

Carbon Footprint

Soncotra



Prepared on 27/01/2026
in Waregem

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I General administrative data

I.1 General information about the company

Company details	
Name	Soncotra
Address	Frankrijklaan 29, 8970 Poperinge
Company number	0407.675.063
Contact details in the company	
Name and position	Sandra De Groote
Telephone	+32 484 54 77 02
Email address	sandra.degroote@soncotra.be

I.2 Information about E-luse

Company details	
Name	E-Luse BV
Address	Tijmlaan 28, 8790 Waregem
Telephone	+32 474 90 55 07
Email address	info@e-luse.be
Website	www.e-luse.be
Company number	BE 0718.752.974
Contact details in the company	
Name and position	Kenny Loncke
Telephone	+32 472 55 53 84
Email address	kenny@e-luse.be

2 General context

The aim of this report is to systematically map the CO₂ emissions of Soncotra as the basis of a reduction plan to be developed that gives direction to the reduction of these emissions. With this, the company wants to achieve three things:

1. **Transparency:** providing insight into current greenhouse gas emissions and the main sources within its own operations and value chain.
2. **Guidance:** laying a foundation to define reduction measures, determine priorities and underpin future investments.
3. **Accountability:** demonstrate that Soncotra voluntarily commits to contributing to the broader climate goals and societal expectations, beyond formal reporting obligations.

The reporting has been prepared in accordance with the internationally recognized standards of the Greenhouse Gas Protocol (Corporate Accounting and Reporting Standard, 2004; Corporate Value Chain Accounting and Reporting Standard, 2011). This ensures that the approach is in line with common practice and makes the results comparable with other companies.

Important principles of this report are:

- Where possible, primary data (e.g. internal consumption data, purchase data) have been used. Where these were not available, secondary sources and conservative assumptions were applied.
- The report relates to the 2021 financial year, which acts as a reference year for future measurements and follow-up.
- Scope 1, Scope 2 and Scope 3 emissions are included. This not only looks at Soncotra's direct emissions, but also at the broader impact in the value chain, such as raw materials, packaging, transport and waste streams.
- Compensation measures (e.g. purchase of CO₂ credits) are not included. The focus is exclusively on reducing real emissions within the business operations and the chain.

More details about Soncotra's operations can be found on [the company's website](#).

3 Organizational boundaries

Soncotra is recognized as an international transport company specializing in road transport of goods to and from Western, Central and Eastern Europe, the Balkan countries, Russia, the CIS countries, and the Middle East. The company is based in Belgium and is characterized by a strong focus on temperature-controlled logistics, with applications in the pharmaceutical, cosmetic, food and telecom sectors, among others. More than 15,000 transports are carried out every year.

The organizational boundaries are determined according to the consolidation method based on operational control. This includes all emissions over which the organization has operational control, regardless of whether there is financial control.

This report contains the carbon footprint of the entire organization.

4 Carbon footprint reporting methodology

4.1 Data collection

The most accurate data was collected for each identified emission source. The data collection was prepared by E-Luse and carried out by Soncotra.

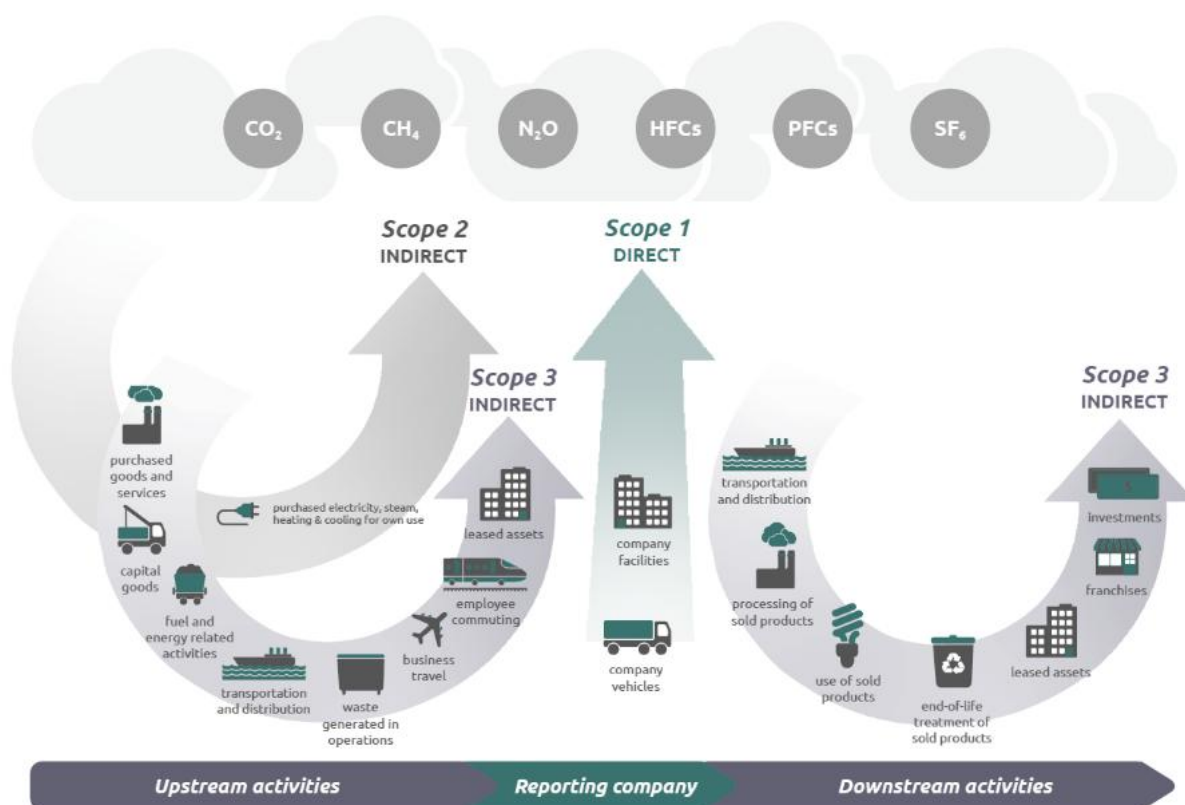
4.2 GHG Rating

The reported GHG emissions are aggregated at the organization level into the following categories:

- Scope 1: Direct emissions from sources owned or controlled by an organization:
 - Stationary combustion
 - Mobile combustion
 - Process emissions
 - Fugitive emissions
- Scope 2: Indirect emissions from the use of purchased forms of energy:
 - Electricity
 - Steam
 - Heat
 - Refrigeration

- Scope 3: Indirect emissions in the value chain, divided into:
 - Upstream emissions:
 - Purchased goods and services
 - Capital goods
 - Fuel- and energy-related activities (not included in scope 1 or scope 2)
 - Upstream transportation and distribution
 - Waste generated in operations
 - Business travel
 - Employee commuting
 - Upstream leased assets
 - Downstream emissions:
 - Downstream transportation and distribution
 - Processing of sold products
 - Use of sold products
 - End-of-life treatment of sold products
 - Downstream leased assets
 - Franchises
 - Investments

Below is a visual overview of the scope distribution according to the GHG protocol.



Each of the above categories is further described in Chapter 5, along with an explanation of the practical approach for Soncotra. The non-biogenic emissions from these categories are reported in the GHG inventory in Chapter 6. CO₂ offsets are not mentioned in this report, nor have they been deducted from the total.

4.3 Reported greenhouse gases and GWP

The following greenhouse gases are included in the analysis: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulphur hexafluoride (SF₆), nitrogen trifluoride (NF₃), hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs).

Emissions of these greenhouse gases are expressed in CO₂ equivalents (CO₂e) based on their warming potential over a 100-year timeframe (GWPI100). The Global Warming Potential (GWP) values are based on the Fourth, Fifth or Sixth Assessment Report of the Intergovernmental Panel on Climate Change (IPCC) (AR4, AR5 or AR6), in accordance with the methodological choices of the publishers of the emission factors used in this report.

The breakdown of the GHG inventory by the individual contributions of each greenhouse gas (group) can be found in Chapter 6. Activities for which no further distribution of greenhouse gases is known are reported under the CO₂e column.

The emission factors for aviation have been expanded to include the additional effects of radiative forcing due to the emission of gases and aerosols and changes in the amount of clouds. For this, a central estimate of a multiplication factor for the GWPI100 number is used. This estimate seeks to reflect the additional effect based on the best available scientific evidence, while remaining consistent with the UNFCCC reporting convention. The total emissions in this report include electricity emissions according to the market-based methodology. Travel emissions in this report include the effects of radiative forcing on aviation.

4.4 Emission factors

For each activity, the most relevant and local emission factor has been selected, at the discretion of the rapporteur. In addition to locality and relevance, other considerations were taken into account such as the availability of emission factors and consistency in the selection of emission factor publications throughout the document.

A full list of emission factor publications used in this report can be found in the table below:

Publisher	Publication version	Date
UK.gov GHG Reporting Factors	v2023 1.0	15/05/2023
ADEME Base Carbone	2022 v22.0	24/06/2022
Global Logistics Emissions Council Framework	V2.0	07/01/2023
Association of Issuing Bodies	2024 v1.0	26/05/2023

Each emission factor used from these databases has a validity period that overlaps with the period of application of the reported activity, or partially overlaps. The validity period of emission factors is determined by their publication document.

4.5 Reference year reporting

The Y-2021 financial year is the first greenhouse gas reporting year for Soncotra and is the base year for the current and future reporting cycles.

Recalculation of the base year will be carried out if necessary to maintain an effective comparison with the base year. Reasons for this may include:

- Changes in organizational boundaries such as mergers or acquisitions;
- Changes in reporting boundaries such as revisions of excluded categories;
- Significant changes in the calculation methodologies;
- Significant changes to data collection strategy;
- Significant changes in the selection of emission factors.

The GHG inventory of the reference year Y-2021 is reported in Chapter 6.

4.6 Assessment, internal audit and optimization

This GHG inventory for the reporting period has been compiled with the greatest possible attention to completeness and correctness. If data were not available, proxies were used.

