

Greenhouse gas emissions disclosure

2014

CONTENTS

Foreword	3
The Haga Initiative's greenhouse gas emissions disclosure	4
The Haga Initiative's calculation method and the GHG Protocol	5
Company reports in accordance with the GHG Protocol	6
External factors affecting emissions	7
Greenhouse gas emissions disclosures	
Axfood	8
Coca-Cola Enterprises Sverige	12
Folksam	16
Fortum Värme	20
Green Cargo	24
HKScan Sweden	28
JM	32
Lantmännen	36
Löfbergs	40
McDonald's Sverige	44
Statoil Fuel & Retail Sverige	48
Stena Recycling	52
Sveaskog	56
Vasakronan	60
Appendices	64

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FOREWORD

2015 is a climate year. In September the UN will adopt the Sustainable Development Goals in New York, and in December world leaders will meet in Paris to adopt a new climate agreement. It is vital that the world agrees on common climate targets. Our experience is that targets are essential to achieve results and reach radically reduced emissions.

In this report you can read about the work of the Haga Initiative's member companies and what they have accomplished. Four years ago we agreed to reduce our climate impact by at least 40 percent by 2020. With five years left, we can state that emissions are falling and that in all probability we will achieve our targets.

During this journey we have seen active climate work bring economic benefits through cost savings, new business areas, reduced risk and competitive advantages. In other words, we are enhancing both business opportunities and our brands by acting to reduce our climate impact.

We want to contribute with positive energy to the climate negotiations by showing that ambitious climate strategies lead to improved profitability. We hope that as a result, other companies will be inspired to set their own, bold climate targets and the climate negotiators will dare to raise their aspirations.

Happy reading!



Anders Strålman
President and CEO, Axfood



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CEO, Green Cargo



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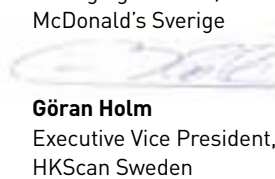
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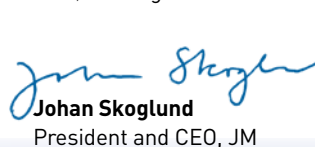
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THE HAGA INITIATIVE'S GREENHOUSE GAS EMISSIONS DISCLOSURE

The Haga Initiative's vision is a profitable business sector with no climate impact. The companies realise that it pays to take responsibility for climate change and want to inspire other companies to do the same. That is why this greenhouse gas emissions disclosure highlights profitable examples from the companies.

The Haga Initiative wants to show opportunities to reduce climate impact and at the same time to work actively on creating the right conditions for the business sector to contribute to this in the best way possible. Business has a central role to play when it comes to taking action against climate change, not least since companies are well placed to drive development in the right direction. Companies can be innovative and can bring about rapid changes.

An initial step in the right direction is knowing where the company currently stands by calculating its greenhouse gas emissions. The Haga Initiative sees this as providing an obvious basis from which to move on and produce a climate change strategy which aims to reduce climate impact over time.

Calculations are important in enabling us to know where we stand today, where we are headed and whether we will succeed in achieving our climate targets in the future. They are needed so that companies can take the right action and set the right priorities.

The member companies of the Haga Initiative can see that often it pays to take responsibility for their climate impact, and it is partly this message that we are hoping will inspire other companies to raise their sights when it comes to climate change. In the greenhouse gas emissions disclosures we have therefore provided examples from each company in the network of climate measures that have had a noticeable result on both climate impact and their bottom line. Every measure counts – however large or small!

The companies included in the network have set their own climate targets of at least a 40 percent reduction by 2020 compared with a post-1990 base year of their choice. The member companies' climate targets must cover the Haga scope as a minimum. The Haga scope is defined as emissions in scope 1 and scope 2 plus business travel in scope 3. Many of the companies have set broader system boundaries and/or more ambitious climate targets than this.

This year for the first time we are highlighting significant emissions that were not previously reported or included in the climate target. Many of the companies are well on the way to achieving their climate targets, which cover the Haga scope – but there are also emissions that are not included in the target. When the Haga Initiative was started in late 2010 and climate targets were set for 2020, the full scope 3 standard (Corporate Value Chain Accounting and Reporting Standard) did not exist. Today, there is an increasing focus on greenhouse gas emissions throughout the supply chain: both upstream and downstream. A company may be associated with emissions that are outside the Haga scope; in order to be transparent and credible, we have therefore chosen to also report significant emissions that are not included in the current climate targets – the “elephant in the room” as we call them.

ABOUT THE HAGA INITIATIVE

The Haga Initiative consists of fourteen well-known companies: Axfood, Coca-Cola Enterprises Sverige, Folksam, Fortum Värme, Green Cargo, Lantmännen, Löfbergs, JM, McDonald's, HKScan Sweden, Stena Recycling, Statoil Fuel & Retail, Sveaskog and Vasakronan.

Among other things, the member companies of the Haga Initiative make the following commitments:

- ▶ A climate-committed CEO/management that takes active responsibility for the climate.
- ▶ A broad-based, ambitious climate strategy.
- ▶ Regular measurement and accounting of the company's climate impact according to the GHG Protocol.
- ▶ A clearly diminishing emissions trend.
- ▶ A defined emissions target in the company to reduce CO₂e by at least 40 percent by 2020 or an equivalent level of ambition.

THE HAGA INITIATIVE

Vision

A profitable business sector without climate impact.

Aim

The Haga Initiative wants to show that companies can do good business profitably while at the same time actively taking responsibility for the climate.

THE HAGA INITIATIVE AND GHG

The Haga Initiative currently follows the GHG Protocol, which allows members to choose between setting absolute or relative targets. The former reflect the company's absolute emissions. The companies in the network all operate in growing markets, however – which in many cases makes relative goals a more appropriate option. In certain cases, increased absolute emissions for the company may even mean that total emissions in the society are reduced; for example, increased recycling of materials or switching to rail transport and district heating. In the greenhouse gas emissions disclosures the companies present their targets, the measures they have taken and plan to achieve their targets, and how they are doing so far in meeting these targets.

GREENHOUSE GAS PROTOCOL

The Greenhouse Gas (GHG) Protocol is the international accounting standard most frequently used by nations and companies as a calculation tool for understanding, quantifying and managing emissions of greenhouse gases. For more than ten years the GHG Protocol has been working in partnership with the World Resources Institute (WRI) and the World Business Council for Sustainable Development (WBCSD), and with companies, nations and environmental groups across the world to build a new generation of credible and effective programmes for managing climate change.

THE HAGA INITIATIVE'S CALCULATION METHOD AND THE GHG PROTOCOL

All calculations and reporting under the Haga Initiative conform to the guidelines set out in the Greenhouse Gas (GHG) Protocol. The GHG Protocol is an international calculation standard guided by the following principles:

Relevance – Ensure the GHG inventory appropriately reflects the GHG emissions of the company and serves the decision-making needs of users – both internal and external to the company.

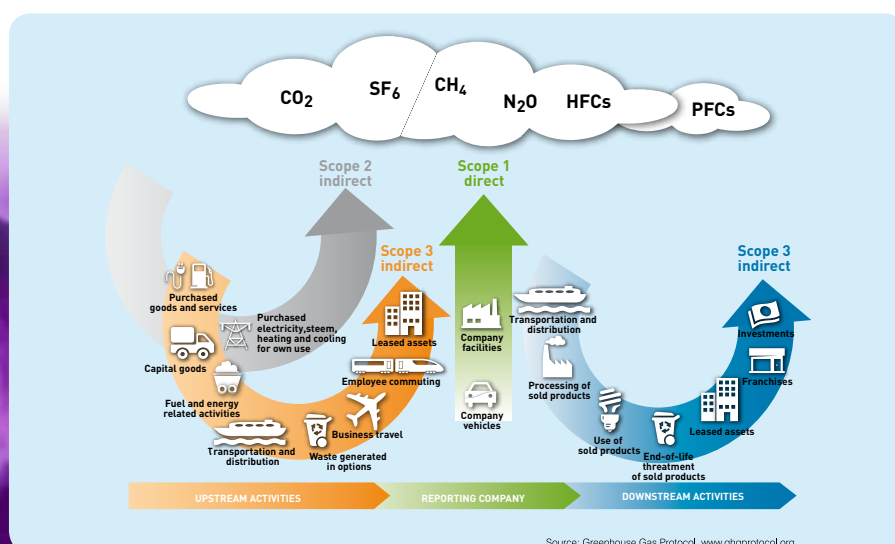
Completeness – Account for and report on all GHG emission sources and activities within the chosen inventory boundary. Disclose and justify any specific exclusions.

Consistency – Use consistent methodologies to allow for meaningful comparisons of emissions over time. Transparently document any changes to the data, inventory boundary, methods, or any other relevant factors in the time series.

Transparency – Address all relevant issues in a factual and coherent manner, based on a clear audit trail. Disclose any relevant assumptions and make appropriate references to the accounting and calculation methodologies and data sources used.

Accuracy – Ensure that the quantification of GHG emissions is systematically neither over nor under actual emissions, as far as can be judged, and that uncertainties are reduced as far as practicable.

The Haga Initiative's calculation method describes the methodology that the Haga Initiative uses for the emissions sources that are relevant to the calculation of climate impact. The scope or scopes in the GHG Protocol to which the emissions belong are detailed in each description. The emissions are classified as either scope 1 (direct emissions), scope 2 (indirect emissions from purchased energy) or scope 3 (other indirect emissions). Click [here](#) to read more about the calculation method. ➔



THE HAGA SCOPE

The Haga scope is defined as emissions under scope 1 and scope 2 plus business travel under scope 3. The member companies have climate targets that encompass the Haga scope as a minimum.

To help understand the disclosure table for each company, here is an explanatory table detailing all the categories in scopes 1 and 2 and the categories in the broader scope 3 that occur in this greenhouse gas emissions disclosure. ↓

COMPANY REPORTS ACCORDING TO THE GHG PROTOCOL

In the greenhouse gas emissions disclosure each company reports the emissions generated during the year, in previous years and in its chosen base year. The companies also report on the climate targets they have set and what they intend to do to achieve these targets.

Each year the Haga Initiative aims to become more transparent and more uniform in its reporting. As part of this, in each company's disclosure table the emissions have been broken down into the three scopes set out in the GHG Protocol. Emissions in scope 3, which arise upstream and downstream in the value chain, have also been linked to the categories in the broadened scope 3 standard (Corporate Value Chain Accounting and Reporting Standard). See Appendix 3 for more information on the various categories that are included in scope 3.

Emissions from operations	Comments	GHG Scope 3*
Scope 1		
Business travel	Vehicles used by the company, e.g. company cars, leased cars, personal vehicles used for business.	
Heating	Emissions from heating systems controlled by the company, e.g. oil-fired boilers.	
Refrigerants	Emissions of refrigerants from facilities controlled by the company.	
Own transportation	Transportation using vehicles owned by the company.	
Own machinery	Machinery owned by the company.	
Other company-specific emissions in scope 1	Activity controlled by the company, e.g. roasting.	
Scope 2		
Purchased energy	Emissions from production of purchased electricity, district heating or district cooling assuming that all are unspecified (residual mix).	
Scope 3		
Business travel	Other business travel, e.g. by air, rail and taxi.	6
TOTAL	Excluding reduction through energy with Guarantee of Origin	
Reduction through purchase of renewable electricity or district heating with Guarantee of Origin	If a company buys origin-labelled energy products in which a certain part of production is earmarked for the customer, this is deducted from the energy recorded in scope 2.	
TOTAL Haga scope	The member companies have climate targets that cover the Haga scope as a minimum. The Haga scope is defined as emissions in scope 1 and scope 2 plus business travel.	
Production and distribution of energy and vehicle fuels	Extraction, refining and transportation of the fuels consumed in scope 1 and scope 2. In the greenhouse gas emissions disclosure, emissions are broken down into whether they are consumed in business travel, energy production, transportation or by machinery.	3
Outsourced transportation	Transportation bought by the company. Both emissions from the vehicle and upstream emissions.	4 and 9
Commuting	Travel by employees to and from the workplace. Both emissions from the vehicle and upstream emissions.	7
Leased machinery	Both emissions from the vehicle and upstream emissions.	8
Packaging, other materials, cultivation, printed material, paper, water and coffee	Emissions for production of products and materials, e.g. packaging that takes place outside the company, plus consumption of office-related products.	1
Waste disposal	Emissions from the disposal of waste, e.g. collection, landfill and incineration.	5
Carbon dioxide in packaging	Carbon dioxide that has been sealed inside packaging and is released when the end consumer opens the packaging.	11
End consumer's disposal of packaging waste	Emissions from the disposal of waste, e.g. collection and incineration.	12
Chilling of beverages by customer	Electricity consumed by chillers and refrigerant leakage.	8
Energy use in new homes	Heating and electricity used in homes during the first two years.	13
Electricity and heating – franchise operations	Production of electricity and heating consumed in franchise operations, including upstream emissions.	3 and 14
TOTAL (excl. carbon offset)	Total of all reported emissions excluding deduction of any carbon offset.	
Reduction resulting from purchase of carbon offset products	Emissions that have been carbon offset by the supplier. Includes only emissions reported above. In this year's greenhouse gas emissions disclosure this item relates only to district heating and district cooling.	
Own carbon offset	Details the emissions for which the company has carried out carbon offset measures, if any; e.g. flights during a particular year.	
TOTAL (incl. carbon offset)	Total of all reported emissions after deducting any carbon offset.	
Haga Initiative key indicators		
Unit		
Emissions per unit chosen by the company	Depends on the key indicator selected (e.g. gCO ₂ e/SEK, gCO ₂ e/employee, etc.)	

** See Appendix 3 for a description of the categories in scope 3.

EXTERNAL FACTORS AFFECTING EMISSIONS

The calculation of emissions is based on activity data such as energy use and fuel consumption. These figures are then converted into emissions of greenhouse gases (CO₂e) using emission factors for each emissions source.

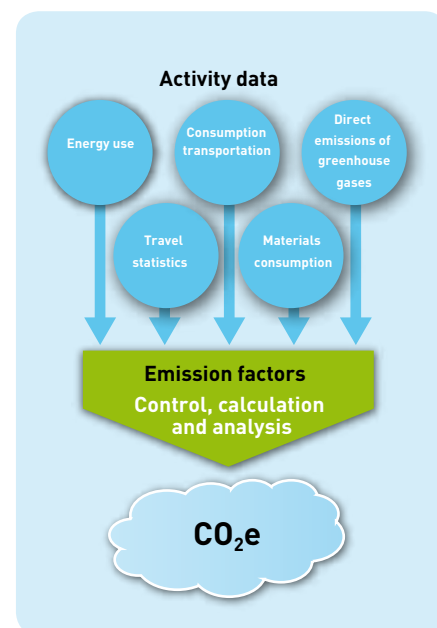
Sometimes a company's emissions may increase despite the fact that energy and resource efficiency measures have been implemented. How does this happen?

Companies can do a lot to influence their consumption of resources, but sometimes there are external factors that result in emissions increasing nonetheless, despite the company's efficiencies. For example, there might be a cold winter that results in increased energy use and the district heating companies having to use peak fossil fuel production, or changes in societal functions may result in different logistics flows.

Changes in the emission factors cannot be influenced by the companies. The emission factors for electricity and district heating in particular vary from year to year due to changes in production.

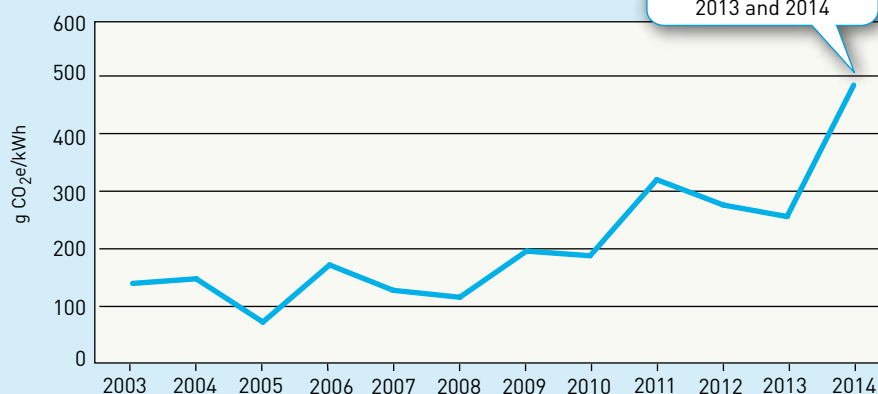
Companies can use different types of electricity: renewable electricity with Guarantee of Origin or unspecified electricity. In the case of renewable electricity with Guarantee of Origin, an emission factor for the chosen energy source is used. In the case of unspecified electricity, an emission factor for what is known as a Nordic residual mix is used. In accordance with new guidelines in the GHG Protocol, emissions from purchased energy are also reported where no distinction is made between renewable electricity with Guarantee of Origin and unspecified electricity; this is done separately in Appendix 3.

The diagram shows changes in the emission factor for the Nordic residual mix between 2003 and 2014. The emission factor decreased for two successive years in 2012–2013, but has now increased substantially by 87% compared with the previous year. The reason for this is not increased emissions for total production, but rather the fact that the market for emissions guarantees has grown.



↑ For the years 2011–2014 the emission factor is a year in arrears. The emission factor used for the 2014 disclosures therefore relates to the year 2013. All emission factors report carbon dioxide equivalents (CO₂e) with the exception of 2011–2014, when data from the Swedish Energy Markets Inspectorate did not allow conversion to carbon dioxide equivalents.

Nordic residual mix 2003–2014



RESIDUAL MIX

The residual mix means the production mix remaining after origin-labelled production has been deducted.



Axfood conducts food retail and wholesale trade in Sweden. Retail business is conducted through the wholly owned Willys and Hemköp chains. The group owns 252 stores. In addition, Axfood collaborates with a large number of proprietor-run stores that are tied to Axfood through agreements. Converted to full-time staff, this is equivalent to 8,481 annual employees. Net sales for 2014 amounted to SEK 38,484 million.

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Climate targets

Axfood will reduce greenhouse gas emissions from its own operations by 75 percent in the period to 2020 (base year 2009). The Axfood group will reduce its energy use by 25 percent per square metre by 2015 (base year 2009). Both targets are absolute.

How will the targets be achieved?

In the main, Axfood will achieve its goals by switching to renewable electricity. Systematic measurement and follow-up allow energy needs to be reduced. There is a major focus on energy efficiency when making alterations to stores and building new stores, particularly in view of the fact that the need for cooling is increasing. For new installations, the cooling systems chosen for the stores do not use refrigerants containing greenhouse gases. Axfood only buys electricity bearing the Bra Miljöval (Good Environmental Choice) eco-label. Dagab, which takes care of Axfood's transportation and warehouses, uses Evolution Diesel which is made with 25 percent biofuel. In 2014 Axfood introduced a new index for reducing the percentage of combustible residual products relative to sales, with the aim of increasing materials recycling through better sorting at source. All stores, warehouses and offices sort many fractions at source.

CLIMATE MEASURES

THAT ENHANCE PROFITABILITY

Investment in solar cells

ACTION: The 2013 investment in solar cells for Dagab's frozen food warehouse in Gothenburg was evaluated, showing good results.

EMISSIONS REDUCTION: The cells cover around 5% of the warehouse's yearly energy requirements and 20% during the summer period, when the need for refrigeration is greatest. The forecast was 91,500 kWh per year; the result was 99,800 kWh per year – around 11% more.

COST SAVINGS: The solar cell facility has resulted in a cost saving for electricity of SEK 85,000. Income from renewable energy certificates sold on the open market amounted to SEK 13,400.

THE PAST YEAR

- Energy efficiency measures have continued. Dagab has been very successful with a range of measures implemented to make road transport more efficient and increase the use of biofuels.
- The solar cell facility at Dagab's frozen food warehouse has produced good results, meeting 5% of the warehouse's yearly energy requirements and 20% during the summer period.

FUTURE INVESTMENTS

- Further improvements in energy efficiency, material flows and investments in biofuels.
- Develop production of solar and wind power.
- Greener packaging for own-brand goods.
- Reduce the percentage of combustible residual products.

SIGNIFICANT EMISSIONS NOT INCLUDED

IN THE GREENHOUSE GAS EMISSIONS DISCLOSURE

The bulk of emissions from the food take place at the production stage. Axfood commissioned a comparison of the environmental impact of tomatoes from the Netherlands, Spain and Sweden. The Dutch tomatoes had the greatest environmental impact, because the greenhouses are heated using fossil fuels. Spanish tomatoes are better despite being transported over a greater distance, but their environmental impact is increased by the use of significant quantities of water – which is scarce – and by the pollution of water. Swedish greenhouses are generally heated using renewable fuels, there is no shortage of water and transport distances are short.

AXFOOD

Emissions from operations (tonnes CO ₂ e)	2009 base year	2010	2011	2012	2013	2014	Share of total in 2014	Change 2009–2014	GHG Scope 3
Scope 1									
Business Travel ¹	851	818	738	658	599	1,038	2%	22%	
Own transportation	10,531	10,376	9,960	9,209	10,207	9,209	21%	-13%	
Refrigerants	4,147	4,147	4,147	3,422	3,422	3,422	8%	-17%	
Scope 2									
Purchased energy ²	61,578	64,148	104,459	89,772	82,929	155,180	57%	152	
Scope 3									
Business Travel ³	770	762	868	614	644	643	1%	-16%	6
TOTAL excluding reduction through energy with Guarantee of Origin	77,877	80,251	120,172	103,675	97,801	169,492	378%	118%	
Reduction through purchase of renewable electricity or district heating with Guarantee of Origin ⁴	0	-50,165	-77,637	-71,790	-66,504	-129,666	-	-	
TOTAL Haga scope	77,877	30,087	42,535	31,885	31,297	39,826	89%	-49%	
Production and distribution of energy and vehicle fuels ⁵	14,008	6,050	1,414	1,544	1,535	1,584	4%	-89%	3
Waste disposal ⁶						3,460	8%		5
TOTAL (excl. carbon offset)	91,885	36,137	43,949	33,429	32,832	44,870	100%	-51%	
Carbon offset	0	-2,057	-868	-605	-622	-627	-1%	-	
TOTAL (incl. carbon offset)	91,885	34,080	43,081	32,824	32,210	44,244	-99%	-52%	

Haga Initiative key indicators	2009 base year	2010	2011	2012	2013	2014	Change 2009–2014	Unit
Emissions per SEK of sales excluding carbon offset	2.838	1.055	1.263	0.921	0.875	1.166	-59%	tonnes CO ₂ /MSEK
Emissions per employee excluding carbon offset	13.481	5.241	6.233	4.608	3.963	5.291	-61%	tonnes CO ₂ /employee
Emissions per SEK of sales including carbon offset	2.838	0.995	1.238	0.904	0.858	1.150	-59%	tonnes CO ₂ /MSEK
Emissions per employee including carbon offset ⁷	13.481	4.943	6.100	4.525	3.888	5.217	-61%	tonnes CO ₂ /employee
Emissions per tonne of goods transported ⁷	24.3	21.6	20.1	20.1	21.9	20.0	-18%	kg CO ₂ /tonne goods
Energy use per square metre (total) ⁸	624	371.5	369	373	371	369	-41%	kWh/m ²

1. With effect from 2014, company-owned cars are also included. In 2014 this amounts to 527 tonnes.

2. Emissions from production of purchased electricity, district heating or district cooling assuming that all are unspecified (residual mix). Refers to energy use in retail stores and premises owned by Axfood. "Share of total" includes contracts for renewable energy with Guarantee of Origin.

3. Refers to business air travel, train and taxi journeys. Directly booked flights are included with effect from 2014.

4. Reduction of emissions for "Purchased energy" in scope 2.

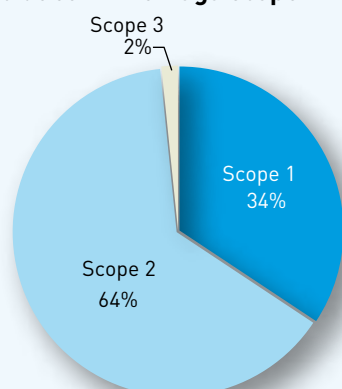
5. Refers to fuels consumed in scope 1 and scope 2.

6. Solid waste for incineration. Reported with effect from 2014.

7. Refers only to goods transportation using own vehicles.

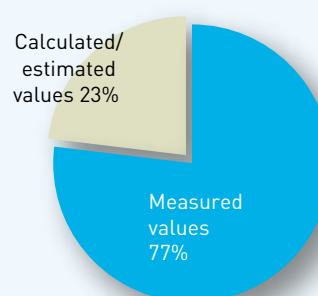
8. Only facilities with at least 12 months' results are included.

