

CO2 ACCOUNTS FOR AARSTIDERNE A/S 2017 - 2022



AARSTIDERNE

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1. Introduction

1.1 Why a CO2 report?

At Aarstiderne, we take our commitment to sustainability seriously, and one of the keyways we track and improve our environmental impact is through our quarterly and annual CO2 accounts. These reports serve as management tools that enable us to strive for better practices and work towards reducing our carbon footprint.

The 2022 CO2 report is a culmination of five years of data, covering all our B2C and B2B activities from 2017 to 2022. It shows that we have decreased our CO2 emissions by 13% in terms of tonnes, and by 9% in terms of CO2 emissions per DKK'000 of revenue.

Through this report, we aim to provide transparency about our environmental performance and demonstrate our commitment to sustainability.

1.2 Sources of CO2 emissions

- Inbound freight (from supplier to our packing facility in Barritskov)
- Intermediate transport (from Barritskov to local terminals)
- Distribution (from local terminal to customers)
- Energy (electricity, agro diesel and oil, gas and coolant)
- Packaging (Styrofoam, in-liner, plastic cups, flow-pack plastic, absorber etc.)
- Paper (newsletters, recipes, copying paper, activation campaigns etc.)
- Commuting (cars or public transportation)
- Company travels (cars (private or company), train, plane, and overnight stay) SKAL VI SIGE NOGET OM SCOPE 2 og 3 ?

The CO2 footprint calculation takes into account the emissions generated from the point of picking up goods from suppliers to the delivery of meal kits to customers' doorsteps. However, it does not include the CO2 emissions generated during the actual production, such as in the field, stable, greenhouse, dairy, vegetable packing room, mill, etc. It should be noted that the packaging of products done by Aarstiderne is included, but not the packaging used by suppliers.

Transport of goods is the dominating factor in the CO2 accounts. Combined, inbound freight, intermediate transport and distribution make up 47% of the total emissions. If the transport of people, i.e., company travels, and commuting is added, the number is 55% - more than half of the total emissions. Consumption of energy such as electricity, gas, diesel, oil and refrigerants make up 31%, packaging 13% and paper 1% of the total CO2 emissions.

FACT BOX: Global warming and CO2 equivalents

CO2 plays a leading role in global warming. Its presence in our atmosphere causes the atmosphere to block Earth's heat dissipation. Instead, a portion of the heat is returned to the Earth's surface, resulting in the greenhouse effect. Excessively high concentrations of CO2 in our atmosphere cause temperatures to rise, leading to global warming. However, CO2 is not the only contributor to global warming. Other greenhouse gases such as methane, nitrous oxide, and freon also play a part. These gases do not contribute equally, so each gas's impact is calculated in terms of CO2 equivalents (CO2e). For example, emitting 1 kg of methane has the same impact as 25 kg of CO2. Thus, 1 kg of methane is equivalent to 25 kg of CO2, while freon has a value as high as 1,300 CO2e. Using CO2e as a measurement unit allows for the comparison of the pollution caused by different gases. In this report, all calculations are based on CO2e as provided by the Danish think tank CONCITO (see Appendix C). The calculation of CO2e emissions is estimated for a 6-year period (2017-2022).

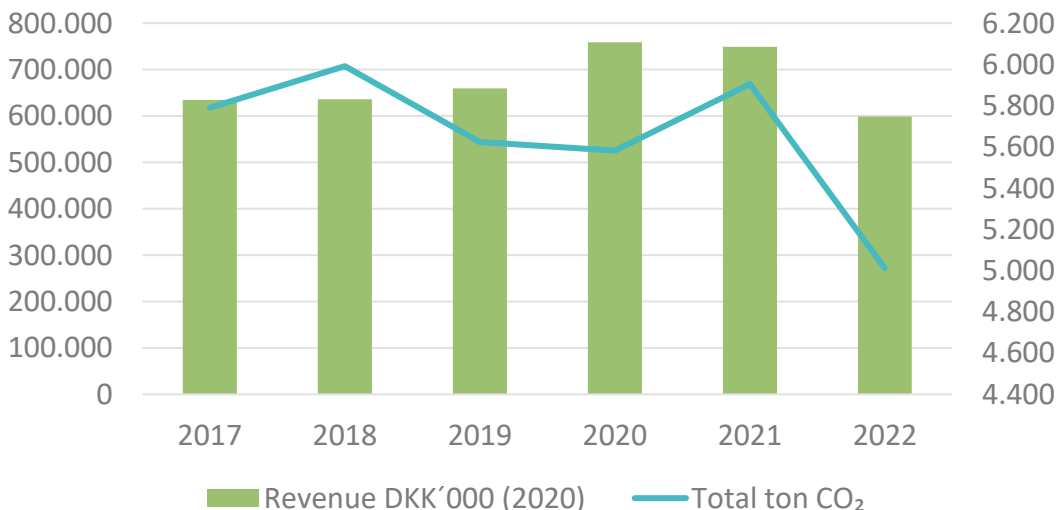


Figure1. Revenue DKK'000 compared to total kg CO2 emissions

2. KEY FIGURES

The table below displays the kilogram amounts of CO₂ emissions from different sources between 2017 and 2022, as well as the percentage breakdown of these emissions.