4.7 The Carbon+Alt+Delete platform

The carbon footprint is imported into the Carbon+Alt+Delete platform. This platform has been validated as a CO2 accounting software platform that meets the requirements of the GHG protocol.

5 Soncotra Reporting Limits

In this report, different sources of CO₂ emissions are considered, grouped into 3 scopes with subgroups (scope 1 & 2) or categories (scope 3).

The tables below provide a breakdown for each emission subgroup/category, together with a description of this type of emissions, the procedure used for data collection and calculation, and the emission factor database(s) selected for this sub-group or scope 3 category.

Scope 1	Description	Data Collection and Calculation	EFs database
Stationary combustion	Emissions from the combustion of fuels in stationary sources (boilers, furnaces, etc.) for the generation of heat, steam, etc. on location.	Fuel emissions were calculated based on measured fuel consumption per location.	ADEME Base Carbone
Mobile combustion	Emissions from the combustion of fuels in commercial vehicles (trucks, trains, ships, cars...)	Fuel emissions were calculated based on measured fuel consumption per entity.	ADEME Base Carbone
Process emissions	These emissions are generated during the manufacture or processing of chemicals and materials, such as cement, aluminium and waste processing.	Not applicable	X
Fugitive emissions	These emissions are caused by intentional or unintentional leaks: during the use of refrigeration HFCs, methane leaks during gas transport, and so on.	Calculated based on the logs of the refills.	UK. Gov GHG Reporting Factors

Scope 2	Description	Data Collection and Calculation	EFs database
Electricity	Indirect emissions associated with the consumption of purchased electricity.	Consumption was calculated on the basis of the annual consumption per location.	AIB
Steam, heat, cooling	Indirect emissions associated with the consumption of purchased steam, heat or cooling.	Not applicable	X

Scope 3 category	Description	Data Collection and Calculation	EFs database
1. Purchased goods/services	Emissions associated with goods and services purchased by the organization, including raw materials and outsourced activities.	All purchased goods and services were accounted for using a spent-based approach, using the emission factors from the Base Carbone database.	ADEME Base Carbone
2. Capital goods	Emissions from the production of capital goods purchased or acquired by the organization, such as buildings and equipment.	Capital goods that are subject to depreciation (such as buildings, machinery, cars and IT hardware) were entered with their depreciation value in this category. This is a slight deviation from the protocol, which does not use depreciation, unlike the ISO standard (based on expenses).	ADEME Base Carbone
3. Fuel and energy-related activities not included in Scope 1 or 2	Emissions from activities such as transportation, distribution, and use of fuels and energy that are purchased or acquired by the organization but occur outside of the organization's direct control.	The scope 3 emissions of all fuels and energy are automatically linked within the Carbon+Alt+Delete platform. The data collection and calculation are done as described above for the scope 1 and 2 emissions.	ADEME Base Carbone AIB
4. Upstream transport and distribution	Emissions associated with the transport and distribution of products and materials to the organization from suppliers.	The impact of the transport was determined based on the type of transport (e.g. refrigerated or non-refrigerated), the type of transport, tonne.kilometre as a unit of activity, and using emission factors from the GLEC Framework database.	GLEC (Global Logistics Emissions Council)
5. Industrial waste	Emissions of waste generated in the organization's operations, including both hazardous and non-hazardous waste.	No Data available for reporting years, but will be included from 2025	UK. Gov GHG Reporting Factors
6. Business travel	Emissions from employee business travel, including aviation, train, car, and optional hotel stays.	The data for business travel (aviation and train) was collected. Aviation is divided into three categories (short-haul, medium-haul and long-haul). (distance-based method).	ADEME Base Carbone
7. Commuting	Emissions from employee commuting, including modes of transportation such as driving, public transportation, cycling, and walking.	The data was collected through the payroll administration (Belgium).	ADEME Base Carbone
8. Upstream leased assets	Emissions associated with leased assets used by the organization, such as leased buildings and vehicles, that are not yet included in scope 1 and 2.	The emissions associated with the use of leased assets are already included in scope 1 and 2. The emissions related to the production or construction of leased assets have also been added in this category (optional according to GHG Protocol). (expense-based method).	ADEME Base Carbone
9. Downstream transport and distribution	Emissions associated with the transportation and distribution of products and materials from the organization to customers and end-users.	Not applicable	GLEC (Global Logistics Emissions Council)
10. Processing of sold products	Emissions associated with processes or activities related to products sold by the organization, such as product use, maintenance, and repair.	Not applicable.	
11. Use of sold products	Emissions associated with the use of products sold by the organization, including energy consumption and other emissions resulting from the use of the product.	Not applicable.	
12. End-of-life goods sold	Emissions associated with the treatment and disposal of products sold by the organization at the end of their life cycle, including recycling, incineration and landfill.	Not applicable.	UK.gov GHG Reporting Factors

13. Downstream leased assets	Emissions associated with leased assets used by customers or end-users of the organization's products or services, such as leased buildings and vehicles.	Not applicable. Soncotra leases a number of trailers to subcontractors who carry out transports on behalf of the company. These leased assets were not included under Scope 3.13 – Downstream Leased Assets, in order to avoid double counting of emissions. The emissions related to the use of these trailers are already counted under Scope 3.1 – Purchased Goods and Services, via the Transport Subcontractors category. In addition, the depreciation value of the trailers is accounted for under Scope 3.2 – Capital Goods. This approach includes the impact of the trailers, without overlap or double counting.	
14. Franchises	Emissions associated with franchise operations owned by the organization, including retail stores, restaurants, and service centers.	Not applicable.	
15. Investments	Emissions associated with investments made by the organization, including equity investments, loans, and other financial instruments.	Not applicable.	

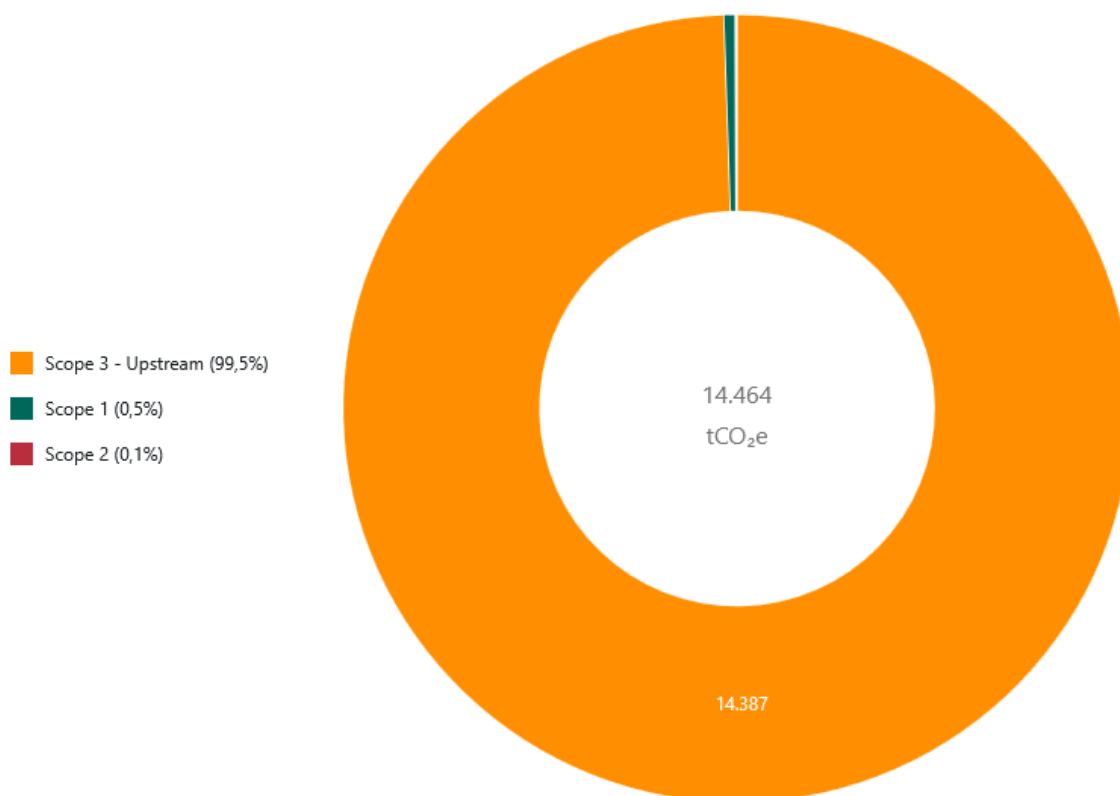
Where 'not applicable' is indicated, the emission category is excluded according to one of the following criteria:

- The estimated size of the emissions is too small.
- The magnitude of the emission source is not significant.
- The influence of the organization on the emission source is too limited.
- There is a great difficulty in obtaining data for that emission source.
- The organization has very limited influence on the emission source.

6 Carbon footprint reporting

An overview of Soncotra's carbon footprint for the year 2021 is shown below. The total carbon footprint of Soncotra is 14,436 tCO₂e. Of these, 99.5% can be found in scope 3, 0.5% in scope 1 and 0.1% in scope 2. The official breakdown by greenhouse gas (if known) and by category according to the GHG protocol is shown on the next page.

