Declaration of GHG Emissions 2026

1. Introduction & Statement of Conformity

This declaration has been prepared in accordance with the requirements of the international standard EN 16258:2012 and describes DHL Freight Sweden’s methodology for greenhouse gas (GHG) emissions calculations.

The methodology accounts for all relevant Transport Chain Elements (TCE) and covers emissions from a Well-to-Wheel (WTW) perspective.

All data is updated at least once a year, and the methodology is regularly verified by SGS through independent third-party audits performed by Reiner Huba and Dina Bauer.

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2. Methodology & Boundaries

English

Calculations are based on actual transport work (tonne-kilometres). We now report TCE (Transport Chain Elements) such as road transport, terminal operations, and emissions from refrigerants.

- **Data Quality:** We prioritise primary data from carriers, supplemented by verified secondary data from different data sources, for further information see the section on data sources.
- **Well-to-Wheel (WtW):** Unless otherwise stated in this declaration, WtW data is declared. We recommend WtW for all sustainability reporting as it includes the entire life cycle of the fuel.
- **Weight:** Our calculations are based on chargeable/taxable weight is used.

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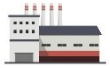
3. Data & Intensity (EN 16258)

TCE Networkdata: SS-EN 16258

Terminal handled shipments

SSEN 16258						
Terminal handled shipments						
Customer	**Pick-Up**	**DHL Terminal**	**Linehaul**	**DHL Termnial**	**Distribution**	**Consignee**
Loading factor	**63,3%**	**i.u**	**72,8%**	**i.u**	**63,3%**	
Payload	**6,7 ton**	**i.u**	**24,3 ton**	**i.u**	**6,7 ton**	
Fuel/energy consumption	**0,28 l/km**	**6037 kWh/m²**	**0,35 l/km**	**6037 kWh/m²**	**0,28 l/km**	
Euroclass	**BEV: 3,83% EEV: 0,32% III: 0,02% IV: 0,48% V: 7,56 % VI: 87,84%**	**i.u**	**BEV: 0,31% EEV: 0,29% III: 0% IV: 0,01% V: 0,77% VI: 98,62%**	**i.u**	**BEV: 3,83% EEV: 0,32% III: 0,02% IV: 0,48% V: 7,56 % VI: 87,84%**	
Fuel	**CBG: 0,17% CNG: 0,03% Diesel: 89,62% Electricity: 3,85 % HVO100: 3,76% LBG: 0,09% LNG: 0,05% RME: 2,42% Järnväg/Rail: 0%**	**Electricity (Vattenkraft / Hydro): 58,9% Fjärrvärme/District Heating: 41,1%**	**CBG: 0,32 % CNG: 0 % Diesel: 87,12 % Electricity: 0,3 % HVO100: 5,81% LBG: 1,5 % LNG: 0,01% RME: 2,0 % Järnväg/Rail: 2,93%**	**Electricity (Vattenkraft / Hydro): 58,9% Fjärrvärme/District Heating: 41,1%**	**CBG: 0,17% CNG: 0,03% Diesel: 89,62% Electricity: 3,85 % HVO100: 3,76% LBG: 0,09% LNG: 0,05% RME: 2,42% Järnväg/Rail: 0%**	
GHG-intensity*	**73,19 CO_2e g/tonkm**	**0,27 CO_2e g/tonkm**	**39,11 CO_2e g/tonkm**	**0,27 CO_2e g/tonkm**	**73,19 CO_2e g/tonkm**	

Non-terminal handled shipments

Kund	Longhaul	Consignee
		
Loading factor	**72,7%**	
Payload	**25,7 ton**	
Fuel consumption	**0,36 l/km**	
Euroclass	**BEV: 0,24%** **IV: 0,06%** **EEV: 0,01%** **V: 2,25 %** **III: 0,06%** **VI: 97,39%**	
Fuel	**CBG: 0%** **HVO100: 30,03 %** **CNG: 0%** **LBG: 1,04 %** **Diesel: 64,57 %** **LNG: 0,03%** **Electricity: 0,24%** **RME: 0,66 %** **Järnväg/Rail: 3,4 %**	
GHG-intensity*	**30,6 CO_2e g/tonkm**	