The data indicates a relatively stable percentage distribution with minimal fluctuation over the given time period. Notably, in 2022, all categories show a decrease in CO₂ emissions except for energy. The transportation of goods (including inbound freight, intermediate transport, and distribution) and the use of packaging and paper also show a decrease, while the percentage of CO₂ emissions from energy sources has increased.

Although the total CO₂ emissions have *steadily increased over the years, there is a clear decrease in 2022.*

2.1 A year of change

In 2022, Aarstiderne experienced a significant shift in their operations, resulting in a decrease in CO₂ emissions despite an increase in revenue. This was a stark contrast to previous years where revenue and CO₂ emissions were directly correlated due to an increase in production, employee count, distance travelled for deliveries, packaging materials used, and cooling requirements.

Over the years, Aarstiderne has implemented various initiatives to mitigate the CO₂ emissions, which are outlined in this report. The methods used to measure CO₂ emissions in this report are based on four factors:

- Total kg CO₂ emissions
- Per cent share of the total CO₂ emissions
- CO₂ emissions per delivery
- CO₂ emissions per DKK'000 of revenue.

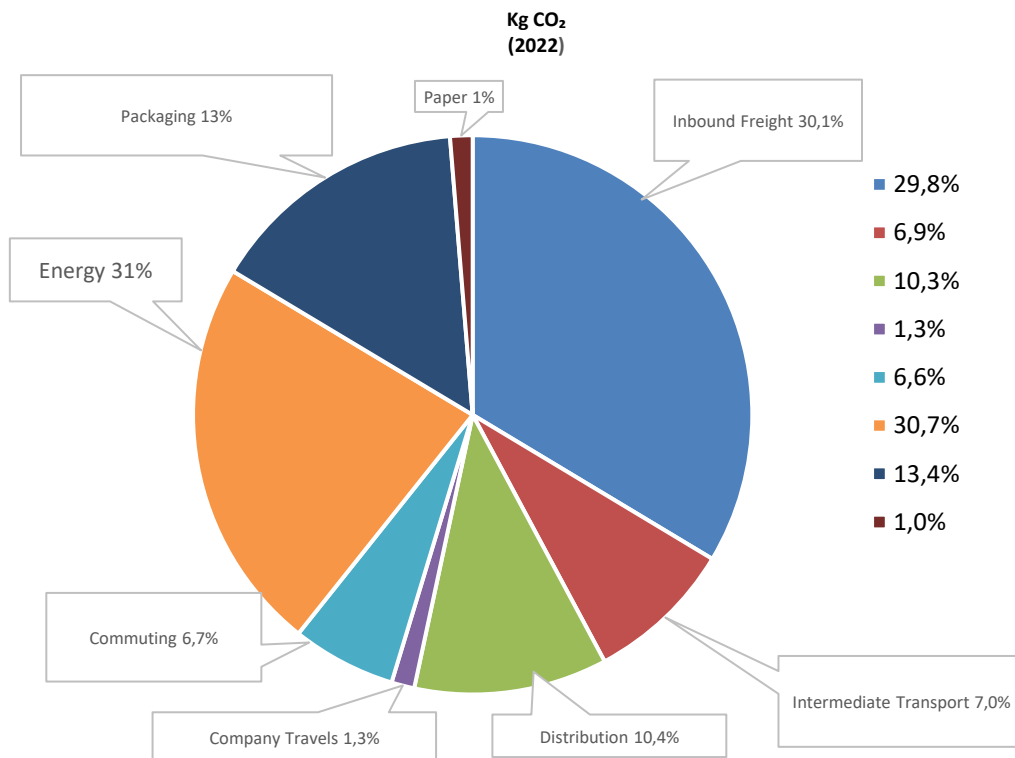


Figure 2. The percentage distribution of CO₂ emissions across various categories in the year 2022 is as follows

2. KEY FIGURES

2017-2022	2017		2018		2019		2020		2021		2022	
	Kg CO ₂	%	Kg CO ₂	%	Kg CO ₂	%	Kg CO ₂	%	Kg CO ₂	%	Kg CO ₂	%
Inbound Freight	2.101.589	36,3	2.366.572	39,5	1.964.788	34,9	2.143.183	38,4	1.984.868	33,6	1.492.880	29,8
Interm. Transport	486.989	8,4	503.306	8,4	436.713	7,8	456.447	8,2	505.741	8,6	345.075	6,9
Distribution	1.033.559	17,8	737.317	12,3	683.838	12,2	670.157	12,0	660.185	11,2	516.480	10,3
Company Travels	200.307	3,5	186.362	3,1	167.073	3,0	68.785	1,2	78.356	1,3	66.187	1,3
Commuting	318.208	5,5	382.134	6,4	417.361	7,4	265.890	4,8	355.718	6,0	332.392	6,6
Energy	1.057.492	18,3	1.159.199	19,3	1.130.509	20,1	1.197.886	21,5	1.351.400	22,9	1.536.611	30,7
Packaging	508.922	8,8	572.875	9,6	735.583	13,1	701.562	12,6	892.078	15,1	670.250	13,4
Paper	83.276	1,4	83.424	1,4	87.604	1,6	78.052	1,4	76.660	1,3	51.409	1,0
Total	5.790.342	100,0	5.991.189	100,0	5.623.471	100,0	5.581.962	100,0	5.905.004	100,0	5.011.285	100,0