Fossil emissions by activity (tCO₂e)



7 GHG inventory 2021

VI Greenhouse Gas Protocol-Standardized Statement of Fossil GHG Emissions

Activity Category	All GHG (All gasses, tCO ₂ e)	Certainty Interval (95% confidence)	CO ₂ (tCO ₂ e)	CH ₄ (tCO ₂ e)	N ₂ O (tCO ₂ e)	SF ₆ (tCO ₂ e)	NF ₃ (tCO ₂ e)	HFCs (tCO ₂ e)	PFCs (tCO ₂ e)	CO ₂ e* (tCO ₂ e)	Others (tCO ₂ e)
1 Scope 1 - Direct Emissions from operations	67.33	-41% to +70%	22.94	0.01	0.19	0.00	0.00	44.19	0.00	0.00	0.00
1.1 Stationary combustion	-	-	-	-	-	-	-	-	-	-	-
1.2 Mobile combustion	23.14	-5% to +5%	22.94	0.01	0.19	0.00	0.00	0.00	0.00	-	0.00
1.3 Process emissions	-	-	-	-	-	-	-	-	-	-	-
1.4 Fugitive emissions	44.19	-55% to +124%	0.00	0.00	0.00	0.00	0.00	44.19	0.00	0.00	-
2 Scope 2 - Indirect emissions from the use of purchased electricity, steam, heating, and cooling	9.53	-20% to +24%	9.53	-	-	-	-	-	-	-	-
2.1 Purchased electricity market-based	9.53	-20% to +24%	9.53	-	-	-	-	-	-	-	-
2.1 Purchased electricity location-based	7.83	-	7.83	-	-	-	-	-	-	-	-
2.2 Purchased steam, heat, cooling	-	-	-	-	-	-	-	-	-	-	-
3 Scope 3 - Indirect emission in the value chain	14,386.75	-19% to +24%	9.11	0.05	0.30	0.00	0.00	0.00	0.00	14,377.29	0.00
Upstream	14,386.75	-	9.11	0.05	0.30	0.00	0.00	0.00	0.00	14,377.29	0.00
3.1 Purchased goods and services	254.38	-31% to +45%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	254.38	0.00
3.2 Capital goods	1,548.18	-53% to +111%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,548.18	0.00
3.3 Fuel- and energy-related activities	9.46	-7% to +8%	9.11	0.05	0.30	0.00	0.00	0.00	0.00	-	0.00
3.4 Upstream transportation and distribution	12,431.67	-21% to +26%	-	-	-	-	-	-	-	12,431.67	-
3.5 Waste generated in operations	-	-	-	-	-	-	-	-	-	-	-
3.6 Business travel	1.47	-57% to +131%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.47	0.00
3.7 Employee commuting	6.07	-41% to +71%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.07	0.00
3.8 Upstream leased assets (as lessee)	135.52	-41% to +70%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	135.52	0.00
Downstream	-	-	-	-	-	-	-	-	-	-	-
3.9 Downstream transportation and distribution	-	-	-	-	-	-	-	-	-	-	-
3.10 Processing of sold products	-	-	-	-	-	-	-	-	-	-	-
3.11 Use of sold products	-	-	-	-	-	-	-	-	-	-	-
3.12 End-of-life treatment of sold products	-	-	-	-	-	-	-	-	-	-	-
3.13 Downstream leased assets (as lessor)	-	-	-	-	-	-	-	-	-	-	-
3.14 Franchises	-	-	-	-	-	-	-	-	-	-	-
3.15 Investments	-	-	-	-	-	-	-	-	-	-	-
Total Fossil GHG emissions	14,463.61	-19% to +24%	41.58	0.06	0.48	0.00	0.00	44.19	0.00	14,377.29	0.00

The column CO₂e* contains all emissions for which a further split in greenhouse gasses is not known.

Other gasses includes all greenhouse gasses and effects not covered by the Kyoto Protocol. These are separated from the total.

The total emissions and the subtotal emissions for Scope 2 in this report include electricity emissions using the market-based method.

7.1 Scope I

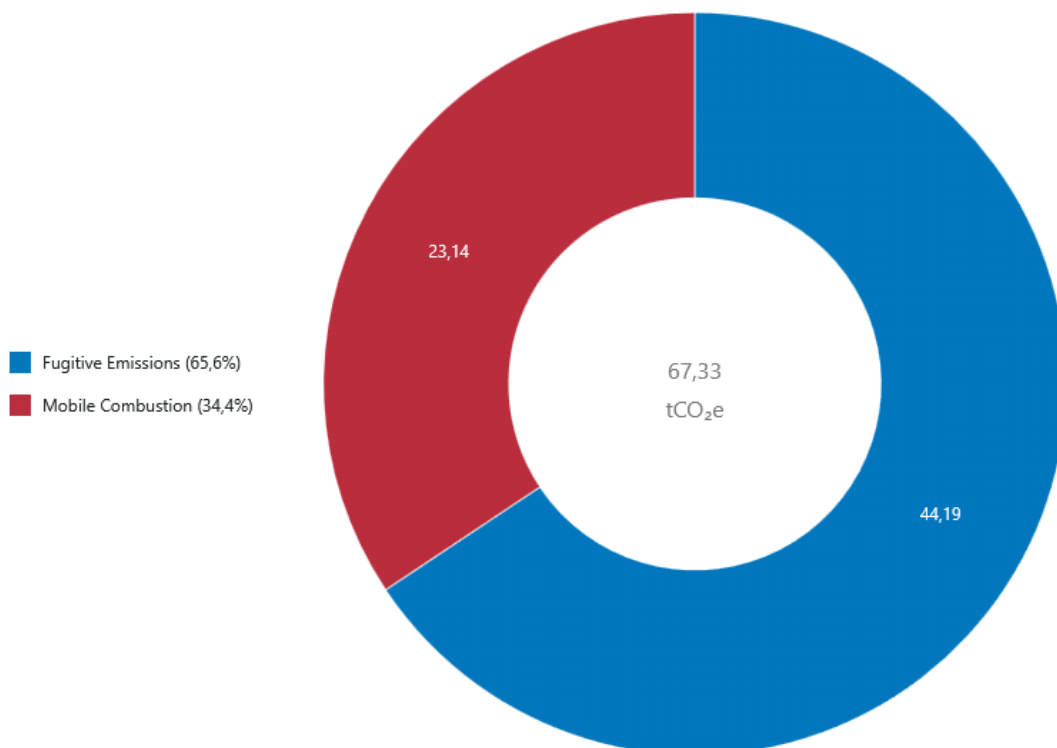
Below we zoom in on Soncotra's scope I emissions.

23 tonnes of CO₂e comes from mobile combustion, more specifically the diesel consumption of Soncotra's own fleet. These are vehicles owned by the company and for which Soncotra itself is responsible for fuel consumption.

44 tonnes of CO₂e are attributable to a leak in the cooling system of Soncotra's office building. These emissions fall under the category of fugitive emissions, and are related to the loss of refrigerants with a high global warming potential.

	Scope I - Direct Emissions from operations		tonnes of CO ₂ e
I.1	Stationary combustion	0	tonnes of CO ₂ e
I.2	Mobile combustion	23,14	tonnes of CO ₂ e
I.3	Process emissions	0	tonnes of CO ₂ e
I.4	Fugitive emissions	44,19	tonnes of CO ₂ e

Fossil emissions by activity (tCO₂e)



7.2 Scope 2

Scope 2 for Soncotra only includes emissions associated with electricity consumption and amounts to a total of 9.53 tCO₂e, comes from electricity use from the grid (grey contract / 54.868 kWh). When location-based calculations are made for scope 2 emissions, this amounts to 7.83 tCO₂e for 2021.

Two methodological approaches can be applied when reporting Scope 2 emissions (indirect emissions from electricity consumption):

- Location-based approach:

This is based on the average emission factor of the electricity grid in a certain geographical region (e.g. Belgium). This method reflects the average mix of energy sources used in that area, regardless of the organization's specific supplier.

- Market-based approach:

This method takes into account the organization's specific energy contracts, such as the use of green energy certificates (e.g., guarantees of origin). The emission factor is determined based on the chosen energy supplier and the type of contract, which provides a more accurate representation of the actual impact of energy consumption.

Scope 2 - Indirect emissions from the use of purchased electricity, steam, heating, and cooling		
<i>Purchased electricity - market based</i>	9,53	tonnes of CO ₂ e
<i>Purchased electricity - location based</i>	7,83	tonnes of CO ₂ e

7.3 Scope 3

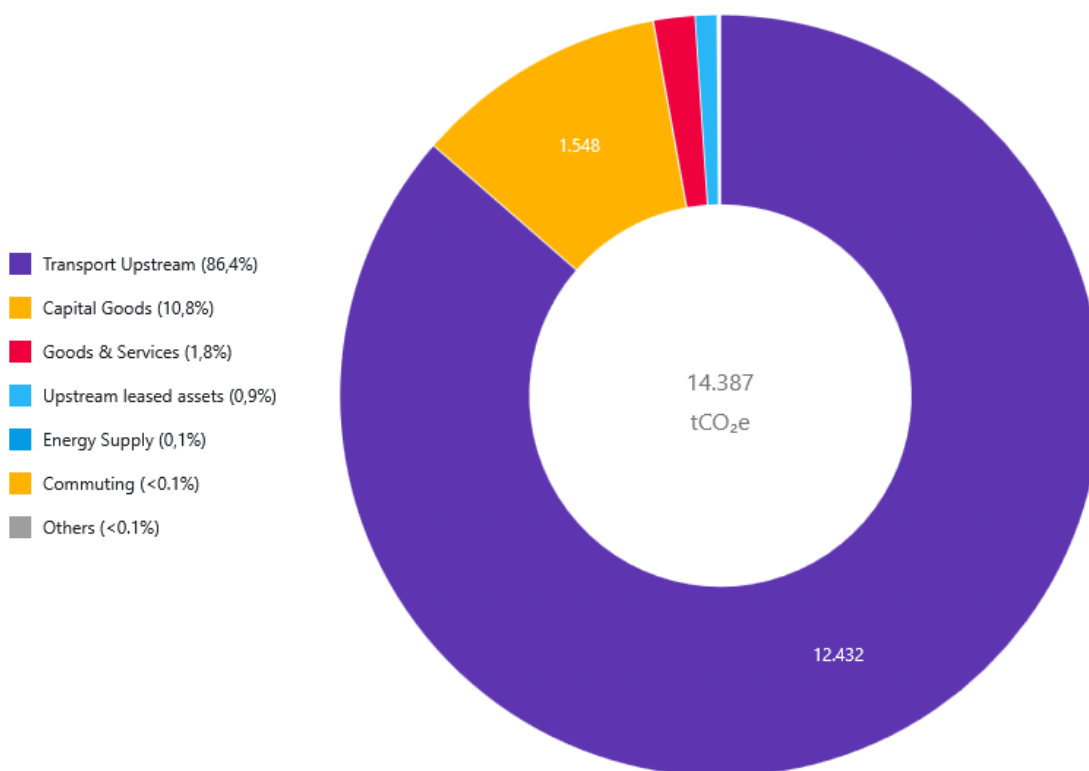
Scope 3 is clearly the largest share of Soncotra's carbon footprint, 99% of the total. The graph and table below zoom in on the different categories that contribute to Soncotra's scope 3 emissions.