Emissions breakdown by scope included in the Haga scope in 2014

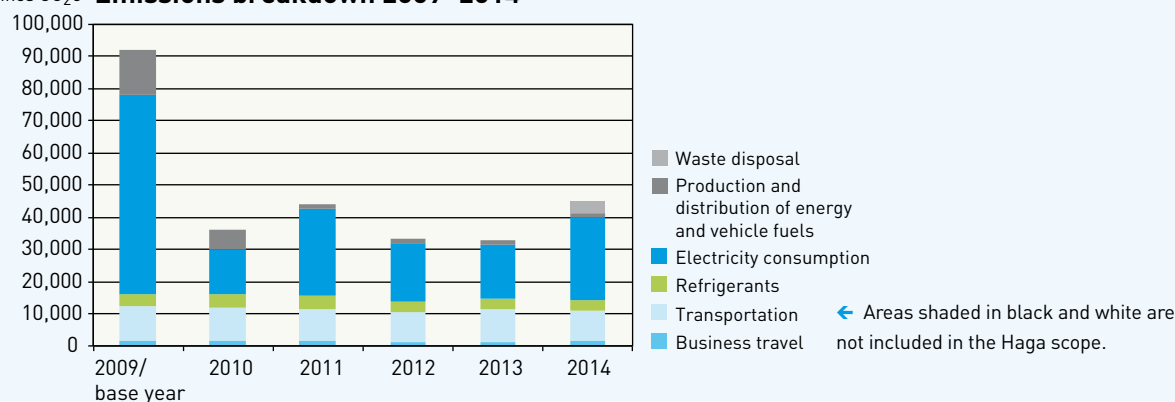
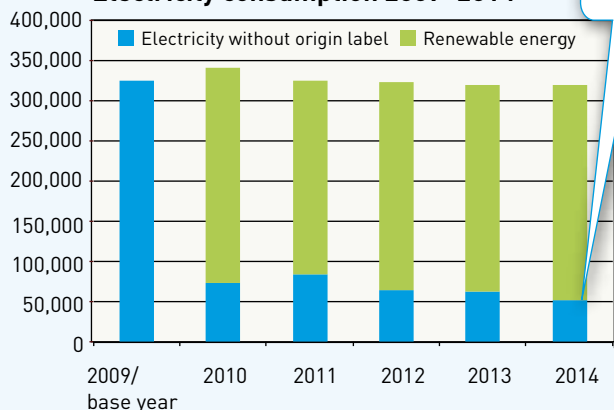


↑ The diagram shows the breakdown of emissions by scope included in the Haga scope in 2014. In 2014 34% of these emissions came from scope 1, 64% from scope 2 and 2% from scope 3.

Breakdown of results based on type of activity data 2014



← The diagram shows what proportion of the results of the emissions calculations is based on measured activity data and on assumed and calculated activity data respectively. In the 2014 calculations, 23% of total emissions were calculated based on measured activity data.

tonnes CO₂e **Emissions breakdown 2009–2014**MWh **Electricity consumption 2009–2014**

Purchased non-origin labelled electricity has **reduced by 84%** since 2009.

Analysis and comments:

Axfood's emissions within the Haga scope have reduced by 49% since its base year of 2009, and by 52% in total.

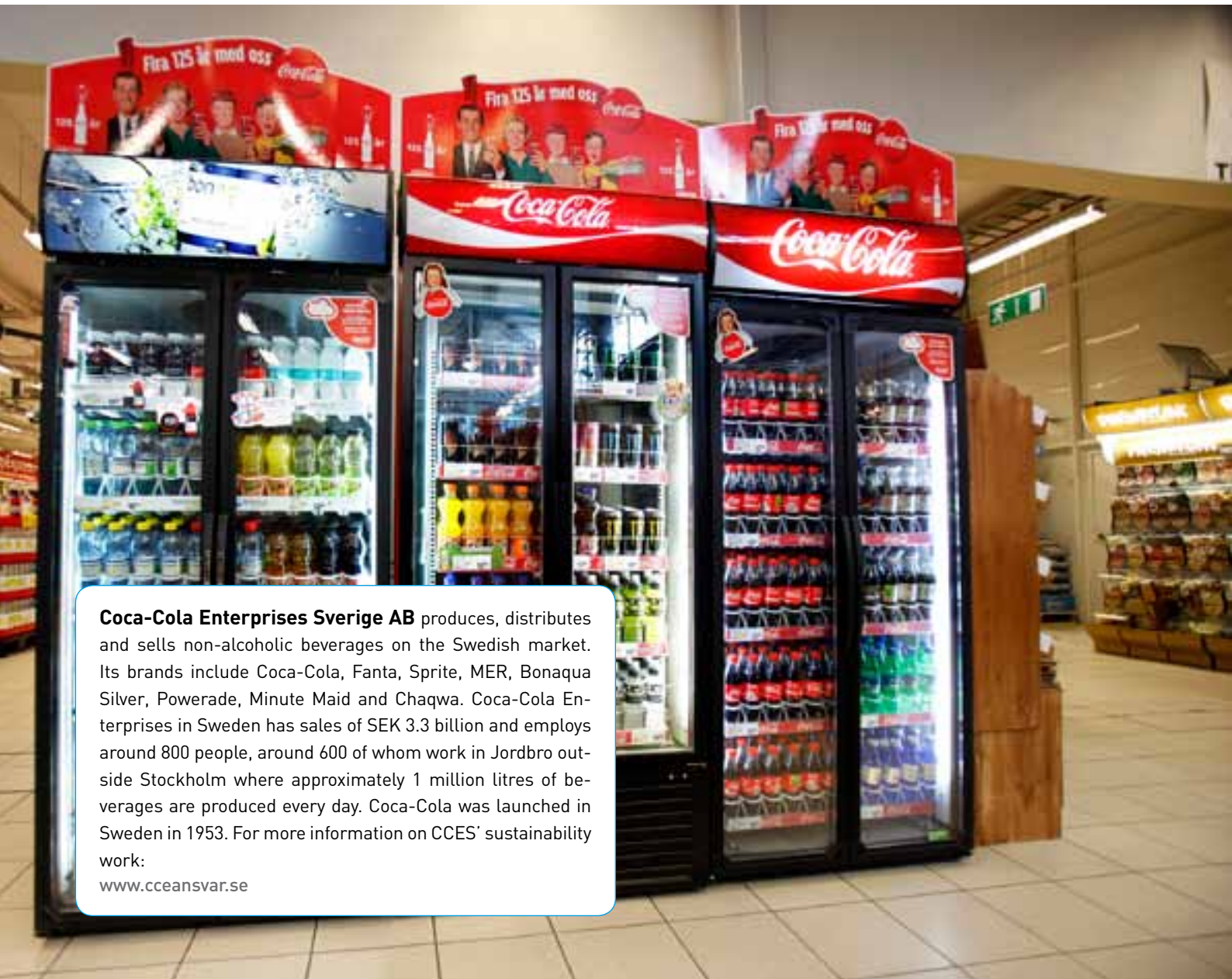
Axfood's greatest climate impact is in scope 2, with electricity in stores and warehouses accounting for 57% of total emissions. Own transportation in scope 1 accounts for around a fifth of emissions and refrigerant emissions correspond to nearly a tenth of total emissions.

Although energy use was the same as in the previous year and the percentage of renewable electricity has increased compared with the previous year (corresponding to 84% of electricity use in 2014), emissions from purchased energy have increased, mainly because the emission factor for unspecified electricity (i.e. Nordic residual mix) has increased by 87% compared with the previous year. Emissions from own transportation have reduced by 10% compared with the previous year.

Axfood has decided to carbon offset emissions from air travel in 2014, corresponding to 627 tonnes CO₂e. The carbon offset covers around 1% of total emissions.

With effect from 2014, the calculations of emissions for business travel include company-owned cars as well as leased cars and hire cars, making a total of 527 tonnes CO₂e. Also new in 2014, emissions relating to waste disposal have begun to be reported. In 2014 these emissions amounted to 3,460 tonnes CO₂e.

Emissions from energy use in this year's disclosure also include district heating. An adjustment for district heating has also been made for the years 2012–2013.



Coca-Cola Enterprises Sverige AB produces, distributes and sells non-alcoholic beverages on the Swedish market. Its brands include Coca-Cola, Fanta, Sprite, MER, Bonaqua Silver, Powerade, Minute Maid and Chaqwa. Coca-Cola Enterprises in Sweden has sales of SEK 3.3 billion and employs around 800 people, around 600 of whom work in Jordbro outside Stockholm where approximately 1 million litres of beverages are produced every day. Coca-Cola was launched in Sweden in 1953. For more information on CCES' sustainability work:

www.cceansvar.se

**Deliver for Today,
Inspire for Tomorrow**

Coca-Cola Enterprises Sverige AB



Climate targets

Coca-Cola Enterprises aims to be the industry leader in respect of energy and emissions. Its overall emissions target is to reduce emissions throughout the value chain by at least a third for every beverage by 2020 compared to 2007.

How will the targets be achieved?

Coca-Cola Enterprises takes responsibility for its climate impact throughout the value chain and is focusing efforts where they will have greatest effect. CCES is working continuously to reduce greenhouse gas emissions from manufacture, distribution and drinks chilling by customers. Chillers on customers' premises account for a large proportion of the emissions. Working in partnership with customers to choose electricity from renewable sources is essential if the emissions target is to be achieved. CCES is working to make its fleet of chillers more energy-efficient, e.g. by switching to low-energy technology and LED lighting. All chillers are HFC-free. CCES continually implements energy efficiency measures in its production and all electricity and district heating come from renewable energy sources. Within distribution CCES is working on efficient logistics and renewable fuels, with 65 percent of its own vehicle fleet using RME.

CLIMATE MEASURES

THAT ENHANCE PROFITABILITY

Sustainable packaging

ACTION: Continually review resource consumption associated with production of packaging. Through this, CCES is reducing the aluminium content of its 33 cl cans by 50–100 tonnes per year.

EMISSIONS REDUCTION: This corresponds to a reduction of around 660 tonnes CO₂ emissions per year.

COST SAVING: This action is mainly concerned with optimising the packaging and making it as resource- and cost-efficient as possible.

THE PAST YEAR

In 2014 Coca-Cola Enterprises Sverige (CCES) took the following measures, among other things:

- Since October 2014 AGA has provided climate-friendly carbon dioxide for CCES' carbonated drinks – a residual product from ethanol production supplied via Lantmännen Agroetanol in Norrköping.
- Continued energy efficiency measures in production and energy efficient lighting.
- Energy efficiencies in production, such as better routines for shutting down equipment.
- Energy use by chillers fell by 5% compared with 2013, but carbon emissions increased by 80% because of the increase in the emission factor for the Nordic residual mix.

FUTURE INVESTMENTS

- Sustainable packaging.
- Further installation of low-energy LED lighting in factories, warehouses and other areas.
- Further energy efficiencies in the fleet of chillers, in cooperation with customers.

SIGNIFICANT EMISSIONS NOT INCLUDED

IN THE GREENHOUSE GAS EMISSIONS DISCLOSURE

Emissions from production of packaging (scope 3) are not included in the Greenhouse Gas Emissions Disclosure. The Swedish emissions from packaging are included in CCES' carbon footprint, which is communicated in the central sustainability report. CCES is aware that these emissions are significant and is working at a central level to follow up and reduce this climate impact.

COCA-COLA ENTERPRISES SVERIGE

Emissions (tonnes CO ₂ e)	2007 base year	2010	2011	2012	2013	2014	Share of total in 2014	Change 2007–2014	GHG Scope 3
Scope 1									
Business travel ¹	2,533	1,852	1,799	1,989	1,857	1,967	22 %	-22 %	
Refrigerants	157	41	13	13	10	105	1 %	-33 %	
Own transportation	2,618	1,300	538	357	280	358	4 %	-86 %	
Scope 2									
Purchased energy ²	6,107	4,840	7,990	6,890	6,486	11,652	5 %	91 %	
Scope 3									
Business travel ³	1,118	262	496	560	728	749	8 %	-33 %	6
TOTAL excluding reduction through energy with Guarantee of Origin	12,533	8,296	10,837	9,808	9,360	14,832		18 %	
Reduction through purchase of renewable electricity or district heating with Guarantee of Origin ⁴	-2,792	-4,298	-7,521	-6,409	-6,016	-11,214		302 %	
TOTAL Haga scope	9,741	3,998	3,316	3,399	3,345	3,617	41 %	-63 %	
Outsourced transportation ⁵	5,993	4,620	4,268	3,488	3,342	3,512	40 %	-41 %	4 & 9
Production and distribution of energy and vehicle fuel ⁶	1,738	1,285	1,239	1,470	1,465	1,712	19 %	-2 %	
- of which fuel for business travel	239	459	359	430	407	630	7 %	163 %	3
- of which fuel for own transportation	637	470	592	760	774	602	7 %	-5 %	
- of which fuel for energy production	862	356	288	280	285	480	5 %	-44 %	
TOTAL Haga commitments	17,472	9,903	8,823	8,357	8,152	8,841	100 %	-49 %	
Refrigeration of beverages on customer premises ⁷	25,131	35,357	40,353	38,151	35,006	61,638		145 %	8
TOTAL (excl. carbon offset)	42,603	45,259	49,176	46,509	43,158	70,479		65 %	
Carbon offset	0	0	0	0	0	0		0 %	
TOTAL (incl. carbon offset)	42,603	45,259	49,176	46,509	43,158	70,479		65 %	

Haga Initiative key indicators	2007 base year	2010	2011	2012	2013	2014	Change 2007–2014	Unit
Emissions per unit of revenue ⁸	6.400	3.374	2.863	2.677	2.470	2.679	- 58 %	tonnes CO ₂ e/SEK m
Emissions per litre of beverage produced ⁸	59.631	29.737	26.338	25.116	22.301	26.822	- 55 %	g CO ₂ e/litre
Emissions per unit of revenue ⁹	15.605	15.421	15.956	14.897	13.078	21.357	37 %	tonnes CO ₂ e/SEK m
Emissions per litre of beverage produced ⁹	145.403	135.914	146.797	139.773	118.062	213.827	47 %	g CO ₂ e/litre

1. Leased cars and rental cars.

2. Emissions from production of purchased electricity, district heating or district cooling assuming that all are unspecified (residual mix). "Share of total" includes contracts for renewable energy with Guarantee of Origin.

3. Refers to other business travel: air and rail.

4. Reduction of emissions for "Purchased energy" in scope 2.

5. Refers to goods transportation provided by external contractors.

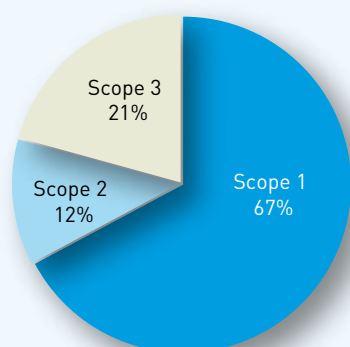
6. Refers to fuels consumed in scope 1 and scope 2.

7. Electricity consumption and refrigerant leakage for refrigeration are based on standard amounts, which are conservative because all electricity is assumed not to be renewable electricity with Guarantee of Origin.

8. Own operations, i.e. excluding electricity consumption and refrigerant leakage on customer premises.

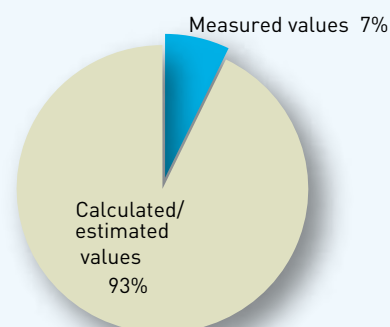
9. Own operations plus electricity consumption and refrigerant leakage on customer premises.

Emissions breakdown by scope included in the Haga scope in 2014

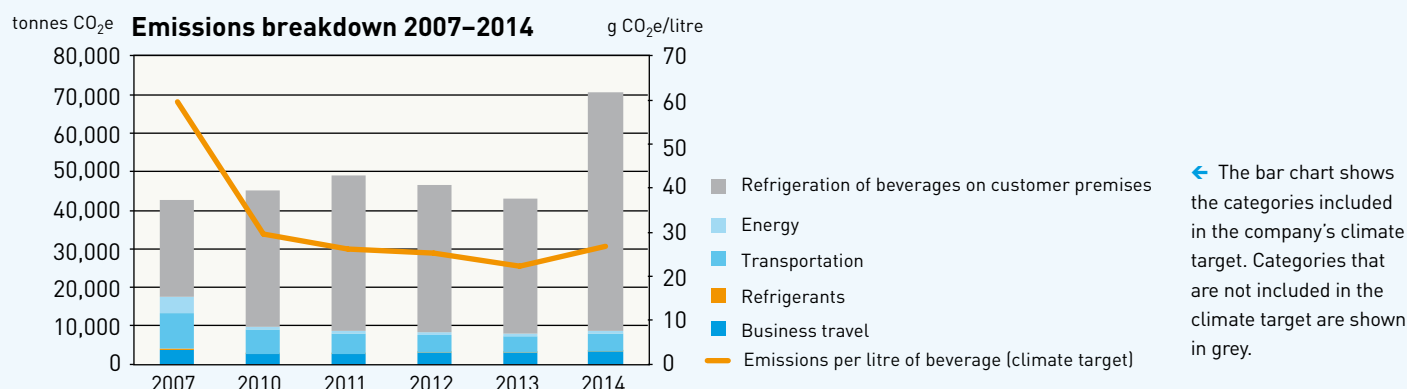


↑ The diagram shows the breakdown of emissions by scope included in the Haga scope in 2014. In 2014 67% of these emissions came from scope 1, 12% from scope 2 and 21% from scope 3.

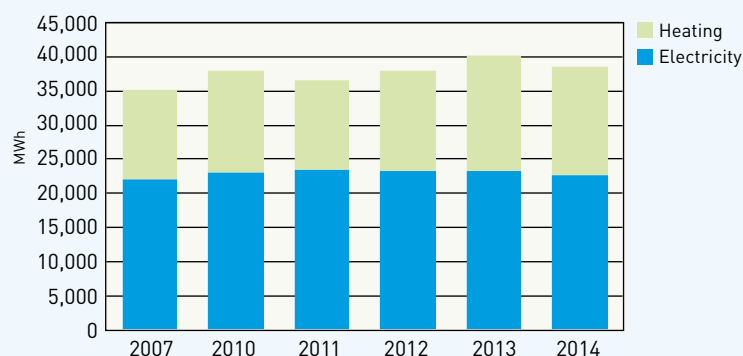
Breakdown of results based on type of activity data in 2014



↑ The diagram shows what proportion of the results of the emissions calculations are based on measured activity data and on assumed and calculated activity data respectively. In the 2014 calculations, 7 % of total emissions were calculated based on measured activity data.



Consumption of electricity and heating in own facilities 2007–2014



Analysis and comments:

Of the categories included in Coca-Cola Enterprises Sverige's emissions target, goods transportation accounts for 51%, business travel for 38%, purchased electricity and district heating for 10% and refrigerants for 1%. The categories include emissions in scope 1, 2 and 3, including emissions in the scope 3 categories "Production and distribution of energy and vehicle fuels", "Business travel" and "Out-sourced transportation".

Coca-Cola Enterprises Sverige has reduced its emissions in all areas of its core operations since its base year of 2007. The share of renewable electricity with Guarantee of Origin has increased since 2007, which contributed to a reduction in emissions from purchased energy of more than 78%. Compared with the previous year, energy consumption from own operations also reduced in 2014, by 3%.

Despite beverage production having increased by around 12% since 2007, there have been reductions in emissions from transportation (-52%), business travel

(-14%) and refrigerants (-33%). In addition to its own emissions, Coca-Cola Enterprises Sverige includes emissions caused by Coca-Cola chillers found in stores. This is also the most significant source of emissions overall, accounting for around 87% of all emissions in 2014. These emissions have more than doubled since the base year of 2007. The reason for this is partly that the number of chillers has increased since 2007, and partly that the emission factor for unspecified electricity has increased by more than 200% since the base year. The electricity consumption from chillers is calculated as 100% unspecified electricity, not renewable electricity with Guarantee of Origin. If instead 50% of the electricity consumed by the chillers had been assumed to be renewable electricity with Guarantee of Origin, the total emissions would have been 40,336 tonnes CO₂e, which would have been a 5% reduction compared with the base year of

2007. If all the electricity consumed by the customers' chillers had been assumed to be renewable electricity with Guarantee of Origin, the total emissions would have been 10,199 tonnes CO₂e, which would have been a reduction of 76% compared with the base year of 2007.

The key indicator emissions per litre of beverage produced (i.e. excluding electricity consumed and refrigerant leakage on customers' premises) increased by 20% in 2014 compared with the previous year. This is because the quantity of beverage produced decreased by 10% between 2013 and 2014, while at the same time emissions increased by 8%. If emissions based on chilling of drinks on customers' premises are also included, then the key indicator for emissions per litre of beverage produced increases by around 80% compared with 2013. The difference between these key indicators is due mainly to the fact that the emission factor for unspecified electricity increased by 87% compared with the previous year.



Folksam is a Swedish mutual insurance company that offers a variety of insurance and pension products. Almost every second person in Sweden is insured with Folksam, which is one of Sweden's largest asset managers. Folksam has around 3,900 employees and in 2014 assets under management amounted to more than SEK 350 billion. www.folksam.se

**Folksam makes
customers feel secure
in a sustainable world**

Folksam



Climate targets

Folksam is aiming for a 40 percent reduction in greenhouse gas emissions from its own operations by 2020 compared with its base year of 2002.

How will the targets be achieved?

Since 2003 Folksam has taken a number of measures to reduce greenhouse gas emissions from its own operations. In 2003 Folksam switched to electricity bearing the Bra Miljöval (Good Environmental Choice) eco-label and in recent years its emissions from travel by car have steadily reduced. Travel, which accounts for 65 percent of the total carbon footprint, is Folksam's primary source of emissions. Folksam has around 40 offices across Sweden and its claims assessors are highly dependent on cars when visiting customers. In 2014 a new digital inspection system for structural damage was introduced, which involves the claims assessors having assignments sent to them in an app. This makes it easier to plan visits to customers and reduces the amount of travel to and from offices. Folksam's travel policy provides its employees with clear guidelines on business travel. The travel policy states that each journey must be well planned and justified and that for environmental reasons trains should be used for distances of up to 500 kilometres.

SIGNIFICANT EMISSIONS NOT INCLUDED IN THE GREENHOUSE GAS EMISSIONS DISCLOSURE

Emissions from the enterprises in which Folksam invests are not included in Folksam's disclosure to the Haga Initiative, but these emissions are significant. In 2014 greenhouse gas emissions from Folksam's property holdings were 3,722 tonnes CO₂e and indirect carbon dioxide emissions from equity investments were 1,458,947 tonnes CO₂e. Folksam is an active asset manager and influences the companies in which it holds shares through ethical investment criteria and corporate governance. Through its property investments Folksam works actively on energy efficiency.

CLIMATE MEASURES

THAT ENHANCE PROFITABILITY

Cost savings, brand enhancement and increased sales

- In 2014 Folksam saved its customers SEK 148 million through reuse of materials in car repairs.
- Sales increased by 7% after information was provided on Folksam's environmental responsibility, according to a survey involving calls to Folksam customers.
- Folksam and its subsidiary KPA Pension were the highest ranked insurance and pension companies in the Sustainable Brand Index.

THE PAST YEAR

- Folksam's emissions from travel by road have reduced by around 20% compared with 2013.
- All staff received training in climate and environmental issues.
- Around 39,000 trees will be planted to offset the carbon footprint from own operations and emissions from Folksam's property holdings.

FUTURE INVESTMENTS

- Folksam has started work to integrate environmental targets into all the business and operations of its business units, as well as in relation to customers.
- During the year Folksam signed the Montreal Carbon Pledge, which means that Folksam will start measuring and reporting carbon emissions in its portfolios.
- Folksam is continuing to focus on travel-free meetings. The work means investing in videoconferencing equipment and changing behaviour when booking meetings, in order to reduce travel and thus emissions.