Table 1. CO2 Emissions from Transport of Goods, Transport of People, Energy, Packaging, and Paper for 2017-2022, and Percentages for Each Category

2.2 Decrease in emissions per DK´000 of revenue

Figure 1 and Table 1 offer a comprehensive view of the distribution of the total CO2 emissions. Table 2 outlines additional factors, such as Aarstiderne's total revenue, total CO2 emissions in kg, and CO2 emissions per DKK'000 of revenue (measured in 2020 DKK).

Although sales grew by 18 percentage points from 2017 to 2021, Aarstiderne experienced a significant decline in 2022, resulting in a 6 percentage point decrease over the entire period. However, the 2022 emissions were 13 percentage points lower than those in 2017.

Table 2 shows a relatively consistent decrease in CO2 emissions per DKK'000 of revenue from 2017 to 2020. However, the efficiency of emissions to revenue, indexed at 81 in 2020, rose to 91 in 2022. This change underscores the challenge of maintaining emission efficiency while scaling down operations.

Revenue and CO2-emissions	2017	2018	2019	2020	2021	2022
Revenue DKK'000 (2020)	634.718	636.207	659.478	758.781	748.793	598.735
Index revenue (relative to 2017)	100	100	104	120	118	94
Total ton CO ₂	5.790	5.991	5.623	5.582	5.905	5.011
Index (relative to 2017)	100	103	97	96	102	87
Kg CO ₂ DKK'000	9,27	9,49	8,53	7,52	7,89	8,40
Index (relative to 2017)	100	102	92	81	85	91

Table 2: List of sales figures measured in 2020 index, total tonnes CO2 emissions, kg CO2 per delivery as well as kg CO2 per DKK'000 revenue from 2017-2022 plus an index showing the relative development

2. KEY FIGURES

Figure 3 illustrates a gradual decline in total kg CO₂ emissions over the years, with a notable reduction from 2021 to 2022.

Conversely, Figure 4 demonstrates that the decrease in emissions from 2021 to 2022 is less pronounced than the reduction in revenue, resulting in lower efficiency when measured in kg CO₂ per DKK'000.