4. Data sources

Standard	Data	Source	Category
SS-EN 16258	Fuel consumption	Reported by haulers within DHL domestic network and verified by internal auditors	Primary
SS-EN 16258	Terminal energy usage	Energy suppliers	Primary
SS-EN 16258	Vehicle size	Reported by haulers within DHL domestic network	Primary
SS-EN 16258	Euro class	Swedish Transport Agency	Primary
SS-EN 16258	Emission factors fuels	Swedish Energy Agency	Modelled
SS-EN 16258	Loading factor PuD	Network for Transport Measures, NTM	Modelled
SS-EN 16258	Loading Linehaul	DHL Freight Sweden	Primary
SS-EN 16258	Loading Longhaul	DHL Freight Sweden	Primary

5. GoGreen Plus* (former Skicka Grönt) - Decarboniazation value added service in Sweden

English

Vehicles operating within the Swedish value added service GoGreen Plus* (former Skicka Grönt option) are excluded from the standard network data to prevent double counting and allocate the decarbonization to the customer. These emissions are kept strictly separate from our standard network emission factors. However, the calculation methodology described in this document is applied in the exact same manner. See specific TCE tables below.

The production, fuel allocation, and customer demand for GoGreen Plus* (former Skicka Grönt) are verified annually by SBCert through an independent third-party audit performed by Krister Lundell.

*GoGreen Plus Sweden is a value-added service to a DHL shipment contributing to decarbonization measures within DHL's logistics network. By using alternative fuels and/or technologies DHL reduces the usage of fossil fuels in the mode of transport used for the GoGreen Plus shipment. This does not necessarily mean that the specific shipment is physically transported with the assets using these fuels or technologies. Further information, e.g. on concrete decarbonization measures is available at Sustainability - DHL Freight - Sweden.

TCE: GoGreen Plus * Sweden (former Skicka Grönt) Road Transport SSEN 16258

Terminal handled shipments

Customer	Pick-Up	DHL Terminal	Linehaul	DHL Termnial	Distribution	Consignee
Loading factor	**59 %**	**i.u**	**72,8%**	**i.u**	**59 %**	
Payload	**6,19 ton**	**i.u**	**24,6 ton**	**i.u**	**6,19 ton**	
Fuel/energy consumption	**0,27 l, kg, kWh/km**	**6037 kWh/m²**	**0,3 l, kg /km**	**6037 kWh/m²**	**0,27 l, kg, kWh/km**	
Euroclass	**BEV: 20,59 % EEV: 0 % III: 0 % IV: 1,38 % V: 0 % VI: 78,03 %**	**i.u**	**BEV: 0 % EEV: 0 % III: 0% IV: 0 % V: 0 % VI: 100 %**	**i.u**	**BEV: 20,59 % EEV: 0 % III: 0 % IV: 1,38 % V: 0 % VI: 78,03%**	
Fuel	**CBG: 49,2 % CNG: 0 % Diesel: 0 % Electricity: 20,59 % Ethanol: 13,78% HVO100: 2,42 % LBG: 14,50 % LNG: 0% RME: 0 % Rail: 0%**	**Electricity (Hydro): 58,9% District Heating: 41,1%**	**CBG: 0 % CNG: 0 % Diesel: 0 % Electricity: 0 % HVO100: 14,57 % LBG: 85,43 % LNG: 0 % RME: 0 % Rail: 0 %**	**Electricity (Hydro): 58,9% District Heating: 41,1%**	**CBG: 49,2 % CNG: 0 % Diesel: 0 % Electricity: 20,59 % HVO100: 2,42 % LBG: 14,50 % LNG: 0 % RME: 0 % Rail: 0%**	
GHG-intensity*	**5,3 CO_2e g/tonkm**	**0,25 CO_2e g/tonkm**	**-4,5 CO_2e g/tonkm**	**5,3 CO_2e g/tonkm**	**5,3 CO_2e g/tonkm**	