FOLKSAM

Emissions from operations (tonnes CO ₂ e)	2002 base year	2012	2013	2014	Share of total in 2014	Change 2002-2014	GHG Scope 3
Scope 1							
Business travel ¹	773	873	765	608	21 %	- 21 %	
Refrigerants ²	43	-	-	43	2 %	0 %	
Scope 2							
Purchased energy ³	2,324	2,960	5,115	4,568	27 %	97 %	
Scope 3							
Business travel	1,105	1,094	1,094	1,242	44 %	12 %	6
TOTAL excluding reduction through energy with Guarantee of Origin	4,245	4,927	6,974	6,461	-	52 %	
Reduction through purchase of renewable electricity or district heating with Guarantee of Origin ⁴	0	- 2,605	-4,344	- 3,793	-	-	
TOTAL Haga scope	4,245	2,322	2,630	2,667	94 %	- 37 %	
Production and distribution of energy and vehicle fuels ⁵	-	-	-	2	0 %	-	3
Printed material and paper	141	152	139	146	5 %	4 %	1
Water	2	2	2	3	0 %	50 %	1
Coffee	21	13	21	26	1 %	24 %	1
TOTAL (excl. carbon offset)	4,409	2,489	2,792	2,844	100%	- 35 %	
Carbon offset	0	- 2,489	- 2,792	-2,844	- 100 %		
TOTAL (incl. carbon offset)	4,409	0	0	0	0 %	100 %	

Haga Initiative key indicators	Base year 2002	2012	2013	2014	Change 2002-2014	Unit
Emissions per employee excluding carbon offset	1.20	0.77	0.82	0.80	- 34 %	tonnes CO ₂ e/employee
Emissions per employee including carbon offset	1.20	0.00	0.00	0.00	- 100 %	tonnes CO ₂ e/employee

1. Leased cars and employees' own cars.

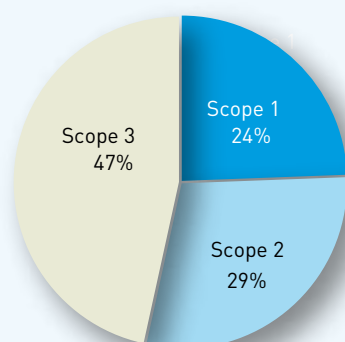
2. Relates only to head office. For 2014 leakage has been calculated based on an average for the period 2011-2014.

3. Measured value for the head office, estimated values for field and sales offices. "Share of total" includes contracts for renewable energy with Guarantee of Origin.

4. Reduction of emissions for "Purchased energy" in scope 2.

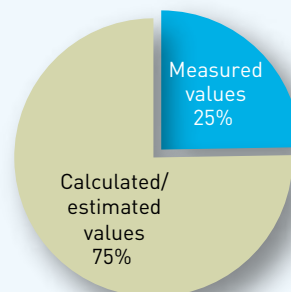
5. Only upstream emissions for wind power.

**Emissions breakdown by scope
included in the Haga scope in 2014**

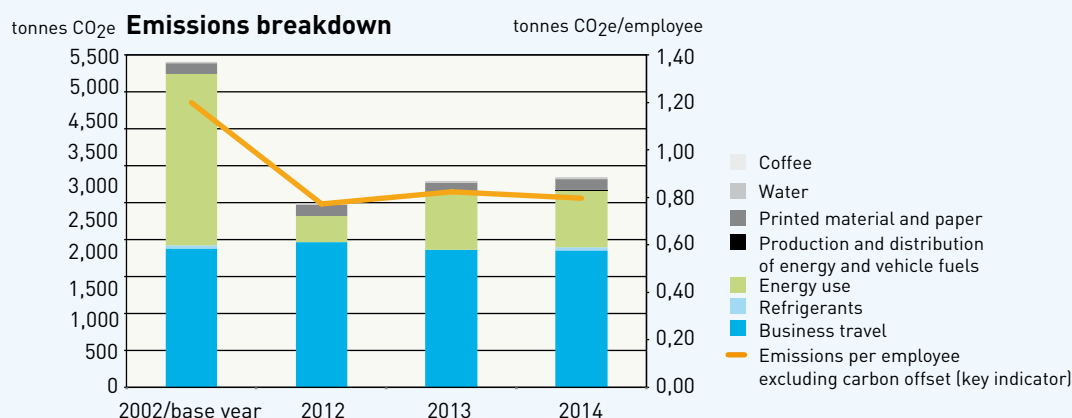


↑ The diagram shows the breakdown of emissions by scope included in the Haga scope in 2014. In 2014 24% of these emissions came from scope 1, 29% from scope 2 and 47% from scope 3.

**Breakdown of results based on
type of activity data in
2014**



↑ The diagram shows what proportion of the results of the emissions calculations are based on measured activity data and on assumed and calculated activity data respectively. In the 2014 calculations, 25% of total emissions were calculated based on measured activity data.



↑ The bar chart shows the categories included in the company's climate target. Categories that are not included in the climate target are shown in dark grey.

Analysis and comments:

This is the first year that Folksam has been included in the Haga Initiative's greenhouse gas emissions disclosure, since Folksam joined the Haga Initiative in 2014.

Emissions within the Haga scope in 2014 decreased by 37% compared with the base year of 2002.

Total emissions decreased by 35% between 2002 and 2014.

The bulk of total emissions (65%) come from business travel, which covers leased cars, employees' own cars and travel by rail and air. Folksam klimatkompenserar för de totala utsläppet och uppnår därför nollutsläpp efter avräkning för klimatkompensation.

Purchased energy (scope 2) makes up 27% of total emissions. All electricity purchased for Tullgården and the sales and field offices as well as for Förenade Liv is Guarantee of Origin wind power bearing the Bra Miljöval (Good Environmental Choice) eco-label.

Folksam carbon offsets its total emissions and is therefore carbon neutral once this has been taken into account.

The key indicator emissions per employee, excluding carbon offset, decreased by 34% in 2014 compared with 2002.

Electricity consumption decreased by 20% between 2012 and 2014, while heating consumption increased by 56% during the same period. Total energy use increased by 2% between 2012 and 2014.



AB Fortum Värme produces district heating, district cooling and electricity. The company has helped make Stockholm one of the world's cleanest capitals and in 2010 the EU named Stockholm as the world's first Green Capital. In the period 2010–2015 Fortum Värme is investing SEK 6.5 billion in combined heat and power production in the Stockholm region. By 2030 at the latest its district heating will be 100% produced from renewable or recovered energy. Fortum Värme has annual revenue of nearly SEK 7 billion and employs around 660 people. The company has 9,500 district heating and district cooling customers.

www.fortum.se

Using energy that would
otherwise be wasted





Climate targets

Emissions are to decrease by 40 percent by 2020 compared with 2010, through switching to renewable energy, waste heat recovery, waste-to-energy production, efficiency measures and, as a last resort, carbon offsetting. By 2030 at the latest production will be 100 percent based on renewable or recovered energy. The aim is to achieve this target significantly earlier than 2030.

How will the targets be achieved?

Construction of one of the world's largest combined heat and power plants for biofuel is in progress at Värtan, with operation scheduled to begin in 2016.

A new unloading system for the biofuels that are to be mixed directly with coal will be fine-tuned during spring 2015. Today a significant proportion of energy comes from wastewater. Through its Open District Heating product Fortum Värme expects to increase the supply of waste heat further. Increased integration of the region's district heating network is allowing central plants to work together, particularly with new decentralised production. Various concepts such as power demand management and energy storage are potential measures for the future. By 2030 at the latest, but probably significantly earlier, 100 percent of the district heating will be from renewable or recovered energy.

SIGNIFICANT EMISSIONS NOT INCLUDED

IN THE GREENHOUSE GAS EMISSIONS DISCLOSURE

Fortum Värme has for many years reported all significant greenhouse gas emissions. Emissions from extraction, processing and transportation of the fuels to the plants (included in scope 3) account for only around 6% of emissions. Significant investments are being made in a new port and rail unloading terminal, so that the bulk of the biofuels for the new combined heat and power plant in Värtan can be transported by rail or sea.

CLIMATE MEASURES

THAT ENHANCE PROFITABILITY

ACTION: In 2014 Mondelez Sverige AB signed a contract with Fortum Värme for 5 GWh of district heating for its plant in Upplands Väsby, which makes the Marabou brand of chocolate. Under the contract, local oil-fired heat production will be replaced by district heating. Mondelez sees this as an important step towards more efficient and more sustainable energy use.

EMISSIONS REDUCTION: The conversion means a profitable emissions saving of around 1,000 tonnes of CO₂ per year.

THE PAST YEAR

- The combined heat and power plant for waste fuel in Brista reduced the need for primary energy by more than 200 GWh compared with if new district heating had been produced. This corresponds to the energy demand from more than 17,000 average apartments.
- With effect from 2014 the company is offsetting emissions from district heating production that is dependent on the fossil fuels coal and oil.
- In 2014 customers representing 100 GWh were connected to district heating. This reduces the customers' greenhouse gas emissions by around 24,000 tonnes per year.

FUTURE INVESTMENTS

- Open District Heating is a unique marketplace for recovered energy. Surplus heat, e.g. from computer rooms, may provide 1 TWh of energy in the future.
- Energy from residual products and waste where materials recycling is not the best option.
- Producers working in partnership with customers to optimise the distribution of heat in an integrated district heating network.
- Renewable energy from biofuels.

FORTUM VÄRME

Emissions from operations (tonnes CO ₂ e) ¹	2010 base year	2011	2012	2013	2014	Share 2014	Change 2010-2014	GHG Scope 3
Scope 1								
Production ²	1,393,331	995,956	856,213	1,003,144	999,083	79%	-29 %	
Business travel ³	3,709	3,526	3,526	3,529	351	0%	-91 %	
Scope 2								
Purchased energy ⁴	442,002	379,020	358,724	305,788	576,087	7%	30 %	
Scope 3								
Business travel ⁵	1,734	1,735	1,735	1,727	176	0,0%	-90 %	6
TOTAL excluding reduction through energy with Guarantee of Origin	1,840,776	1,380,236	1,220,197	1,314,188	1,575,698		-14 %	
Reduction through purchase of renewable electricity or district heating with Guarantee of Origin ⁶	-364,020	-330,074	-315,061	-258,968	-492,517		35 %	
TOTAL Haga scope	1,476,756	1,050,162	905,136	1,055,220	1,083,181	86%	-27 %	
Produced by another district heating producer but supplied by Fortum Värme ⁷	124,850	63,851	124,207	104,658	97,065	8%	-22 %	3
Production and distribution of energy and vehicle fuels ⁸	323,470	111,551	90,547	104,374	77,026	6%	-76 %	
- of which fuels for business travel	542	732	757	750	75	0%	-86 %	
- of which fuels for energy production	322,928	110,819	89,790	103,624	76,951	6%	-76 %	
TOTAL (excl. carbon offset)	1,925,076	1,225,564	1,119,890	1,264,251	1,257,272	100 %	-35 %	
Carbon offset ⁹	-7,797	-9,916	-13,398	-172,600	-328,308			
TOTAL (incl. carbon offset)	1,917,279	1,215,648	1,106,492	1,091,651	928,964		-52 %	
Haga Initiative key indicators								
Emissions per unit of energy supplied ¹⁰	161	123	112	119	135	-16 %		g CO ₂ e/kWh
Emissions per unit of energy supplied ¹¹	160	122	110	102	100	-38 %		g CO ₂ e/kWh

1. Fortum Värme excluding the subsidiary Stockholm Gas.
2. Fortum Värme's own production, emissions of carbon dioxide, nitrous oxide, methane and refrigerants.
3. Business car journeys.
4. Emissions from production of purchased electricity, district heating or district cooling assuming that all are unspecified (residual mix). "Share of total" includes contracts for renewable energy with Guarantee of Origin.
5. Business travel by rail and air.

6. Reduction of emissions for "Purchased energy" in scope 2. Fortum Värme buys renewable electricity for its district heating and district cooling production.
7. Emissions by players other than Fortum Värme in the case of production partnerships for district heating. The emissions include both emissions from plants and from the extraction and distribution of the fuels for these plants.
8. Production refers to extraction and processing of the fuels. In addition to distribution of the fuels, also transportation of additives and ash.

9. Volumes for 2014 are provisional and will be established in April when the measurement process is verified.
10. Total emissions from scope 1, 2 and 3 as above for the total supply of district heating, electricity and district cooling before carbon offsetting.
11. Total emissions from scope 1, 2 and 3 as above for the total supply of district heating, electricity and district cooling after carbon offsetting.



1 Thanks to more efficient energy use more customers can share the district heating produced. Fortum estimates that around 100 GWh has been saved every year for many years, equivalent to Skara municipality's entire heating supply each year.

2 More efficient production – flue gas condensation which recovers more heat energy in flue gases. The energy is equivalent to 10% of the district heating, or heating for 80,000 apartments.

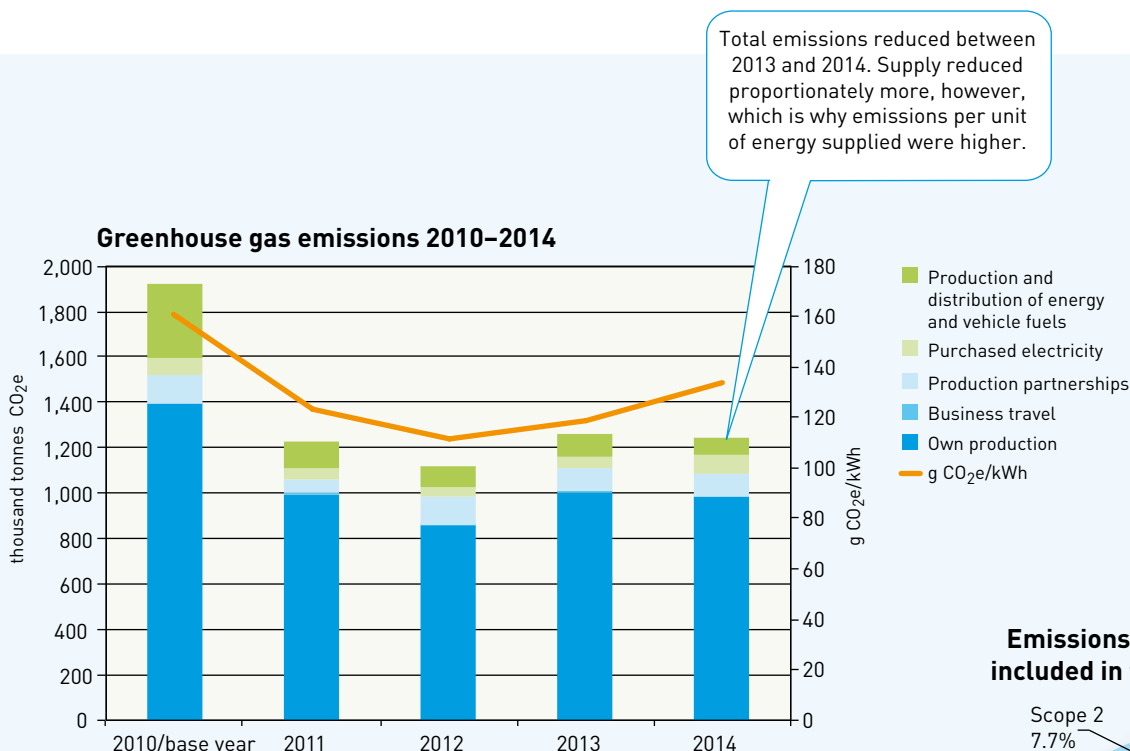
3 Energy in sorted waste from households and companies produces enough energy to heat nearly 250,000 apartments.

4 We share electricity systems with Europe. The households in district heated properties are part of an energy system which contributes to around 40% of their electricity consumption being produced simultaneously in efficient combined heat and power production. As a result of this electricity production 1,200 kg CO₂ per year is avoided¹

5 Renewable biofuels from the forestry industry and solar energy from the sea. Residual products from the forestry industry provide 2,100 GWh of energy when burnt in combined heat and power plants. Solar energy recovered from seawater using heat pumps provides 900 GWh of energy.

6 Recovered heat from wastewater, district cooling returns and computer rooms. 700 GWh of heat from treated wastewater is utilised in Fortum's heat pumps. In the future around 1,000 GWh of surplus heat can be utilised, e.g. from computer rooms and supermarkets in Stockholm – equivalent to Norrköping's annual heating requirement for its 133,000 inhabitants.

1. Marginal production in the northern European grid. (Elforsk 08:30)



Analysis and comments:

79% of Fortum Värme's emissions come from its own operations. If the production partnerships are included, i.e. district heating produced by other producers but supplied by Fortum Värme, this adds another 8%.

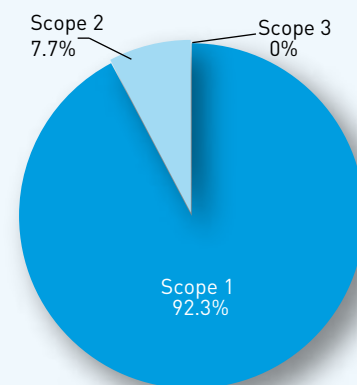
Purchased electricity for production of the products district heating and district cooling is renewable electricity with Guarantee of Origin, which means that unspecified electricity is only purchased for electricity that is consumed in the plants' support processes and has been allocated to electricity production. Emissions for electricity consumption therefore make up only 7% of the total emissions.

Production and distribution of fuels accounts for around 6% of total emissions. Since over 90% of fuel transportation takes place by sea, transportation of fuels to Fortum Värme's plants accounts for just 2% of total emissions, while extraction and processing of the fuels consumed by Fortum Värme accounts for around 4%. This also includes transportation of additives and ash, which account for a small share of total emissions. Since its base year of 2010 Fortum Värme's emissions have reduced by 35% in total and by 28% in its own production, even including production partnerships. This has been possible due to a gradual phasing out of fossil fuels.

Emissions per unit of energy supplied have reduced by 16% since the base year of 2010.

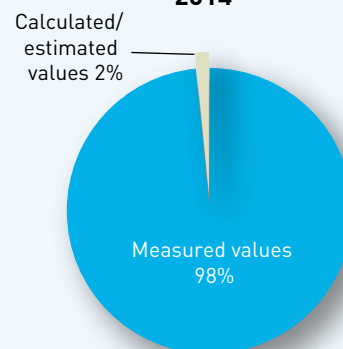
In 2014 Fortum Värme carbon offset greenhouse gas emissions from coal and oil in its own district heating production. In addition, Fortum Värme carbon offsets for customers who choose its product Carbon Neutral District Heating.

Emissions breakdown by scope included in the Haga scope in 2014



↑ The diagram shows the breakdown of emissions by scope included in the Haga scope in 2014. In 2014 92.3% of these emissions came from scope 1, 7.7% from scope 2 and 0.02% from scope 3.

Breakdown of results based on type of activity data in 2014



↑ The diagram shows what proportion of the results of the emissions calculations are based on measured activity data and on assumed and calculated activity data respectively. In the 2014 calculations, 98% of total emissions were calculated based on measured activity data.



Green Cargo offers goods transportation by rail, intermodal transport solutions, rail logistics, transport analyses, full truck loads, dedicated rail freight services or wagon loads, using containers, swap bodies and trailers, to provide eco-labelled door-to-door transport in a rail-based network that extends throughout Sweden and continental Europe. Green Cargo has around 2,000 employees and revenue of just over SEK 4.1 billion.

www.greencargo.com

Sustainable logistics

**green
cargo**



Climate targets

More than 90 percent of Green Cargo's freight is transported on electric trains, but diesel consumption is still the main environmental aspect. Green Cargo's aim is to reduce diesel consumption relative to transportation work. In 2014 the target was 0.8 litres of diesel per 1,000 net tonne kilometres and the result was 0.79.

How will the targets be achieved?

Green Cargo is constantly working to optimise its transportation. It is currently carrying out a major restructuring of the logistics system in order to concentrate the flow of goods on corridors where fewer trains can still transport large volumes of goods, thereby driving down the climate impact per unit. Green Cargo also works continually to reduce consumption in the diesel locomotives that have to be used. For a number of years Green Cargo has been working to replace the engines in 62 of the largest and most common models of diesel locomotive. The new more efficient diesel engines involve large investments, but these are partly covered by climate grants from the Swedish Environmental Protection Agency (Naturvårdsverket) because of the significant environmental gain. Working is now continuing with the testing of an intelligent stop-start system that will reduce idling.

SIGNIFICANT EMISSIONS NOT INCLUDED

IN THE GREENHOUSE GAS EMISSIONS DISCLOSURE

Green Cargo's freight operations are very transparent because environmental data has been reported since the company was first formed in 2001, and all environmental data has been externally audited since 2006. This has enabled Green Cargo to focus on the environmental impact of its transport operations. Green Cargo has extensive "shift journeys", when staff must travel to where their shift starts, and overnight accommodation, where staff have to spend the night somewhere other than their home base. These have not been focused on previously, but are now being reported in the Haga Initiative disclosure.

CLIMATE MEASURES

THAT ENHANCE PROFITABILITY

Switching to modern diesel engines

ACTION: Green Cargo has switched to modern diesel engines in 62 of its large diesel locomotives and produced training in energy efficient driving.

EMISSIONS REDUCTION: As a result of this action, diesel consumption has decreased by at least 1,000,000 litres per year, equivalent to a carbon reduction of around 3,000 tonnes CO₂ per year.

COST SAVING: The decrease in diesel consumption produces an annual saving of at least SEK 6 million per year.

THE PAST YEAR

The main action during the year has been to begin piloting the stop-start system that Green Cargo hopes will reduce idling by diesel engines. The system senses the engine temperature, battery charge, etc. and must guarantee that the locomotive starts after being stopped.

FUTURE INVESTMENTS

Green Cargo has developed its own training in energy efficient driving. This is to be developed so that it can be completed as e-training and is also to be adapted for the new diesel engines. It is not certain whether the new engine should to be treated in the same way as the old to achieve the lowest possible consumption. Green Cargo will also update the environmental training offered to all employees.

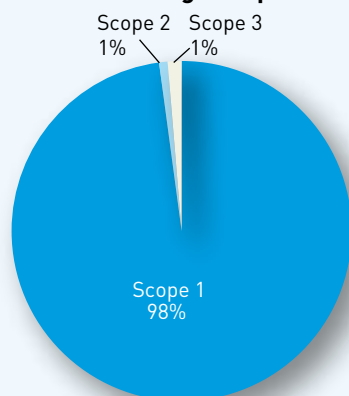
GREEN CARGO

Emissions from operations (tonnes CO ₂ e)	2014	Breakdown 2014	GHG Scope 3
Scope 1			
Business travel ¹	286	1%	
Own transportation	32,786	90%	
Scope 2			
Purchased energy ²	199,881	-	
Scope 3			
Business travel ³	443	1%	6
TOTAL excluding reduction through energy with Guarantee of Origin	233,397	-	
Reduction through purchase of renewable electricity or district heating with Guarantee of Origin ⁴	-199,606	-	
TOTAL Haga scope	33,791	93%	
Production and distribution of energy and vehicle fuels ⁵	2,450	7%	3
Production and distribution of energy and vehicle fuels	36,240	100%	
Carbon offset	0	-	
TOTAL (incl. carbon offset)	36,240	100%	

Haga Initiative key indicators	Base year not available	2014	Unit
Emissions per tonne transported/km	-	2.951	g CO ₂ e/tonne km

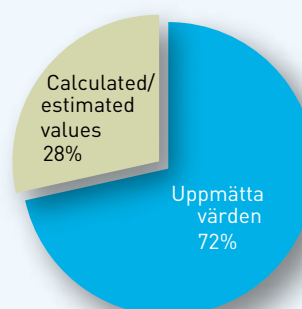
1. Refers to private/leased cars and hire cars.
2. Refers to electricity and district heating.
3. Refers to air, rail and taxi travel and hotels.
4. Reduction of emissions for "Purchased energy" in scope 2.
5. Refers to upstream emissions for district heating, hydroelectric power and vehicle fuels.

Emissions breakdown by scope included in the Haga scope in 2014

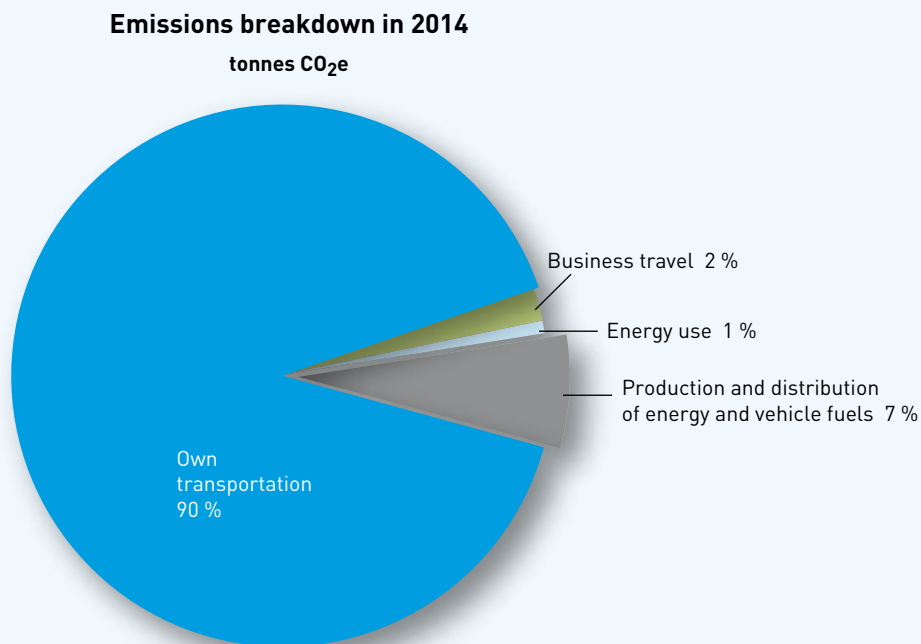


↑ The diagram shows the breakdown of emissions by scope included in the Haga scope in 2014. In 2014 98% of these emissions came from scope 1, 1% from scope 2 and 1% from scope 3.