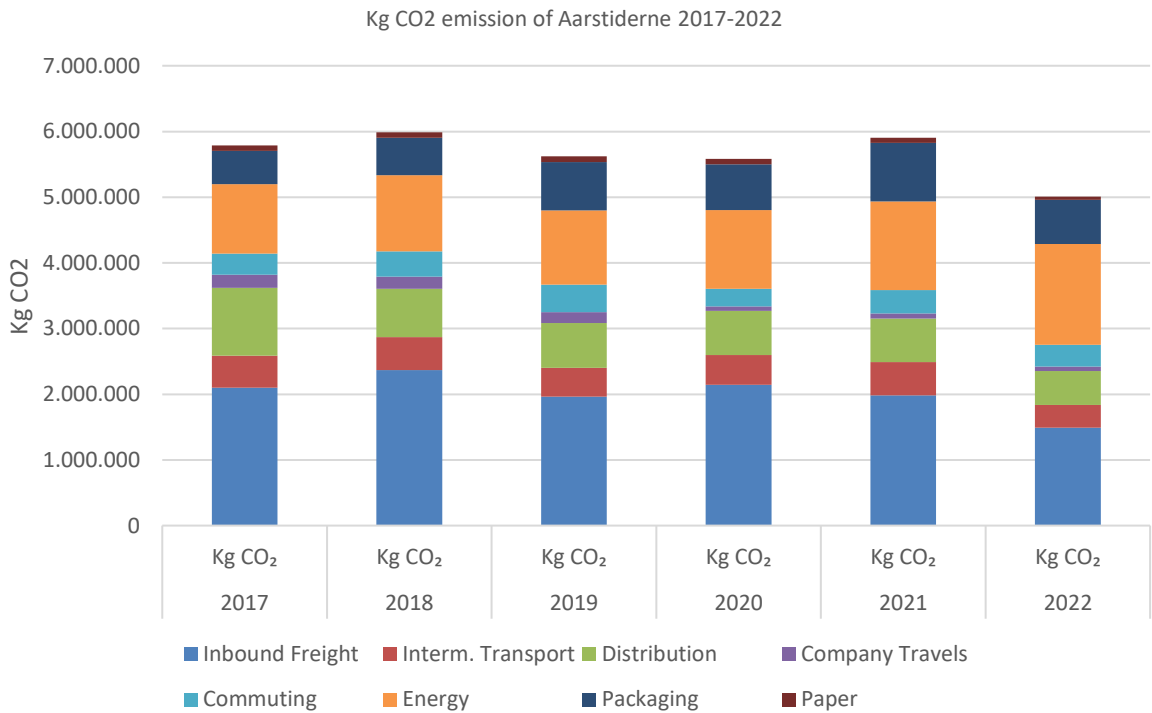


Figure 3. The emissions of Aarstiderne 2017-2022

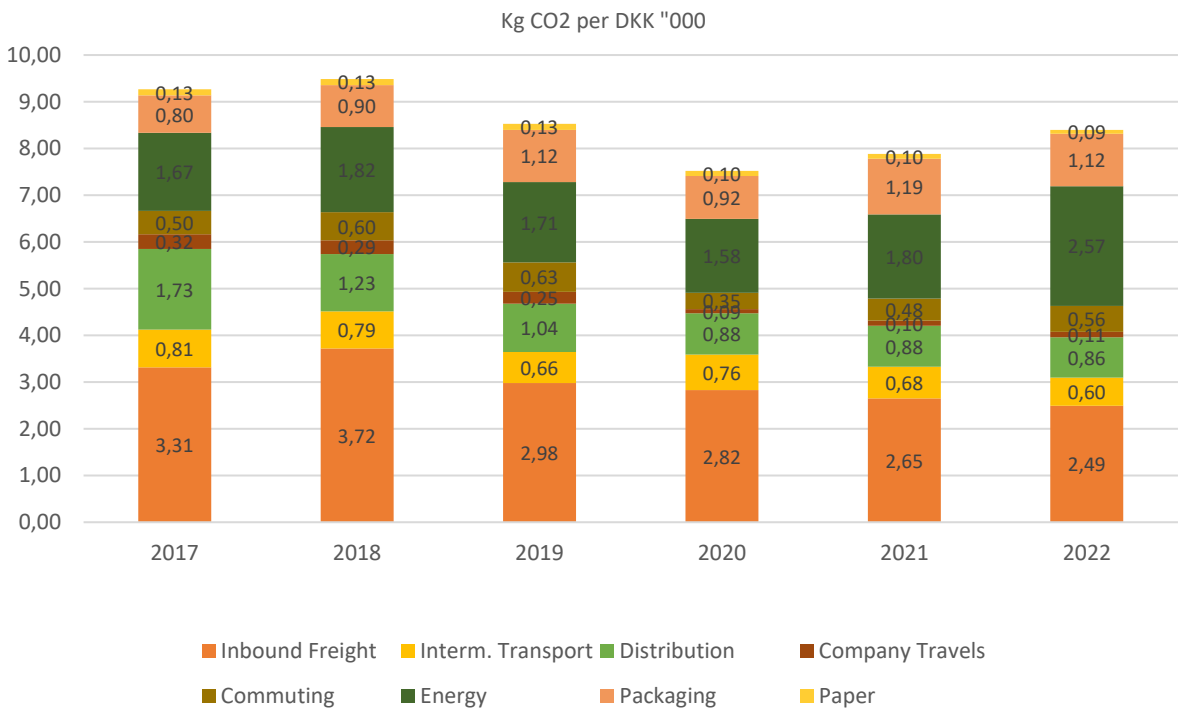


Figure 4. The emissions of different sources per DKK'000

3. TRANSPORT OF GOODS

Transport by truck generates 0.107 kg CO₂ per ton/km, while transport by ship emits a mere 0.00243 kg CO₂ per ton/km. Consequently, collecting goods produced near port areas in the Dominican Republic or Argentina may be more CO₂ efficient than truck transportation from, for example, southern Italy (ship transport from Argentina results in nearly the same emissions as truck transport from Nantes, France - refer to Appendix B for details on transport types). Figure 5 highlights the relatively low emissions from ship transport, explaining why exotic fruits in our boxes are not the primary contributors to climate impact.

When feasible in terms of timeliness and product freshness, transportation from Italy can be carried out by freight train. Major construction work on this route rendered it inaccessible for several years; however, since its reopening in 2019, freight trains have accounted for approximately 10% of Italian transport. CO₂ emissions per DKK'000 revenue in 2022 reached their lowest level in the analysed period. Figure 5 focuses on inbound freight, while Figure 6 displays variations in inbound freight, intermediate transport, and distribution over the years.

In 2021, our logistics partner invested in Liquefied Natural Gas (LNG) lorries, which conducted 45% of goods transportation from Spain in 2022. LNG transportation is fossil-free and generates slightly lower CO₂ emissions than diesel-driven transports.

Since 2018, inbound freight contributions to CO₂ emissions have declined, as have intermediate transport and distribution emissions. In 2022, 45% of intermediate transport utilized a Hydro-treated Vegetable Oil (HVO)-driven lorry, which results in significantly reduced particle pollution and marginally lower CO₂ emissions compared to diesel.

Road carriers monitor their driving patterns for specific periods, enabling the calculation of kilometres driven for each customer. The data reveals a 40% reduction in kilometres driven between

deliveries since 2015, attributable to increased customer numbers, route optimization, night-time driving in lighter traffic, and the use of alternative fuels for portions of distribution.