At Soncotra, Scope 3.4 – Transport Upstream is by far the largest source of scope 3 emissions. With 12,432 tCO₂e, transport accounts for 86.4% of the total scope 3 emissions.

The second largest impact comes from the depreciation of capital goods, with emissions of 1,548 tCO₂e (10.8%). The third largest impact comes from the purchase of goods and services, with emissions of 254 tCO₂e (1.8%).

The other Scope 3 categories, such as business travel, commuting and leased assets – each remain below 1%.

Fossil emissions by activity (tCO₂e)



Scope 3 - Indirect emissions in the value chain		14.387	tonnes of CO ₂ e
Upstream		14.387	tonnes of CO ₂ e
3.1	Purchased goods and services	254	tonnes of CO ₂ e
3.2	Capital goods	1.548	tonnes of CO ₂ e
3.3	Fuel- and energy-related activities	9	tonnes of CO ₂ e
3.4	Upstream transportation and distribution	12.432	tonnes of CO ₂ e
3.5	Waste generated in operations	0	tonnes of CO ₂ e

3.6	Business travel	1	tonnes of CO2e
3.7	Employee commuting	6	tonnes of CO2e
3.8	Upstream leased assets (as lessee)	136	tonnes of CO2e
	Downstream	0	tonnes of CO2e
3.9	Downstream transportation and distribution	0	tonnes of CO2e
3.10	Processing of sold products	0	tonnes of CO2e
3.11	Use of sold products	0	tonnes of CO2e
3.12	End-of-life treatment of sold products	0	tonnes of CO2e
3.13	Downstream leased assets (as lessor)	0	tonnes of CO2e
3.14	Franchises	0	tonnes of CO2e
3.15	Investments	0	tonnes of CO2e

7.3.1 Scope 3.1 Purchased goods and services

The impact of these transport services was calculated in the following way:

Ton-kilometers can be determined based on weight and distance. An overview of the ton.km per type of transport / cooling can then be obtained via a pivot table.

Below is an overview of how the different transport types were classified.

	Emission Type
Bi-Temp Dubbelstock trailer 13,6m	Class40
Bi-temp trailer 13,6 m	Class40
Box trailer 13,6 m	Class40
Box Trailer Double Deck	Class40
Dual temp avia	Class3_5
Dubbeldeck Frigo 13,6 m	Class40
Flatbed trailer	Class40
Fridge Avia	Class3_5
Fridge trailer	Class40
Fridge trailer 13,6 m	Class40
Groupage Tilt	Class40
Groupage truck	Class40
Jumbo 110m2	Class40
Middle Truck	Class12
Road Train	Class40
Tailgate	Class40
Thermogroupage	Class40
Tilt avia	Class7_5
Tilt trailer 13,6 m	Class40

The ton.km per type of transport are then multiplied by the emission factor that applies to the specific transport.

GLEC - Emissiefactoren (kg CO2e / ton.km)			
	Cooled		Ambient
Class40		0,0896	0,0800
Class12		0,2654	0,2370
Class7_5		0,4189	0,3740
Class3_5		0,7935	0,6900

The sources of the emission factors can be consulted below. These all come from the GLEC - Global Logistics Emissions Council v2.0. These are recorded as average emissions per type of transport, so assumptions have been made such as a certain load.

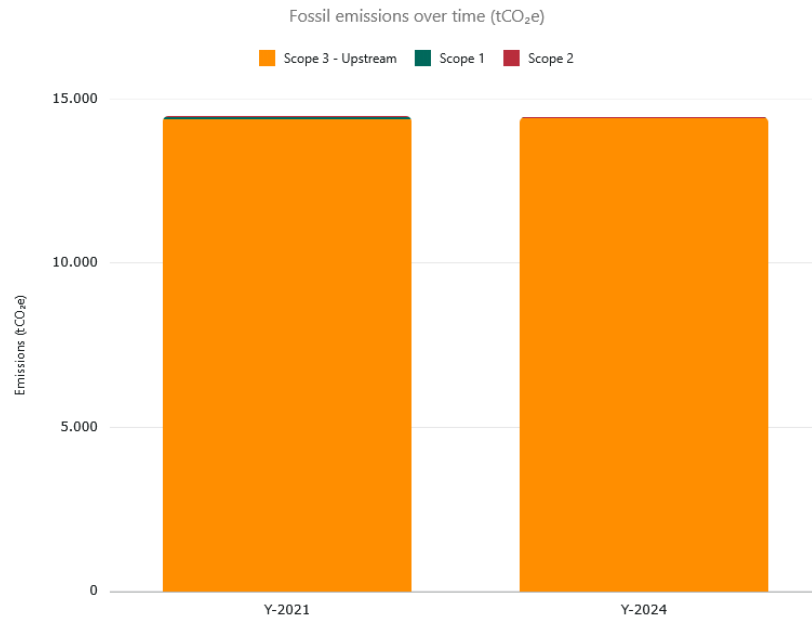
GLEC - Emissiefactoren - Bron			
	Cooled		Ambient
Class40	Artic truck 34 - 40 t - Average/ mixed load - Refrig/temp controlled - Diesel 5% biodiesel blend - Europe and South America		Artic truck 34 - 40 t - Average/ mixed load - Diesel 5% biodiesel blend - Europe and South America
Class12	Rigid truck 7.5-12 t - Average/ mixed load - Refrig/temp controlled - Diesel 5% biodiesel blend - Europe and South America		Rigid truck 7.5-12 t - Average/ mixed load - Diesel 5% biodiesel blend - Europe and South America
Class7_5	Rigid truck 3.5-7.5 t - Average/ mixed load - Refrig/temp controlled - Diesel 5% biodiesel blend - Europe and South America		Rigid truck 3.5-7.5 t - Average/ mixed load - Diesel 5% biodiesel blend - Europe and South America
Class3_5	Van <= 3.5 t - Refrig/temp controlled - Diesel 5% biodiesel blend - Europe and South America		Van <= 3.5 t - Diesel 5% biodiesel blend - Europe and South America

The CO2e emissions are then calculated in the table below. The total emissions in this case amount to 12,432 tCO2e.

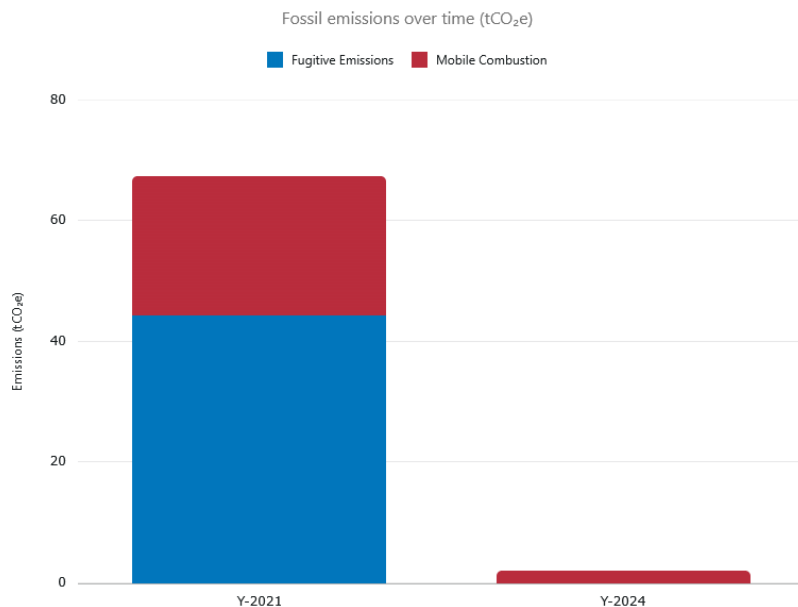
Type transport	Ton.km	Afstand	tCO2eq emissies
Geen koeling	63.672.027	11.959.373	5.414
Box trailer 13,6 m	44.570.985	6.028.328	3.566
Box Trailer Double Deck	50.537	8.250	4
Exceptional Transport	10.780	1.476	1
Flatbed trailer	33.984	3.033	3
Fridge Avia	2.489	4.460	2
Groupage Tilt	1.894.552	1.423.350	152
Groupage truck	28.350	7.219	2
Jumbo 110m2	1.261.937	142.671	101
Tailgate	5.398	3.733	0
Tilt avia	1.083.998	1.282.329	405
Tilt trailer 13,6 m	14.729.016	3.054.524	1.178
Gekoeld	73.146.880	14.750.864	7.018
Bi-Temp avia	117.059	494.417	93
Bi-Temp Dubbelstock trailer 13,6m	1.255.551	257.672	112
Bi-temp trailer 13,6 m	3.710.794	1.231.732	332
Box trailer 13,6 m	9.139.933	844.326	819
Box Trailer Double Deck	115.356	8.184	10
Dual temp avia	22.516	68.785	18
Dubbeldeck Frigo 13,6 m	12.368.154	1.443.512	1.108
Dubbeldeck tilt 13,6 m	414	1.720	0
Flatbed trailer	12.870	4.401	1
Fridge Avia	519.227	1.286.556	412
Fridge trailer 13,6 m	45.880.510	9.100.686	4.111
Thermogroupage	4.495	8.873	0
Grand Total	136.818.907	26.710.237	12.432

8 Evolution of the carbon footprint

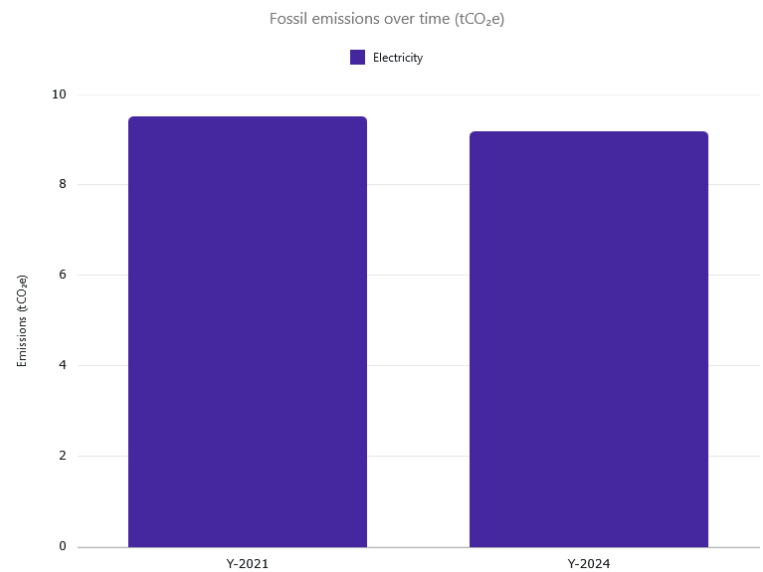
The total carbon footprint (scope 1+2+3) decreased slightly between 2021 and 2024 from 14,464 tonnes of CO₂ equivalents to 14,436 tonnes of CO₂ equivalents. Each scope is examined in more detail below.



