available science and sets clear and ambitious targets and timelines for reducing our GHG emissions. To achieve this, we will allocate adequate resources, assign roles and responsibilities, and monitor and evaluate the implementation and performance of the plan. We will also report on our achievements and challenges and seek continuous improvement and innovation.

Measure and analyse GHG impacts

Identify reduction opportunities

Auditing and public disclosure

Action plan and execution on reduction opportunities

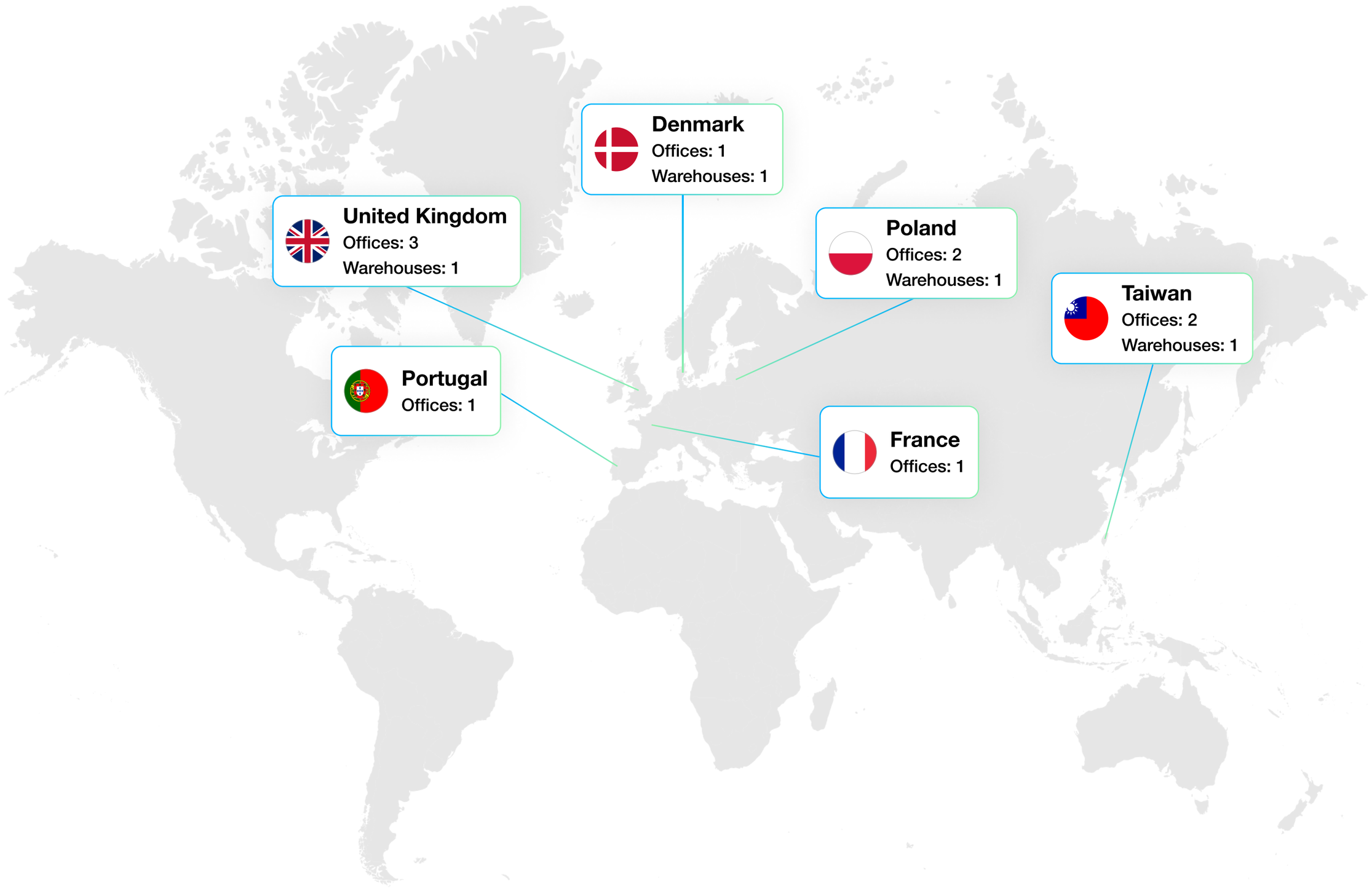
Organizational boundaries

To define the organizational boundaries, we use the operational control approach, which reflects the GHG emissions from the work centres that we have the authority to introduce and implement operating policies. This approach also gives us the most leverage to influence and reduce the GHG emissions from our operations.