In December 2019, Aarstiderne acquired a small electric truck servicing the greater Copenhagen area, delivering company fruit, farm shop goods, and more. A portion of the company fruit is also managed by Chainge, a last-mile electric bike company. Additionally, one hauler (Nordic Transport and Logistics) invested in two electric vans, operational on routes since Autumn 2020. These alternatives further reduce emissions from distribution.

FACT BOX: Transport of goods

In this report, we distinguish between the transportation of goods and people. Goods transportation encompasses inbound freight, intermediate transport, and distribution, whereas people transportation, which includes company travel and commuting, represents a smaller portion.

We transport goods from our suppliers, both domestically and internationally, to our packing facilities in Barritskov using a variety of transportation methods, such as trucks, ships, and trains.

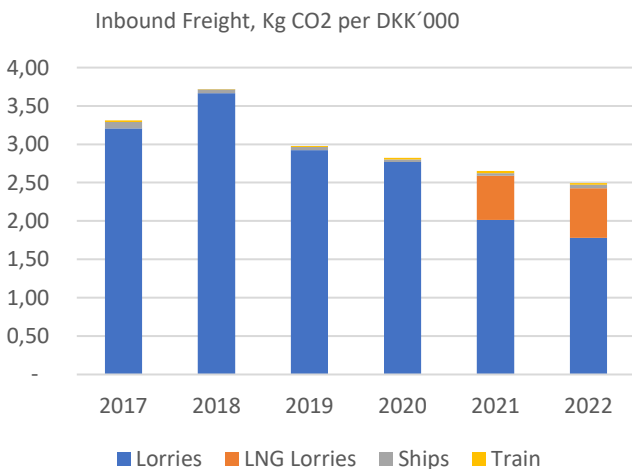


Figure 5. Inbound freight by truck, ship and train - kg CO₂ emissions per DKK'000 of revenue

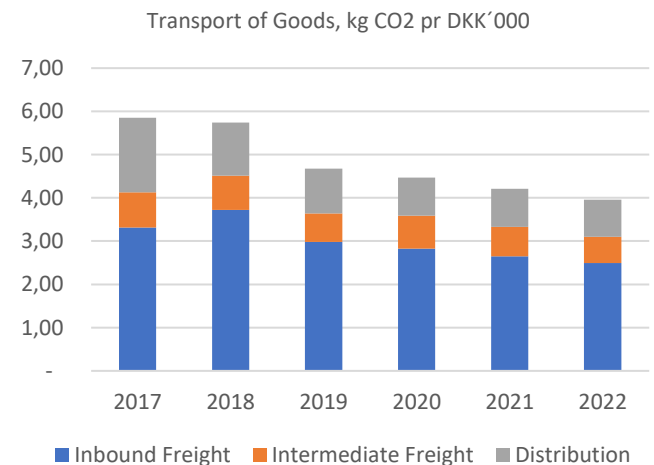


Figure 6. Development in kg CO₂ from transport of goods per DKK'000 of revenue (2020 index)

4. TRANSPORT OF PEOPLE

In 2020-21, the COVID-19 pandemic disrupted standard routines. Employees whose jobs could be performed remotely were asked to work from home for the majority of the time in both years. As a result, commuting was estimated to be at 40% of normal levels in 2020 and approximately 60% of normal levels in 2021. Company car usage was also estimated to be lower during this period.

Starting in 2020, all new company cars have been either hybrid or fully electric. The first year saw the addition of two hybrid cars, followed by three electric cars in 2021. Now, five out of nine company cars run on alternative fuels. The hybrid cars are estimated to produce 15% lower CO2 emissions than diesel cars, though this is heavily dependent on driving patterns. For electric cars, emissions are estimated to be 38% lower.

The unusual circumstances during the COVID-19 pandemic led to significantly reduced emissions from personal transport and company travel in 2020-2021. The shift to remote work and increased use of online meetings seems to have become the new norm, as these activities have maintained lower levels into 2022.

FACT BOX: Transport of people

Transport of people encompasses various types of travel, such as commuting to and from work. In 2015 and again in 2018, employees were surveyed about their commuting distance and mode of transportation (diesel car, petrol car, carpooling, public transport, cycling, or walking). The number of employees was then multiplied by the average transport pattern, causing the CO2 emissions from commuting to increase proportionally with the number of employees.

Transport of people also includes work-related air and train travel, overnight stays for work trips and meetings, as well as any additional driving in private or company cars beyond daily commuting.

