



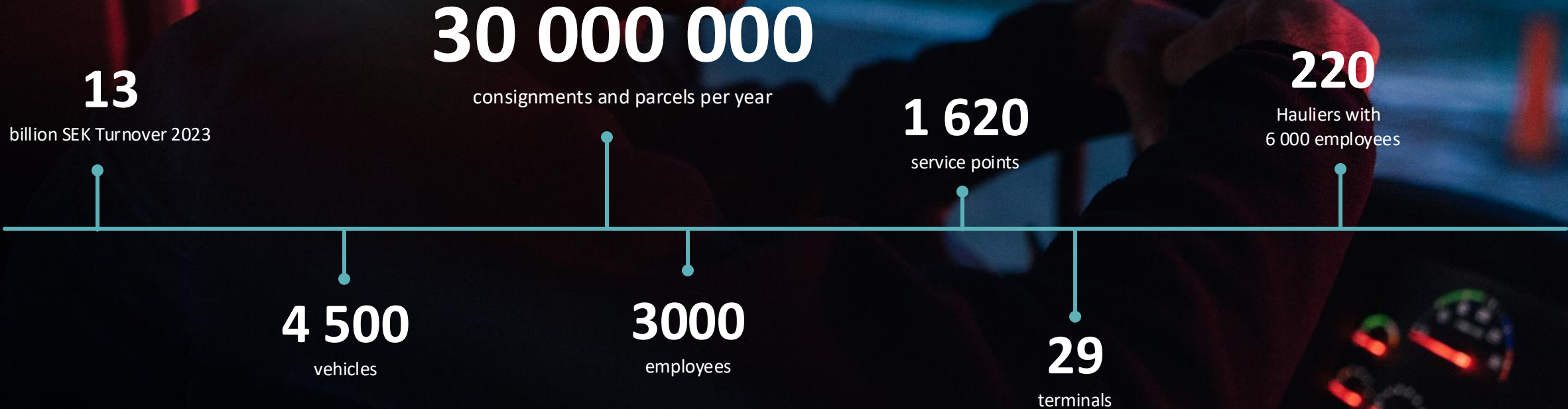
DB Schenker

Decarbonization & adapting to new legislation

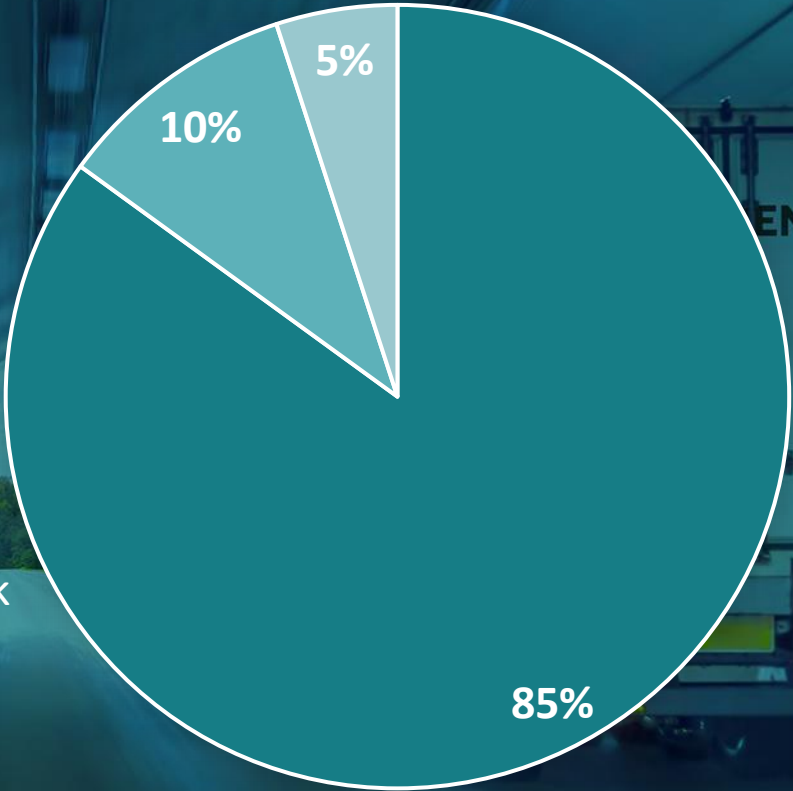
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Land Transport