This GHG emissions report covers 14 Muehlhan Wind Service locations, comprising all our offices and warehouses. The emissions from the project sites are also accounted for. The entities that joined MWS in the past few years are still in the process of integrating their GHG reporting systems. Therefore, their GHG inventory is not included in this report.

10 offices

4 warehouses



Reporting boundaries

The GHG protocol

This report will cover the required scope 1 and 2 emissions, as well as emissions from the significant categories in the optional scope 3. The inventory accounting and reporting follow the GHG protocol standards.

Scope		Inclusion
Scope 1:	Direct GHG emissions and removals.	Yes
Scope 2:	Indirect GHG emissions from imported energy.	Yes
Scope 3:	Indirect GHG emissions associated with off premises business activities in the value chain.	Yes

Scope 1

The report covers the following categories within the GHG protocol´s scope 1.

Scope 1 categories	Details	Inclusion
Fuels	Natural gas.	Yes
Bioenergy	Bio component in fuels.	Yes
Refrigerants	Air conditioning.	Yes
Controlled vehicles and generators	Vehicle fleet fuels and generator fuel.	Yes
Support vessels	Marine gas oil.	Yes

Scope 2

The report covers the following categories within the GHG protocol´s scope 2.

Scope 2 categories	Details	Inclusion
Electricity	Power and lighting.	Yes
Heat and steam	Heating.	Yes
Electricity for EVS	Counted in employee commuting (scope 3).	Yes
District cooling	-	No

Scope 3

The GHG Protocol splits scope 3 emissions in 15 distinct categories that occur in the company’s value chain. Muehlhan Wind Service aims to incorporate additional scope 3 emission categories into its reporting as reliable and transparent data becomes accessible, aligning with the guidelines outlined in the GHG Protocol for future reports.

The following Scope 3 emissions from both upstream and downstream sources were accounted for and included in this report. As previously mentioned, we acknowledge that we are continuously learning. Nonetheless, we remain steadfastly committed to eventually reporting on all pertinent Scope 3 factors.

The 2023 report excludes the following upstream and downstream categories; however, it is the ambition to include further relevant Scope 3 categories in future reports.

Scope 3 categories	Details	Inclusion
Purchased goods and services	Warehouse purchases.	Yes
Capital goods	Purchased capital goods.	No
Well to tank (fuels)	Upstream fuel emissions.	Yes