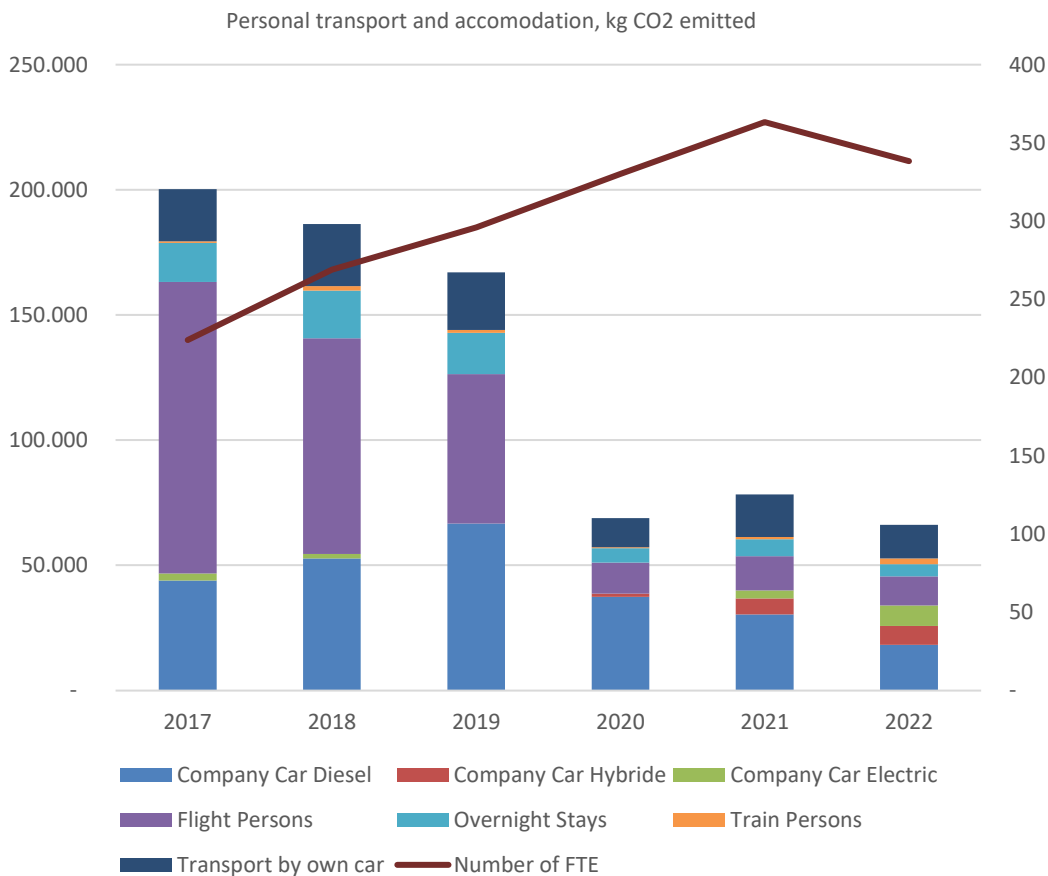


Figure 7: kg CO2 emissions from transport of people and overnight stays

5. ENERGY

Electricity consumption is the most significant energy source, primarily due to the cooling facilities required in both the pack house and terminals, as illustrated in Figure 8.

Electricity usage continued to grow through 2022, driven by larger distribution facilities (Avedøre), a new venue (Classensgade), and a more accurate estimate of consumption in the pack house (Hedensted). Despite lower revenues and activities, the overall consumption remained high across all locations in 2022.

Examining the CO2 emissions from energy per DKK'000 in revenue (Figure 9), there is a significant increase, raising concerns. Actions such as reducing cooled areas and dividing cooling facilities into separate sections have been implemented and are expected to yield results in the following period.

Since 2020, we have used certified sustainable electricity, corresponding to our consumption levels.