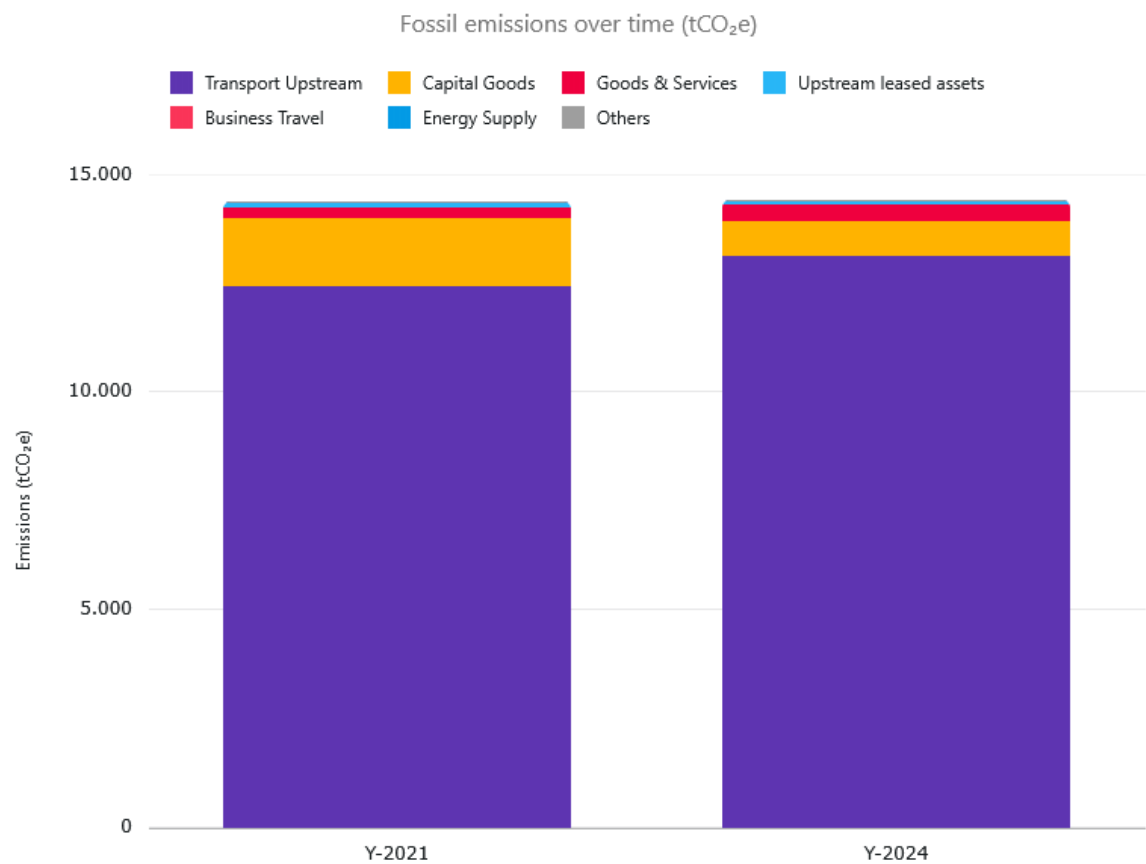
Scope 1 decreased from 67 tonnes of CO₂ equivalents to 1.94 tonnes of CO₂ equivalents, a decrease of 97.10%.



Scope 2 remained the same between 2021 and 2024 with 9 tonnes of CO2 equivalents.



Scope 3 increased slightly from 14,387 tonnes of CO2 equivalents in 2021 to 14,425 tonnes of CO2 equivalents in 2024, an increase of 0.26%.



9 GHG Inventory 2024

VI Greenhouse Gas Protocol-Standardized Statement of Fossil GHG Emissions

Activity Category	All GHG (All gasses, tCO ₂ e)	Certainty Interval (95% confidence)	CO ₂ (tCO ₂ e)	CH ₄ (tCO ₂ e)	N ₂ O (tCO ₂ e)	SF ₆ (tCO ₂ e)	NF ₃ (tCO ₂ e)	HFCs (tCO ₂ e)	PFCs (tCO ₂ e)	CO ₂ e* (tCO ₂ e)	Others (tCO ₂ e)
1 Scope 1 - Direct Emissions from operations	1.94	-5% to +5%	1.92	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00
1.1 Stationary combustion	-	-	-	-	-	-	-	-	-	-	-
1.2 Mobile combustion	1.94	-5% to +5%	1.92	0.00	0.02	0.00	0.00	0.00	0.00	-	0.00
1.3 Process emissions	-	-	-	-	-	-	-	-	-	-	-
1.4 Fugitive emissions	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
2 Scope 2 - Indirect emissions from the use of purchased electricity, steam, heating, and cooling	9.19	-20% to +24%	9.19	-	-	-	-	-	-	0.00	-
2.1 Purchased electricity market-based	9.19	-20% to +24%	9.19	-	-	-	-	-	-	0.00	-
2.1 Purchased electricity location-based	6.15	-	6.15	-	-	-	-	-	-	0.00	-
2.2 Purchased steam, heat, cooling	-	-	-	-	-	-	-	-	-	-	-
3 Scope 3 - Indirect emission in the value chain	14,424.80	-22% to +28%	4.12	0.00	0.02	0.00	0.00	0.00	0.00	14,420.65	0.00
Upstream	14,424.80	-	4.12	0.00	0.02	0.00	0.00	0.00	0.00	14,420.65	0.00
3.1 Purchased goods and services	381.19	-32% to +48%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	381.19	0.00
3.2 Capital goods	824.48	-47% to +89%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	824.48	0.00
3.3 Fuel- and energy-related activities	4.15	-14% to +16%	4.12	0.00	0.02	0.00	0.00	0.00	0.00	-	0.00
3.4 Upstream transportation and distribution	13,113.83	-23% to +30%	-	-	-	-	-	-	-	13,113.83	-
3.5 Waste generated in operations	-	-	-	-	-	-	-	-	-	-	-
3.6 Business travel	22.01	-54% to +117%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.01	0.00
3.7 Employee commuting	7.34	-41% to +71%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.34	0.00
3.8 Upstream leased assets (as lessee)	71.79	-56% to +127%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	71.79	0.00
Downstream	-	-	-	-	-	-	-	-	-	-	-
3.9 Downstream transportation and distribution	-	-	-	-	-	-	-	-	-	-	-
3.10 Processing of sold products	-	-	-	-	-	-	-	-	-	-	-
3.11 Use of sold products	-	-	-	-	-	-	-	-	-	-	-
3.12 End-of-life treatment of sold products	-	-	-	-	-	-	-	-	-	-	-
3.13 Downstream leased assets (as lessor)	-	-	-	-	-	-	-	-	-	-	-
3.14 Franchises	-	-	-	-	-	-	-	-	-	-	-
3.15 Investments	-	-	-	-	-	-	-	-	-	-	-
Total Fossil GHG emissions	14,435.92	-22% to +28%	15.23	0.01	0.04	0.00	0.00	0.00	0.00	14,420.65	0.00

The column CO₂e* contains all emissions for which a further split in greenhouse gasses is not known.

Other gasses includes all greenhouse gasses and effects not covered by the Kyoto Protocol. These are separated from the total.

The total emissions and the subtotal emissions for Scope 2 in this report include electricity emissions using the market-based method.

10 CO₂-Reduction Measures

10.1 Introduction

The CO₂-reduction plan provides the company with a clear overview of the potential reductions in CO₂-equivalent emissions and illustrates the progress the organization can make toward achieving a carbon-neutral business operation. Each measure is evaluated in terms of its financial impact, including budget requirements and potential payback periods.

10.2 Overview of Measures

During a CO₂-reduction brainstorming session, several employees of Soncotra collaborated with E-luse to identify potential reduction measures. All ideas were welcomed during this session — including those that initially seemed less feasible. E-luse then further developed and refined the relevant and promising measures.

As shown in the measure overview on the following page, each measure is assigned to an overarching reduction category. In addition, an estimated implementation timeline is provided, taking into account both the technical and financial feasibility of each measure.

The measures themselves are elaborated in the form of detailed measure sheets. These sheets make it possible to verify which data were used, how the calculations were performed, and the underlying assumptions.