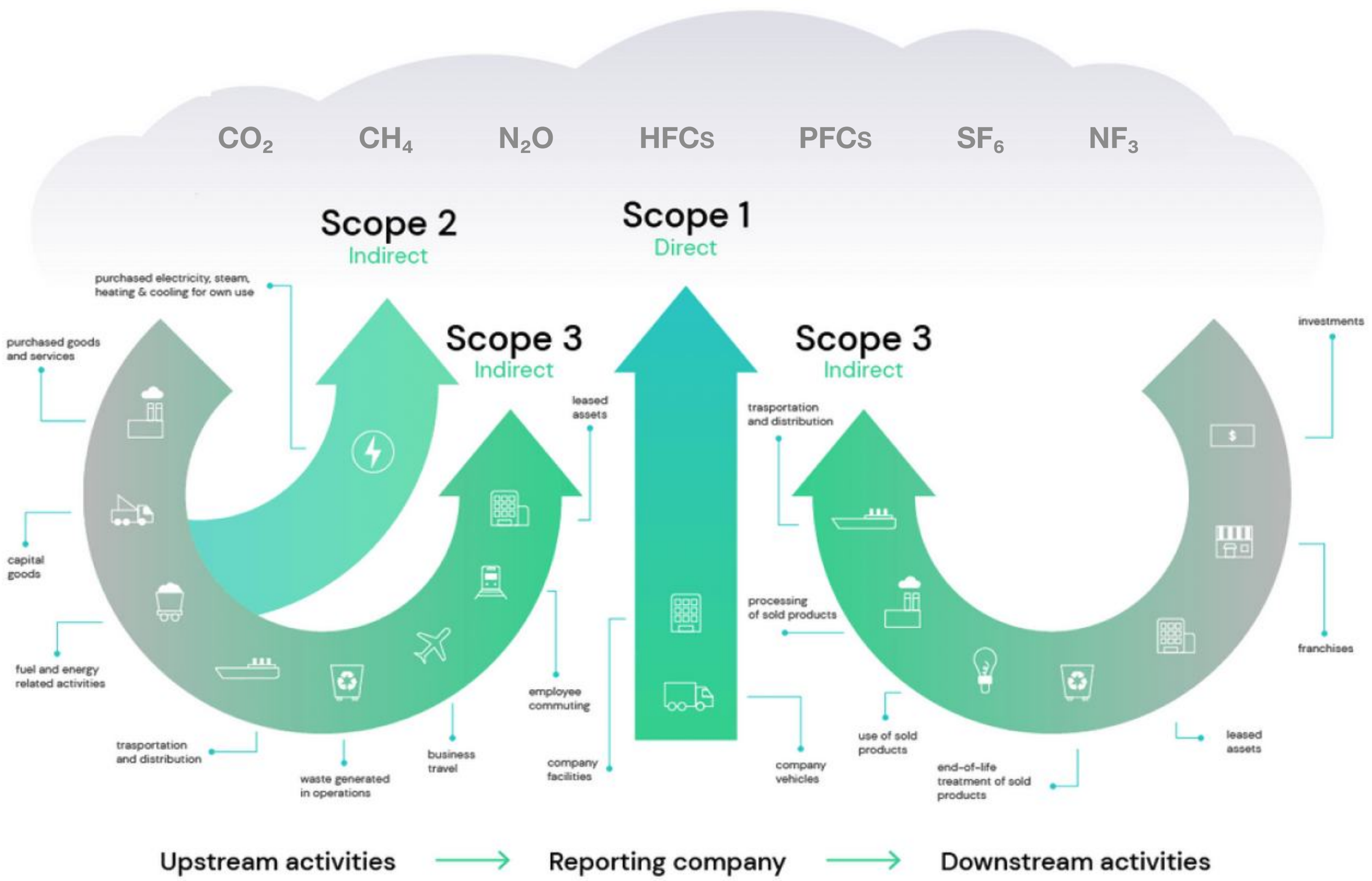
Scope 3 categories	Details	Inclusion
Transmission losses	Losses along the supply chain of electricity.	Yes
Freight (upstream and downstream)	Upstream and downstream transportation of goods.	Yes
Waste and wastewater	Non-hazardous, hazardous, municipal waste.	Yes
Business travel	Air, rail, car, ferry transportation and accommodation.	Yes
Employee commuting	White-collar employees.	Yes
Leased assets (upstream)	Operation of assets leased by the company (not included in scope 1 and 2).	No
Processing of sold products	Processing of intermediate products sold by downstream companies.	No
Use of sold products	End use of goods and services sold.	No
End-of-life treatment	Waste treatment of products sold.	No
Leased assets (downstream)	Operation of assets owned by the company (lessor) and leased to other entities.	No
Franchises	Operation of franchises.	No
Investments	Operation of investments.	No

We recognize our responsibility to address the environmental and social challenges posed by our activities

05.

Overview of GHG Protocol scopes and emissions across the value chain

Together the three emissions scopes provide a comprehensive accounting framework for managing and reducing direct and indirect emissions. The following diagram provides an overview of the direct and indirect emissions, the relationship between the scopes and the upstream and downstream sections.



05.

Exclusions

Organizational exclusions

For our 2023 GHG report, we have excluded entities due to challenges in collecting complete and accurate data, stemming from the ongoing integration process. This decision ensures the integrity and reliability of the reported data. We are actively working to fully integrate these entities and enhance our data collection systems.
We commit to including these entities in our 2024 report, reflecting our dedication to comprehensive and transparent sustainability reporting.

The table below shows the exclusion of the six entities that are operationally controlled by Muehlhan Wind Service in 2023. We plan to include them in our 2024 GHG emissions report.

Entity	Inclusion
Professional Wind Services	No
EPiK	No
Renewable Oil Services	No
GreenTec	No
3WIS	No
Welpaint A/S	No

Inventory of emissions and offsets

Reporting period and general methodology

Reporting period

This report covers the period from 01/01/2023 to 31/12/2023. In accordance with the GHGP recommendations, the dates align with the yearly financial reports.

Accounting policies

Direct GHG emissions (scope 1) and indirect GHG emissions (scope 2 and 3)

Scope 1, 2 and 3 emissions are reported based on the GHG Protocol and cover all direct and indirect emissions of greenhouse gases from MWS in CO_2 equivalents. Each respective method of calculation is explained in detail in section:

Activity data, emission factors and methodology per emission type.

Baseline year

Recognizing that the GHG emissions for 2023 do not fully capture the company's commercial activities due to the exclusion of six entities, it is not responsible to decide that 2023 should be the baseline year.

This decision will be made in the 2024 report, published in 2025.

06.

Methodology of calculation of total emission

The MWS Sustainability department gathered primary or secondary data for the GHG emissions inventory. The data quality and emission factors followed documented sources.

The inventory used three calculation methods based on the GHG Protocol and the European Environment Agency guidelines:

Spend-based method: This gave a rough estimate of CO_2e emissions when only fiscal expenditure data was available.