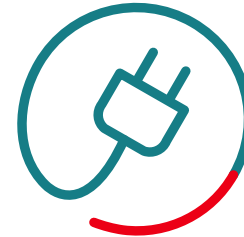
Fuel consumption per vehicle type





Biofuel

- HVO
- Biogas LBG (bio-LNG)
- Biogas CBG (bio-CNG)
- RME



Electricity

- Electric bicycles
- Electric parcel vans
- Electric light trucks
- Electric heavy-duty trucks
- Hydrogen & e-fuels

Shifting to low emission vehicles

Sweden



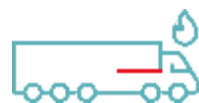
Parcel van (battery)

SE: Borås (1), Gothenburg (9), Gävle (1), Halmstad (1), Karlstad (2), Linköping (3), Malmö (3), Norrköping (4), Södertälje (2), Stockholm (18), Vänersborg (1)



Distributions truck (battery)

SE: Borlänge (1), Gotland (4), Karlstad (1), Umeå (1), Vänersborg (1), Värnamo (1), Västerås (2), Östersund (2)



Distributions Truck (biogas)

SE: Karlstad (6), Linköping (3), Örebro (6), Skara (2), Vänersborg (4), Värnamo (5), Västerås (9), Växjö (3)



Heavy Duty truck (battery)

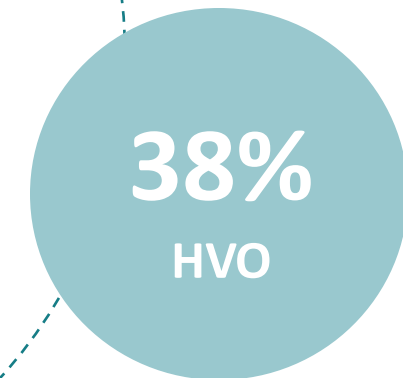
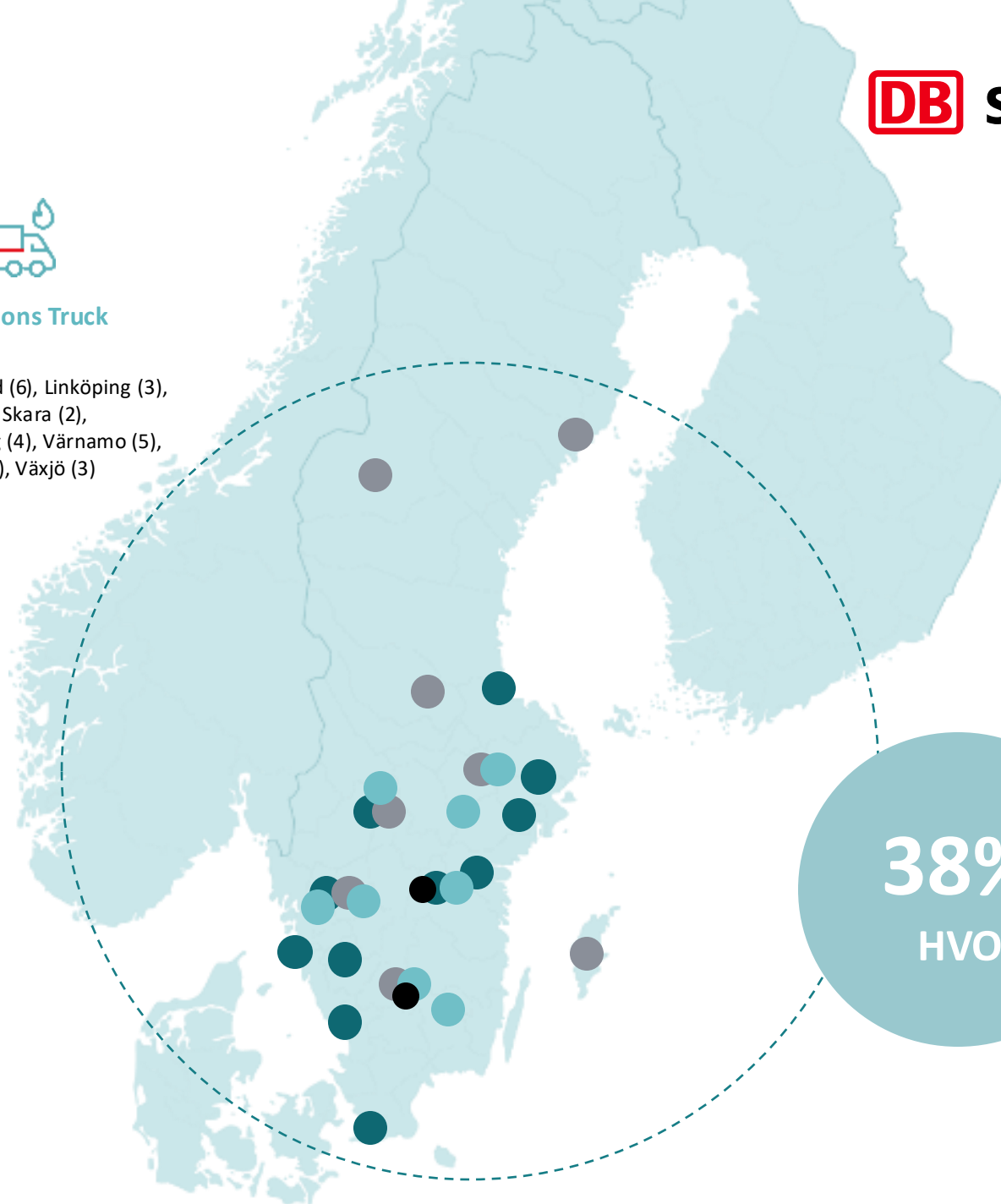
SE: Växjö (1), Jönköping-Södertälje (1)