Breakdown of results based on type of activity data in 2014



↑ The diagram shows what proportion of the results of the emissions calculations are based on measured activity data and on assumed and calculated activity data respectively. In the 2014 calculations, 72 % of total emissions were calculated based on measured activity data.



↑ The chart shows the categories included in the company's climate target. Categories that are not included in the climate target are shown in dark grey.

Analysis and comments:

This is the first year that Green Cargo has been included in the Haga Initiative's greenhouse gas emissions disclosure, since Green Cargo joined the Haga Initiative in 2014.

Green Cargo does not have a target of a 40% reduction in emissions by 2020 in the same way as other companies within the Haga Initiative. The reason for this is that transportation needs to make a transition to rail in order for Sweden and individual companies to be able to reduce their climate impact. At the same time, Green Cargo needs to continue its work on energy efficiencies in order to reduce emissions per tonne kilometre.

The greatest emissions are from goods transportation within scope 1, which make up a full 90% of total emissions. The majority of these emissions are from diesel consumption. The bulk of this diesel consumption is from the company's own diesel locomotives, with a small proportion from outsourced road transportation.

All the electricity purchased is renewable electricity with Guarantee of Origin, which means that emissions in scope 2 – which would otherwise have represented 85% of total emissions – make up only 1% of total emissions.



HKScan Sweden was founded in Halmstad, Sweden in 1899 and is now part of the HKScan Group, one of the largest food companies in northern Europe. The company has revenue of SEK 9.4 billion and employs around 2,000 people. HKScan produces, markets and sells high quality, responsibly produced pork, beef, poultry and lamb products, processed meats and convenience foods under strong well-known brand names such as Scan and Pärsons. Its customers are in the retail, food service, industrial and export sectors, and its home markets are Finland, Sweden, Denmark, the Baltics and Poland. HKScan exports to close to 50 countries.

www.sweden.hkscan.com

**For a more sustainable
meat production**

HKSCAN



CLIMATE MEASURES

THAT ENHANCE PROFITABILITY

HKScan Skara implements energy efficiencies

ACTION: Switching from a fossil fuel (oil) to district heating and biogas. The district heating is produced using wood chips and biogas extracted from landfill.

EMISSIONS REDUCTION: Reduces energy use by 11,500 MWh/year, equivalent to a reduction in carbon emissions of around 3,500 tonnes. The investment is SEK 4.5 million.

PAYBACK PERIOD: Around 2 years.

Climate target

HKScan Sweden's target is a 50 percent reduction in greenhouse gas emissions between 2003 and 2020. The target has been set in absolute figures to reflect the company's total emissions. The emissions target includes scope 1 and scope 2 as well as business travel, outsourced inward transportation and the production and distribution of energy and vehicle fuels in scope 3.

How will the emissions target be achieved?

Energy efficiencies, less use of fossil fuels and sustainable choices of energy sources will decrease emissions from the production plants. Work on continual improvements focuses on choice of packaging and on transportation, and links this to the positive financial results achieved. HKScan is building expertise and creating understanding of how sustainability work leads to improved profitability. Internal communication creates participation, such that everyone is aware of the emissions targets and wants to contribute to achieving them.

THE PAST YEAR

- The Skara factory has switched from LPG to district heating.
- Low pressure cleaning has been implemented.
- New compressed air control system installed, with lower electricity consumption and better heat recovery.

SIGNIFICANT EMISSIONS NOT INCLUDED

IN THE GREENHOUSE GAS EMISSIONS DISCLOSURE

Emissions from primary production of meat are not included in HKScan's emissions disclosure. Rearing cattle in particular causes significant emissions of greenhouse gases, especially methane. HKScan therefore wants to work with suppliers to reduce greenhouse gas emissions. One example is that the soya in animal feed does not come from plantations that have contributed to deforestation of rainforests. Equally important is to process and use 100% of all parts of the animals slaughtered. HKScan is working with Linköping University to optimise inward transportation of animals for slaughter and thereby reduce carbon emissions.

FUTURE INVESTMENTS

- Switching to green electricity.
- Switching to more climate-smart consumer packaging with a high proportion of recycled PET. The change will halve carbon emissions for the trays.
- Replace fossil fuel with biogas to generate steam.

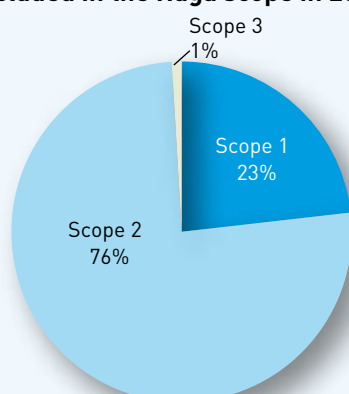
HK SCAN

Emissions from operations (tonnes CO ₂ e)	2003 base year	2011	2012	2013	2014	Share 2014	Change 2003-2014	GHG Scope 3
Scope 1								
Business travel ¹	1,596	866	846	889	1,061	1 %	- 34 %	
Heating	22,334	12,483	13,118	12,853	9,170	11 %	- 59 %	
Refrigerants	0	130	3	17	104	0 %	-	
Own transportation	2,965	276	139	125	151	0 %	- 95 %	
Carbon dioxide in production ²	3,347	2,593	1,897	1,811	1,852	2 %	- 45 %	
Scope 2								
Purchased energy ³	24,619	30,875	25,862	23,456	40,363	49 %	64 %	
Scope 3								
Business travel ⁴	0	202	238	360	493	1 %	-	6
TOTAL excluding reduction through energy with Guarantee of Origin	54,861	47,426	42,104	39,511	53,193		- 3 %	
Reduction through purchase of renewable electricity or district heating with Guarantee of Origin ⁵	0	0	0	0	0			
TOTAL Haga scope	54,861	47,426	42,104	39,511	53,193	64 %	- 3 %	
Production and distribution of energy and vehicle fuels ⁶	5,747	1,122	1,136	1,128	974	1 %	- 83 %	3
- of which fuels for business travel	110	247	210	201	230	0 %	110 %	
- of which fuels for own transportation	0	57	30	27	32	0 %	-	
- of which fuels for purchased energy	5,637	818	896	900	712	1 %	- 87 %	
Outsourced inward transportation ⁵	10,516	7,968	6,648	6,414	5,964	7 %	- 43 %	4
TOTAL HKScan's climate target	71,123	56,515	49,888	47,053	60,131	73 %	- 15 %	
Carbon dioxide in packaging ²	3,347	2,593	1,897	1,811	1,852	2 %	- 45 %	
Other outsourced transportation	0	0	9,432	10,812	10,933	13 %	-	4
Waste disposal ⁷	0	0	6,004	5,548	5,025	6 %	-	5
Packaging ⁸	0	0	4,161	4,232	4,404	5 %	-	1
End consumer's disposal of packaging waste ⁹	0	0	202	199	211	0 %	-	12
SUMMA (exTOTAL (excl. carbon offset))	74,470	59,108	71,583	69,656	82,556	100 %	11 %	
Carbon offset	0	0	0	0	0	-		
TOTAL (incl. carbon offset)	74,470	59,108	71,583	69,656	82,556	100 %	11 %	

Haga Initiative key indicators	2003 base year	2011	2012	2013	2014	Change 2013-2014	Unit
Emissions per tonne of weight produced (HKScan's climate target)	0.139	0.140	0.141	0.145	0.177	27%	tonnes CO ₂ e/tonne product

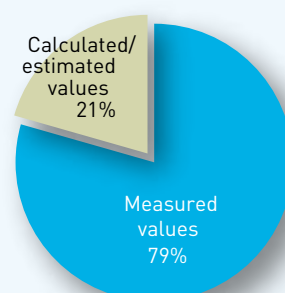
1. Refers only to cars.
2. The carbon dioxide is a residual product from the industry. Approximately half is emitted during production (scope 1) and half when the end consumer opens the carbon dioxide filled packaging (scope 3).
3. Emissions from production of purchased electricity, district heating or district cooling, assuming that all is unspecified (residual mix).
4. Refers to business air travel, rail travel and hotels.
5. Reduction of emissions for "Purchased energy" in scope 2.
6. Refers to fuels consumed in scope 1 and scope 2. Also includes purchased electricity for processes outside HKScan's operations.
7. Refers to waste disposal (to landfill, materials recycling and production of biogas). Calculated from 2012 onwards.
8. Emissions from the production of packaging materials. Calculated from 2012 onwards.
9. Refers to emissions caused by the consumer in waste disposal. Calculated from 2012 onwards.

Emissions breakdown by scope included in the Haga scope in 2014

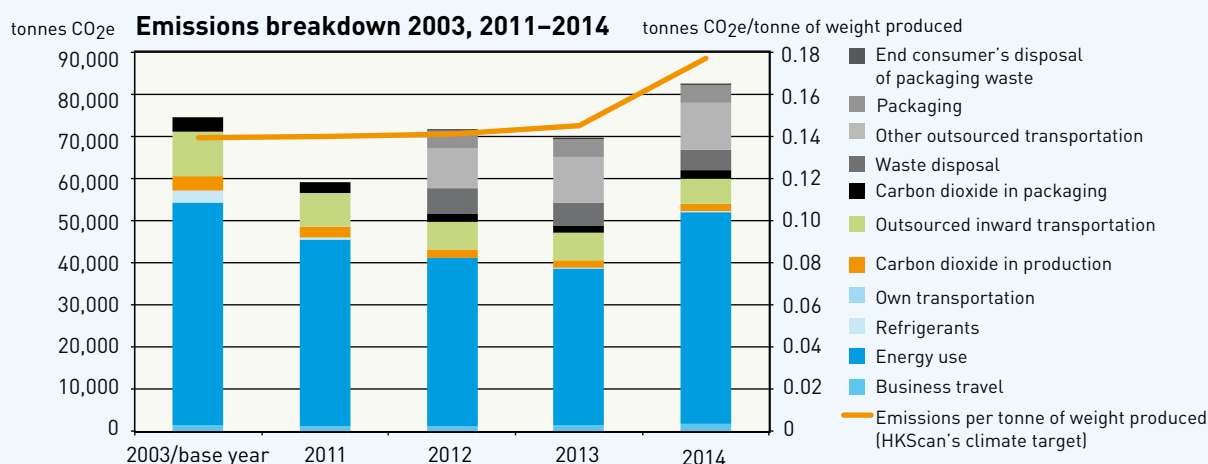


← The diagram shows the breakdown of emissions by scope included in the Haga scope in 2014. In 2014 23% of these emissions came from scope 1, 76% from scope 2 and 1% from scope 3.

Breakdown of results based on type of activity data in 2014



← The diagram shows what proportion of the results of the emissions calculations are based on measured activity data and on assumed and calculated activity data respectively. In the 2014 calculations, 79% of total emissions were calculated based on measured activity data.



↑ The bar chart shows the categories included in the company's climate target. Categories that are not included in the climate target are shown in grey/black.

Analysis and comments:

With effect from this emissions disclosure, HKScan is reporting for its plants in Halmstad. These plants also existed previously, which is why – for reasons of comparability – the consumption figures in these plants have also been added for the previous years, on the assumption that consumption was the same as in 2014. In 2014 emissions from the plants in Halmstad account for 4% of HKScan's total emissions.

HKScan's emissions within the climate target set have reduced by 15% since the base year of 2003. This is due to reduced emissions within all categories except purchased energy.

15% of the emissions occur in scope 1 and consist mainly of heating and then carbon dioxide emitted through processes such as freezing and stunning. Scope 1 emissions have decreased by 59% since the base year, mainly due to decreased use of fossil fuels for the company's own heating.

HKScan's climate impact is greatest in scope 2, where emissions for production from purchased electricity and district heating account for 49% of total emissions.

The second greatest source of emissions is own and outsourced transportation, which make up 21% of total emissions.

In addition to the Haga scope, HKScan's climate target also includes production and distribution of fuels and outsourced inward transportation. Production and distribution of fuel has reduced as a result of reduced consumption of vehicle and energy fuels. The emissions reduction by inward transportation contractors is due mainly to reduced production, but also to improved logistics. In 2014 emissions within the scope of HKScan's climate target made up 73% of the total emissions disclosed.

Other than emissions of carbon dioxide when the customers open the packaging, the other categories in scope 3 were new in 2012 and are therefore not comparable with the base year. The extended remit of scope 3 has meant the disclosure of an additional 20,573 tonnes in 2014 compared with the years 2003 and 2011.

The reporting of outsourced transportation has been expanded since 2012 to include the category "Other outsourced transportation" and has not been included in the emissions target for the sake of comparability with the base year. In addition, there are a further three scope 3 categories that were not included prior to 2012: waste disposal in own operations, production of packaging materials and waste disposal by

end consumers. These three categories together account for around 12% of HKScan's total emissions.

Emissions per unit of weight produced have increased by 27% for the emissions target compared with the absolute increase in emissions of 11%, which is due to production having decreased and to the emission factor for the Nordic residual mix having resulted in a substantial increase in scope 2 emissions for energy consumption. Despite the lower production, however, a certain fixed amount of energy is required in the processes, which is why a decrease in meat production does not result in an equivalent decrease in emissions.

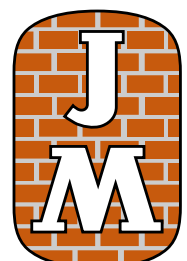
The large increase in emissions from purchased energy in scope 2 in 2014 is largely because the emission factor for the Nordic residual mix increased by 87% compared with the previous year. Had the emission factor been the same as in 2013, emissions in scope 2 would instead have been 22,132 tonnes. The total decrease within HKScan's emissions target would have been -41%, and HKScan's key indicator would have ended up at 0.123 instead of 0.177 tonnes CO₂e per tonne of product.



JM AB is a public company listed on NASDAQ OMX Stockholm in the Large Cap segment. JM is one of the leading developers of housing and residential areas in the Nordic region. Operations focus on the construction of new homes in attractive locations, focusing on the expanding metropolitan areas and university towns of Sweden, Norway, Denmark, Finland and Belgium. The company is also involved in project development of commercial premises and contract work. The business is characterised by wide-ranging quality and environmental initiatives. JM employs 2,200 people and has revenue of around SEK 14 billion.

www.jm.se

The European leader in low energy homes





Climate target

JM's climate target is a 40 percent reduction in greenhouse gas emissions per home produced by 2020 compared with 1990. The reduction includes not just emissions from own operations, but also emissions from the homes built during their warranty period.

How will the target be achieved?

JM is today a European market leader in the construction of low energy homes. Its strategy for the future is to continue its wide-ranging efforts to reduce energy use both in the homes built and on its building sites. As well as building better insulated, more airtight homes with low energy fittings, JM also works to influence energy use by those who live in its homes; for example, through individual measurement and charging of hot tap water. The aim is for the energy requirement of homes produced by JM to be around 25 percent less than the current norm. JM also works to reduce energy use on its building sites. Measures such as better insulated site cabins, low energy light bulbs and time-controlled heating and lighting have all helped reduce energy use.

CLIMATE MEASURES

THAT ENHANCE PROFITABILITY

Saving energy through weather forecast control

Houses built by JM are today fitted with weather forecast control, which means that the heating system is set based on data from detailed local weather forecasts instead of a local thermometer. It takes into account temperature, humidity and wind, and this solution means that the system can work more evenly – which in turn saves on purchased energy. This measure reduces CO₂ by roughly 100 tonnes per year, resulting in an annual cost saving of around SEK 1 million.

THE PAST YEAR

In 2014 JM's low energy housing became even more efficient. New and more efficient heat pumps, new ventilation systems with more efficient heat recovery, use of LED lighting in communal areas and better adapted ventilation flows will reduce the energy requirements of all new homes by 7 kWh/m² and year on average. This represents a 10% improvement in energy efficiency compared with homes developed by JM in the previous year.

FUTURE INVESTMENTS

In 2015 priority is being given to the following measures:

- Continued improvement of energy performance in housing.
- Continued development of the design of homes to facilitate carbon-efficient living.
- Continued work to reduce greenhouse gas emissions from transportation and machinery.

SIGNIFICANT EMISSIONS NOT INCLUDED

IN THE GREENHOUSE GAS EMISSIONS DISCLOSURE

Emissions from the manufacture of building materials are not included in JM's emissions disclosure. JM is aware that these emissions are significant, but has decided to focus its climate work on those emissions that it can directly influence. However, since it is a major user of materials JM identifies the types of products in its production that are major sources of emissions and works continually to find more efficient solutions for these.

JM AB

Emissions from operations (tonnes CO ₂ e)	2010	2011	2012	2013	2014	Share 2014	Change 2010-2014	GHG Scope 3
Scope 1								
Business Travel ¹	3,970	3,873	3,984	3,598	3,408	16 %	-14 %	
Heating	1,785	1,338	1,016	1,474	1,423	7 %	-20 %	
Scope 2								
Purchased energy ²	9,608	13,679	10,549	9,861	18,052	9 %	88 %	
Scope 3								
Business Travel ³	357	523	486	485	550	3 %	54 %	6
TOTAL excluding reduction through energy with Guarantee of Origin	15,720	19,414	16,036	15,418	23,432		49 %	
Reduction through purchase of renewable electricity or district heating with Guarantee of Origin ⁴	-7,065	-11,323	-8,557	-7,820	-16,061		127 %	
TOTAL Haga scope	8,656	8,091	7,478	7,598	7,371	34 %	-15 %	
Outsourced transportation	2,487	2,905	2,626	2,424	2,600	12 %	5 %	4
Leased machinery	8,663	8,124	8,878	8,795	8,980	41 %	4 %	8
Production and distribution of energy and vehicle fuel ⁵	1,485	1,718	1,359	1,334	1,432	7 %	-4 %	
- of which fuels for business travel	692	1,162	1,053	919	813	4 %	17 %	3
- of which fuels for energy production	793	556	306	415	619	3 %	-22 %	
Energy use in new homes (first 2 years)	1,437	1,631	2,462	1,811	1,324	6 %	-8 %	13
TOTAL (excl. carbon offset)	22,728	22,468	22,803	21,962	21,707	100 %	-4 %	
Carbon offset	-359	-351	-387	-391	-469	-2 %	31 %	
TOTAL (incl. carbon offset)	22,369	22,117	22,416	21,572	21,238	98 %	-5 %	

Haga Initiative key indicators	2010	2011	2012	2013	2014	Change 2010-2014	Unit
Emissions per home (JM's climate target) ⁶	7.5	6.4	7.2	6.9	6.5	-14 %	tonnes CO ₂ e/home

1. Car journeys in vehicles controlled by JM.

2. Refers to electricity used in production, electricity used in properties owned by JM, district heating used in production and district heating in properties owned by JM. Emissions from production of purchased electricity, district heating or district cooling assuming that all are unspecified (residual

mix). "Share of total" includes contracts for origin-labelled electricity.

3. Refers to air, taxi, bus and train travel and hotels used for business purposes.

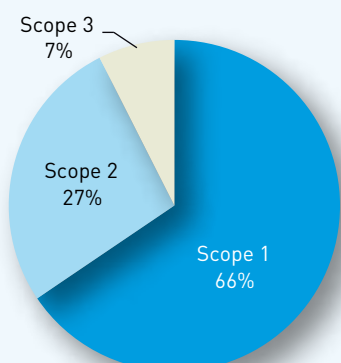
4. Reduction of emissions for "Purchased energy" in scope 2.

5. Refers to fuels consumed in scope 1 and scope 2.

These correspond to upstream emissions from the fuel (production of the fuel) and energy use in newly built properties in their first two years.

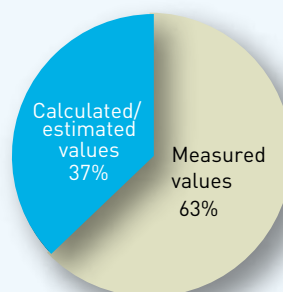
6. Excluding energy use in homes in the first two years.

Emissions breakdown by scope included in the Haga scope in 2014

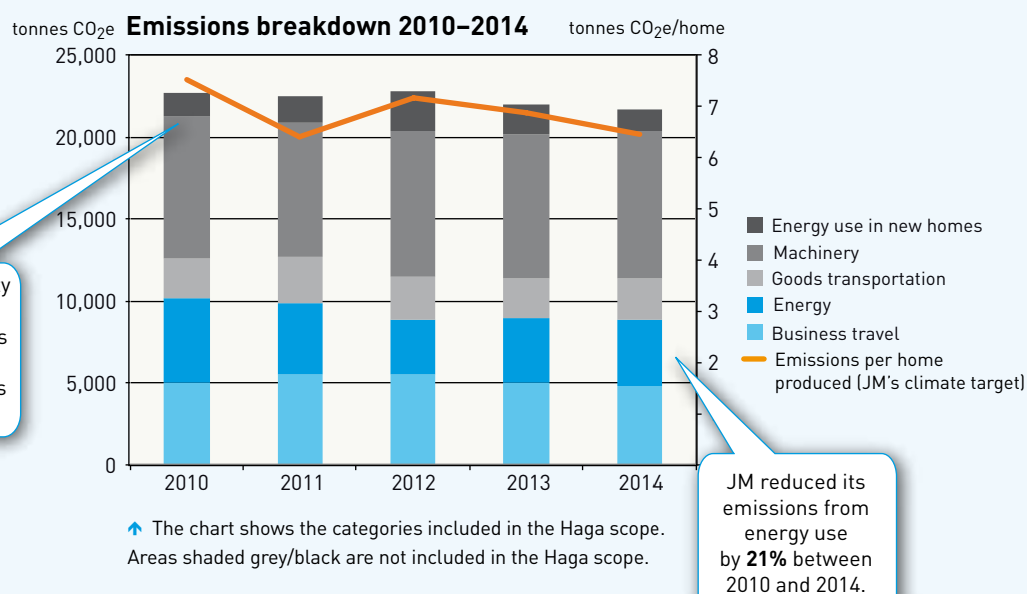


↑ The diagram shows the breakdown of emissions by scope included in the Haga scope in 2014. In 2014 66% of these emissions came from scope 1, 27% from scope 2 and 7% from scope 3.

Breakdown of results based on type of activity data in 2014



↑ The diagram shows what proportion of the results of the emissions calculations are based on measured activity data and on assumed and calculated activity data respectively. In the 2014 calculations, 63% of total emissions were calculated based on measured activity data.



Analysis and comments:

JM's emissions in scope 1 and scope 2 account for 66 % and 27% respectively of its total emissions within the Haga scope, which also includes business travel. The Haga scope makes up 34% of total emissions. Emissions within the Haga scope have reduced by 15% since 2010.

In addition to the emissions included in the Haga scope, JM also includes in its scope 3 emissions outsourced transportation and machinery as well as the electricity and heat consumed in newly built properties in their first two years. Emissions per home have reduced by around 14%, while total emissions have reduced by 4%. The fact that total emissions have not reduced by as much as emissions per home is because the production volume has grown. Emissions from energy use in new homes (during the first two years) have decreased by 8% compared with 2010 and by 27% compared with the previous year.

JM's greatest climate impact is from rented machinery (scope 3), which accounts for 41% of total emissions.

JM has chosen to carbon offset emissions from air travel using emissions reductions from CDM Gold Standard projects.



Lantmännen is an agricultural cooperative and northern Europe's leader in agriculture, machinery, bioenergy and food products. It is owned by 29,000 Swedish farmers, has 8,000 employees, operates in around 20 countries and has revenue of SEK 33 billion. Based on grain, Lantmännen processes farmland resources in a sustainable manner. Some of Lantmännen's best known food brands are AXA, Kungsörnen, GoGreen, Hatting, Schulstad and Gooh. The company was founded on knowledge and values that go back generations among its owners. With access to research, development and operations throughout the value chain, together they take responsibility from field to fork.
www.lantmannen.com

**Sharing responsibility
from field to fork**





Climate target

Lantmännen's target is to reduce its own carbon emissions by 40 percent between 2009 and 2020. The target is related to the value added by processing and is restricted to transportation and to energy use in own production.

How will the target be achieved?

Lantmännen's production facilities process grain and other ingredients into foodstuffs, feeds and renewable fuels. Lantmännen is constantly working to improve energy efficiency and to convert fossil-fired systems to biofuel. Lantmännen is also working on utilising residual products for energy production and works continually to optimise transport and to switch to greener fuels and methods of transport. Lantmännen has also placed greater emphasis on climate performance when buying electricity and heating.

The measurable climate target is restricted to energy use in production and outsourced transportation. Lantmännen is also working to reduce its climate impact at other stages, along with suppliers and customers.

CLIMATE MEASURES

THAT ENHANCE PROFITABILITY

Lantmännen Agroetanol produces ethanol from grain; life cycle analysis indicates a 90% reduction in carbon emissions compared with fossil fuels. Here Lantmännen is very well positioned relative to its competitors. However, customers are reluctant to pay for this substantial climate benefit. From the turn of the year Germany will reward biofuels according to environmental performance and not just volume. This will favour Lantmännen's business since its climate performance is competitive.