All measure sheets can be found in the annexe

Scope & GHG Category	Reduction Lever	Measure No.	Measure	Impact & Explanation	Timeline		
Scope 1					2030	2040	2050
1.1 Stationary Combustion					FALSE	FALSE	FALSE
1.2 Mobile Combustion					FALSE	FALSE	FALSE
1.3 Process Emissions					FALSE	FALSE	FALSE
1.4 Fugitive Emissions					FALSE	FALSE	FALSE

Scope & GHG Category	Reduction Lever	Measure No.	Measure	Impact & Explanation	Timeline		
Scope 2					2030	2040	2050
2.1 Purchased Electricity	PV-installation	1	Expand PV-installation	Soncotra has sufficient space to double the current PV installation	TRUE	FALSE	FALSE
	Green Energy	6	Purchase Green Energy	A contractual measure that can reduce the reported Scope 2 emissions (market-based) to zero.	FALSE	FALSE	TRUE
2.2 Purchased steam, heat, cooling					FALSE	FALSE	FALSE

Scope 3 Category	Reduction Lever	Measure No.	Measure	Impact & Explanation	Timeline		
					2030	2040	2050
3.1 Purchased goods and services					FALSE	FALSE	FALSE
3.2 Capital goods					FALSE	FALSE	FALSE
3.3 Fuel- and energy-related activities (not included in Scopes 1 or 2)					FALSE	FALSE	FALSE
3.4 Upstream transport and distribution	Sustainable mobility	2	Renewal of own refrigerated trailers	Renewal of Soncotra's own fleet of refrigerated trailers.	TRUE	FALSE	FALSE
	Fuel switch	3	Encourage the use of HVO100 among subcontractors	The use of HVO100 can lead to a significant reduction in CO2 emissions compared with fossil diesel.	TRUE	FALSE	FALSE
	Sustainable mobility	4	Raise awareness among subcontractors on using more efficient	Soncotra encourages subcontractors to switch to more modern and more energy-efficient refrigerated trailers.	FALSE	TRUE	FALSE
	To engage subcontractors	5	Further request fuel consumption data from subcontractors	Soncotra will structurally request fuel consumption data from relevant subcontractors.	TRUE	FALSE	FALSE
	Fuel switch	7	Encourage electrification among	Soncotra encourages subcontractors to switch to electric trucks.	FALSE	FALSE	TRUE
	Sustainable mobility	8	Driving with fully loaded trailers	By transporting more cargo per trip, fewer trips and vehicle kilometres are needed to move the same amount of goods.	TRUE	FALSE	FALSE
	To engage subcontractors	10	Raise awareness among subcontractors on	Promoting eco-driving among drivers can significantly reduce fuel consumption.	TRUE	FALSE	FALSE
3.5 Waste generated during business operations					FALSE	FALSE	FALSE
3.6 Business travel	Travel policy	9	Reducing the number of flights	Soncotra implements a sustainable travel policy to substantially reduce.	TRUE	FALSE	FALSE

10.3 Reduction overview

The table below provides a detailed overview of the measures, the category to which they belong, and their specific impact on the different emission scopes.

The “impact on” figures in the table represent the expected change in CO₂ emissions per scope, expressed in tonnes:

- A **positive value** indicates a **reduction** in emissions. These represent the savings achieved through the respective measure.
- A **negative value** indicates an **increase** in emissions. This effect often results from a shift in emissions. A common example is the electrification of a vehicle fleet: direct fuel emissions (Scope 1) decrease, while indirect emissions linked to increased electricity consumption (Scope 2) rise.

Nr.	Period	Description	Category	Impact on			
				Scope 1	Scope 2 - Market	Scope 2 - Location	Scope 3 - Upstream
1	2030	Expanding PV-installation	PV-installation	0	2	1	1
2	2030	Renewal of our own refrigerated trailers	Sustainable mobility	0	0	0	323
3	2030	Encouraging the use of HVO100 among subcontractors	Fuel switch	0	0	0	2.403
4	2040	Encouraging subcontractors to the use of more fuel-efficient reefer trucks	Sustainable mobility	0	0	0	144
5	2030	Requesting fuel consumption data from subcontractors on an ongoing basis	To engage subcontractors	0	0	0	249
6	2050	Purchasing Green Energy/electricity	Green energy	0	8	0	3
7	2050	Encouraging electrification among subcontractors	Fuel switch	0	0	0	2.881
8	2030	Driving with fully loaded trailers	Sustainable mobility	0	0	0	155
9	2030	Reduction the number of business flights	Travel policy	0	0	0	6
10	2030	Encouraging subcontractors to drive more efficiently	To engage subcontractors	0	0	0	656

The table below visualizes the impact of the measures across all emission scopes. The starting point is the current level of emissions shown at the top of the table. From there, the reduction levers are applied step by step, resulting in the remaining emissions after all proposed measures have implemented.

	Scope 1	Scope 2 - Market	Scope 2 - Location	Scope 3 - Upstream	Scope 3 - Downstream
Status nu	2	9	6	14.425	0
PV-installation	0	-2	-1	-1	0
Sustainable mobility	0	0	0	-622	0
Fuel switch	0	0	0	-5.285	0
To engage subcontractors	0	0	0	-904	0
Green energy	0	-8	0	-3	0
Travel policy	0	0	0	-6	0
Final	2	0	5	7.604	0
Reduction	0%	100%	14%	47%	0%

In the following section, Scopes 1, 2 and 3 are addressed separately.

10.3.1 CO₂-reduction scope 1

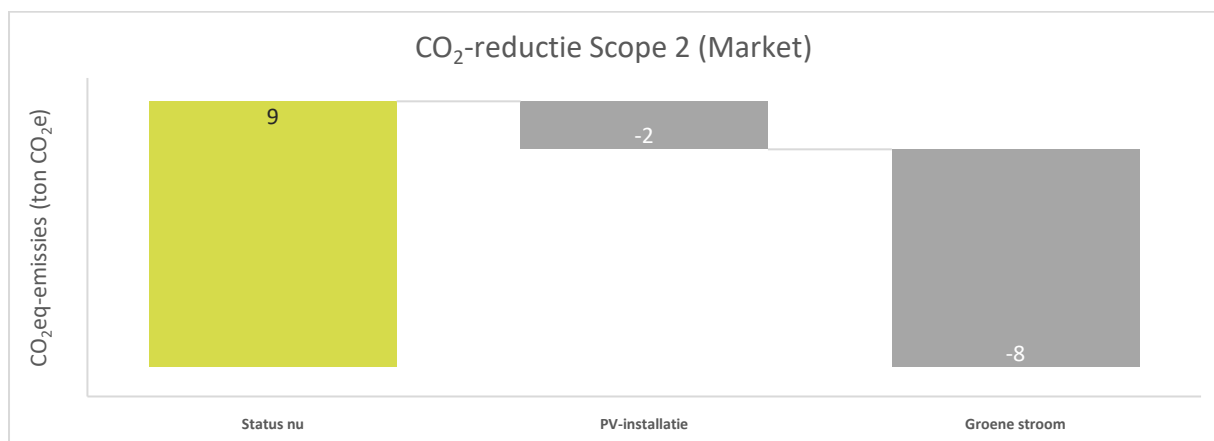
There are no reduction measures foreseen for Scope 1. The total emissions for this scope amount to **2 tCO₂e**.

10.3.2 CO₂-reduction scope 2

The market-based emissions start at **9 tCO₂e** in 2021. The proposed measures have a dual affect:

PV-installation: By further expanding the PV-installation, emissions can be reduced by **2 tCO₂e**.

Green electricity: By switching to a green electricity contract for the site that currently consumes grey electricity, the remaining emissions associated with electricity consumption can be reduced to **0 tCO₂e**.



10.3.3 CO₂-reduction scope 3

The measures for Scope 3 are crucial, as 99% of Soncotra total emissions originate from this Scope.

	Scope 1	Scope 2 - Market	Scope 2 - Location	Scope 3 - Upstream	Scope 3 - Downstream
Status nu	2	9	6	14.425	0
Sustainable mobility	0	0	0	-622	0
Fuel switch	0	0	0	-5.285	0
To engage subcontractors	0	0	0	-904	0
Travel policy	0	0	0	-6	0
Final	2	0	5	7.604	0
Reduction	0%	100%	14%	47%	0%

10.3.3.1 Reduction op Scope 3 – Upstream

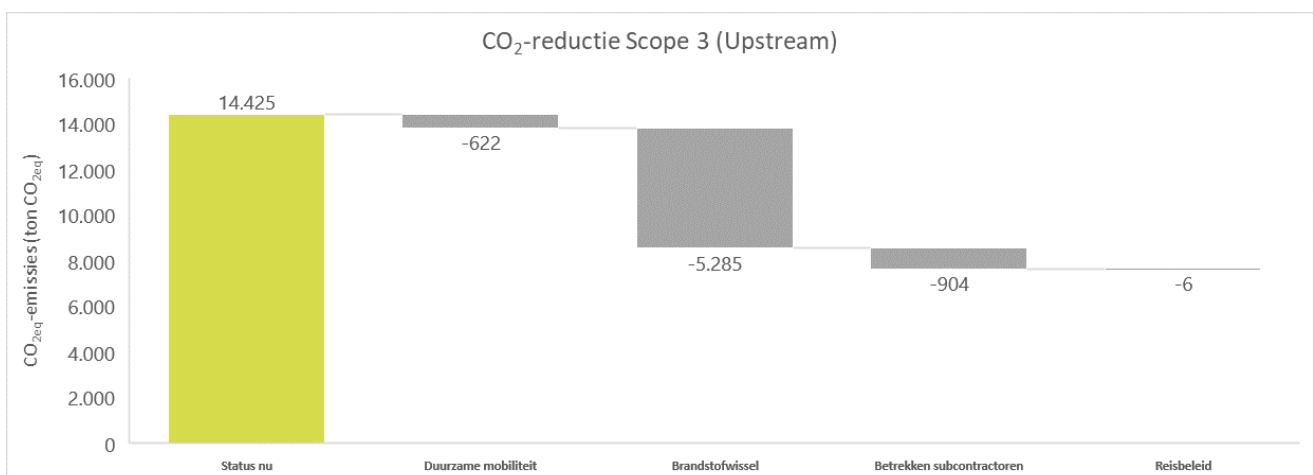
The upstream emissions (17.399 tCO₂e) are primarily caused by subcontracted transport activities. The reduction strategy therefore focuses strongly on this area:

- **Fuel Switch (-5.285 tCO₂e):** These measures together account for the largest reduction in fuel-related emissions within the value chain.