Distributions truck (electric-hybrid)

SE: Borlänge (1), Gotland (2), Karlstad (1)

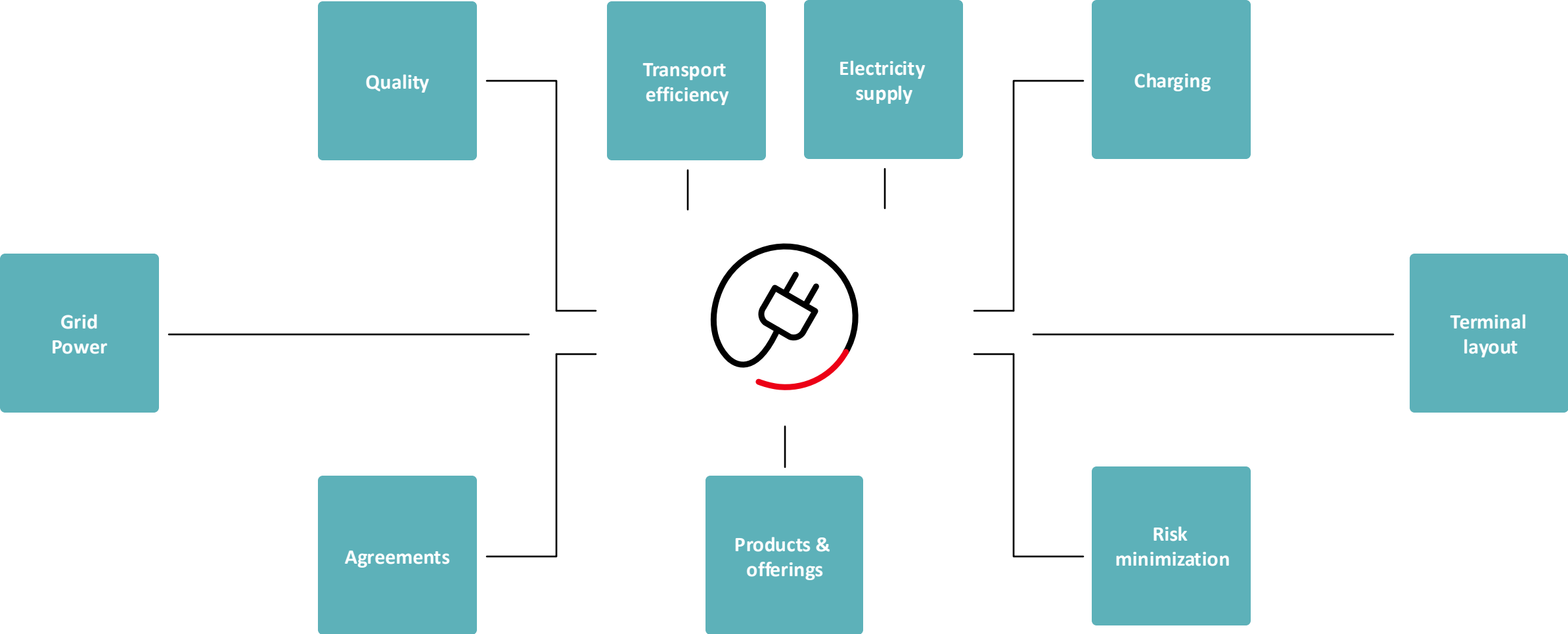
Cargo bike (battery)