Secondary data and average emission factor method: This used average country or global emission factors from the GHG protocol or other reliable sources.

Activity data and process specific data and emission factor method: This used process specific data from suppliers or own devices, and process- and country specific emission factors from reliable sources.

Data collection process

We collected all data for both inventory activity and emission factors using the centralized consolidation method. The data came from different sources and methods.

06

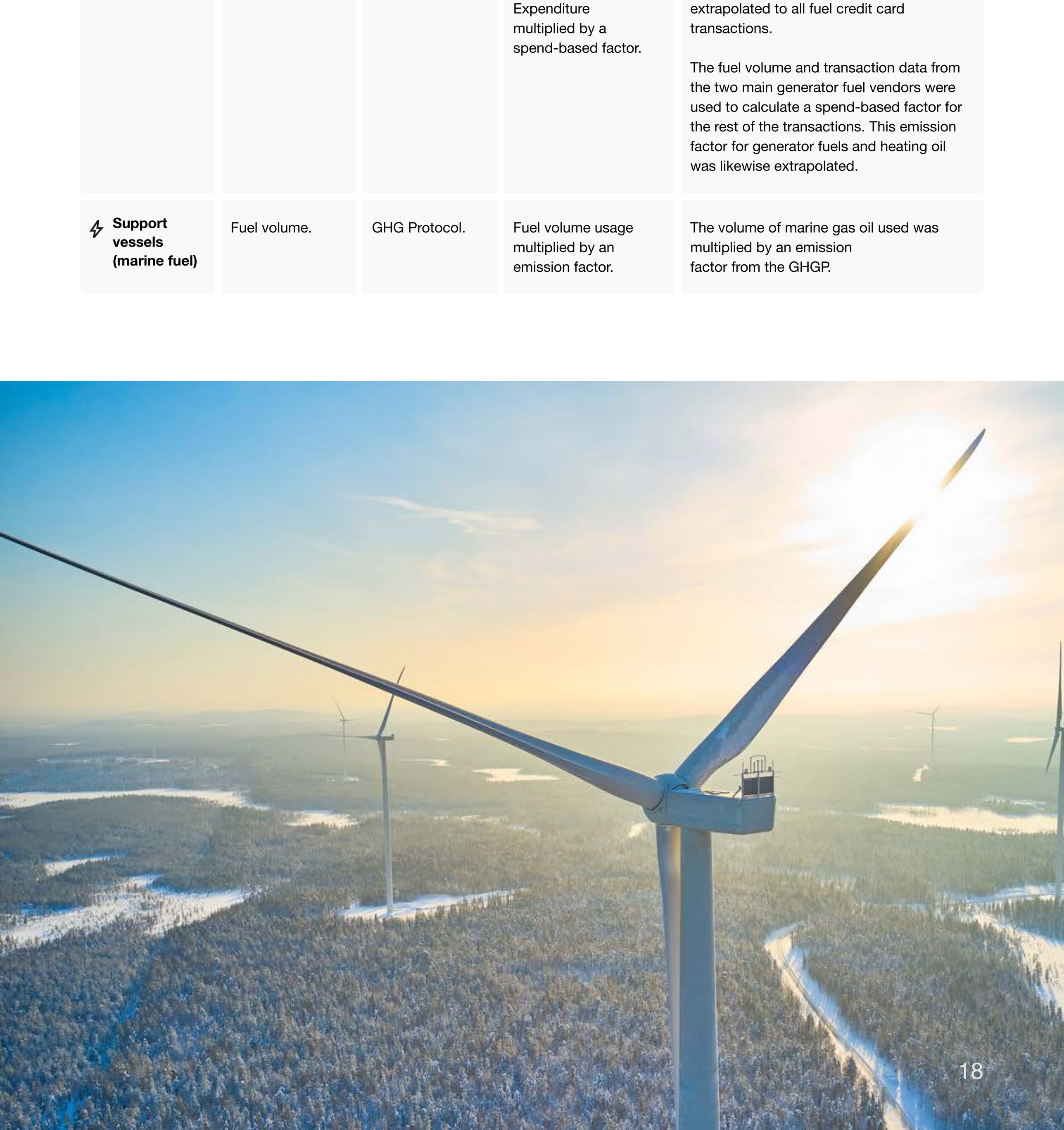
Activity data, emission factors and methodology per emission type

The following table provides an overview of the data used for the inventory calculation, the selected emission factors and their respective sources, along with the applied methodology for calculating CO_2e per each scope category.

