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SONCOTRA
TRANSPORT AND EXPEDITION

Transportation Emissions Analysis 2025

Introduction

As part of the continuous improvement of the carbon footprint assessment, Soncotra performed a detailed analysis of its upstream transportation and distribution emissions (Scope 3.4) for reporting year 2025. Unlike the 2024 assessment, which was based on aggregated transport activity data and average emission factors according to the GLEC Framework, the 2025 analysis was performed using shipment-level calculations generated through EcoTransIT. This methodology provides a more detailed and accurate representation of actual transport emissions by taking into account individual shipment characteristics such as transport distance, load factor, transport mode, vehicle type, fuel type and temperature-controlled transport requirements.

Scope 1 and Scope 2 Considerations

Soncotra's carbon footprint is predominantly driven by Scope 3 transportation and distribution activities. In the 2024 carbon footprint assessment, Scope 1 emissions amounted to approximately **2 tCO_2e** and Scope 2 emissions to approximately **9 tCO_2e**, compared to **13,113 tCO_2e** for Scope 3.4 Upstream Transportation and Distribution. Scope 1 and Scope 2 therefore represented less than **0.1% of the total reported carbon footprint**. Given their limited materiality, emission reduction efforts are primarily focused on transportation activities, where the greatest environmental impact and reduction potential can be achieved.

Key Findings

During 2025, Soncotra's transport activities generated a total of **17,937.7 tCO_2e (wtw)** across approximately **99 million tonne-kilometres (tkm)**, resulting in an average transport emission intensity of **181.2 gCO_2e/tkm**.

The results indicate that transport emissions remain the most significant contributor within Scope 3 emissions, confirming the strategic importance of transport decarbonisation within Soncotra's sustainability programme.

Comparison with 2024

In 2024, upstream transportation emissions amounted to **13,113 tCO_2e**, based on approximately **140 million tonne-kilometres**, corresponding to an emission intensity of **93.7 gCO_2e/tkm**.

In 2025, the reported transport emissions increased to **17,937.7 tCO_2e** and the calculated emission intensity increased to **181.2 gCO_2e/tkm**.

However, these results should be interpreted with caution. The 2024 assessment was based on aggregated transport volumes and generic GLEC emission factors, whereas the 2025 assessment used detailed shipment-level calculations generated through EcoTransIT. Consequently, the 2025 figures provide a more granular and representative view of actual transport emissions and are not fully comparable with the 2024 methodology.

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FTL vs. LTL Performance

The analysis demonstrates a clear difference between Full Truck Load (FTL) and Less Than Truck Load (LTL) operations:

- **FTL:** 187.0 gCO_2e/tkm
- **LTL:** 147.2 gCO_2e/tkm

The higher emission intensity of FTL transport is largely explained by the limited possibility for consolidation and the use of dedicated vehicles for individual customer shipments. While LTL operations typically achieve better vehicle utilisation, FTL remains an essential component of Soncotra's service offering.

Operational Characteristics

A significant share of transport activities is executed as dedicated FTL transport, including shipments consisting of only a limited number of pallets. Several customers require exclusive vehicle allocation and do not permit co-loading with shipments from other customers due to product integrity, quality assurance, GDP compliance, contamination prevention, confidentiality or supply chain security requirements. These operational constraints reduce consolidation opportunities and vehicle utilisation, resulting in a structurally higher emission intensity compared to standard consolidated freight operations.

In addition, the following operational characteristics have a significant influence on Soncotra's transport emission intensity:

- **GDP-compliant pharmaceutical transport**: A substantial share of shipments consists of pharmaceutical and healthcare products transported under GDP (Good Distribution Practice) requirements. These shipments require strict handling procedures, validated equipment and limited consolidation possibilities, often resulting in dedicated transport solutions.
- **Long-distance international transport flows**: Soncotra operates transport flows to destinations such as the **CIS region, Middle East and Africa**, involving significantly longer transport distances than standard European distribution networks. These long-haul operations inherently generate higher transport-related emissions.
- **Temperature-controlled transport**: Nearly all transport operations are performed using temperature-controlled equipment operating in continuous mode. Continuous refrigeration increases fuel consumption and overall energy demand compared to standard ambient transport, thereby increasing the associated carbon footprint.
- **Dedicated customer transport**: A significant number of shipments are performed on a dedicated basis for individual customers. In certain cases, customers request a full vehicle for only a limited number of pallets, as co-loading with other products or customers is not permitted. While essential to meet customer quality and security requirements, this reduces vehicle utilisation and increases emissions per tonne-kilometre.