THE PAST YEAR

In 2014 Lantmännen took the following measures, among other things:

- Converted the plants in Visby and Eslöv from oil to district heating and biofuel respectively.
- Purchased renewable electricity with Guarantee of Origin for its entire Scandinavian operations.
- Utilised bio-based carbon dioxide from Agroetanol's production and used by-products as raw materials.

FUTURE INVESTMENTS

In 2015 priority is being given to the following measures:

- Further work to find solutions for all 20 remaining oil-fired boilers. The aim is for the business to be complete oil-free by 2020.
- Increasing volumes of grain with less climate impact and further development of new customer-specific grain concepts.
- Measurement and follow-up of the climate target in all operations and management teams.

SIGNIFICANT EMISSIONS NOT INCLUDED

IN THE GREENHOUSE GAS EMISSIONS DISCLOSURE

Emissions from growing grain and other ingredients are not included in Lantmännen's emissions disclosure. These emissions account for around 80% of the emissions in the chain from field to fork. Lantmännen is therefore developing new concepts for growing that focus on reduced climate impact in partnership with farmers and customers. Another example is within bioenergy, where Lantmännen has developed an ethanol fuel produced from locally grown grain which reduces carbon emissions from diesel vehicles by 90%.

LANTMÄNNEN

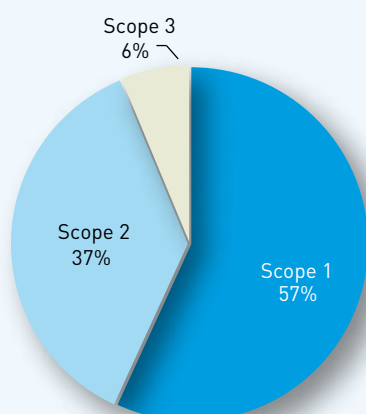
Emissions from operations (tonnes CO ₂ e)	2009 base year	2011	2012	2013	2014	Share of total in 2014	Change 2009–2014	GHG Scope 3
Scope 1								
Business Travel ¹	4,508	4,223	4,169	3,895	3,697	3%	- 18%	
Heating	53,637	37,876	38,506	26,465	21,471	18%	- 60%	
Scope 2								
Purchased energy ²	100,138	152,930	163,167	151,398	178,392	149%	78%	
Scope 3								
Business Travel ³	2,893	2,835	2,817	2,669	2,777	2%	- 4%	6
TOTAL excluding reduction through energy with Guarantee of Origin	161,177	197,863	208,659	184,427	206,337		28%	
Reduction through purchase of renewable electricity or district heating with Guarantee of Origin ⁴	0	0	0	-53,629	-162,069	-135%	-	
TOTAL Haga scope	161,177	197,863	208,659	130,798	44,268	37%	-73%	
Outsourced goods transportation ⁵	79,867	89,347	66,173	63,834	66,040	55%	-17%	4
Production and distribution of energy and vehicle fuels ⁶	32,993	17,837	17,257	12,563	9,341	8%	- 72%	3
- of which fuels for business travel	953	1,113	1,088	918	859	1%	- 10%	
- of which fuels for production of energy	32,040	16,723	16,169	11,645	8,482	7%	- 74%	
TOTAL (excl. carbon offset)	274,037	305,046	292,089	207,195	119,649	100%	- 56%	
TOTAL (incl. carbon offset)	274,037	305,046	292,089	207,195	119,649	100%	- 56%	

Haga Initiative key indicators	2009	2011	2012	2013	2014	Change 2009–2014	Unit
Emissions per unit of revenue	14.2	15.1	16.0	12.5	7.5	-47 %	tonnes CO ₂ e/SEK m

1. Assuming that fuel consumption for company cars was the same in 2014 as in 2013.
2. Emissions from production of purchased electricity, district heating or district cooling assuming that all are unspecified (residual mix). The emission factor for residual mix increased by around 150% between 2009 and 2014.

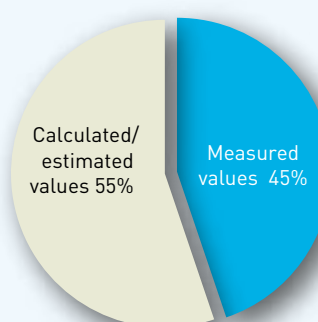
3. Refers to business air travel and rail journeys.
4. Reduction of emissions for "Purchased energy" in scope 2.
5. Refers to goods transportation provided by external contractors.
6. Refers to fuels consumed in scope 1 and scope 2.

**Emissions breakdown by scope included
in the Haga scope in 2014**

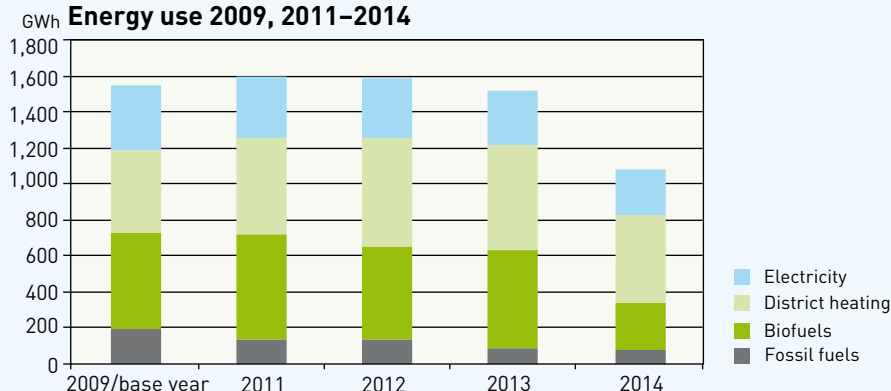
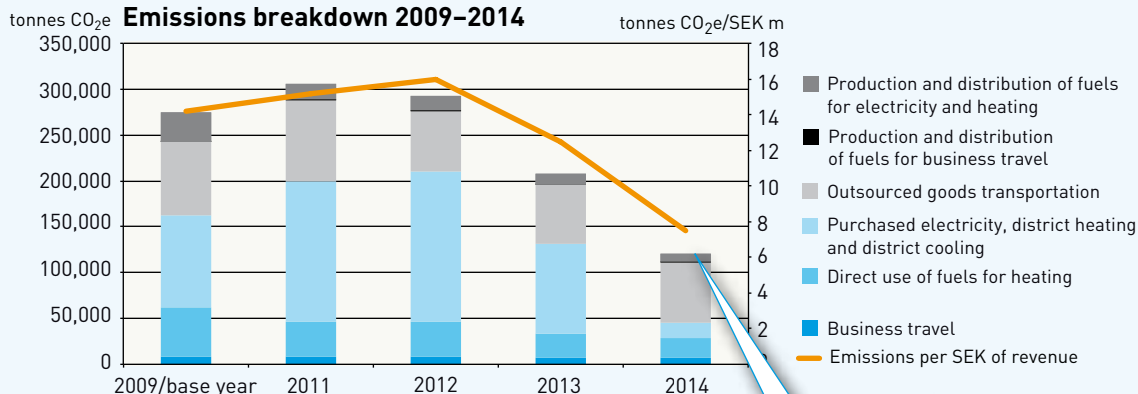


↑ The diagram shows the breakdown of emissions by scope included in the Haga scope in 2014. In 2014 37% of these emissions came from scope 2, 57% from scope 1 and 6% from scope 3.

**Breakdown of results based on
type of activity data in
2014**



↑ The diagram shows what proportion of the results of the emissions calculations are based on measured activity data and on assumed and calculated activity data respectively. In the 2014 calculations, 45% of total emissions were calculated based on measured activity data.

Energy use 2009, 2011–2014**Emissions breakdown 2009–2014**

↑ The bar chart shows the categories included in the Haga companies' climate targets. Emissions sources not included in the Haga scope are shaded grey.

Total emissions have decreased by **56%** compared with 2009.

Analysis and comments:

Lantmännen's total climate impact has decreased by 56% compared with the base year of 2009 and by 42% compared with 2013. Total emissions per unit of revenue have decreased by 47% compared with 2009. Focused work on increased energy efficiency and phasing out fossil fuels has played a part, with the use of heating oil having decreased by more than 70%. However, a significant part of the decrease in emissions in recent years is due to extraordinary factors. The number of companies and production plants has decreased as a result of sales and mergers, which has decreased energy use and emissions. In 2014 it was decided to purchase renewable electricity with Guarantee of Origin for the entire Scandinavian operations.

Lantmännen's climate impact in 2014 is greatest in scope 3, where emissions from outsourced goods transportation account for 55% of total emissions. Emissions from own heating in scope 1 account for 18% of total emissions and emissions from purchased energy in scope 2 represent 14% of total emissions.

Emissions from own heating have decreased by 19% compared with 2013. Total energy use has decreased by 29% in the same period. It is mainly heating with biofuels that has reduced compared with 2013, by 52%, which is largely due to the sale of a company.



Löfbergs was founded in 1906 and is one of the largest family-owned coffee roasters in the Nordic region. Production corresponds to just over 10 million cups of good coffee a day. The company has 300 employees and revenue of SEK 1.5 billion. Its head office is situated in Karlstad and the company has its own roasting facilities in Sweden, Norway, Denmark and Latvia. Löfbergs is one of the world's biggest importers of organic and Fairtrade certified coffee, and also owns the tea brand Kobbs.

www.lofbergs.se

A good reason to meet





Climate targets

- 100 percent certified coffee by 2016 (e.g. Fairtrade, Krav and Rainforest Alliance)
- 100 percent renewable energy by 2020
- 40 percent reduction in emissions by 2020 (compared with 2005)*

How will the targets be achieved?

Just over 80 percent of emissions from coffee derive from the plantations. Löffbergs is working actively to increase supply and demand for certified coffee, which generally has less climate impact as well as other positive effects for people and the environment. Löffbergs also carries on its own development projects to provide small-scale coffee growers with more opportunity to adapt to climate change, combining international climate research with the growers' practical experience. This has resulted in a toolbox that can be used by coffee growers throughout the world. To reduce its climate impact and switch to renewable energy Löffbergs is working systematically on sustainability improvements and efficiencies. A major challenge is to find or develop a solution for roasting coffee using non-fossil fuel.

* Based on the scope of the Haga initiative (related to production volume)

SIGNIFICANT EMISSIONS NOT INCLUDED IN THE GREENHOUSE GAS EMISSIONS DISCLOSURE

The coffee's climate impact is easily greatest at the plantation stage, but this is not included in Löffbergs' climate target. Löffbergs does not have its own plantations, but nonetheless is working in various ways to reduce the climate impact of the plantations – for example by increasing the percentage of certified coffee, which generally has less climate impact. Löffbergs also conducts development projects that provide small-scale coffee growers with tools to adapt to climate change and that contribute to more sustainable growing methods.

CLIMATE MEASURES

THAT ENHANCE PROFITABILITY

Energy efficiencies

Löffbergs' production corresponds to 10.5 million cups of good coffee – every day. Despite supplying twice as much coffee today as 20 years ago, electricity consumption has not increased. This is a result of both large and small measures, such as demand-controlled conveyor belts and circulation pumps, presence-controlled lighting, low energy bulbs and LED lighting, as well as inspection of compressed air valves. In monetary terms the savings achieved by energy efficiency measures are worth SEK 1.9 million per year.

THE PAST YEAR

- Löffbergs continued to increase its share of certified coffee. Today coffee from certified plantations can be found throughout Löffbergs' product range.
- Löffbergs built the world's first large-scale test facility for solar panels for heating and cooling. This is twice as efficient as the previously known technology.
- Löffbergs replaced natural gas with biogas at its roasting facility in Denmark, which now uses 100% renewable energy.

FUTURE INVESTMENTS

- Own development projects in plantation countries to stimulate more sustainable growing methods.
- Increase supply and demand for coffee from certified plantations.
- Actively find or develop a solution for roasting coffee using renewable energy.

LÖFBERGS

Emissions from operations (tonnes CO ₂ e) ¹	2005 base year	2011	2012	2013	2014	Share 2014	Change 2005-2014	GHG Scope 3
Scope 1								
Roasting	1,623	1,977	2,011	2,062	2,112	1 %	30 %	
Energy	295	55	54	67	44	0 %	- 85 %	
Business Travel ²	265	218	262	237	246	0 %	- 7 %	
Own transports	511	0	0	0	0	0 %	- 100 %	
Scope 2								
Purchased energy	459	1,681	1,500	1,459	2,665	2 %	481 %	
Scope 3								
Business travel ³	236	401	425	377	340	0 %	44 %	6
TOTAL excluding reduction through energy with Guarantee of Origin	3,390	4,331	4,252	4,260	5,407	4 %	60 %	
Reduction through purchase of renewable electricity or district heating with Guarantee of Origin ⁴	0	-1,525	-1,334	-1,362	-2,624	-2 %	-	
TOTAL Haga scope	3,390	2,806	2,918	2,874	2,783	2 %	-18 %	
Production and distribution of energy and vehicle fuels ⁵	310	269	261	265	271	0 %	-13 %	
- of which fuels for roasting	112	107	110	107	112	0 %	0 %	
- of which fuels for energy	136	93	92	104	104	0 %	- 24 %	3
- of which fuels for business travel	33	69	59	54	55	0 %	65 %	
- of which fuels for own transportation	29	0	0	0	0	-0 %	- 100 %	
Outsourced transports ⁶	6,825	7,915	8,094	9,018	9,161	6 %	34 %	4 & 9
Packaging ⁷	2,966	3,087	2,640	3,564	2,777	2 %	- 6 %	1
Coffee growing ⁸	122,873	125,699	126,338	138,341	135,299	90 %	10 %	1
TOTAL (excl. carbon offset)	136,363	139,776	140,252	154,089	150,291	100 %	10 %	
Air travel ⁹	0	0	0	-18	-41			
"Sustainable business" – carbon offset coffee ⁹	0	0	0	0	-500			
TOTAL (incl. carbon offset)	136,363	139,776	140,252	154,071	149,750	100 %	10 %	

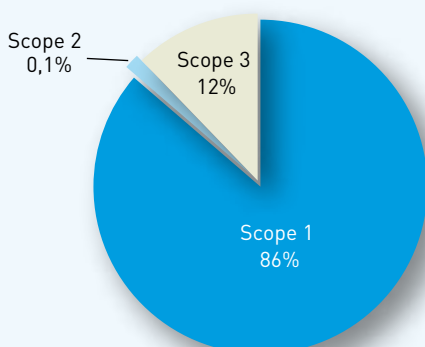
Haga Initiative key indicators	2005	2011	2012	2013	2014	Change 2005-2014	Unit
Emissions per tonne coffee produced (Haga scope)	0.149	0.123	0.118	0.110	0.103	-31 %	tonnes CO ₂ e/tonne coffee produced
Emissions per tonne coffee produced (total)	0.130	6.12	5.69	5.86	5.54	-8 %	tonnes CO ₂ e/tonne coffee beans sold
Emissions per tonne green coffee beans purchased (Haga scope)	0.130	0.098	0.101	0.092	0.087	-33 %	tonnes CO ₂ e/tonne green coffee beans purchased
Emissions per tonne green coffee beans purchased (total)	5.216	4.893	4.85	4.87	4.70	-10 %	tonnes CO ₂ e/tonne green coffee beans purchased

1. Löfbergs' disclosure covers its Swedish operations as well as its production site in Viborg, Denmark. All parts of the disclosure include Viborg except for business travel. The years 2011-2014 relate to a split reporting year, i.e. 2014 relates to autumn 2013-spring 2014.
2. Refers to leased vehicles.
3. Refers to air, rail and taxi travel and hotels.
4. Reduction of emissions for "Purchased energy" in scope 2.

5. Refers to fuels consumed in scope 1 and scope 2.
6. Refers to transportation of green coffee beans from grower to factory, transportation of packaging materials and distribution. The calculation method for transportation of packaging has changed.
7. Extraction of raw material and production of packaging. The increased emissions in 2013 and 2014 are mainly due to the change in calculation method with effect from 2012 and the inclusion of the plant in Viborg.

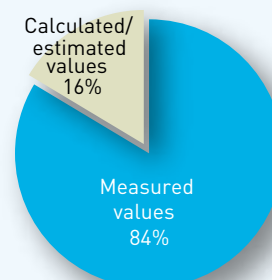
8. Coffee growing, including associated processes. Refers to category 1 in the GHG Protocol's standard for scope 3.
9. All carbon offset takes place through CDM Gold standard projects.

Emissions breakdown by scope included in the Haga scope in 2014

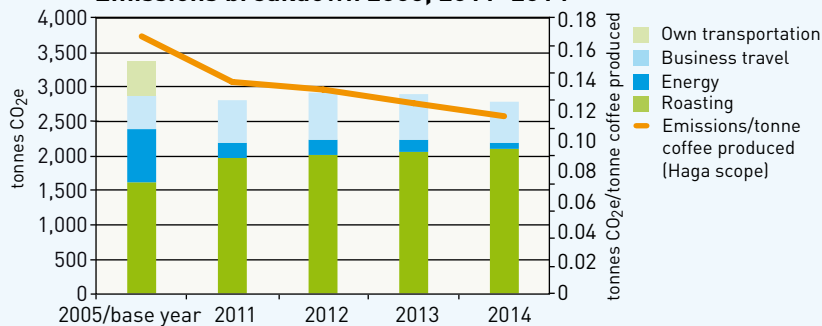
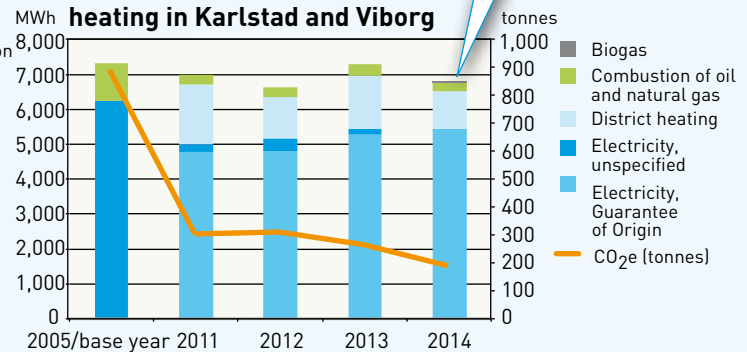


☛ The diagram shows the breakdown of emissions by scope included in the Haga scope in 2014. In 2014 86% of these emissions came from scope 1, 12% from scope 3 and 0.1% from scope 2.

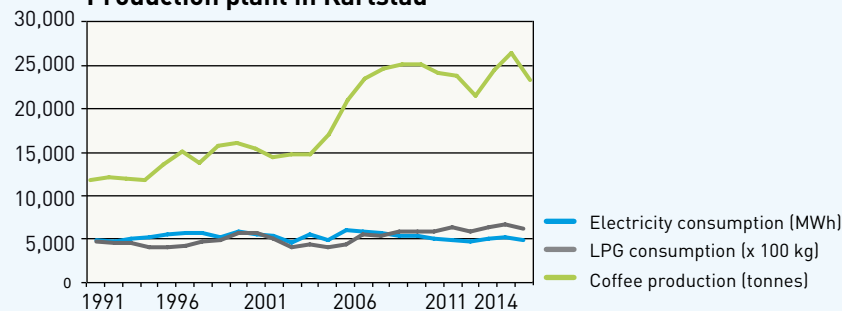
Breakdown of results based on type of activity data in 2014



☛ The diagram shows what proportion of the results of the emissions calculations are based on measured activity data and on assumed and calculated activity data respectively. In the 2014 calculations, 84% of total emissions were calculated based on measured activity data if coffee growing is not included. If coffee growing is included, the percentage is 8%.

Emissions breakdown 2005, 2011–2014**Consumption of electricity and heating in Karlstad and Viborg**

2014 is the first year entirely without unspecified electricity. During the year biogas was also introduced for roasting in Viborg.

Production plant in Karlstad

Analysis and comments:

Löfbergs' disclosure covers its Swedish operations as well as its production site in Viborg, Denmark. Löfbergs has applied a broad definition of its scope 3 emissions by also including the climate impact of the growing of the coffee that it buys. Calculated emissions have not been adjusted for the carbon sinks provided by the coffee plantations and their shade plants, and are therefore relatively high; around 90% of Löfbergs' reported climate impact. Outsourced transportation in scope 3 accounts for 6% of total emissions. In third place is the roasting of coffee, the largest source of emissions in scope 1, accounting for 1.4% of total emissions. Within the framework of the Haga scope the roasting of coffee represents the greatest source of emissions. In 2014 Löfbergs began phasing out natural gas for coffee roasting in Viborg and replacing it with biogas. This action reduced emissions by 37 tonnes in 2014 compared with the use of natural gas.

The climate impact from the growing of coffee has increased by 10% in total since the base year of 2005. The reason for this is

that the production volume has increased by 19%. In addition, emissions from roasting have increased by 30% as a result of increased production. In relative terms, emissions per tonne of coffee produced have decreased by 8% since 2005 and by nearly 10% per tonne of green coffee beans purchased.

Emissions from electricity and heating have reduced substantially, thanks partly to connection to district heating rather than oil-fired systems and partly to the fact that electricity consumption in Sweden is purchased as Guarantee of Origin wind power. As a result, Löfbergs has succeeded in reducing its climate impact per unit of premises area by around 80%. In 2013 the production plant in Viborg also began buying Guarantee of Origin wind power and this had full impact in 2014.

Löfbergs works continually to reduce its climate impact from packaging materials; for example, in the early 1990s it launched plastic laminate packaging that did not contain aluminium. A more accurate calculation method was introduced with effect

from the 2013 disclosure, and the Viborg plant has also been included. Emissions for 2012–2014 have been able to be calculated using the new method. For comparability 2005 and 2011 have been restated based on the difference between the 2012 result using the new method and the old method.

Combined emissions from own transportation and outsourced transportation have increased by around 24% since the base year. This is mainly due to the increase in production, but the more accurate packaging calculation also means that the calculation of emissions from transportation of packaging has increased. In its base year of 2005 Löfbergs had some vehicles of its own and also outsourced some transportation, whereas all transportation is now outsourced. Emissions from business travel have increased by 20% since 2005 because of increased air travel. However, in 2014 emissions from air travel stopped increasing and in fact were 30% lower than in 2013.



McDonald's is Sweden's largest restaurant chain, with around 220 restaurants and 435,000 customers daily. McDonald's employs approximately 12,000 people and is Sweden's largest private employer of young people. Just over 90% of the restaurants are run locally by owner/operators. The restaurants offer more than 400 different possible meal combinations as well as high quality ingredients such as 100% beef – nothing else, or organic milk from Arla, eco-labelled MSC certified fish and Rainforest Alliance certified coffee beans. More than 1,000 Swedish farmers supply ingredients to McDonald's, which is the restaurant sector's largest buyer of Swedish beef. McDonald's has been working for many years on sustainable development from farm to table and recycling.

www.mcdonalds.se

McDonald's new restaurant in Motala, which has 20% lower energy consumption per customer visit than the old restaurant.

A greener McDonald's





In 2014 a further six rapid chargers for electric cars were installed at McDonald's restaurants.

Climate targets

McDonald's has a target of a 40 percent reduction in carbon emissions from McDonald's in Sweden by 2020 in relation to the number of customers, from its base year of 2010. The emissions included in this emissions target are scope 1, scope 2 and business travel in scope 3. A further target is to achieve 95 percent renewable fuel for deliveries of ingredients to restaurants by 2020.

How will the targets be achieved?

Emissions reductions are to be achieved through McDonald's continuing to work towards 100 percent of purchased electricity being renewable. In 2014 95 percent of purchased electricity was renewable. McDonald's is continuing its work on reducing its energy consumption through improved follow-up of the restaurants, energy-efficient equipment such as CO₂ sensors that control ventilation based on the number of customers, LED lighting, more efficient ventilation, energy efficient fryers, etc. McDonald's is also working to improve its waste disposal so as to increase materials recycling.

CLIMATE MEASURES

THAT ENHANCE PROFITABILITY

Recycled fractions reduce emissions

ACTION: Joint transportation of certain recycled fractions (corrugated cardboard, PE foils and PET).

EMISSIONS REDUCTION WHEN

THE SYSTEM IS FULLY DEVELOPED IN 2016:

Annual reduction of around 300 tonnes of carbon dioxide.

COST SAVING/PAYBACK PERIOD:

The cost saving will be around SEK 14,000 annually for each associated restaurant.

THE PAST YEAR

- Completed project to connect Helsinki, Stockholm, Oslo and Copenhagen with Green Corridors for electric cars. Electric charging amounted to 2,955 kWh in 2013 and to 21,819 kWh in 2014.
- Increased use of RME: 85% of consignments ran on RME in 2014 (84% in 2013).
- Further increased our purchases of renewable electricity to 95.3% (94.3% in 2013).

FUTURE INVESTMENTS

- Increase the share of renewable electricity and focus on decreasing electricity consumption.
- Expansion of more efficient transportation of certain recycled fractions (corrugated cardboard, PE foils, aluminium and PET).
- Continued expansion of electric car charging.