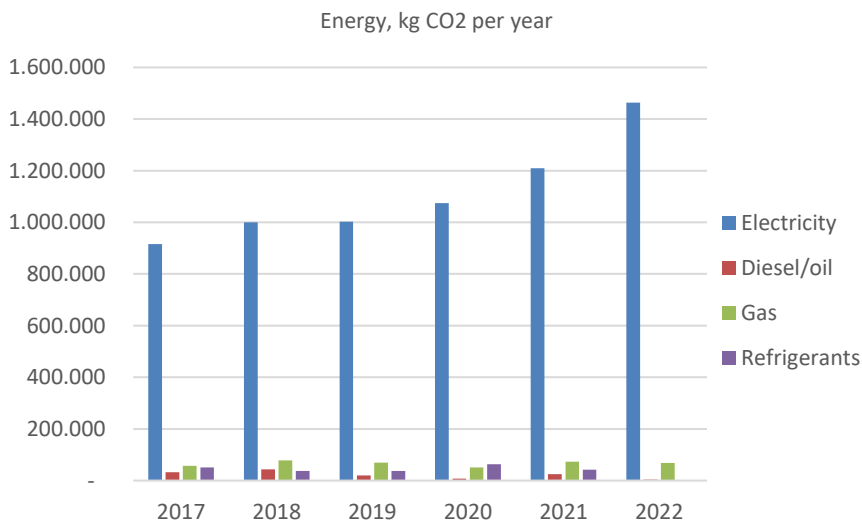


Figure 8: kg CO2 emissions from energy

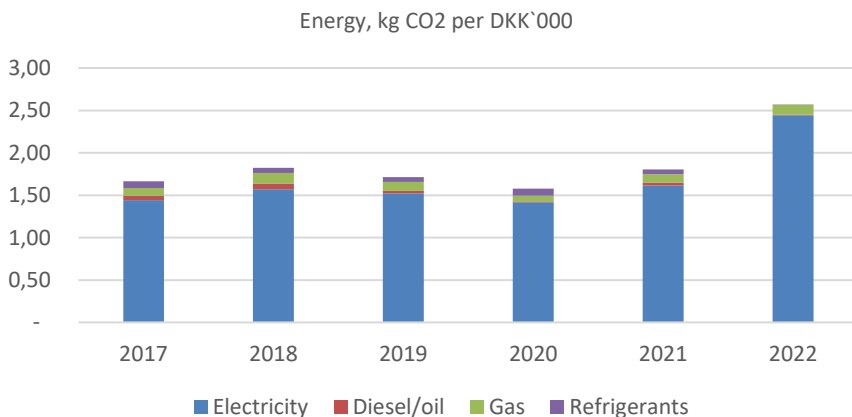


Figure 9: kg CO2 per DKK'000 of revenue from electricity, agro-diesel, oil, gas and refrigerants

FACT BOX: CO2 as coolant

CO2 was one of the original coolants widely used but was phased out with the introduction of synthetic coolants around the Second World War. However, when it became clear that CFC coolants had a catastrophic effect on the ozone layer and that their substitutes, HCFC and HFC coolants, contributed to global warming, interest in CO2 as a coolant was renewed.

CO2 emissions from coolants are highly dependent on the need to fill facilities with coolants. In 2016, a new cooling facility at Barritskov was filled with coolants, resulting in a high emission level. Previously, cooling facilities primarily used freon, but due to its high emission factor (see appendix C – emission factors), the coolant was changed to CO2 at the end of 2017 and the beginning of 2018.

FACT BOX: Energy

Energy consumption encompasses a variety of sources used at our different locations. This includes electricity, agro diesel (for agricultural machines), and oil for an oil burner that serves as a backup when the woodchip-fired installation is not functioning. Energy consumption also covers coolants for cooling facilities and both natural and bottled gas used for heating, forklifts, and kitchens.

6. PACKAGING

This report focuses solely on the packaging used by Aarstiderne and does not include packaging utilized by suppliers.

The total CO2 emissions from packaging have increased from 2017 to 2022 due to rising revenue, as depicted in Figure 10.

On one hand the following factors increase the emissions:

- Larger part of the boxes are packed for one- and two-persons households, increasing the amount of packaging
- More products, such as herbs, beans, spinach etc. are bought in bulk to reduce the use of plastic and to manage shelf life better.
- The emissions increase with higher volume packed in-house
- The packaging of products from The Green Workshop also means more packaging in the Aarstiderne **accounts**.

On the other hand, several initiatives have been done to minimise the amount of packaging:

- When packing in batches (e.g., rice, bulgur, or pea sprouts) the bag used is smallest possible and reduce the use of plastic with 50%.
- When possible, herbs are bought in bulk with a rubber band instead of a plastic bag.
- Weekly reporting keeps track of the batches of vegetables, fruit and berries packed in plastic and keeps focus on reducing the use of packaging.
- A new half size foam box have been introduced to be used in the smaller meal boxes.

Figure 11 indicates that CO2 emissions from packaging per DKK'000 have increased from 2020 to 2022. The primary reason is the rising amount of in-house packaging and growing sales in online groceries, which require more packaging per product than the box scheme business does.

After conducting extensive research on shelf life, suppliers have removed plastic from products such as broccoli, cucumbers, and tomatoes. However, plastic may still be present on these items when a supplier is unable to deliver, and a product must be exchanged. These initiatives are not reflected in the CO2 accounts, as only our own packaging is considered.

Overall, the focus on minimizing packaging seems to be contributing to a reduction in CO2 emissions. However, it may be challenging to maintain this reduction as more processing and packaging of products in our Green Workshop are insourced to achieve higher and unique quality.

