

Gränges Finspång AB

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We have ambitious goals and plans...



Net-zero



Circular



Responsible

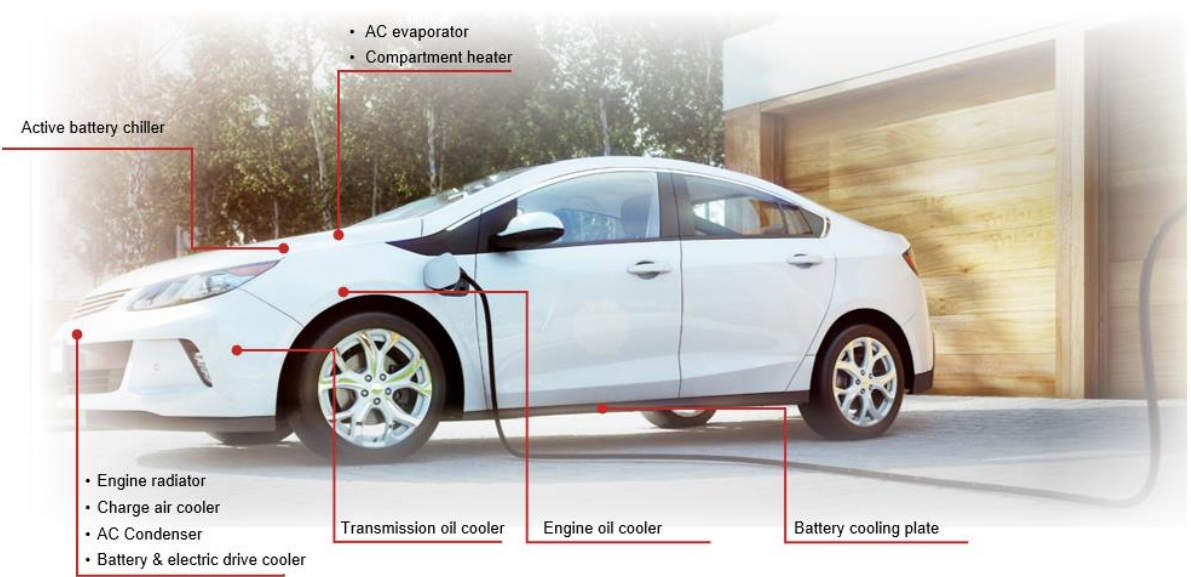


A strong position on the global market



Gränges Group –

We drive the development of lighter, smarter and more sustainable aluminium solutions mainly for automotive heat exchangers.



Gränges Finspång AB

- Manufacturer of aluminium for the automotive sector
- Outbound Transport stands for 2 % of our total emissions
 - 2 % (Baseline 2022) 7750 tons of carbon dioxide, 70% are accounted by sea freight emissions.

TARGETS

- Domestic emission free by 2025
- Total Transport emission reduced -42% 2030
- Target total Emission reduced by -65 % 2030
- Target Net Zero Emission 2040

2040 goal
Net-zero

2030
Gränges joins the polestar 0 project with the ambition to create a truly climate-neutral car by 2030.

2030 goal
Reduce emission from our transport by 42 %. For the whole Gränges scope 65% reduction.

2025 goal
Fossil free domestic transports

2024
Exchange of internal transport fleet to electric vehicles

2023
Gränges' climate goals for 2030 and 2040 were approved by SBTi

2022
Procurement with the aim of securing more sustainable transport solutions



Requirements for our transports



As transport buyer, it is important to take responsibility, both within our commitment to deliver to the automotive sector, but also to take responsibility for the environment and the industry.



Transport strategy containing a minimum of 2 supplier for each destination (first and second supplier).



Good working conditions for drivers



If transport using subcontractors, requirement for an agreement between carrier and subcontractor which is in line with Gränges CoC and requirements.



Fleet – environmental class



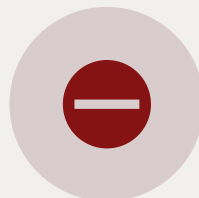
Contingency plan



Sustainable solution where applicable



That the transporter works with environmental questions and goals, so that we together can contribute to reduced emission.