SIGNIFICANT EMISSIONS NOT INCLUDED

IN THE GREENHOUSE GAS EMISSIONS DISCLOSURE

In 2010 McDonald's involved WWF in its work to identify the first things that need to be done to decrease climate impact at the supplier stage. This work resulted in a roadmap for sustainable purchasing and the following targets have been set for 2020:

Beef – The plan is to start purchasing sustainably produced beef in 2016.

Coffee, palm oil and fish – 100% from certified sustainable sources. The coffee is organic and Rainforest Alliance certified. The fish is MSC certified. Very few products contain palm oil and the oil is purchased in accordance with RSPO criteria.

Paper packaging – From January 2016 all paper packaging will come from verified sustainable forestry (PEFC or FSC certified) or recycled paper raw materials.

MC DONALD'S

Emissions from operations (tonnes CO ₂ e)	2010 base year	2011	2012	2013	2014	Share 2014 ⁴	Change 2010–2014	GHG Scope 3
Scope 1								
Business Travel ¹	251	235	210	183	169	2 %	-33 %	
Refrigerants	861	911	582	567	808	8 %	- 6 %	
Scope 2								
Purchased energy ²	33,834	32,091	31,534	28,843	51,048	24 %	51 %	
Scope 3								
Business Travel ³	427	545	416	365	418	4 %	-2 %	6
TOTAL excluding reduction through energy with Guarantee of Origin	35,373	33,782	32,743	29,959	52,443		48 %	
Reduction through purchase of renewable electricity or district heating with Guarantee of Origin ⁴	-26,695	-25,563	-27,194	-25,777	-48,516		82 %	
TOTAL Haga scope	8,678	8,219	5,548	4,181	3,927	37 %	-55 %	
Waste disposal	6,078	5,947	6,160	5,941	5,860	56 %	-4 %	5
Production and distribution of energy and vehicle fuels ⁵	3,061	2,931	1,156	684	758	7 %	-75 %	3
- of which fuels for business travel	23	22	19	17	16	0 %	-33 %	
- of which fuels for energy production	3,038	2,909	1,137	667	743	7 %	-76 %	
TOTAL McDonald's Sverige climate target	17,817	17,096	12,865	10,807	10,546	100 %	-41 %	
Logistics	3,144	2,838	2,776	2,937	2,987		-5 %	4

Key indicators	2010 base year	2011	2012	2013	2014	Change 2010-2014	Unit
Emissions per customer visit (climate target)	215.4	204.8	154.5	132.8	132.2	-39 %	g CO ₂ e/customer
Emissions per month of operation (climate target)	6.5	6.2	4.7	4.2	4.1	-37 %	tonnes CO ₂ e/month
Energy use per customer visit	1.6	1.6	1.5	1.6	1.5	-9 %	kWh/customer

1. Refers only to company cars.

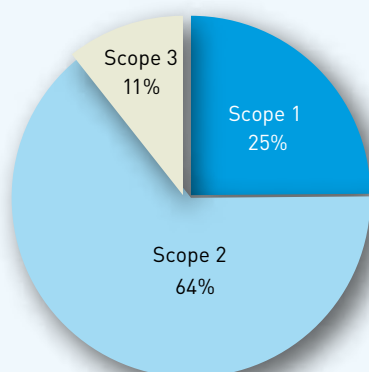
2. Emissions from production of purchased electricity, district heating or district cooling assuming that all are unspecified (residual mix). "Share of total" includes contracts for renewable energy with Guarantee of Origin.

3. Refers to business air travel, train and taxi journeys.

4. Reduction of emissions for "Purchased energy" in scope 2.

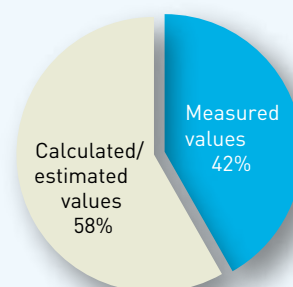
5. Refers to fuels consumed in scope 1 and scope 2.

Emissions breakdown by scope included in the Haga scope in 2014

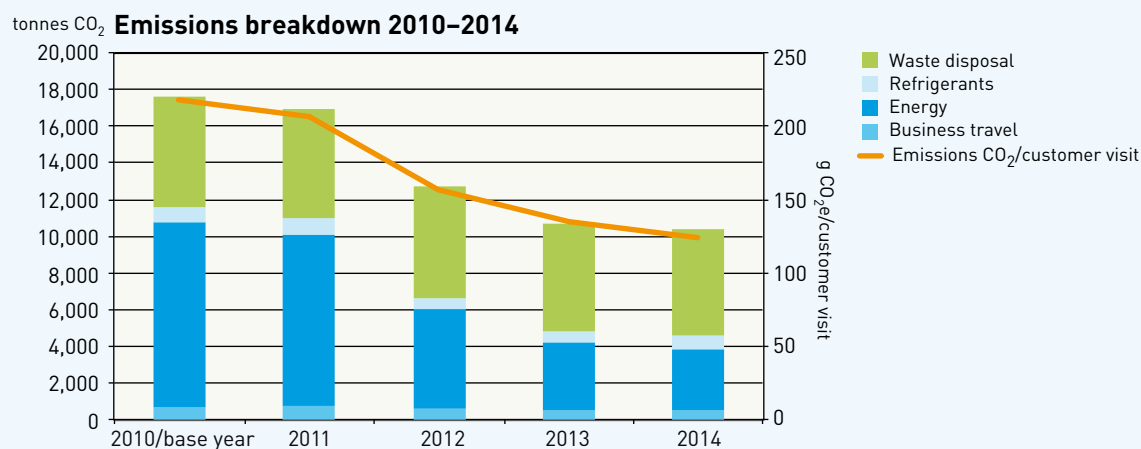


↑ The diagram shows the breakdown of emissions by scope included in the Haga scope in 2014. In 2014 64% of these emissions came from scope 2, 25% from scope 1 and 11% from scope 3.

Breakdown of results based on type of activity data in 2014



↑ The diagram shows what proportion of the results of the emissions calculations are based on measured activity data and on assumed and calculated activity data respectively. In the 2014 calculations, 42% of total emissions were calculated based on measured activity data.



Analysis and comments:

Within its emissions target McDonald's Sverige has reduced its emissions by 41% compared with the base year of 2010 and by just over 2% since last year.

Emissions are reducing in all categories, but the greatest reduction is within energy. Energy use in number of kWh has reduced by 12%. However, emissions for energy use have reduced by a full 68%, mainly due to the fact that a greater percentage of restaurants have contracts for renewable electricity with Guarantee of Origin.

Of the emissions included in the emissions target, waste disposal now accounts for 56%.



Statoil Fuel & Retail Sverige AB is one of Sweden's leading fuel and fast food companies. Statoil has 1,670 employees, net revenue of SEK 34,230 million (2013/2014) and around 770 service stations for both cars and heavy vehicles. Its operations include sales and distribution of fuels and lubricants. Statoil's network of full service stations extends throughout the country, offering not just fuel but also customer service, knowledge, fresh food, good coffee from freshly ground organic and Fairtrade-labelled beans, car rental, car washing and Swan eco-labelled screen wash at the pump.

www.statoil.se

Every small step counts!





Climate targets

Statoil's target is a 50 percent reduction in carbon emissions from its own operations by 2020 (base year 2008). The target includes emissions in scope 1 and scope 2 as well as business air travel, transportation by fuel truck, service stations, depots and offices in scope 3.

How will the targets be achieved?

Statoil has charted electricity consumption down to facility level, so that it can track consumption at individual service stations and depots. In 2014 Statoil continued to replace equipment etc. with low energy alternatives. It also continued to focus on fundamentally changing employee behaviour. Training, energy saving competitions and continual follow-up of consumption is enabling Statoil to reinforce an understanding that environmental/climate issues are an important part of work to reduce both their own and their customers' environmental footprint, improve profitability and strengthen their customer offering. The depots have used no oil-fired heating whatsoever for some time. The combination of technical measures and commitment has resulted in depot operations reducing their carbon emissions by around 88 percent since the base year.

CLIMATE MEASURES

THAT ENHANCE PROFITABILITY

Modern fuel trucks and central transport planning

ACTION: Changing to more fuel-efficient fuel trucks, centralising truck route planning, focusing on eco-driving combined with an increased share of renewables in the fuel have brought environmental and financial benefits.

EMISSIONS REDUCTION: CO₂ emissions are around 6,600 tonnes lower than in the base year.

COST SAVING: Fuel costs are around SEK 15 million lower than in the base year.

THE PAST YEAR

- New environmental and climate training for all employees. This had several aims, including making clear the importance of responsible environmental work as well as the link to strong profitability and competitiveness.
- The depots have come to set an example as regards behaviour and commitment. Energy/Climate Officers at each depot exchange experience and drive the work forward.
- Developed co-operation with partners such as Coca-Cola and GB, in order to achieve a smaller environmental footprint by reviewing equipment at the service stations.

SIGNIFICANT EMISSIONS NOT INCLUDED

IN THE GREENHOUSE GAS EMISSIONS DISCLOSURE

Emissions from customers' consumption of fuels are not included in Statoil Fuel & Retail Sverige AB's emissions disclosure. Statoil is aware that these emissions are significant and has worked in the following ways to follow up and reduce this climate impact. In 2014 Statoil increased the number of service stations offering "miles diesel bio", as a result of which around 60% (2014) of diesel sold contains 30% renewables. Along with sales of E85 and investments in a number of filling facilities for B100 and autogas, this has meant that a full 14% of fuel sales in 2014 consisted of renewables. If we compare this with 100% fossil fuel products, it means a reduction in CO₂ emissions of around 635,000 tonnes.

FUTURE INVESTMENTS

- Statoil will continue to contribute to the transition "from black to green", for example by increasing the renewable portion in diesel to close to 40% in large parts of the country. Statoil will continue testing the product HVO100 together with a number of customers. The product is a synthetic diesel that is 100% renewable and reduces CO₂ by up to 90% compared with fossil diesel.

STATOIL FUEL & RETAIL SVERIGE AB

Emissions from operations (tonnes CO ₂) ¹	2008 base year	2010	2011	2012	2013	2014	Share of total in 2014	Change 2008–2014	GHG Scope 3
Scope 1									
Business travel ²	1,002	738	794	793	825	780	2 %	-22 %	
Own heating	1,875	2,693	1,548	1,125	857	673	1 %	-64 %	
Own goods transportation ³	3,264	3,917	1,810	0	0	0	0 %	-100 %	
Scope 2									
Purchased energy ⁴	8,190	12,774	22,844	19,669	19,024	35,202	77 %	330 %	
Scope 3									
Business travel ⁵	856	535	788	802	677	478	1 %	-44 %	6
TOTAL excluding reduction through energy with Guarantee of Origin	15,187	20,657	27,784	22,388	21,382	37,132		144 %	
Reduction through purchase of renewable electricity or district heating with Guarantee of Origin ⁶	0	0	0	0	0	-22 482			
TOTAL Haga scope	15,187	20,657	27,784	22,388	21,382	14,650	32 %	-4 %	
Outsourced goods transportation ⁷	9,666	6,128	7,435	8,966	6,683	6,926	15 %	-28 %	4
Production and distribution of energy and vehicle fuels ⁸	1,670	1,261	715	271	257	495	1 %	-70 %	3
- of which fuels for business travel	172	120	201	175	180	168	0 %	-2 %	
- of which fuels for own transportation	592	710	373	0	0	0	0 %	-100 %	
- of which fuels for own heating and purchased energy	907	431	141	96	76	327	1 %	-64 %	
Electricity and heating – franchise operations ⁹	13,732	11,688	20,293	17,420	14,106	23,642	52 %	72 %	14
TOTAL (excl. carbon offset)	40,256	39,734	56,227	49,045	42,427	45,713	100 %	14 %	
Carbon offset	0	-9,922	-4,922	-2,679	-1 005	0	0 %		
TOTAL (incl. carbon offset)	40,256	29,812	51,305	46,366	41,422	45,713	100 %	14 %	

Haga Initiative key indicators	2008 base year	2010	2011	2012	2013	2014	Change 2008–2014	Unit
Emissions per employee (excluding franchise operations) (Haga scope)	8.9	12.2	17.4	14.0	12.8	8.5	-5 %	tonnes CO ₂ /employee
Emissions per employee after carbon offset (excluding franchise operations) (Haga scope)	8.9	6.3	14.3	12.3	12.2	8.5	-5 %	tonnes CO ₂ /employee
Emissions per employee (excluding franchise operations) (total)	15.6	16.5	22.5	19.8	17.0	12.8	-18 %	tonnes CO ₂ /employee
Emissions per employee after carbon offset (excluding franchise operations) (total)	15.6	10.7	19.4	18.1	16.4	12.8	-18 %	tonnes CO ₂ /employee

1. Carbon dioxide emissions.
2. Refers to private/rental cars.

3. Refers to own fuel trucks.

4. Emissions from production of purchased electricity, district heating or district cooling assuming that all are unspecified (residual mix). The emission factor

for the residual mix was significantly lower in 2008 than for 2011–2014.

5. Refers to business air travel.

6. Reduction of emissions for "Purchased energy" in scope 2.

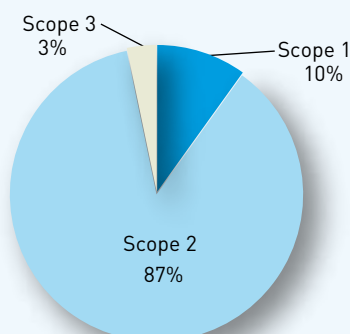
7. Refers to external fuel truck transportation, inclu-

ding production and distribution of fuel.

8. Refers to fuels consumed in scope 1 and scope 2.

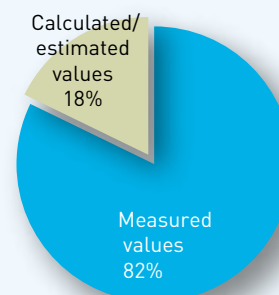
9. Electricity and heating in franchise operations, including production and distribution of fuel.

Emissions breakdown by scope included in the Haga scope in 2014

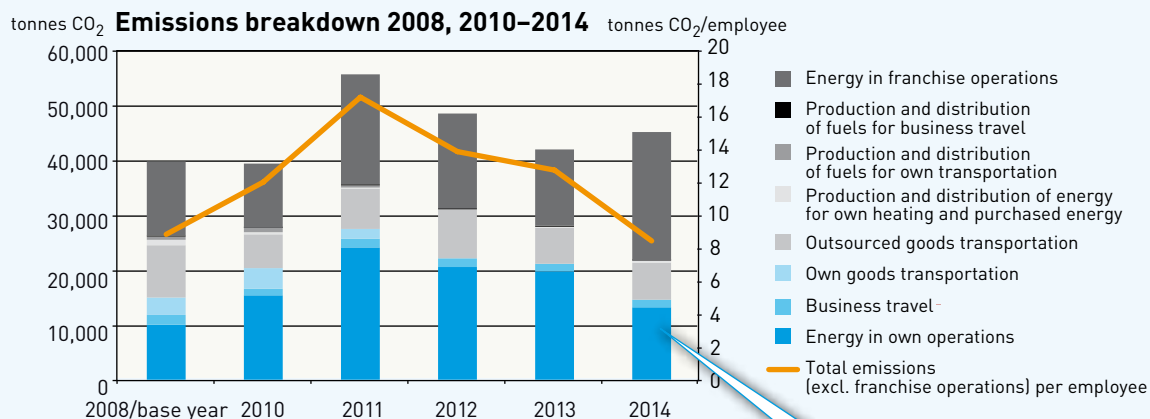


↑ The diagram shows the breakdown of emissions by scope included in the Haga scope in 2014. In 2014 10% of these emissions came from scope 1, 87% from scope 2 and 3% from scope 3.

Breakdown of results based on type of activity data in 2014

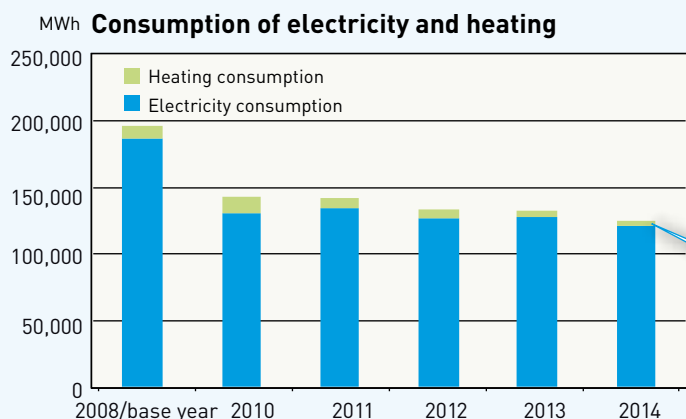


↑ The diagram shows what proportion of the results of the emissions calculations are based on measured activity data and on assumed and calculated activity data respectively. In the 2014 calculations, 82% of total emissions were calculated based on measured activity data.



↑ I diagrammet framgår vilka kategorier som ingår i hagascope. För kategorier som ligger utanför hagascope används en grå färgskala.

Emissions included in the Haga scope have **decreased by 31%** compared with the previous year.



Statoil has **reduced its consumption of electricity and heating by 36%** since the base year.

Analysis and comments:

I Statoil's climate calculations include carbon emissions from energy use at service stations, depots and offices, from business travel and from transportation of fuel.

Statoil's emissions within the Haga scope have decreased by 4% between the base year of 2008 and 2014. Compared with 2013, emissions within the Haga scope decreased by 31%. If total emissions – which also include franchise-run operations and outsourced goods transportation – are included, the emissions have increased by 14% compared with the base year and by 8% compared with 2013.

Energy use, which covers both own operations and franchise operations, decreased by 36% in 2014 compared with the base year of 2008. In 2014 a contract was signed for production-specific hydroelectric power instead of an unspecified electricity mix as previously. This covers offices as well as company-run service stations and depots, and has brought about a substantial reduction in emissions by 22,482 tonnes of carbon dioxide. The contract for production-specific hydroelectric power was effective for three quarters of 2014, which has been taken into account in the calculations above. Only next year will emissions for the full year's electricity consumption (for offices as well as company-run service stations and depots) be based on hydroelectric power. Had the contract been effective for the whole of 2014, total emissions would have decreased by 17% and emissions within the Haga scope would have decreased by 87%.

Emissions from business travel decreased by 16% between 2013 and 2014 and have decreased by 32% since the base year of 2008.

Emissions from goods transportation have decreased by around 49% since 2008 and have increased by 4% compared with 2013.

In 2014 many service stations changed from being operated as franchises to being company-run. As a result, emissions from these operations fall into scopes 1 and 2 rather than scope 3.



Stena Recycling is part of the Stena Metall Group, which collects, processes and recycles metals, paper, plastics, electronic waste and hazardous waste. The group also encompasses production of aluminium from recycled raw materials, deliveries of steel products, financial operations and global trading in steel, metals and oil. Stena Recycling's emissions disclosure covers only the Swedish recycling operations within Stena Recycling, in contrast to previous disclosures which included the other Swedish companies. The reason for this is that it is only Stena Recycling that is a member of the network. The business has just over 1,000 employees and revenue of SEK 6,700 million. The company has nearly 100 facilities in large parts of the country.

www.stenarecycling.se

Innovative recycling





Climate target

Stena Recycling AB has an overall target of a 40 percent reduction in climate impact by 2020 compared with 2008. This is a relative target and has been set relative to material collected.

How will the target be achieved?

Over the past 10 years Stena Recycling has invested SEK 2 billion in new production technology and environmental protection. The focus is on increased recycling of materials rather than using these to produce energy or taking them to landfill. These investments will continue going forward, including investment in a completely new facility in Halmstad that will have the most modern recycling technology in the Nordic region and in new shears that will increase capacity many times over. Energy efficiencies and transport optimisation are other measures for achieving the climate target. The company's energy use may increase as a result of Stena Recycling's acquisition or construction of new facilities. With growing recycling volumes, the energy consumed in production also increases. Increased production means increased environmental benefit, since emissions decrease when recycled materials rather than virgin materials are used.

SIGNIFICANT EMISSIONS NOT INCLUDED

IN THE GREENHOUSE GAS EMISSIONS DISCLOSURE

Emissions caused by customers transporting waste to Stena Recycling's facilities are not included in the emissions disclosure. Stena Recycling is aware of these emissions and is working to reduce them by setting environmental requirements when outsourcing, such as requirements of vehicle performance and transport optimisation.

CLIMATE MEASURES

THAT ENHANCE PROFITABILITY

Fuel savings

ACTION: The company has started a fuel saving project at 30 sites in southern Sweden – around a third of its facilities.

EMISSIONS REDUCTION: Measurement and follow-up have shown a fuel saving of 5% when comparing the first four months of the 2014/2015 financial year with the same period in the previous year. The project also provided valuable information on the capacity of the machinery which can be used to make further improvements. In 2015 all the company's sites are being involved in the project.

COST SAVING: This is a continuous measure for transport optimisation.

THE PAST YEAR

Among other things, during the year the company started a successful project to achieve fuel savings. The company also began investing in new shears – an investment that increases scrap processing capacity many times over. More facilities began being served by rail, and this initiative will continue.

FUTURE INVESTMENTS

- The fuel saving project will encompass all the sites in 2015.
- New investments to increase the fraction recycled.
- Transport optimisation for our inward transportation.
- Investigation into using Green Electricity.

STENA RECYCLING

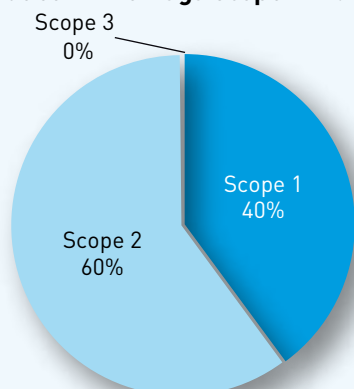
Emissions from operations (tonnes CO ₂ e)	2008 base year	2011	2012	2013	2014	Share of total in 2014	Change 2008–2014	GHG Scope 3
Scope 1								
Business travel	668	571	592	672	839	1 %	26 %	
Own heating ¹	10,681	3,442	3,295	3,210	3,076	5 %	- 71 %	
Own transportation ²	5,639	5,975	5,355	3,749	3,569	5 %	- 37 %	
Machinery	12,030	8,110	9,484	9,716	9,785	14 %	- 19 %	
Scope 2								
Purchased energy ³	6,985	16,114	14,526	14,356	25,947	38 %	271 %	
Scope 3								
Business travel ⁴	251	139	145	153	70	0 %	- 72 %	6
TOTAL excluding reduction through energy with Guarantee of Origin	36,255	34,351	33,398	31,855	43,287	64 %	19 %	
Reduction through purchase of renewable electricity or district heating with Guarantee of Origin ⁵	0	0	0	0	0		-	
TOTAL Haga scope	36,255	34,351	33,398	31,855	43,287	64 %	19 %	
Outsourced goods transportation ⁶	16,561	22,256	21,342	19,365	21,046	31 %	27 %	4
Production and distribution of energy and vehicle fuels ⁷	5,759	3,295	3,219	3,310	3,320	5 %	-42 %	3
- of which fuels for business travel	213	153	143	152	184	0 %	- 13 %	
- of which fuels for own transportation	998	1,092	1,081	804	765	1 %	- 23 %	
- of which fuels for own machinery	2,157	1,739	1,703	2,071	2,083	3 %	- 3 %	
- of which fuels for energy production	2,392	310	292	283	288	0%	- 88 %	
TOTAL (excl. carbon offset)	58,575	59,902	57,958	54,530	67,654	100 %	16 %	
Carbon offset	0	0			0	0	-	
TOTAL (incl. carbon offset)	58,575	59,902	57,958	54,530	67,654	100 %	16 %	

Haga Initiative key indicators	2008 base year	2011	2012	2013	2014	Change 2008–2014	Unit
Emissions per unit of collected material	0.022	0.020	0.021	0.020	0.024	7 %	tonnes CO ₂ e/tonne collected material

1. Including LPG consumption for flame cutting.
2. Own trucks and own train.
3. Emissions from production of purchased electricity, district heating or district cooling assuming that all are unspecified (residual mix). "Share of total" includes contracts for renewable energy with Guarantee of Origin..
4. Air and rail travel.

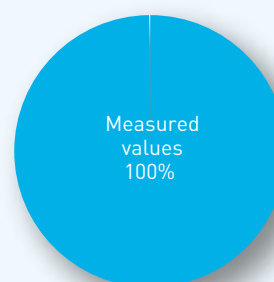
5. Reduction of emissions for "Purchased energy" in scope 2.
6. Transportation purchased centrally accounts for around 92% of outsourced outward and intermediate transportation. Measurable transportation on which the table is based is in the range 37–46% of total outward and intermediate transportation.
7. Refers to fuels consumed in scope 1 and scope 2.