The use of HVO 100 biofuel can be implemented in the short term, as this renewable fuel is largely compatible with existing diesel engines and therefore does not require additional investments from subcontractors. This enables rapid realization of emission reductions.

Encouraging electrification among subcontractors is a complementary long-term measure. Electric trucks offer a much higher potential CO₂ reduction per vehicle but require higher upfront investments and suitable charging infrastructure.

- **Subcontractor Engagement (-904 tCO₂e):** To structurally reduce Scope 3 emissions, Soncotra places strong emphasis on closer cooperation with subcontractors. This pillar includes two complementary actions:
 - Soncotra will systematically and consistently request fuel consumption data from relevant subcontractors.
 - Subcontractors are encouraged to adopt more efficient driving behavior (eco-driving).
- **Sustainable Mobility (-622 tCO₂e):** These measures aim to reduce fuel consumption and CO₂ emissions across both Soncotra's own operations and the broader logistics chain. The focus lies on renewing equipment and optimizing load factors.
- **Travel Policy (-6 tCO₂e):** A final measure within Soncotra's sustainability strategy is reducing the number of business flights taken by employees. Business air travel has a relatively high CO₂-emission intensity compared with other transport modes, making it an important action point for reduction.



10.4 Timeline

Based on the measures developed and the proposed implementation timeline, the following phased roadmap is obtained:

The reduction strategy is divided into short-, medium-, and long-term actions.

- **By 2030:** The focus is on measures that are immediately achievable. Many actions can be implemented in the short term or are already in an initial implementation phase. Expanding the PV installation allows part of the scope 2 impact to be addressed. In addition, the use of HVO100 and the renewal of Soncotra's own refrigerated trailers can deliver significant short-term reductions within Scope 3 emissions.
- **By 2040:** During this period, the impact of a more fuel-efficient fleet of refrigerated trailers operated by subcontractors becomes visible. This measure contributes to lower fuel consumption and a reduced climate impact.
- **By 2050:** The final phase encompasses the long-term measures and focuses on further electrification of external transport, as well as the purchase of green electricity to reduce market-based Scope 2 emissions to zero.

11 Conclusion

The CO₂-reduction plan developed for Soncotra provides a complete inventory of greenhouse gas emissions for the baseline year 2021, supplemented with an update for 2024. Total emissions increased from 14.387 ton CO₂-equivalent in 2021 to 14.425 ton CO₂-equivalent in 2024.

The analysis shows that 99% of the climate impact in both years falls within Scope 3, while direct emissions (Scope 1) and emissions from purchased electricity (Scope 2) represent only a very small share.

11.1 Insights

- **Scope 1:** Direct emissions decreased significantly, dropping from 67 ton CO₂-equivalent to 1,94 ton CO₂-equivalent between 2021 and 2024. This reduction is mainly the result of replacing refrigerants with lower GWP values and a reduction in fuel consumption from company vehicles due to the shift toward electric vehicles.
- **Scope 2:** Electricity consumption remained relatively stable between 2021 and 2024, even after the implementation of the PV installation.
- **Scope 3:** Total Scope 3 emissions increased from 14.387 ton CO₂-equivalent to 14.425 ton CO₂-equivalent, primarily due to an increase in the total ton-kilometres driven by subcontractors.

11.2 Reduction Potential

The developed package of measures, based on the 2021 emission inventory, demonstrates that Soncotra can achieve substantial reductions in the coming decades. The packages can lead to a 100% reduction in Scope 2 emissions (market-based). For Scope 3 a 47% reduction is foreseen within the upstream supply chain.

The strategy is divided into three phases:

- **By 2030:**
Upstream transport emissions are addressed through the use of HVO fuels and strengthened cooperation with subcontractors.
- **By 2040:**
The entire fleet of Soncotra of refrigerated trailers will have been replaced by more efficient models, and subcontractors will be encouraged to make the same transition.
- **By 2050:**
Remaining emissions will be tackled through continued collaboration and further decarbonization of transport, including electrification and the procurement of green electricity.

11.3 Recommendations and Next Steps

Establish concrete reduction targets (e.g., -50% by 2030, climate neutrality by 2050) to guide implementation.

Recalculate the carbon footprint annually to monitor progress and strive for supplier-specific emission factor data for the most significant contributors.

Develop a clear roadmap with priorities and milestones for each decade (2030 – 2040 – 2050).

12 Bijlagen

12.1 Measures Fiches

I Expansion of the PV installation					
Description					
In 2024, Soncotra generated 6.522 kWh of solar energy and additionally drew 54.868 kWh from the grid. There is still 1.300 m² of available roof surface for expanding the PV installation, which would allow the current capacity to be approximately doubled.					
A simulation based on quarter-hour data shows that an additional installation of 50 kWh would result in a self-consumption increases – for example due to charging trucks on site – the self-consumption rate will increase accordingly.					
Calculations					
Basic data					
PV-installation capacity			50	kWp	
Assumptions					
Full-load hours			954	hours	
Injection price (Electricity price / 5)			24	€/MWh	
Saving Calculations					
PV-installation production			47.700	kWh	
Self-consumption			9.872	kWh	
Injection into the grid			37.857	kWh	
Financial					
By generating more electricity, less power needs to be purchased from the grid. The expansion of the solar installation, however, involves a significant investment cost.					
Energy Savings					
Electricity	10	MWh	Natural Gas	0	MWh
	1.185	€		0	€
Parameters					
Investment Cost	30.000	€	Energy savings	1.185	€
Installation Cost	0	€	Other savings	909	€
Depreciation period	5	Jaar	Total savings	2.093	€
Lifetime	10	Jaar	Tax Rate	25%	
Conclusions					
IRR before tax	-6,1%		Payback period	14,3	years
IRR after tax	-5,1%		Category	PV-installation	
Impact					
This measure primarily affects Scope 2, with a smaller contribution in Scope 3 - Upstream					
Emission Factors					
Scope 2 - Electricity (Greys contract - Market)	0,168	kg CO2 / kWh	Scope 3 - Electricity (Grey contract - Market)	0,067	kg CO2 / kWh
Scope 2 - Electricity (Location)	0,090	kg CO2 / kWh	Scope 3 - Electricity (Location)	0,036	kg CO2 / kWh
Result					
Scope measure	Scope 2 - Market	Impact on Scope 2 - Market	1,7	ton	
			18,0	%	
Scope measure	Scope 2 - Location	Impact on Scope 2 - Location	0,9	ton	
			14,4	%	
Scope measure	Scope 3 - Upstream	Impact on Scope 3 - Upstream	0,7	Ton	
			0,0	%	

2 Renewal of Refrigerated Trailers

Description					
Soncotra is currently in the process of renewing its fleet of refrigerated trailers, which are operated through leasing contracts. The new generation of cooling trailers is equipped with more efficient cooling systems that significantly reduce fuel and energy consumption.					
Calculations					
Basic Data					
Number of trailers to be replaced				81	
Assumptions					
Electrical power of new cooling unit				9,3	kW
Calorific value of diesel				10,2	kWh/litre
Efficiency				40	%
Estimated reduction in consumption				20	%
Operating hours				2.200	hours
Diesel price				1,8	€/litre
Savings Calculation					
New consumption per trailer				2,29	l/h
Reduction in consumption				0,57	l/h
Total annual savings for all trailers				102.020	Litre
Financial					
The additional cost per trailer when replacing the unit is €1.000, while the annual fuel savings per trailer amount to 2.267€.					
Energy Savings					
Electricity	0	MWh	Natural gas	0	MWh
	0	€		0	€
Parameters					
Investment cost	81.000	€	Energy savings	183.636	€
Installation cost	0	€	Other savings	0	€
Depreciation cost	5	year	Total savings	183.636	€
Lifetime	10	year	Tax rate	25%	
Conclusions					
IRR before tax	226,7%		Payback period	0,4	years
IRR after tax	175,0%		Category	Sustainable mobility	
Impact					
The impact of this measure is reflected in Scope 3 - Upstream Transportation					
Emission Factors					
GLEC - TTW - Diesel (B5)	3,170	kgCO2e/litre			
Result					
Scope measure	Scope 3 - Upstream		Impact on Scope 3 - Upstream	323,4	Ton
				2,2	%

Description		
Soncotra aims to reduce greenhouse gas emissions within its value chain by promoting the use of HVO100 (Hydrotreated Vegetable Oil) as an alternative to fossil diesel among subcontractors.		
Since Soncotra has no direct operational control over the fuel consumption of subcontractors, this measure cannot be enforced unilaterally. Implementation must therefore occur through close collaboration with subcontracting partners. The target is to shift approximately 30% of diesel consumption to HVO100, prioritizing countries where the additional cost is currently the lowest. This approach enables CO2 reductions to be achieved in the short term.		
Calculations		
Basic data		
Upstream transport (cooled)	73.146.880	ton.km
Upstream transport (ambient)	66.672.027	ton.km
Assumptions		
Target shift to HVO100	30	%
Diesel price	1,8	€/litre
HVO price	2,1	€/litre
Litre per ton.km	0,015	liter/ton.km
Savings Calculations		
Upstream freight transport via HVO (cooled)	21.944.064	ton.km
Upstream freight transport via HVO (ambient)	20.001.608	ton.km
Litres HVO	629.185	Liters
Financial		
The implementation of this measure does not require any investment cost for Soncotra. However, an operational additional cost is associated with using HVO100 instead of fossil diesel.		
This extra cost is borne by the subcontractors and will be passed on to Soncotra through higher transport rates.		
The magnitude of this additional cost varies significantly per country, depending on:		
- Local fuel prices - Taxes - Availability of HVO100 - Market conditions		
Energy Savings		
Electricity	0 MWh	Natural gas 0 MWh
	0 €	0 €
Parameters		
Additional fuel cost	188.756 €	Energy savings 0 €
Installation cost	0 €	Other savings 0 €
Depreciation period	5 years	Total savings 0 €
Lifetime	10 years	Tax rate 25%