Shipping portals are totally prohibited to use.



ISO9001, ISO14001, ISO45001, AEO certification

Challenge with our transports

- Heavy material
- Material is sensitive to impact and humidity.
- Works in an industry with tight Leadtime/slot times the require flexibility.
 - From an environmental perspective, this leads to a certain complexity, where Leadtime and flexibility become opposites.
- Load securing requirements – no standard dimension on pallets
- Some of our customer can only unload from the side, reducing the possibility of shortsea container solution in Sothern Europe.
- Reloading not permitted



CO2 DATA – Full Truck Load



From:
Finspång

To:
IT - Poirino

Volume:

- Yearly approx. 2400 ton

Road Transport

ROUTE	TRANSPORT	KM'S	CO2 (KG)
Finspång – Poirino	Road	2076 km	3001 kg
	TOTAL:	2076 km	3001 kg

Intermodal Transport – via railway

ROUTE	TRANSPORT	KM'S	CO2 (KG)
Finspång	Road	73 km	106 kg
	Train	2455 km	637 kg
- Poirino	Road	157 km	227 kg
	TOTAL:	2685 km	970 kg

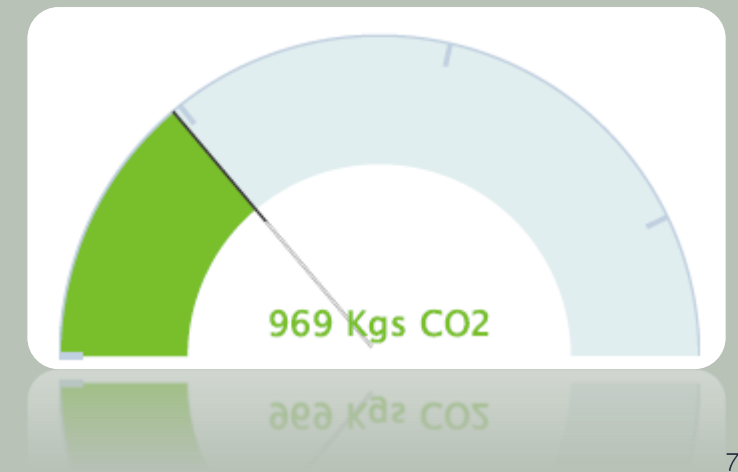
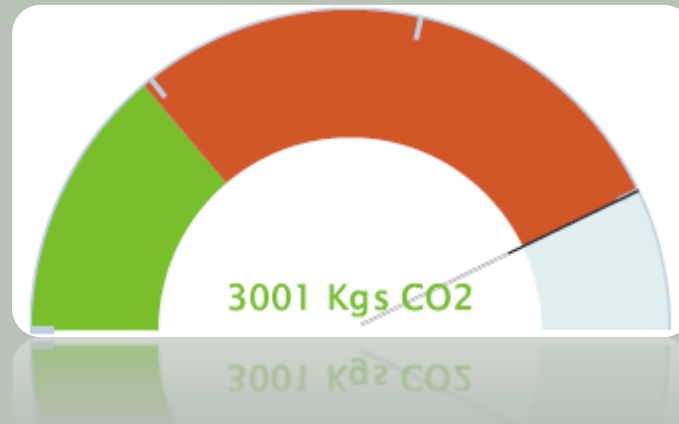
More positive aspects going by rail:

- Better loading rate – reduces the number of transports
- Cost saving



On an annual basis:

- 15 less transport down to Italy
- Reduced emission by 70 %
- Cost saving by 28 %