Scope 1

Emission type	Activity data	Emission factors	Methodology	Methodology details
Fuels	Fuel volume and expenditure on fuels.	GHG Protocol / DEFRA.	Fuel volume usage multiplied by an emission factor.	The volume of natural gas used was multiplied by an emission factor from the GHGP.
Bioenergy			Not counted separately yet.	The main usage of bioenergy has been the biofuel blended into other fuels. This is counted as part of the Controlled vehicles and generators section.
Refrigerants	Secondary data.	An estimate of average refrigerant leaks by The International Council of Clean Transportation1 and ICF International2.	Average refrigerant leak multiplied by the average fleet number; and the number of stationary A/C units.	All the cars in the fleet have air-conditioning and there is a certain leakage rate. The leakage rates from these systems are assumed based on a report from The International Council of Clean Transportation (ICCT). An average leakage rate for the stationary A/C units is provided by the ICF International.

Emission type	Activity data	Emission factors	Methodology	Methodology details
Controlled vehicles and generators	Fuel volume and expenditure on fuels.	GHG Protocol / DEFRA Spend-based factor.	Fuel volume usage multiplied by an emission factor. Expenditure multiplied by a spend-based factor.	Fuel volume and transaction data from the two main fuel providers was used to calculate a spend-based emissions factor for the rest of the vehicles. This factor was extrapolated to all fuel credit card transactions. The fuel volume and transaction data from the two main generator fuel vendors were used to calculate a spend-based factor for the rest of the transactions. This emission factor for generator fuels and heating oil was likewise extrapolated.
Support vessels (marine fuel)	Fuel volume.	GHG Protocol.	Fuel volume usage multiplied by an emission factor.	The volume of marine gas oil used was multiplied by an emission factor from the GHGP.



Scope 2

Emission type	Activity data	Emission factors	Methodology	Methodology details
Electricity	**Denmark (DK)** Supplier data.	**Denmark (DK)** Country factor.	**Denmark (DK)** Activity based.	**Denmark** The consumption stated in the electricity bills was summed up. The total consumption was then multiplied with a region specific emission factor.
	United Kingdom (UK) Supplier data.	**UK** Country factor.	**UK** Activity based.	**UK** Activity based.
	France (FR) Shared expense.	**France** Country factor.	**France** Spend-based.	**France** The amount spent on electricity was divided by the average household price of electricity to find the usage.
	Poland (PL) Supplier data.	**Poland** Country factor.	**Poland** Activity based.	**Poland** The total consumption was multiplied with a country emission factor.
	Taiwan (TW) Supplier data.	**Taiwan** Country factor.	**Taiwan** Spend-based.	**Taiwan** The expenditure was provided, as well as the electricity prices.
	Portugal (PT) Employee number.	**Portugal** Country factor.	**Portugal** An estimate.	**Portugal** No usage was provided, therefore a value for the average usage per office worker was found and multiplied with the number of employees.
Heat and Steam	Supplier data.	Supplier-specific factor	Activity based	The central heating usage from the two addresses in Denmark was multiplied by the supplier-specific emission factor.
Electricity for EVS	Survey data of MWS full-time employees.	GHG Protocol / DEFRA	Distance-based	Accounted in Scope 3 under employee commuting.
District cooling				No usage of district cooling has been reported.

Scope 3

Emission type	Activity data	Emission factors	Methodology	Methodology details
Purchased goods: Material use	Financial data, warehouse expenditure.	NAICS category spend-based factor.	Spend-based method.	Total expenditure is multiplied by the average of the spend-based factor of 19 product categories.
Purchased goods: Water supplied	**DK, TW and UK:** Supplier data. **FR:** Shared expense.	Global factor, GHG Protocol / DEFRA.	Activity based.	The total amount of water purchased is multiplied by the emission factor provided in the GHG protocol guideline.
Fuel- and energy-related activities: Well to tank emissions	Based on Scope 1 data.	DEFRA/ GHG Protocol.	Activity based and spend-based.	The total amount of fuel purchased (either by exact volume or spend-based volume) is multiplied by the fuel-specific emission factor from the GHGP.
Fuel- and energy-related activities: Transmission and distribution losses	Based on Scope 2 data.	Country factor.	Activity based.	The usage found in scope 2 was multiplied with an emissions factor for the losses. This factor was made by multiplying the emissions factor for the heat/electricity with the loss rate.
Freight and transportation	Supplier data and financial data.	Supplier-specific and spend-based.	Activity based and spend-based.	The main freight providers have provided a report on the CO_2 emissions from using their services. A spend-based factor was calculated based on the reports of the three main freight providers to estimate the emissions of the smaller secondary freight companies used.
Waste generated in operations: Wastewater	**DK, TW and UK:** Supplier data. **FR:** Shared expense.	Global factor, GHG Protocol / DEFRA.	Activity based.	The total amount of water purchased is assumed to be later released as wastewater. The volume is multiplied by the emission factor provided in the GHG protocol guideline.
Waste generated in operations: Waste	**DK, TW and UK:** Supplier data.	GHG protocol, DEFRA. Global factor.	Activity based.	Due to the unreliable emission factor that only one of the waste treatment operators provided, it was decided to use the global factor from the GHGP. The total volume of waste was multiplied by the factor.