Impact					
The measure results in a significant reduction within Scope 3 - upstream transport					
Emission Factor					
Artic truck - 5% blend diesel - cooled	0,0896	kgCO2e/ton.km			
Artic truck - 5% diesel blend - ambient	0,08	kgCO2e/ton.km			
			Ratio EF HVO / EF Diesel	0,326	
GLEC - WTT - Diesel (B5)	0,980	kgCO2e/kg	GLEC - WTT - HVO	1,260	kgCO2e/kg
GLEC - TTW - Diesel (B5)	3,040	kgCO2e/kg	GLEC - TTW - HVO	0,051	kgCO2e/kg
			Scope 3 - HGV (40-44t) - transport - HVO - cooled	0,029	kgCO2e/ton.km
			Scope 3 - HGV (40-44t) - transport - HVO - ambient	0,026	kgCO2e/ton.km
Result					
Scope measure	Scope 3 - Upstream	Impact op Scope 3 - Upstream	2.403,3	Ton	
			16,7	%	

4 Raising awareness among Subcontractors for the Use of more efficient refrigerated trailers				
Description				
Soncotra encourages its subcontractors to transition to more modern and energy-efficient refrigerated trailers. By promoting the use of efficient cooling trailers throughout the logistics chain, the total CO2 emissions can be further reduced, strengthening Soncotra's sustainable transport strategy.				
Calculation				
Basic data				
Emissions from cooled transport - Class 3_5		523	tCO2e	
Emissions from cooled transport - Class 40		6.495	tCO2e	
Total emissions cooled transport		7.018	tCO2e	
Assumptions				
Fuel reduction from switching to a more efficient cooling trailer		0,57	l/h	
Average consumption trailer		30	l/100km	
Average consumption trailer		30	l/h	
Savings calculation				
Average savings from more efficient refrigerated trailers		1,9	%	
Emission reduction transport - Class 3_5		10,0	tCO2e	
Emission reduction transport - Class 40		133,9	tCO2e	
Impact				
The measure results in a reduction within scope 3 - upstream transport				
Result				
Scope measure	Scope 3 - Upstream	Impact on Scope 3 - Upstream	143,9	Ton
			1,0	%

5 Continuing to collect fuel consumption data from subcontractors				
Description				
Soncotra will systematically request fuel consumption data from relevant subcontractors. The data will be standardised (fuel type, litres/100 km, vehicle/machine type) to ensure it can be reliably incorporated into the carbon footprint. Through awareness and increased attention, emissions can already be reduced, even before more “hard” measures are implemented.				
Calculations				
Basic data				
Total emissions from upstream transport		12.432	tCO2e	
Assumptions				
Reduction achieved by collecting fuel consumption data		2	%	
Saving calculation				
Total CO2-reduction		249	tCO2e	
Financial				
This measure requires no financial investment.				
Impact				
The measure results in a reduction within Scope 3 – upstream transport.				
Result				
Scope measure	Scope 3 - Upstream	Impact on Scope 3 - Upstream	248,6	Ton
			1,7	%

Description					
By purchasing green electricity from the energy supplier, the emission factor of the contracted electricity can be set to zero for market-based reporting. This significantly reduces the reported Scope 2 emissions.					
Calculations					
Basic data					
Grid electricity consumption			55	MWh	
Grid consumption after expansion of the PV installation			45	MWh	
Assumptions					
Additional cost for green electricity			5	€/MWh	
Financial					
Purchasing green electricity with Guarantees of Origin (GoOs) typically involves a small additional cost per MWh.					
Energy savings					
Electricity	45	MWh	Natural gas	0	MWh
	-225	€		0	€
Parameters					
Investment cost	0	€	Additional cost for green electricity	-225	€
Installation cost	0	€	Other savings	0	€
Depreciation period	5	year	Total savings	0	€
Lifetime	10	year	Tax	25%	
Impact					
Purchasing green electricity mainly impacts Scope 2 – market based emissions. There is also a minor on Scope 3, specifically category 3.3 – fuel-and energy-related emissions.					
Emission factors					
Scope 2 - Electricity (Green contract - Market)	0,000	kg CO2 / kWh	Scope 3 - Electricity (Green contract - Market)	0,000	kg CO2 / kWh
Scope 2 - Electricity (Grey contract - Market)	0,168	kg CO2 / kWh	Scope 3 - Electricity (Grey contract - Market)	0,067	kg CO2 / kWh
Result					
Scope measure	Scope 2 - Market	Impact on Scope 2 – Market	7,5	Ton	
			82,0	%	
Scope measure	Scope 3 - Upstream	Impact on Scope 3 - Upstream	3,0	Ton	
			0,0	%	

Description

Soncotra encourages its subcontractors to accelerate the transition to electric trucks. By actively informing partners about the advantages of electrification – such as lower operational costs, reduced maintenance needs, and significantly lower CO₂ emissions – Soncotra aims to stimulate broader adoption.

Electrification is particularly attractive for fixed or shorter transport routes. An estimated 30% of these routes are considered suitable for electrification. It is therefore important to engage in dialogue with customers and subcontractors to assess the opportunities and feasibility.

Calculations**Basic data**

Upstream transport (cooled)	73.146.880	ton.km
Upstream transport (ambient)	66.672.027	ton.km

Assumptions

Average diesel consumption per ton.km	0,015	liter/ton.km
Average electricity consumption per ton.km	0,06	kWh/ton.km
Ratio electricity consumption / diesel consumption	4,0	kWh/litre
Share considered electrifiable	30	%

Savings calculation

Impact electric driving vs driving on diesel - Market-based	0	%
Impact electric driving vs driving on diesel - Location-based (BE)	19	%

Financial

Electric trucks are significantly more expensive to purchase, and transporting goods electrically currently incurs additional operational costs.

A complete financial estimate is difficult to provide as it depends heavily on the specific transport partner.

Impact

This measure results in a significant reduction in scope 3 - upstream transport emissions

Emission factors

Scope 3 - Diesel (Well-to-Wheel)	3,100	kg CO ₂ / litres	Artic truck 34 - 40t - ambient	0,0800	kgco2e/ton.km
Artic truck 34 - 40t - cooled	0,0896	kgco2e/ton.km	Scope 3 - Electricity (Green contract - Market)	0,000	kg CO ₂ / kWh
Scope 2 - Electricity (Green contract - Market)	0,000	kg CO ₂ / kWh	Scope 3 - Electricity (Average - Market)	0,043	kg CO ₂ / kWh
Scope 2 - Electricity (Average - Market)	0,106	kg CO ₂ / kWh			

Result

Scope measure	Scope 3 - Upstream	Impact on Scope 3 - Upstream	2.881,5	Ton
			20,0	%

8 Operating with Fully Loaded Trailers				
Description				
Door meer lading per rit te vervoeren, zijn minder ritten en voertuigkilometers nodig om dezelfde hoeveelheid goederen te verplaatsen. Dit leidt tot een lager brandstofverbruik en lagere CO ₂ -emissies per vervoerde ton.				
Calculations				
Basic data				
Total emissions for Class 7_5 - ambient		405	tCO ₂ e	
Total emissions for Class 40 - ambient		5.007	tCO ₂ e	
Total emissions for Class 40 - cooled		6.495	tCO ₂ e	
Assumptions				
Share of shipments that can move from partially loaded to fully loaded		10	%	
Emission reduction achieved by fully loaded trailers		13	%	
Savings calculations				
Share of transport that can be fully loaded Class 7_5 - ambient		41	tCO ₂ e	
Share of transport that can be fully loaded Class 40 - ambient		501	tCO ₂ e	
Share of transport that can be fully loaded Class 40 - cooled		649	tCO ₂ e	
Emission reduction due to a fully loaded load Class 7_5 - ambient		5	tCO ₂ e	
Emission reduction due to a fully loaded load Class 40 - ambient		65	tCO ₂ e	
Emission reduction due to a fully loaded load Class 40 - cooled		84	tCO ₂ e	
Impact				
This measure reduces emissions within scope 3 - Upstream Transportation				
Result				
Scope measure	Scope 3 - Upstream	Impact on Scope 3 - Upstream	154,8	Ton
			1,1	%

9 Reducing the number of Business Flights				
Description				
The company is implementing a sustainable travel policy aimed at substantially reducing the CO2 emissions associated with business travel. This policy encourages the avoidance of non-essential trips, prioritises virtual meetings for internal coordination, and promotes more conscious travel choices when travel is necessary (e.g. preferring train travel over flying for shorter distances).				
Based on similar policies and emission factors for different modes of transport, it is expected that this policy will reduce total CO2 emissions from business travel by approximately 40%.				
Calculations				
Basic data				
Total spending on business flights			12.152	EUR
Assumptions				
Avoided flights			40	%
Savings calculations				
Reduced expenditure due to avoided flights			4.861	EUR
Impact				
This measure affects Scope 3 – Business Travel emissions.				
Emission factors				
ADEME - service - air transport	1,190	kgCO2/EUR		
Result				
Scope measure	Scope 3 - Upstream	Impact on Scope 3 - Upstream	5,8	Ton
			0,0	%

10 Raising Awareness Among Subcontractors to Drive More Fuel-Efficiently				
Description				
By further promoting fuel-efficient driving (eco-driving) among drivers, fuel consumption can be significantly reduced. Eco-driving includes techniques such as anticipatory driving, avoiding abrupt acceleration and braking, maintaining a steady speed, and limiting idling.				
The estimated impact of eco-driving varies considerably depending on driver behaviour and route type. For this analysis, an average fuel saving of 5% has been assumed.				
Calculations				
Basic data				
Total upstream transport emissions from subcontractors		13.114	tCO ₂ e	
Assumptions				
Average reduction through eco-driving		5	%	
Saving calculations				
Emission reduction from upstream transport by subcontractors		656	tCO ₂ e	
Financial				
There is no investment cost. The only requirement is ongoing awareness and training efforts targeted at drivers.				
Impact				
This measure results in a reduction in scope 3 - upstream transport emissions.				
Result				
Scope measure	Scope 3 - Upstream	Impact on Scope 3 - Upstream	655,7	Ton
			4,5	%