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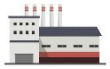
Non-terminal handled shipments

Customer	Longhaul	Consignee
		
Loading factor	**73 %**	
Payload	**27 ton**	
Fuel consumption	**0,32 l, kg, kWh/km**	
Euroclass	**BEV: 0,13 %** **IV: 0,60%** **EEV: 0,%** **V: 0 %** **III: 0 %** **VI: 99,27 %**	
Fuel	**CBG: 0%** **HVO 100: 39,98 %** **CNG: 0%** **LBG: 58,86 %** **Diesel: 0 %** **LNG: 0 %** **Electricity: 0,13 %** **RME: 0 %** **Rail: 0 %**	
GHG-intensity*	**-0,27 CO_2e g/tonkm**	

Explanation of negative values:

Note that certain segments (e.g., Linehaul) display a negative GHG intensity value. This occurs because the calculations apply a Well-to-Wheel (WTW) life cycle perspective. When using specific types of renewable biogas (LBG/CBG) produced from manure or organic waste, the production stage prevents methane emissions in agriculture. According to official emission factors, this environmental benefit outweighs the emissions from the transport itself, resulting in a net-negative carbon footprint for that specific transport chain element.

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6. Glossary

English	Explanation
Transport Chain Element	Segment of the transport chain (e.g., road transport or terminal).
GHG Intensity	Emissions per transport performance (g CO2e/tonne-km).
CO_2e	Carbon dioxide equivalent, which accounts for all greenhouse gases weighted according to their climate impact.
Well-to-Wheel	Climate impact from fuels and energy from a life cycle perspective, from extraction/cultivation to consumption.
Tank-to-Wheel	Emissions from the actual combustion of fuel in the vehicle's engine during transport.
Emission factor	Conversion factor used to convert a certain amount of fuel or energy carrier into the corresponding amount of greenhouse gas emissions.
Euroclass	The European exhaust emission standards for road vehicles. Determines the vehicle's limit values for emissions of nitrogen oxides (NOx), particulate matter (PM), and hydrocarbons.
Actual weight	The exact physical mass of a shipment (strictly required by ISO 14083).
Chargeable weight/ Taxable weight	The weight used to calculate freight costs; either the actual weight of the goods or its volumetric weight, whichever is higher.
Loading factor	The ratio between the actual amount of cargo being transported and the total available capacity of the vehicle.

Payload	The weight of the goods being transported. The payload excludes the vehicle's own weight and is used as the basis for allocating emissions per unit transported.
Tonkm	1 tonne-kilometre means transporting 1 tonne of goods over a distance of 1 kilometre.
CBG	Compressed BioGas.
CNG	Compressed Natural Gas.
HVO100	Hydrogenated Vegetable Oil; a renewable and fossil-free synthetic diesel fuel.
LBG	Liquefied BioGas.
LNG	Liquefied Natural Gas.
RME	Rapeseed Methyl Ester; a biodiesel produced by the transesterification of rapeseed oil.
Primary data	Operationally collected data from the specific transport activity (e.g., actual fuel consumption reported by the carrier).
Modelled data	Data generated through mathematical models that use known parameters (e.g., vehicle type and distance) to approximate emissions.
Default data	General default values sourced from the standard or official databases, used when primary data is unavailable.

- In our customer-specific emissions reports, we provide both TtW and WtW for all emissions calculations. We always recommend WtW for sustainability reporting as it includes the entire life cycle of the fuel. (Please note that the aggregated network factors presented in this public declaration refer to WtW data unless otherwise specified).

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7. Disclaimer

English

DHL Freight's emissions reports are compiled for the customer in accordance with the specifications in this declaration and are based on the operational data assigned to the respective customer account. DHL Freight expressly disclaims all liability regarding the completeness and accuracy of the report if it is used by any third party other than the customer specified in the report.

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