SE: Gotland (1)



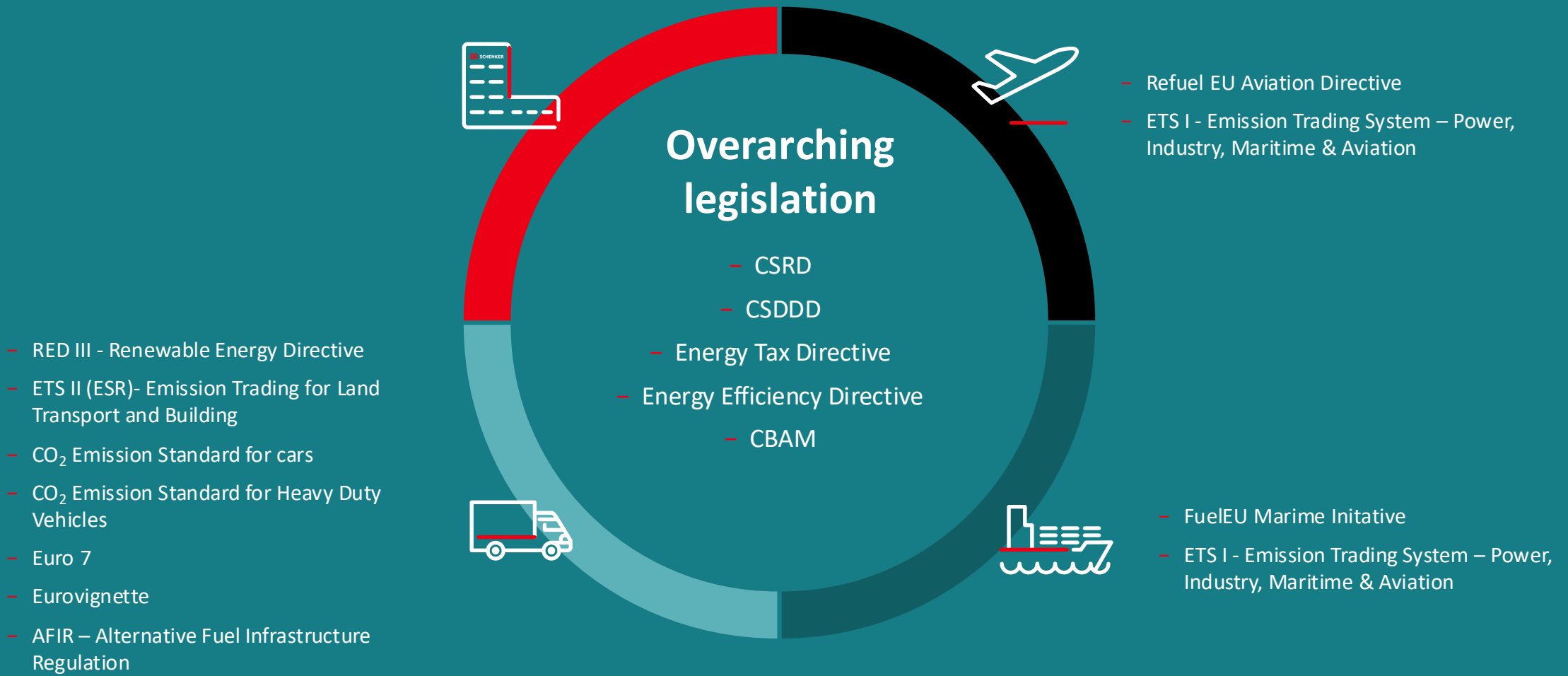
Electrification

A complex transition



EU Legislation

Changing the transport industry



How fast can we reach break-even supplying low emission land transport?



- Renewable Energy Directive → Stimulates production of renewable fuel and increase supply
- ETS II (ESR) - Emission Trading System → lowers the price difference between diesel and renewable fuel
- CO₂ Emission Standard for cars and Heavy-Duty Vehicles → Increase availability of new technique and push vehicle suppliers to sell vehicles with lower emission
- Alternative Fuel Infrastructure Regulation -> Increase availability of electric charging and H2 filling stations

Thank you!