Emissions breakdown by scope included in the Haga scope in 2014

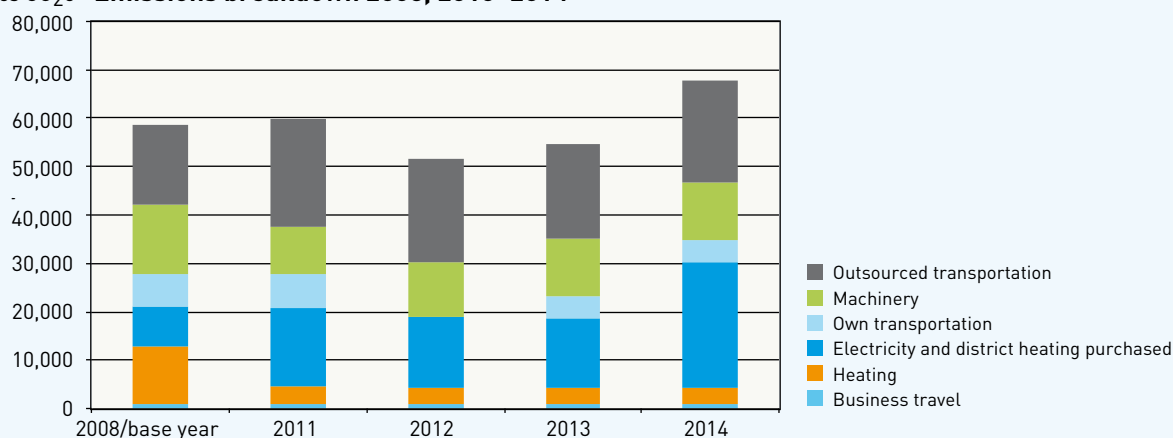
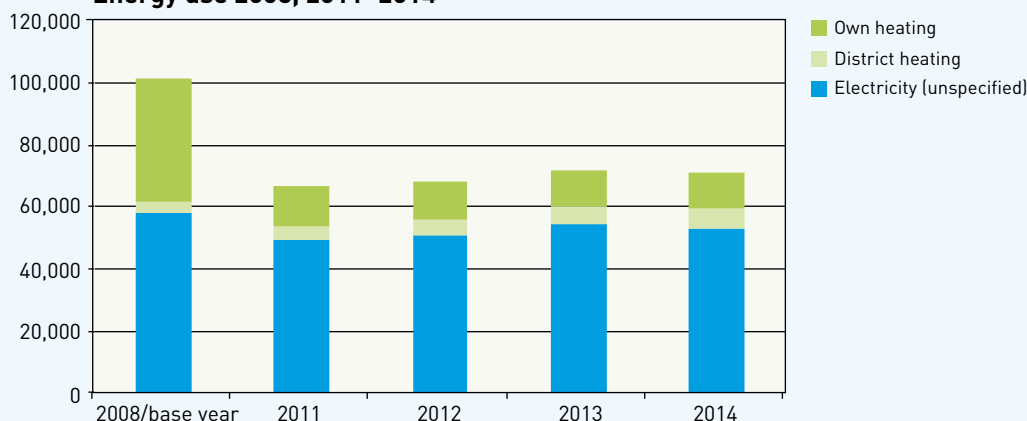


↑ The diagram shows the breakdown of emissions by scope included in the Haga scope in 2014. In 2014 40% of these emissions came from scope 1, 60% from scope 2 and almost 0% from scope 3.

Breakdown of results based on type of activity data 2014



↑ The diagram shows what proportion of the results of the emissions calculations are based on measured activity data and on assumed and calculated activity data respectively. In the 2014 calculations, almost 100 % of total emissions were calculated based on measured activity data.

tonnes CO₂e **Emissions breakdown 2008, 2010–2014**MWh **Energy use 2008, 2011–2014**

↑ The chart shows that electricity consumption has decreased since the base year (-9%) and that total heating consumption has decreased by 57%. At the same time, district heating has been connected and oil-fired boilers phased out.

Analysis and comments:

26% of Stena's emissions fall within scope 1, which is a significant change from the base year of 2008 when 50% of emissions fell within scope 1. Scope 1 emissions decreased by 40% between 2008 and 2014. This is due to lower oil consumption, lower diesel consumption for machinery and to moving from own transportation to outsourced transportation.

Emissions in scope 2 have increased substantially. Certainly the use of district heating has increased by nearly 100%, but the main climate impact is from electricity consumption and here consumption has decreased by 9%. The increased emissions are instead due to a rising emission factor for the Nordic residual mix, caused by the

fact that the market for origin certificates has developed substantially; see separate section on the Nordic residual mix. In 2014 purchased energy is the category that accounts for the most emissions – 38% compared with 12% in 2008.

Stena Recycling has initiated a programme in which a central transport department buys in local inward transportation in order to increase efficiency and quality. The company is also reviewing opportunities to expand system support in order to measure the effects of a greater proportion of the company's transportation. Emissions from outsourced transportation in the disclosure refer only to those recorded via Stena Recycling's central transport de-

partment. The emissions reported for outsourced transportation in 2014 account for 31% of emissions, and emissions for transportation in general – if own cars are also included – are 38%, having increased by 9% since 2008.

The environmental benefit of recycling far exceeds Stena Recycling's own emissions. Emissions for Stena Recycling's operations in 2014 were around 68,000 tonnes CO₂e. Since Stena Recycling processes materials that are used in new products, according to its own calculations the company has reduced emissions by 3.2 million tonnes of CO₂ compared with the use of virgin materials.



Sveaskogs core business is forestry and the sale of sawlogs, pulpwood and biofuel for use in the production of wood products, paper, packaging and energy. Sveaskog is Sweden's largest forest owner with customers all over the country, generating revenue of just over SEK 6 billion annually. The company has operations on 3 million hectares and employs 700 people as well as a large number of contractors all over the country. Sveaskog takes long-term responsibility for the forests as a complex ecosystem housing man, animals and plants. Through its renewable raw materials, Sveaskog contributes to successful industries in Sweden and to a more sustainable world.

www.sveaskog.se

**Our climate contribution is
renewable raw materials**


SVEASKOG



Many forest species live on dead trees. Sveaskog allocates 20% of its forest area to nature conservation and protection.

Climate targets

Sveaskog's target is at least a 30 percent reduction in carbon dioxide emissions between 2010 and 2020 relative to the volume of wood raw material supplied. Taking 2005 as a base year, the target is to achieve a 40 percent reduction in total carbon dioxide emissions by 2020.

How will the targets be achieved?

75 percent of carbon dioxide emissions from Sveaskog's operations derive from timber transportation by road and from operating forestry machinery. The main areas for achieving the target reduction in emissions by 2020 are considered to be effective logistics to minimise road transportation and increased use of renewable fuels. Sveaskog's focus in the coming years will be on increasing the admixture of renewables in the fuels used for transportation and felling. In addition, work is continuing on many other fronts, for example increasing return loads, swapping locations with other forest owners, switching long-distance transportation from road to rail and fuel-efficient driving. Sveaskog's plant nurseries are continuing to work on energy savings by adapting the planning of plantations, through heat insulation and by reviewing existing heating systems.

CLIMATE MEASURES

THAT ENHANCE PROFITABILITY

Continued energy efficiency measures at Sveaskog's plant nurseries

ACTION: Planting more densely in a smaller greenhouse area reduces heating requirements in the plant nurseries.

EMISSIONS REDUCTION: Changes in the growing system at three plant nurseries have reduced carbon emissions by around a tonne of CO₂.

COST SAVING: The changes to the growing systems have resulted in an annual saving of SEK 3 million.

THE PAST YEAR

- Testing of the fuel BioMax, which comprises 100% HVO, in own forestry machinery in southern and central Sweden.
- Follow-up and dialogue with transport companies concerning use of renewable fuels contributed to a 7% decrease in carbon emissions from onward transportation compared with the previous year.

FUTURE INVESTMENTS

- Regional and local action plans for an increased share of renewable fuels are being drawn up, and these will be monitored as part of regular follow-up of the business.
- Increased share of renewables in company machinery and vehicles.
- In business discussions and discussions concerning contracts, continue to encourage transport and forestry contractors to increase the share of renewable fuels.

SIGNIFICANT EMISSIONS NOT INCLUDED

IN THE GREENHOUSE GAS EMISSIONS DISCLOSURE

Sveaskog's most significant emissions derive from timber transportation by road and from forestry machinery. These fall within scope 3 and are reported in the emissions disclosure under outsourced transportation and under own or leased machinery, and are included in the climate target.

SVEASKOG

Emissions from operations (tonnes CO ₂ e)	2005 base year	2010	2013	2014	Share of total in 2014	Change 2005–2014	GHG Scope 3
Scope 1							
Business travel ¹	13,380	3,436	1,073	1,530	1 %	-89 %	
Energy ²	5,084	5,084	3,644	2,528	2 %	-50%	
Own machinery	12,303	9,861	7,827	7,527	5 %	-39%	
Scope 2							
Purchased energy ³	776	3,376	2,387	4,458	0 %	475%	
Scope 3							
Business travel ⁴	643	638	698	419	0 %	-35 %	6
TOTAL excl. reduction through energy with Guarantee of Origin	32,185	22,394	15,630	16,462	10,9 %	-49%	
Reduction through purchase of renewable electricity or district heating with Guarantee of Origin ⁵	0	-272	-2,299	-4,313	-		
TOTAL Haga scope	32,185	22,123	13,331	12,149	8,0 %	-62%	
Outsourced transportation	109,631	81,034	81,081	83,957	56 %	-23 %	4
Leased machinery	53,576	45,308	49,447	52,578	35 %	-2 %	8
Production and distribution of energy and vehicle fuels ⁶	8,542	2,919	2,366	2,365	2 %	-72 %	3
-of which fuels for business travel	5,575	587	235	325	0 %	-94 %	
-of which fuels for energy production	751	574	577	528	0 %	-30 %	
- of which fuels for own transportation and machinery	2,216	1,758	1,554	1,512	1 %	-32 %	
TOTAL (excl. carbon offset)	203,934	151,384	146,225	151,049	100 %	-26 %	
Carbon offset	0	0	0	0	0 %	-	
TOTAL (incl. carbon offset)	203,934	151,384	146,225	151,049	100 %	-26%	

Haga Initiative key indicators	2005 base year	2010	2013	2014	Change 2005–2014	Unit
Emissions per unit of wood raw material supplied (total)	18.532	13.435	13.531	13.937	-25 %	tonnes CO ₂ e/ km ³ s.u.b.

1. Company cars, cars used for company business and leased cars.
2. Heating using own boilers.
3. Emissions from production of purchased electricity, district heating or district cooling assuming that all

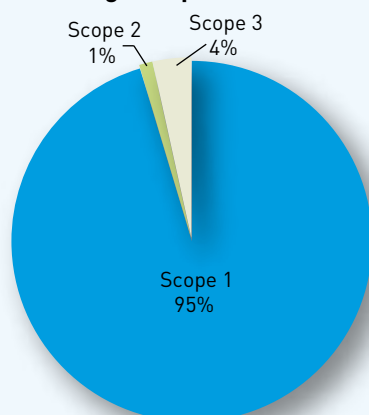
are unspecified (residual mix). "Share of total" includes contracts for renewable energy with Guarantee of Origin.

4. Air and rail travel.

5. Reduction of emissions for "Purchased energy" in scope 2.

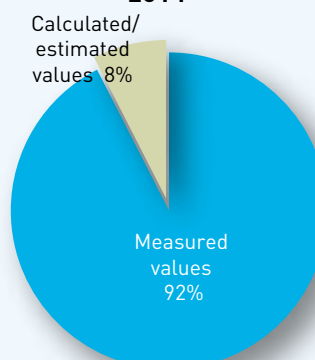
6. Refers to fuels consumed in scope 1 and scope 2.

Emissions breakdown by scope included in the Haga scope in 2014

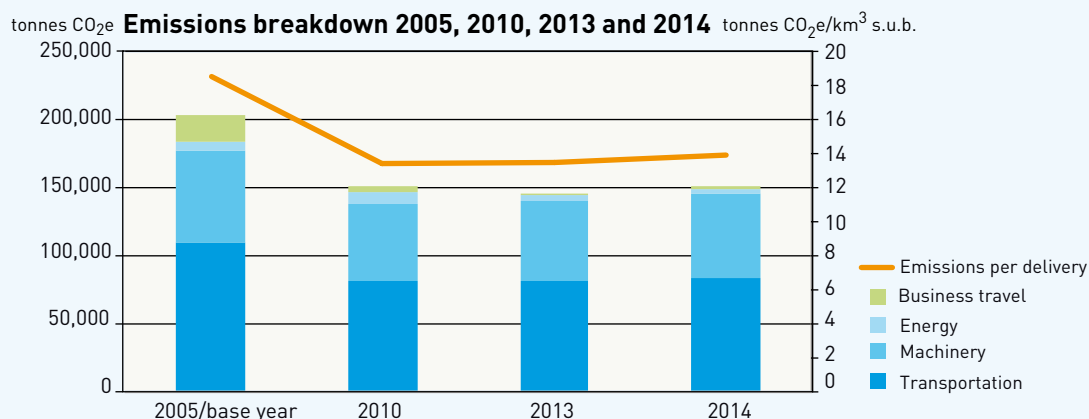


↑ The diagram shows the breakdown of emissions by scope included in the Haga scope in 2014. In 2014 95% of these emissions came from scope 1, 1% from scope 2 and almost 4% from scope 3.

Breakdown of results based on type of activity data in 2014



↑ The diagram shows what proportion of the results of the emissions calculations are based on measured activity data and on assumed and calculated activity data respectively. In the 2014 calculations, 92% of total emissions were calculated based on measured activity data.



Analysis and comments:

Sveaskog's greenhouse gas emissions are dominated by transportation (56%) and machinery (41%).

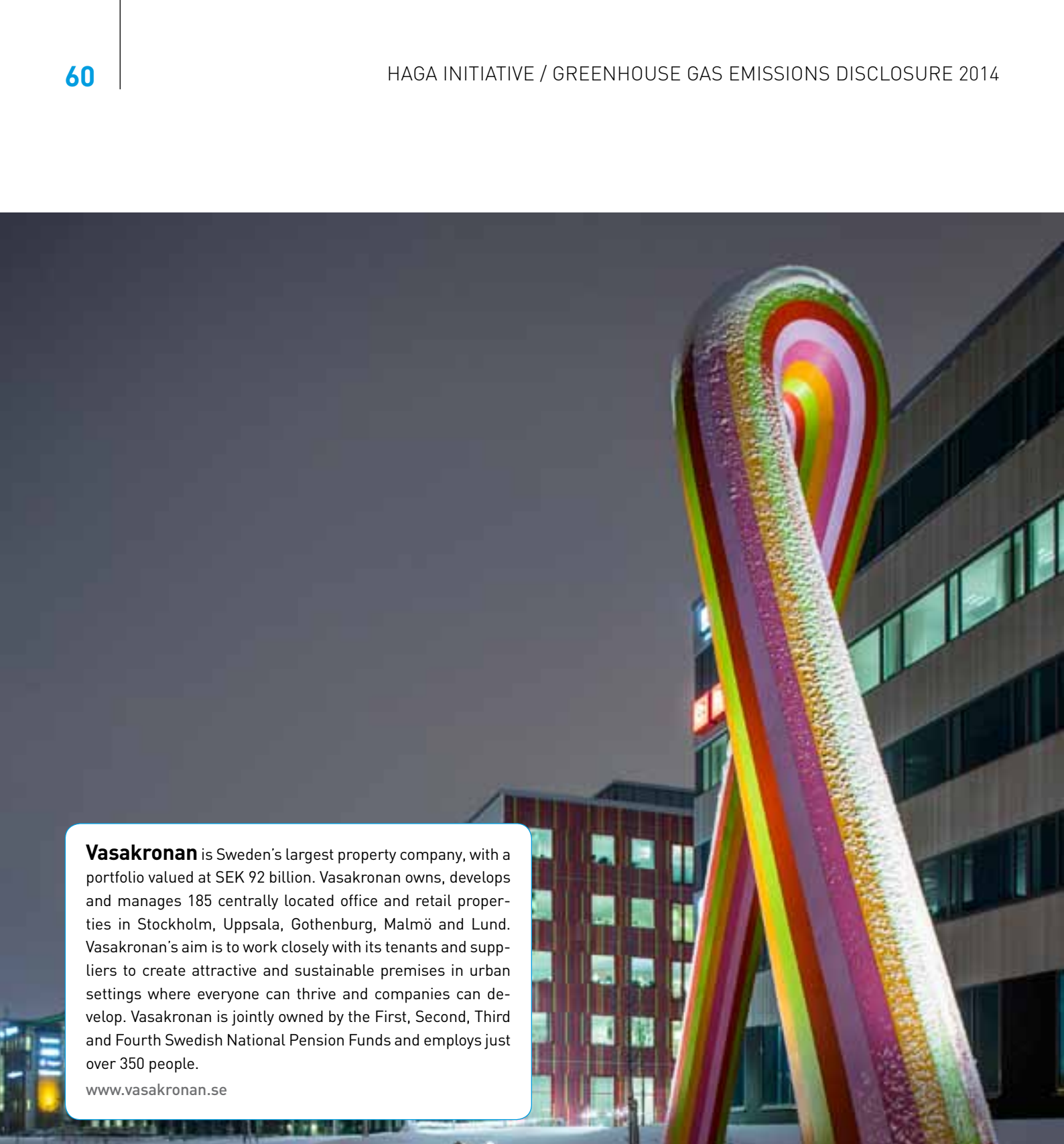
Since the base year of 2005 emissions have reduced within all areas: transportation -23%, machinery -10%, energy -52% and business travel -88%.

Transport by water accounts for the largest reduction in transportation, but transportation by road is also decreasing, resulting in a 23% reduction in emissions. The decrease in transportation by water is due to reduced import volumes.

Fuel consumption for machinery has decreased. In addition, renewable fuels have been introduced in both high-mix and low-mix forms, together resulting in a 10% decrease in emissions.

Total electricity and heating requirements are largely unchanged, but as the share of renewable fuels for heating has increased from 21% to 65% and the share of renewable electricity with Guarantee of Origin has increased from 0% to 97%, emissions from energy have decreased by 52%.

The substantial reduction in emissions from business travel (-88%) is mainly due to a significant decrease for company cars following the retirement of older vehicles and modernisation of the fleet.



Vasakronan is Sweden's largest property company, with a portfolio valued at SEK 92 billion. Vasakronan owns, develops and manages 185 centrally located office and retail properties in Stockholm, Uppsala, Gothenburg, Malmö and Lund. Vasakronan's aim is to work closely with its tenants and suppliers to create attractive and sustainable premises in urban settings where everyone can thrive and companies can develop. Vasakronan is jointly owned by the First, Second, Third and Fourth Swedish National Pension Funds and employs just over 350 people.

www.vasakronan.se

Welcome to
a better landlord

VASAKRONAN



Climate targets

Vasakronan's target is for the business not to contribute to global warming; in other words, to be carbon neutral. The calculations include emissions in scope 1 and 2, as well as business travel, commuting and the production and distribution of energy and vehicle fuels in scope 3. The base year is 2006 and the target is to achieve zero emissions by 2020.

How will the targets be achieved?

The biggest source of emissions is energy use in the properties, and consequently it is of great importance that these are reduced. Decreases in energy use and switching to carbon neutral energy has resulted in Vasakronan reducing its carbon emissions by more than 95 percent since 2006. Among other things, the remaining emissions come from electricity contracts where Vasakronan does not hold the account, travel and transportation, and leakage of refrigerants. Since 2008 the company has offset its remaining emissions and is thus carbon neutral. Although the company has already become carbon neutral, it is continuing to work systematically to achieve further reductions in energy use and actual emissions. The ways that this is being done include reducing fossil fuel dependence in its own vehicle fleet and reducing travel.

SIGNIFICANT EMISSIONS NOT INCLUDED IN THE GREENHOUSE GAS EMISSIONS DISCLOSURE

Emissions in scope 3 that are not included in Vasakronan's emissions disclosure are emissions from building materials, waste and transportation from construction projects, and disposal of tenants' waste. There is an awareness in the company that these emissions are significant, and for this reason work has begun on charting their actual levels. An initial investigation indicates that these emissions amount to around 45,000 tonnes CO₂e, the majority coming from extraction, production and transportation of building materials.

CLIMATE MEASURES

THAT ENHANCE PROFITABILITY

Installation of solar panels

ACTION: Installation of solar panels with output of 721 kW on 12 buildings.

EMISSIONS REDUCTION: The solar panels are expected to produce 680 MWh of energy annually, resulting in a decrease in emissions of 460 tonnes per year.

PAYBACK PERIOD: The average payback period for the solar panels is estimated at 10 years.

THE PAST YEAR

In 2014 the following measures were taken, among other things:

- Solar panels installed on a further seven properties.
- Infrastructure for charging electric cars was installed at four of our properties.

FUTURE INVESTMENTS

In 2015 priority is being given to the following measures:

- Continued energy investments in existing properties, with the aim of reducing total energy use by a further 6%.
- Installation of solar panels on a further 20 buildings.
- New business model for waste, aimed at further increasing recycling.

VASAKRONAN

Emissions from operations (tonnes CO ₂ e) ¹	2010	2011	2012	2013	2014	Share of total in 2014 ¹	Change 2010–2014	GHG Scope 3
Scope 1								
Business travel ²	40	59	65	36	39	1 %	-3 %	
Own heating ³	99	27	32	19	14	0 %	-85 %	
Refrigerants ⁴	874	874	874	944	555	11 %	-37 %	
Scope 2								
Purchased energy ⁵	64,276	79,958	58,985	50,215	77,626	39 %	20 %	
Scope 3								
Business travel ⁶	158	70	132	130	103	2 %	-35 %	6
TOTAL excl. reduction through energy with Guarantee of Origin	65,447	80,988	60,087	51,344	76,914		19 %	
Reduction through purchase of renewable electricity with Guarantee of Origin ⁷	-46,408	-60,704	-40,390	-31,992	-61,538		33 %	
Reduction through purchase of renewable district heating or district cooling with Guarantee of Origin ⁸	-3,801	-9,390	-6,654	-6,082	-7,345		93 %	
TOTAL Haga scope	15,238	10,894	13,043	13,270	8,743		-43 %	
Production and distribution of energy and vehicle fuels ⁹	2,460	1,692	2,613	2,447	2,177	42 %	-12 %	3
- of which fuels for business travel	44	0	15	9	12	0 %	-73 %	
- of which fuels for purchased energy	2,416	1,692	2,598	2,438	2,165	42 %	-10 %	
Commuting	206	193	240	221	232	5 %	13 %	7
TOTAL (excl. carbon offset)	17,904	12,779	15,896	15,938	11,152		-38 %	
Reduction through purchase of carbon offset district heating and district cooling ¹⁰	-12,084	-8,370	-11,430	-12,040	-6,014		-50 %	
TOTAL (excl. own carbon offset)	5,821	4,410	4,466	3,898	5,137	100 %	-12 %	
Own carbon offset ¹¹	-2,066	-3,536	-4,466	-3,898	-5,137			
TOTAL	3,755	874	0	0	0			

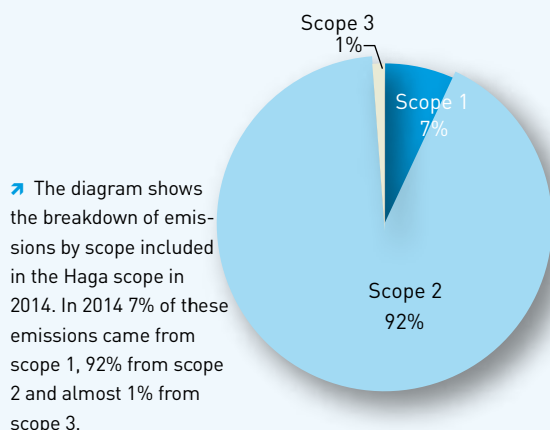
Haga Initiative key indicators	2010	2011	2012	2013	2014	Change 2010-2014	Unit
Emissions per unit of revenue (after carbon offset) ¹²	0.0	0.0	0.0	0.0	0.0	-	tonnes CO ₂ e/MSEK
Emissions per unit of rentable area (after carbon offset) ¹²	0.0	0.0	0.0	0.0	0.0	-	kg CO ₂ e/m ²
Emissions per unit of rentable area (before own carbon offset)	2.1	1.6	1.7	1.5	2.0	-1%	kg CO ₂ e/m ²

- Vasakronan's climate target has a base year of 2006, with significant reductions having been implemented during the period 2007–2009.
- Refers to operating vehicles, company cars and cars used for company business.
- Local heating of premises leased out by Vasakronan.
- Leakage from heat pumps/cooling machinery in premises leased out by Vasakronan. The leakage was calculated for the first time for 2012, but has been assumed to be the same for 2010 and 2011 as for 2012.
- Emissions from production of purchased electricity, district heating or district cooling assuming that

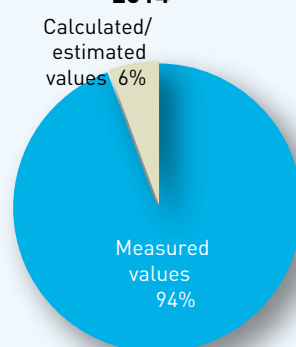
- all are unspecified (residual mix). "Share of total" includes contracts for renewable electricity with Guarantee of Origin, district heating and carbon offset supplies.
- Air, rail and taxi travel and hotels. Differences may be due to differences in data from travel agencies.
- Reduction of emissions for "Purchased energy" in scope 2. Vasakronan buys renewable property electricity with Guarantee of Origin. In certain cases, however, unspecified electricity supply contracts may be taken over when residential properties are acquired. Vasakronan therefore takes this into account in its calculations.
- Reduction of emissions for "Purchased energy" in

- scope 2. Contracts with district heating and district cooling suppliers for earmarking renewable production.
- Refers to fuels consumed in scope 1 and scope 2.
- Contract with district heating and district cooling supplier to use CDM projects to carbon offset the emissions caused by the supplies.
- For the remaining emissions Vasakronan carbon offsets in Gold Standard certified CDM projects.
- Vasakronan is a carbon neutral company, which is why its key indicators are 0 based on the methodology and scope used at the time.