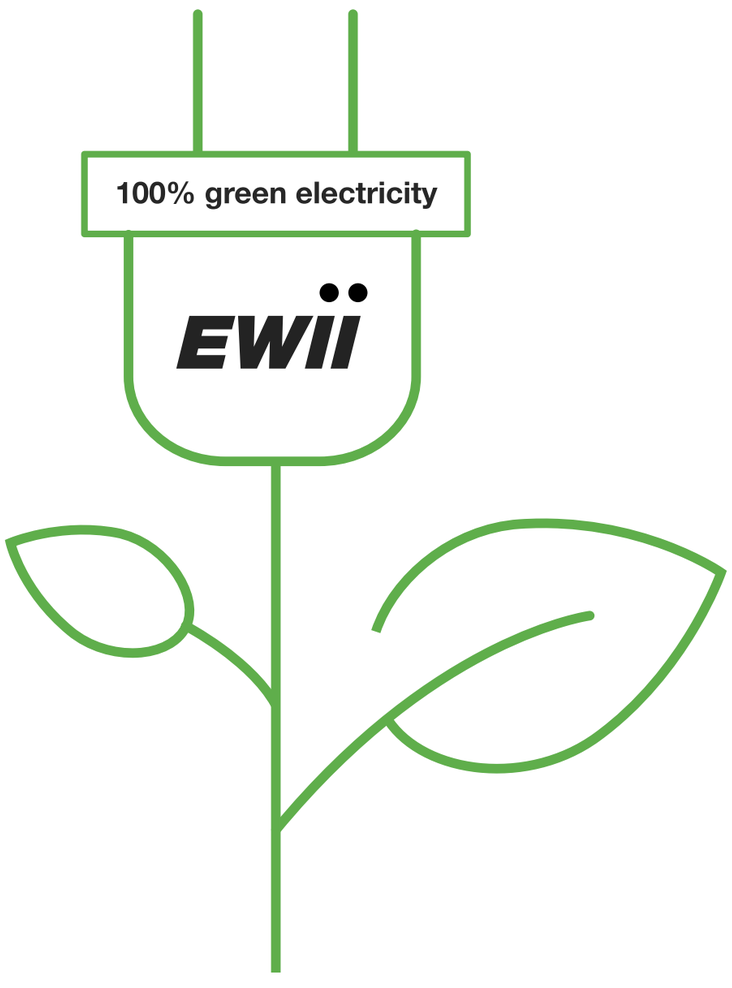
Emission type	Activity data	Emission factors	Methodology	Methodology details
Business travel	Financial data, activity data.	US EPA spend-based factors, distance-based factor.	Spend-based and distance-based method.	A fraction of the employees´ air travel is calculated from the travel agent using the distance-based method. The only feasible method for the rest was the spend-based method, utilizing a spend-based factor provided in a report by the US Environmental Protection Agency. The calculations of the CO_2 emissions from transportation by land, public transport, rented/leased vehicle and taxi; by sea; and accommodation; followed the same methodology utilizing the relevant spend-based factor.
Employee commuting	Survey data of MWS full-time employees.	GHG Protocol / DEFRA.	Distance-based method.	The commuting distance from the survey is multiplied by the number of workdays per week (5 minus the amount of work from home office days) and the result is then multiplied by an assumed 46 weeks of work per year. The total distance travelled per 46 work weeks is then multiplied by the vehicle emission factor for the respective vehicle used. The average CO_2e emissions per employee were multiplied by the average number of employees in year 2023.

Our Sustainability Award Program recognizes innovative ideas and successful sustainability initiatives from across our company