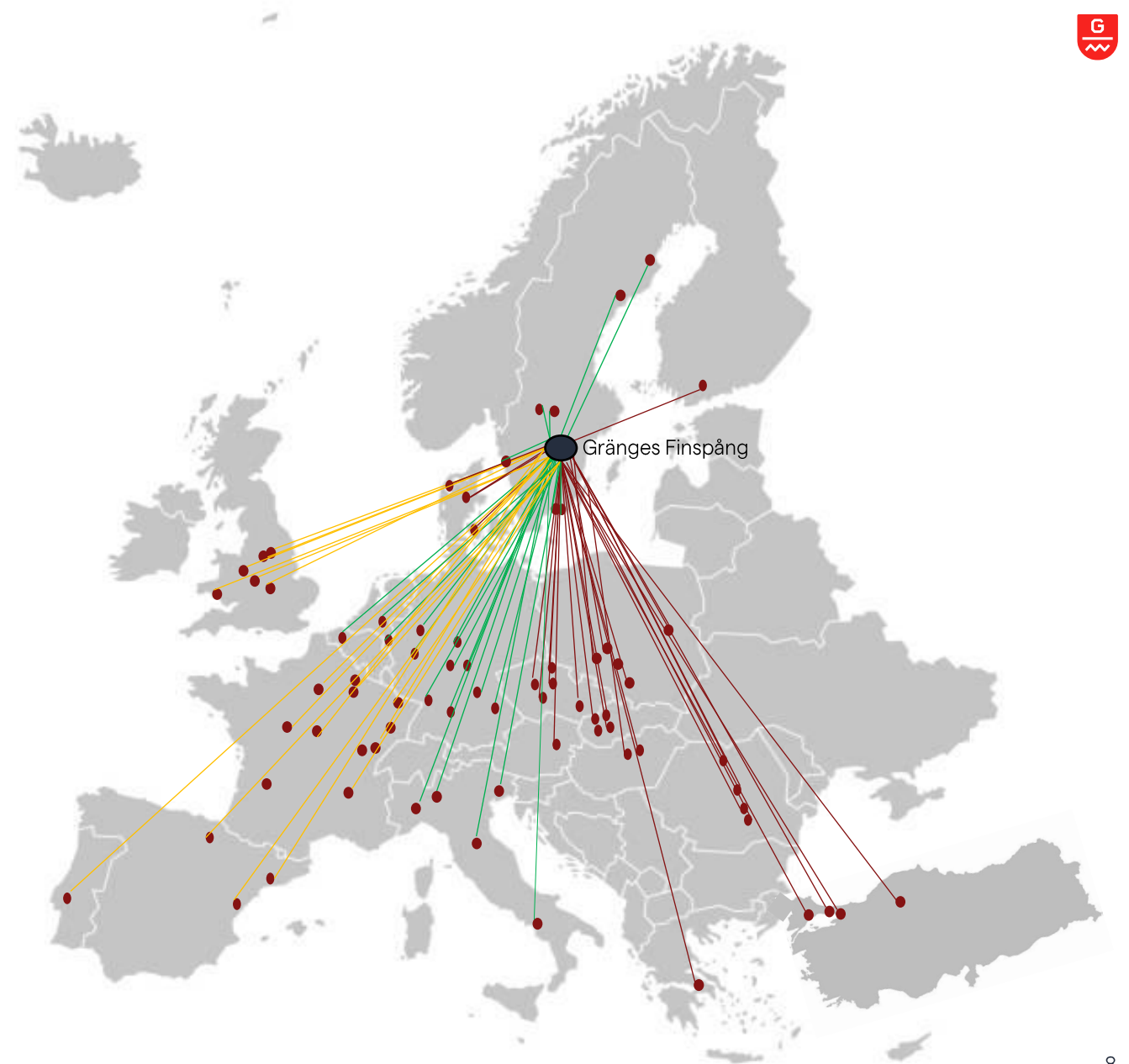


An overview of our European destinations.

- Intermodal via railway: DE, IT, BE, NL
- Intermodal via short sea: FR, ES, PT, GB
- Domestic Freight – all our traffic in Sweden runs on biogas fuel, deliveries to north are made by electrified train.

In Sweden, we have come a long way with environmentally friendly transport solutions compared with other parts of Europe.

- City
- Intermodal – Train Solution
- Intermodal - Short Sea Solution
- Road Transport





GRÄNGES