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Renewable Fuel Performance

A positive development during 2025 was the increased utilisation of **HVO100 renewable fuel** within the subcontracted transport network.

- **108 shipments** were performed using HVO100.
- HVO100 achieved emission intensities between **31 and 44 gCO_2e/tkm**.
- Conventional diesel transport achieved emission intensities between **170 and 220 gCO_2e/tkm**
- HVO100 therefore delivered an estimated **75-85% reduction in Well-to-Wheel emissions** compared to conventional diesel transport.

The successful implementation of HVO100 confirms its potential as one of the most effective short-term decarbonisation measures available within Soncotra's transport network.

Conclusion

The 2025 analysis establishes a robust baseline for future transport decarbonisation initiatives. Whilst the calculated emission intensity of **181.2 gCO_2e/tkm** is higher than the values typically reported for highly optimised consolidated road freight operations, the result is largely driven by the specific operational characteristics of Soncotra, including dedicated FTL services, temperature-controlled transport, international transport flows and strict customer requirements regarding shipment segregation.

The increased deployment of HVO100 during 2025 demonstrates that substantial emission reductions can already be achieved without compromising operational performance or customer requirements. Future reduction efforts will therefore continue to focus on the expansion of renewable fuels, optimisation of vehicle utilisation, reduction of empty mileage and increased transport efficiency wherever operationally feasible.

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Monthly performance overview

The table below provides an overview of the monthly transport performance, Well-to-Wheel (wtw) emissions and emission intensity for 2025. The data also illustrates the progressive adoption of HVO100 and its impact on transport-related greenhouse gas emissions.

	TOTAL			Diesel			HVO			
Month	ton.kms	CO2e wtw	gCO2e/tkm	ton.kmsD	CO2e wtwD	CO2e/tkmD	ton.kmsHVO	CO2e wtwHVO	O2e/tkmHV	HVO Loads
1	10.051.930,49	1.321,40	131,46	10.015.117,90	1.320,24	131,82	36.812,59	1,16	31,43	1
2	9.827.565,95	1.900,48	193,38	9.773.533,14	1.898,33	194,23	54.032,81	2,15	39,84	2
3	10.648.677,47	2.045,44	192,08	10.380.299,96	2.036,35	196,17	268.377,52	9,09	33,85	8
4	9.785.579,62	1.903,47	194,52	9.711.482,21	1.900,29	195,67	74.097,41	3,18	42,88	3
5	9.527.160,98	1.914,93	201,00	9.413.651,69	1.910,57	202,96	113.509,29	4,36	38,43	4
6	13.509.995,73	2.281,62	168,88	13.321.891,38	2.274,93	170,77	188.104,35	6,69	35,57	6
7	10.758.805,55	2.002,54	186,13	10.233.983,85	1.983,01	193,77	524.821,69	19,53	37,21	18
8	8.521.857,47	1.658,99	194,68	8.402.371,11	1.654,59	196,92	119.486,36	4,41	36,89	4
9	9.631.881,92	1.855,11	192,60	9.101.642,32	1.834,49	201,56	530.239,60	20,63	38,90	19
10	10.596.172,08	1.975,37	186,42	10.117.863,10	1.957,72	193,49	478.308,97	17,65	36,90	16
11	8.735.068,83	1.668,54	191,02	8.213.078,80	1.649,65	200,86	521.990,03	18,89	36,18	17
12	6.561.031,82	1.409,86	214,88	6.319.698,81	1.399,28	221,42	241.333,01	10,58	43,84	10

Key observations

-Annual average emission intensity: **181.2 gCO_2e/tkm (wtw)**.
-Total transport emissions: **17,937.7 tCO_2e (wtw)**.
-Total transport performance: approximately **99 million tkm**.
-108 shipments were performed using HVO100 during 2025.
-HVO100 consistently achieved significantly lower emission intensities than conventional diesel transport.
-Monthly fluctuations are mainly influenced by shipment mix, transport distances, vehicle utilisation, dedicated FTL requirements and temperature- controlled transport activities.

Sandra De Groote 6/11/2026 | 09:18:17 CET

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