Consolidated statement of total CO_2 emissions MWS FY2023

Emission source category	t CO_2e		
Scope 1			
Direct emissions arising from owned or controlled stationary sources that use fossil fuels and/or emit fugitive emissions.	**Fuels** 0,93	**Bioenergy** 0,00	**Refrigerants** 22,18
Direct emissions from owned or controlled mobile sources.	**Controlled vehicles and generators** 3026,51	**Support vessels (marine fuel)** 979,43	
Total Scope 1	**4029,05**		
Scope 2 Location-based emissions from the generation of purchased electricity, heat, steam or cooling.	**Electricity** 53,12	**Heat and steam** 4,94	
Total Scope 2	**58,06**		
Scope 3 Fuel- and energy-related activities.	**Well to tank emissions** 970,95	**Transmission and distribution losses** 4,12	
Freight and shipping.	42,93		
Waste generated in operations.	**Waste water** 0,07	**Waste** 0,91	
Purchased goods.	**Water supplied** 0,04	**Material use** 1371,20	
Business travel.	**All transportation by air** 4262,79	**Accommodation** 2119,61	**All transportation by sea** 61,29
	All transportation by land, public transport, rented/leased vehicle and taxi 202,54		**Employees commuting** 251,33
Total Scope 3	**9287,78**		
Total Emissions	**13374,89**		

Offsetting and renewable energy



Emissions from freight:

MWS is subscribed to the GoGreen products and services offered by DHL.

DHL Group has offset the greenhouse gas emissions generated by transportation and logistics through worldwide, registered climate protection projects. The offsetting is substantiated by a certificate, issued by the freight provider.

Emissions from electricity

MWS buys 100% of its electricity consumption at its facilities in Denmark from renewable sources such as wind, solar, water and biomass.

The source of the bought energy and its audit are performed by Deloitte A/S.

Uncertainty in GHG emissions inventory

This section describes the uncertainty in the emissions inventory that this report is based on. This uncertainty assessment is a combination of the uncertainties in the emissions factors and in the corresponding financial/ activity data.

Emission Factors

The emission factors chosen are calculated by public authorities and considered the most reliable source of emission factors. It is considered that they possess zero uncertainty and are beyond the control of the organization.

The reliability of spend-based emission factors can be speculated upon, but they too are beyond the control of the organization.

The exception to this is the spend-based emission factor for fuel, which was calculated internally, based on data from the two main fuel providers and emissions factors from public authorities.

Activity Data

Data for the direct emissions from Scope 1 is gathered from bills and the total expenditure on different accounts within the company. This has been used to extrapolate the total emissions for each account, which obviously incurs some uncertainty. Reasons for this include changes in fuel prices over time and variations in the exact type of fuel purchased.

Data for the indirect emissions from Scope 2 is mainly obtained from bills, some of which provide exact value, while others provide only a monetary value. In a single case, specifically Portugal, no data was available, and a highly uncertain estimate was made based on the number of employees.

Other indirect emissions from Scope 3: This data was hardest to obtain, manipulate and calculate. It is based on commercial invoices stored in the company ´s general ledger. The largest uncertainty lies within the many assumptions made for simplifying the calculations and retrieving a relatively reliable CO_2e estimate.

Emission Type	Uncertainty Description
3.1 Purchased goods	The largest uncertainty in the GHG emissions inventory for this subcategory lies within the categorization of products purchased by warehouse. The process of categorization of the items is not complete and it serves a different purpose. There are over 200 categories of products that had to be combined into larger categories that fit into NAICS code. These products were summed up into 19 NAICS categories that have an assigned CO_2 eq emission factor. Due to the fact that not all of the products purchased in 2023 are assigned a category, it was not possible to assign a weight on each category based on the money spent on them. Therefore, this is considered the biggest uncertainty in this method of calculation.
3.3. Well to tank	There are uncertainties related to the exact emissions for each type of fuel, as we do not have the exact data for the specific refineries that produce our fuel. This is in addition to the uncertainty of the amount of fuel consumed.
3.3 Transmission losses	Some of the transmission loss data and emission factors are outdated, which introduces uncertainty. The data on the amount of electricity/heat used is also uncertain.
3.4 and 3.9 Freight and transportation	The spend-based factor is calculated based on the CO_2 reports of the three main freight providers. However, the project-specific companies used for other freight services might have a different emission pattern which cannot be estimated correctly without the specified distance.
3.5 Waste and wastewater	The activity data is of different quality. The data from the operations in Denmark is more elaborate and uses different emissions factors than DEFRA. Therefore, in order to be consistent, DEFRA emission factors were used for all of the activity data from the different locations.

3.6 Business travel

The travel and accommodation data are obtained from the general ledger of the company. The spend-based method was the only viable method of calculation, and it is considered the least reliable method. The emission factors were obtained from the United States Environmental Protection Agency.

3.7 Employee commuting

The European Environmental Protection Agency does not provide such a dataset of CO_2 emission factors for Scope 3 emissions calculation. The biggest uncertainties of using this method are the fact that the data used for calculating these emission factors is outdated; the financial transactions can include purchases of other items not relevant for this subcategory; some transactions might have been double accounted on the various financial sub-accounts from the general ledger.