Emissions breakdown by scope included in the Haga scope in 2014

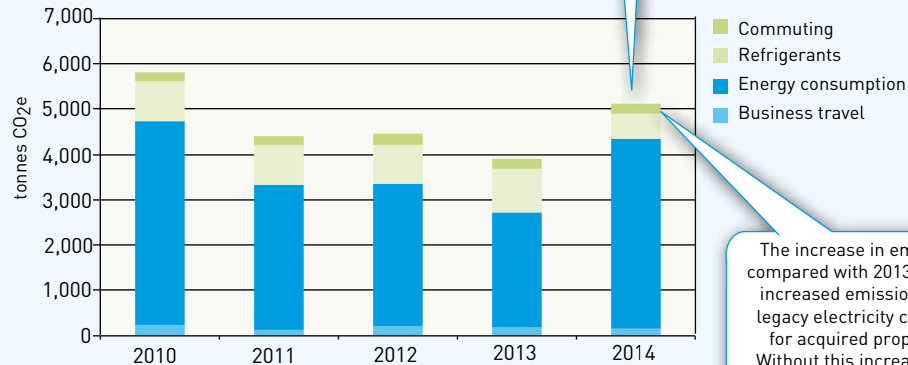


Breakdown of results based on type of activity data in 2014



➤ The diagram shows what proportion of the results of the emissions calculations are based on measured activity data and on assumed and calculated activity data respectively. In the 2014 calculations, 94% of total emissions were calculated based on measured activity data.

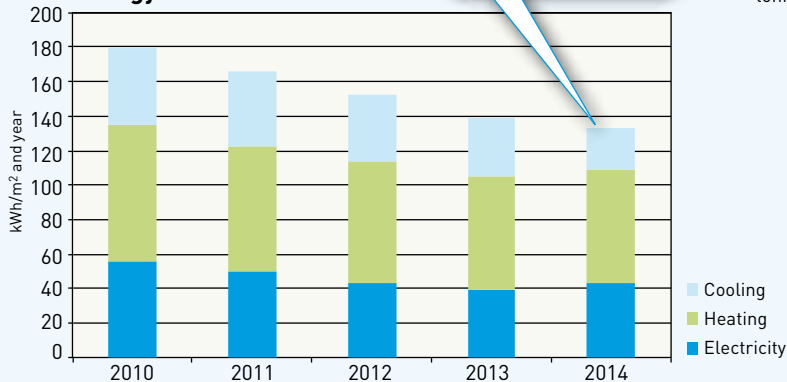
Emissions breakdown 2010–2014



Emissions (before own carbon offset) have **decreased by 12%** since 2010.

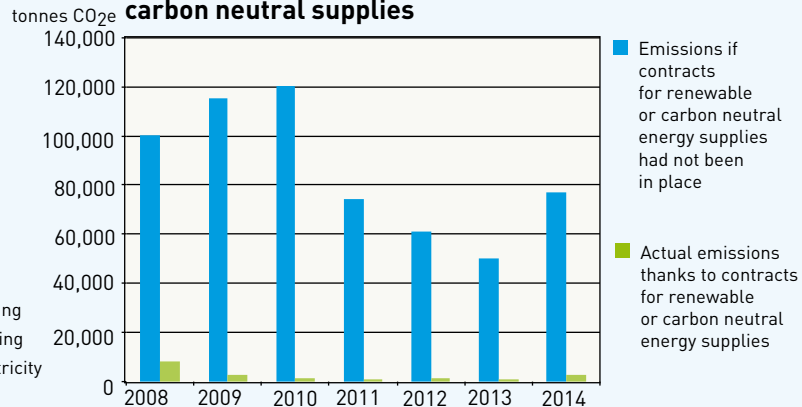
The increase in emissions compared with 2013 is due to increased emissions from legacy electricity contracts for acquired properties. Without this increase, total emissions would have decreased by **300 tonnes** between 2013 and 2014.

Energy use 2010–2014



Vasakronan has **reduced energy use** per unit of rentable area by **26%** since 2010.

Emissions from purchased energy with and without contracts for renewable/ carbon neutral supplies



Analysis and comments:

Since 2010 Vasakronan has reduced its emissions by 12%. Vasakronan's base year is 2006 and a significant reduction was achieved during the period 2007–2009. Since 2006 emissions have decreased by more than 95%.

Vasakronan's calculations include emissions from the production of electricity, heating and cooling in Vasakronan's properties, refrigerants, business travel and commuting.

All except a few of the properties are supplied with district heating, and in most cases also district cooling. Property electricity purchased is renewable electricity with Guarantee of Origin and consists of 75% hydroelectric power, 15% wind power and 10% bioenergy, with the exception of properties that were taken over during the year and which still have unexpired electricity contracts.

The reduction in emissions since 2010 is mainly due to reduced emissions for

energy use (-7%), resulting partly from reduced energy use (around 26% less per unit of rentable area) and partly from the fact that contracts for renewable or carbon offset district heating and district cooling have been further increased.

Compared with 2013, total emissions before the company's own carbon offset increased by 1,240 tonnes. If energy use is disregarded, emissions decreased by 400 tonnes – which means that emissions for energy use increased by 1,640 tonnes. This despite the fact that energy use decreased by 3%. The main reason for this was legacy electricity contracts for acquired properties – partly because of increased electricity volumes for these and partly because of a substantial increase in the emission factor for the Nordic residual mix, which together these increased emissions by 1,550 tonnes compared with 2013. In other words, other emissions from energy use increased by 90 tonnes, but overall emis-

sions would have decreased by 310 tonnes without the increase in emissions from legacy electricity contracts. The increase in energy volumes for the electricity contracts taken over is due partly to more detailed follow-up of consumption and partly to the fact that more such contracts existed.

The reason why all emissions were carbon offset in 2012–2014 but not in 2010 and 2011 is because Vasakronan is constantly developing its reporting. Refrigerant leakage was included in the calculation for the first time in 2012, which is why the 2011 carbon offset did not cover refrigerants. The 2010 carbon offset covered only emissions of carbon dioxide and did not include refrigerants or the production and distribution of fuel, and did not take into account unspecified electricity contracts taken over.

APPENDIX 1: CALCULATION SPECIFICATION FOR ACTIVITY DATA

Most of this greenhouse gas emissions disclosure uses an operational approach in accordance with the GHG Protocol. This means that the important thing is not who owns and thus has “financial control” over the source of the emissions, but rather the crucial factor is who has operational control over it. Where company cars are concerned, for example, this means that all company cars (leased cars, owned cars and car allowances to staff) are included in scope 1, while journeys in which staff are only passengers are instead placed in scope 3 (e.g. taxi, air, rail and bus travel). The companies’ other assumptions and approaches are detailed below.

Axfood

A majority of the shops are heated either directly using electricity or indirectly through heat recovery from electrically powered refrigerators and freezers. The climate impact of this electricity consumption is included in the calculation of the climate impact for electricity. However, a number of shops are heated using district heating, the cost of this being included in the lease for the shop. Axfood is working to produce a method for calculating these emissions as well. All calculated transportation of goods relates to own transportation by road. Emissions of carbon dioxide from air travel are calculated by a travel agency; this agency only reports emissions of CO₂. Calculation of emissions from company cars is based on measured distances travelled and an assumed fuel consumption per kilometre. In this report Axfood’s emissions are calculated according to the Haga Initiative’s calculation method. This calculation method differs somewhat from the method used to calculate emissions as reported in Axfood’s sustainability reports. The main differences are as follows:

- Axfood reports CO₂ in its sustainability report and CO₂ equivalents (all greenhouse gas emissions converted into CO₂) in the Haga Initiative’s greenhouse gas emissions disclosure.
- The emissions reported in this disclosure include emissions from a life cycle perspective, while the emissions reported in the sustainability report include emissions from combustion/production.

Coca-Cola Enterprises Sverige

In its own operations the company purchases renewable electricity with Guarantee of Origin, emissions from which are calculated based on emission factors that include upstream emissions and emissions during the construction and demolition of plant. Electricity consumed by customers’ chillers is assumed to be unspecified, and consequently the emission factor for the Nordic residual mix has been obtained from Energimarknadsinspektionen (the Swedish Energy Markets Inspectorate) for

2012. Electricity consumption and refrigerant leakage from customers’ chillers have been calculated based on estimated consumption and leakage for one chiller multiplied by the number of chillers.

Folksam

Folksam’s calculations were not carried out according to the Haga Initiative’s calculation manual. However, the Haga Initiative has reviewed the quality of Folksam’s calculation methodology and assesses that the calculations were carried out in accordance with the Greenhouse Gas Protocol.

Fortum Värme

Emissions of carbon dioxide, methane and nitrous oxide in Fortum Värme’s facilities are based primarily on measured values and secondarily on emission factors as agreed by Värmemarknadskommittén (the Swedish Heating Market Committee). Leakage of refrigerants is calculated by weighing the heat pumps once a year along with information on the quantity replenished, except in those cases where the heat pumps are equipped with continual measurement of leakage. In the case of CO₂ in production, the emission factor for unspecified electricity is taken from the Swedish Energy Markets Inspectorate’s guidance on origin labelling for 2013. Emissions for imported district heating are, for the largest volumes, based on information from the supplier concerning CO₂e emissions according to the Swedish Heating Market Committee. Transportation of fuels, additives and ash is calculated based on information on average distances per fuel, fuel volumes per fuel and transport vehicles. Emission factors for the transport vehicles are taken from Nätverket för Transporter och Miljön (NTM – the Swedish Transport and Environment Network). Emission factors for upstream production of the fuel etc. are taken from Miljöfaktabok för bränslen (Environmental Facts About Fuels) published by IVL Swedish Environmental Research Institute and the schedule published by the Swedish Heating Market Committee.

Green Cargo

Transportation work in the rail sector is

actual measured data from internal systems. Electricity consumption is measured and reported to Trafikverket (the Swedish Transport Administration). Data comprises both measured consumption and estimated consumption based on transport volumes. Figures for road transport by truck (3% this year) are based on questionnaires completed by contractors. This year’s response rate was just over 55% of financial value, and the responses are then extrapolated to 100% of financial value. Emissions relating to business travel by air, rail and taxi are based on travel agency information. Information concerning private/leased cars is based on documentation from an external party that administers Green Cargo’s cars. Emissions for business travel by rental cars is based on a cost for rental cars.

HK Scan

Emissions from disposal of packaging waste by end consumers have been calculated from HKScan’s statistics for 2014, based on the amount of packaging material that goes to the end consumer and on recycling results from Förpacknings- och tidningsinsamlingen (the Packaging and Newspaper Collection Service) for cardboard, plastic and metal packaging for 2014. Consumption of carbon dioxide in production and packaging, electricity consumption and heating consumption for facilities in Halmstad are assumed to be the same as 2014 for all years.

JM

Fuel consumption in respect of LPG and heating oil:

Calculated from actual consumption in projects completed during the year. Extrapolated for JM’s total production.

District heating use during production:

Calculated using a standard amount/extrapolation based on reported use of district heating in building projects concluded in 2014. The amount was extrapolated based on the total number of apartments in production.

District heating in properties owned by JM:

Calculated from information on the rentable insured area, as well as a standard

amount for district heating use in premises and homes respectively.

Electricity use during production:

Calculated using a standard amount based on reported use of electricity in building projects concluded during the year. The amount was extrapolated based on the total number of apartments in production.

Property electricity in properties owned by JM:

Calculated from information on the rentable insured area, as well as a standard amount for electricity use.

Operating electricity in leased premises:

Estimated based on standard amounts.

Air travel:

Based on statistics from the BCD travel agency, weighted in accordance with recorded expenditure on air travel in JM's business system (in order to include self-booked travel).

Transportation:

Calculated from standard amount arrived at as a result of logistics study of actual workplaces. Refers to transportation generated at the production stage.

Machinery:

Calculated using a standard amount based on data from a reference project in JM's environmental investigation into fuel consumption by machinery during building production (carried out in 2000). The amount was extrapolated based on the number of apartments in production.

Commuting:

Commuting by private cars to and from building sites for which a mileage allowance was paid (statistics from JM's HR department). Assumed to be petrol vehicles.

Hotels:

Estimated volume in the hotel contract (1,240 hotel nights). Broken down into Sweden, Europe and Rest of World based on statistics from First Card.

Heating and property electricity in newly built homes during the first two years:

Key data provided by each completed housing project (calculated energy requirement and heating system). The calculations use conversion factors for the residual mix, and in the case of district heating each supplier's conversion factor.

Lantmännen

Emissions from transportation of goods have been taken primarily from the freight com-

pany and secondarily calculated based on assumptions concerning vehicle models based on NTM's emission factors. For 2009 and 2011 business travel per employee has been assumed to be the same as in 2012. For business travel the fuel consumption of the cars has been assumed to be the same in 2014 as in 2013.

Löfbergs

The average distance transported and type of vehicle from grower to export port has been estimated for each grower country. With effect from 2012 packaging volumes are calculated based on quantities actually purchased. Previously the packaging materials were calculated based on reporting to Förpacknings- och Tidningsinsamlingen AB (FTI – the Packaging and Newspaper Collection Service) and then extrapolated in proportion to the volume of coffee sold that is not included in reporting to FTI. Emissions for 2005 and 2011 were calculated using the old method. For comparability, however, 2005 and 2011 have been extrapolated based on the difference between emissions for 2012 using the new method and the old method. In addition to emissions for the production of packaging, estimated emissions for outsourced transportation are also affected because they are based on the volumes of packaging. With effect from 2012 the calculation of emissions from packaging material includes Viborg in Denmark as well as the facility in Karlstad. The 2012 emissions disclosure was calculated using the old method and included only Karlstad. Emissions from the coffee plantations have been adjusted for all years, since new studies that have added further parts of the life cycle are now used as a basis for the calculations. Coffee and shade plants in the plantation generally provide a significant carbon sink, but this has not been included in the calculation of greenhouse gas emissions from coffee plantations.

McDonald's Sverige

There are measured values for most of the restaurants. For those restaurants that do not have measured values, the energy use, refrigerant leakage and waste generation have been assumed to be the same as the average value per restaurant for those restaurants that have measured values. These restaurants are assumed not to have contracts for renewable energy with Guarantee of Origin.. For RME, AME, waste disposal and company cars, emission fac-

tors according to McDonald's European calculations have been used. These emission factors are on the high side compared with the emission factors that would have been used based on the Haga Initiative's calculation manual.

Statoil Fuel & Retail

Emissions from air travel were calculated by Statoil's travel agency. Statoil uses three external contractors for transporting goods. These deliver different grades of fuel (from B5 to B100). Weighted average emissions are calculated based on consumption data from these contractors.

Stena Recycling

Air travel calculations for Stena were carried out by the company's travel agency Via Travel and therefore do not use the Haga Initiative's general calculation method. Emissions from goods transportation by rail are carried out by Green Cargo. Only outsourced transportation booked through Stena Recycling's central transport department is calculated. Of the total tonnage transported, these account for 44–46% for the years reported (2008: 37%, 2011: 46%, 2012: 45%, 2013: 44%, 2014: 45%).

Sveaskog

Fuel consumption in company vehicles is based on typical vehicles established by Sveaskog. Fuel consumption by machinery for forest maintenance has been calculated based on standard amounts per litre/hectare from Skogforsk (the Forestry Research Institute of Sweden). Energy consumption, air travel and rail travel in 2005 have been assumed to be the same as in 2010.

Vasakronan

UInformation for air travel, rail travel and hotel stays has been obtained from a travel agency. Emissions from taxi travel have been calculated based on cost. Emissions from operating vehicles have been calculated based on fuel costs, while emissions from company cars and own cars used for business have been calculated based on distance travelled. The climate impact of commuting has been calculated based on a staff survey with a response rate of around 90%. A conservative approach has been taken for the 10% that did not respond. Refrigerant leakage has been calculated based on reported replenished quantities. For energy use Vasakronan has chosen to use the "financial control" approach, which means that purchased energy consumed by its tenants is reported as scope 2.

APPENDIX 2: BIOGENIC EMISSIONS

Biogenic carbon dioxide emissions arise when biofuel is used for heating, production and transportation. Combustion in air of fuel containing carbon results in the formation of carbon dioxide, regardless of whether the fuel is fossil or renewable. In the medium to long term, however, only carbon dioxide emissions from fossil fuels contribute to the greenhouse effect, because biofuels absorb just as much carbon dioxide during their growth as is released on combustion. Carbon dioxide emissions from combustion of bio-fuels are known as biogenic carbon dioxide emissions. Under the GHG Protocol and in national climate reporting, biogenic carbon dioxide emissions must be reported separately from emissions from fossil fuels.

In the table below, the companies' biogenic carbon dioxide emissions are shown parallel to their fossil fuel emissions in scope 1. Note that only carbon dioxide emissions are reported, which is why the fossil CO₂ emissions in the table are not the same as the greenhouse gas emissions expressed in CO₂e (carbon dioxide equivalents) in each company's emissions disclosure.

Breakdown of biogenic and fossil CO ₂ emissions in scope 1	Biogenic CO ₂ emissions in scope 1 (tonnes)	Fossil CO ₂ emissions in scope 1 (tonnes)
Axfood	0	10,247
Coca Cola Enterprises Sverige	899	2,305
Folksam	47	608
Fortum Värme	1,384,091	903,700
Green Cargo	0	33,072
HKScan	45	10,283
JM	497	4,785
Lantmännen	99,799	22,752
Löfbergs	58	2,379
McDonald's Sverige	0	169
Statoil Fuel & Retail Sverige	134	1,453
Stena Recycling	596	17,115
Sveaskog	7,004	11,333
Vasakronan	128	50

APPENDIX 3: SCOPE 2 EMISSIONS ACCORDING TO DIFFERENT CALCULATION METHODS

Under the GHG Protocol, scope 2 emissions can be calculated using one of the following methods:

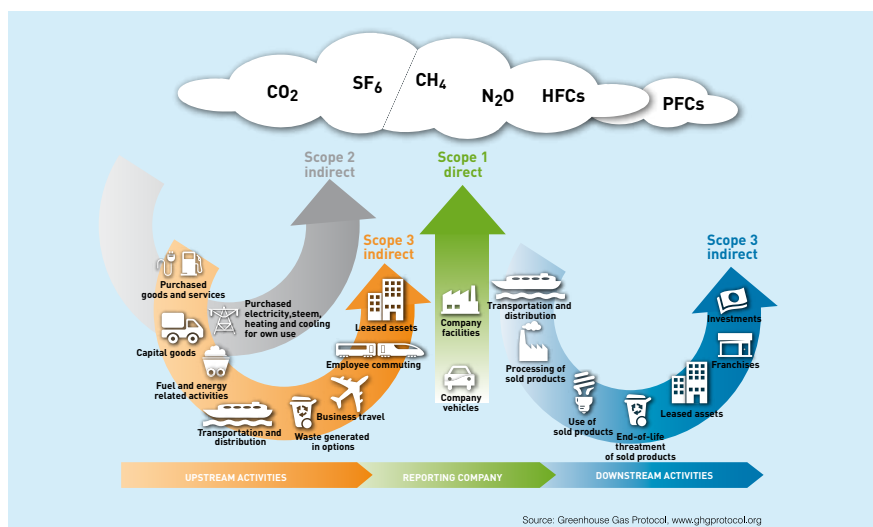
- **Market-based method**, which distinguishes between with Guarantee of Origin purchased electricity, heating or cooling and unspecified supplies. A specific emission factor is used for with Guarantee of Origin products, while an emission factor for a residual mix is used for unspecified supplies.
- **Location-based method**, which uses one emission factor for everything supplied through the power, heating or cooling grid.

Under new guidelines in the GHG Protocol, the method chosen is to be declared and the emissions according to the method not chosen are to be reported separately. The Haga Initiative's greenhouse gas emissions disclosure uses the market-based method, which is also the method prescribed by Energimarknadsinspektionen (the Swedish Energy Markets Inspectorate). Scope 2 emissions according to each method are reported below.

Scope 2 emissions according to each calculation method	"Location-based method" tonnes CO ₂ e	"Market-based method" tonnes CO ₂ e
Axfood	37,303	25,514
Coca-Cola Enterprises Sweden	3,045	437
Folksam	1,598	774
Fortum Värme	136,021	83,570
Green Cargo	48,174	275
HKScan	10,647	40,363
JM	5,845	1,991
Lantmännen	45,717	16,323
Löfbergs	671	41
McDonald's Sverige	13,071	2,533
Statoil Fuel & Retail Sverige	8,502	12,720
Stena Recycling	6,513	25,947
Sveaskog	1,070	145
Vasakronan	27,685	8,031

APPENDIX 4: DESCRIPTION OF BROADENED SCOPE 3

In recent years the market has demanded clearer categorisation of emissions in scope 3. The organisation behind the GHG Protocol therefore produced the new Corporate Value Chain standard in 2012, which provides companies with guidance on how to disclose emissions for the entire value chain, both upstream and downstream. This has resulted in scope 3 being broadened to 15 categories, with categories 1–8 referring to upstream emissions and categories 9–15 referring to downstream emissions. These categories are summarised in the table below.



Category	Description
Upstream	
1. Purchased goods and services	Extraction, production and transportation of goods and services purchased or acquired by the reporting company in the reporting year, not otherwise included in categories 2–8.
2. Capital goods	Extraction, production and transportation of capital goods purchased or acquired by the reporting company in the reporting year, e.g. machinery.
3. Fuel- and energy-related activities (not included in scope 1 or scope 2)	Extraction, production and transportation of fuels consumed by the company directly or through the electricity, district heating or district cooling purchased in the reporting year.
4. Upstream transportation and distribution	Transportation and distribution of products and raw materials purchased by the reporting company in the reporting year (vehicles and facilities not owned or controlled by the reporting company).
5. Waste generated in operations	Disposal and treatment of waste generated in the reporting company's operations in the reporting year (in facilities not owned or controlled by the reporting company).
6. Business travel	Transportation of employees for business-related activities during the reporting year (in vehicles not owned or controlled by the reporting company).
7. Employee commuting	Transportation of employees between their homes and their worksites during the reporting year (in vehicles not owned or controlled by the reporting company).
8. Upstream leased assets	Operation of assets leased by the reporting company (lessee) in the reporting year and not included in scope 1 and scope 2 – reported by lessee.
Downstream	
9. Downstream transportation and distribution	Transportation and distribution of products sold by the reporting company in the reporting year between the reporting company's operations and the end consumer, including retail and storage (in vehicles and facilities not owned or controlled by the reporting company).
10. Processing of sold products	Processing of intermediate products sold in the reporting year by subcontractors (e.g. manufacturers).
11. Use of sold products	End use of goods and services sold by the reporting company in the reporting year.
12. End-of-life treatment of sold products	Waste disposal and treatment of products sold by the reporting company in the reporting year.
13. Downstream leased assets	Operation of assets owned by the reporting company and leased to other entities in the reporting year, not included in scope 1 and scope 2 – reported by lessor.
14. Franchise	Operation of franchises in the reporting year, not included in scope 1 and scope 2 – reported by franchisor.
15. Investments	Operation of investments (including equity and debt investments and project finance) in the reporting year, not included in scope 1 or scope 2.

■ ■ **It is good for the world to agree
common climate targets. Our
experience is that it is only
when we set targets that the
work gets direction and that
emissions can be radically
reduced.”**

The chief executives
of the Haga Initiative



THE HAGA INITIATIVE'S
vision is a profitable business sector
without climate impact.

axfood

Coca-Cola Enterprises Sverige AB

Folksam

Fortum

green
cargo

HKSCAN



Lantmännen

Löfbergs
KAFFEROSTERIET



SVEASKOG



STATOIL

STENA
Innovative recycling

VASAKRONAN