The employees have given a value for the fuel efficiency of their car, which may not be entirely accurate, and it may be variable. Similarly, for those without a specific fuel consumption there might be a difference between the estimate for the per kilometre emissions, and reality. This is also true for public transport, such as buses, trains, flights and trams. Finally, questions might have been misinterpreted.

Responsibility is our mindset. We are committed to reducing our environmental impact and promoting sustainability throughout our activities

Reduction projects

3Rs Initiative: Reduce, Reuse, and Recycle: We are dedicated to minimizing waste, promoting reuse, and encouraging recycling throughout our operations. In 2023, we implemented several targeted actions aligned with the principles of the 3Rs across our facilities. These initiatives reflect our commitment to reducing our environmental impact through innovative and effective strategies.

- Activated energy-saving modes on computers and ensured unused equipment is turned off.
- Utilized 100% recycled copy paper and paper towels.
- Reused cardboard boxes and shredded paper for packing supplies.
- Transitioned to reusable cups and plates, and eco-friendly cleaning products.
- Scheduled thermostats to reduce energy use during non-working hours.
- Installed LED bulbs and enforced turning off lights in unused rooms, achieving 10-40% expense reductions.

Initiatives and Actions

V-Spoilers: In an effort to reduce fuel consumption, we are currently assessing the feasibility of implementing V-spoilers across our vehicle fleet. We are in active discussions with several V-spoiler suppliers and plan to conduct pilot tests on a select number of our vans. Preliminary estimates suggest potential fuel savings of 5-15%. Should these trials confirm the expected benefits, we aim to fully integrate V-spoilers into our entire van fleet.

Hybrid Generators: We are currently running a test project on hybrid generators for our onshore projects. the data for this project will give us significant insights needed to decide if all our onshore generators used should be hybrid. Key benefits include:

- Up to 80% reduction in diesel consumption and engine service needs.
- Significant decrease in soot and particle emissions.
- Better data quality and data logging

STENA Waste Management: We prioritize our waste footprint through the STENA Waste Management initiative, aimed at reducing, reusing, and recycling waste. Our approach includes:

- Analyzing waste fractions and quantities for better sorting and reuse.
- Implementing sorting instructions and placing containers strategically to maintain efficient waste flow at our Fredericia site.

Active GPS Tracking: We tested Mapon GPS tracking systems on all new and leased vehicles to monitor CO_2 emissions, mileage, driving behavior, and fuel consumption. This initiative has improved warehouse management efficiency and sustainable operations by providing comprehensive oversight of vehicle usage and performance.

Green garnet: Greenline garnet is a more sustainable solution for sandblasting because it is a naturally occurring mineral (almandite) that is free from toxic heavy metals. Its high hardness increases blasting efficiency, allowing for more area to be covered in less time. Additionally, it produces less dust compared to other materials, improving air quality and reducing health risks for workers.

The garnet is also reusable, which minimizes waste and the need for additional raw material extraction.

Conclusion

In this report, we have presented a thorough and transparent assessment of our greenhouse gas emissions for FY2023, covering Scope 1, Scope 2, and material Scope 3 sources. This is a significant achievement that demonstrates our alignment with the Corporate Sustainability Reporting Directive (CSRD) and the Greenhouse Gas (GHG) Protocol, as well as our dedication to environmental stewardship.

Our emissions breakdown for FY2023 is as follows:

- Scope 1 emissions: 4029.05 tCO_2e, mainly from controlled vehicles and fuel combustion.
- Scope 2 emissions: 58.06 tCO_2e, mainly from purchased electricity and heat.
- Scope 3 emissions: 9287.78 tCO_2e, mainly from business travel and purchased goods.

Our total emissions for FY2023 amount to 13,374.89 tCO_2e. We have taken proactive steps to offset our emissions through initiatives such as partnering with DHL's GoGreen services and procuring renewable electricity.

We have also employed robust methodologies to calculate our emissions, while acknowledging the data quality and uncertainty challenges that we aim to overcome in future reports.

This report serves as a baseline for measuring our performance and identifying opportunities for emissions reduction. We are committed to enhancing our data accuracy and completeness, especially for Scope 3 emissions, by implementing improved data collection systems and engaging with all relevant stakeholders. We will also refine our methodologies and expand our reporting to include all entities within our operational control.

In conclusion, the FY2023 Greenhouse Gas Emissions Report reflects our comprehensive and systematic approach to understanding and managing our environmental impact. It showcases our commitment to sustainability and provides a clear roadmap for future improvements.

By building on the insights and learnings from this initial report, we are well-positioned to advance our sustainability practices, reduce our carbon footprint, and contribute to a greener future.

We would like to thank all team members involved in this project and look forward to continued collaboration towards our sustainability goals.

Muehlhan
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