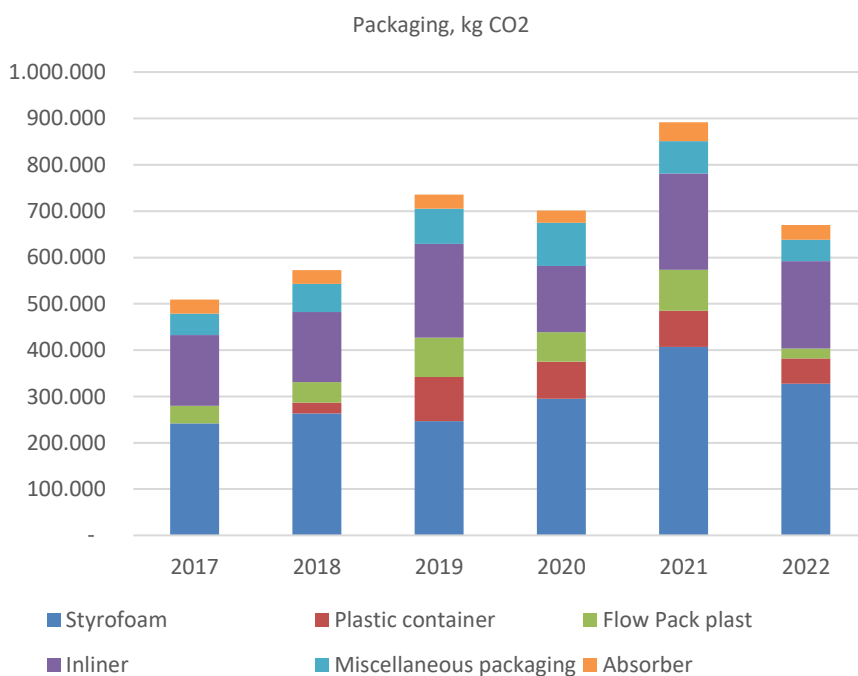


Figure 10: Kg CO2 from packaging

6. PACKAGING

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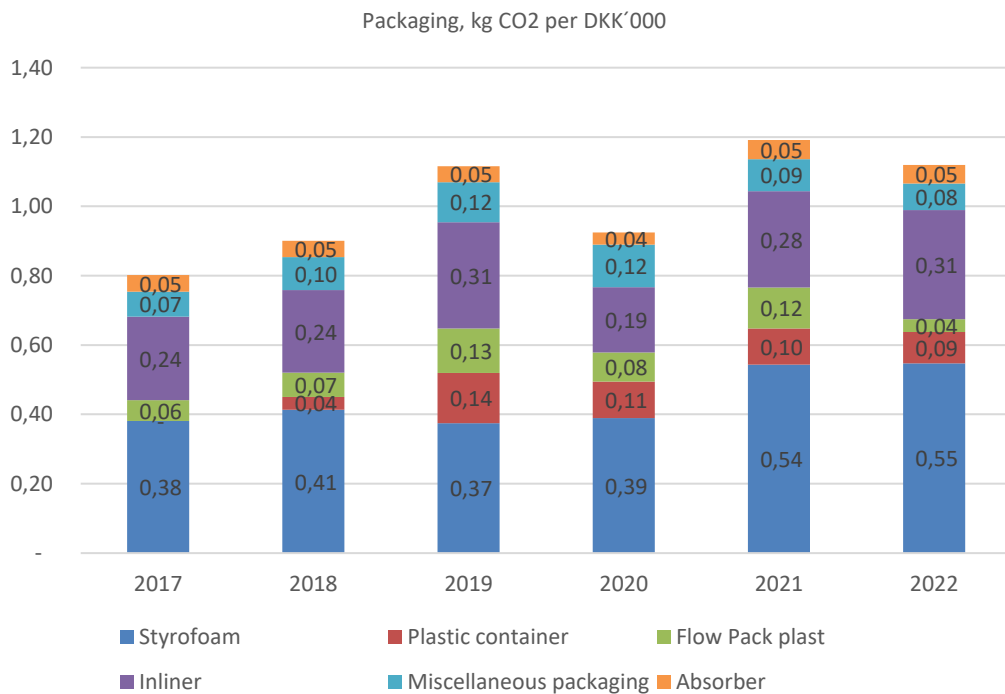


Figure 11: Kg CO2 per DKK'000 of revenue from packaging

FACT BOX: Re-use of boxes

Styrofoam boxes are used for products that require cooling. They are packed with ice to maintain the correct temperature until the customer unpacks the box. Customers return the Styrofoam boxes, which are then cleaned with UV light and reused. When they are worn out, they are sent for recycling.

The iconic wooden boxes are not included in the above figures since wood is a renewable resource. Once the wooden boxes reach the end of their usable life, they are chopped up and used as wood chips to fuel the heating system at Barritskov, providing warmth for the buildings.

FACT BOX: Types of packaging

Wooden boxes contain an in-liner, a large plastic bag that keeps meal kit items together while maintaining moisture inside and preventing sunlight and insects from entering. For meat and dairy products, styrofoam boxes are used.

Flow-pack bags are transparent plastic bags, used for products like couscous, rice, and nuts. Plastic containers are used in The Green Workshop for items like chopped mixed greens.

Some fruits and greens are delivered in large boxes and repacked in "lettuce bags," which fall under the miscellaneous packaging category. This category also includes brown paper bags used for end delivery of items such as a bag of fruit or additional items to the meal kit, as well as cardboard boxes made from recycled pulp, used for products like tomatoes.

7. PAPER

Figure 12 illustrates the development in total CO2 emissions from paper consumption. Total emissions from paper have increased since 2017 but decreased in 2020. The measurement method has shifted from an estimate to the actual number of copy papers used, revealing slightly higher consumption than previously assumed.

Figure 12 also presents the kg CO2 emissions from paper consumption per DKK'000 of revenue. Emissions were slightly higher in 2019, but from 2020 to 2022, they have decreased. The increased adoption of digital campaigns has led to reduced paper usage for this purpose over the last three years. Paper consumption has a minimal impact on emissions, contributing only 0.09 kilograms per DKK'000.

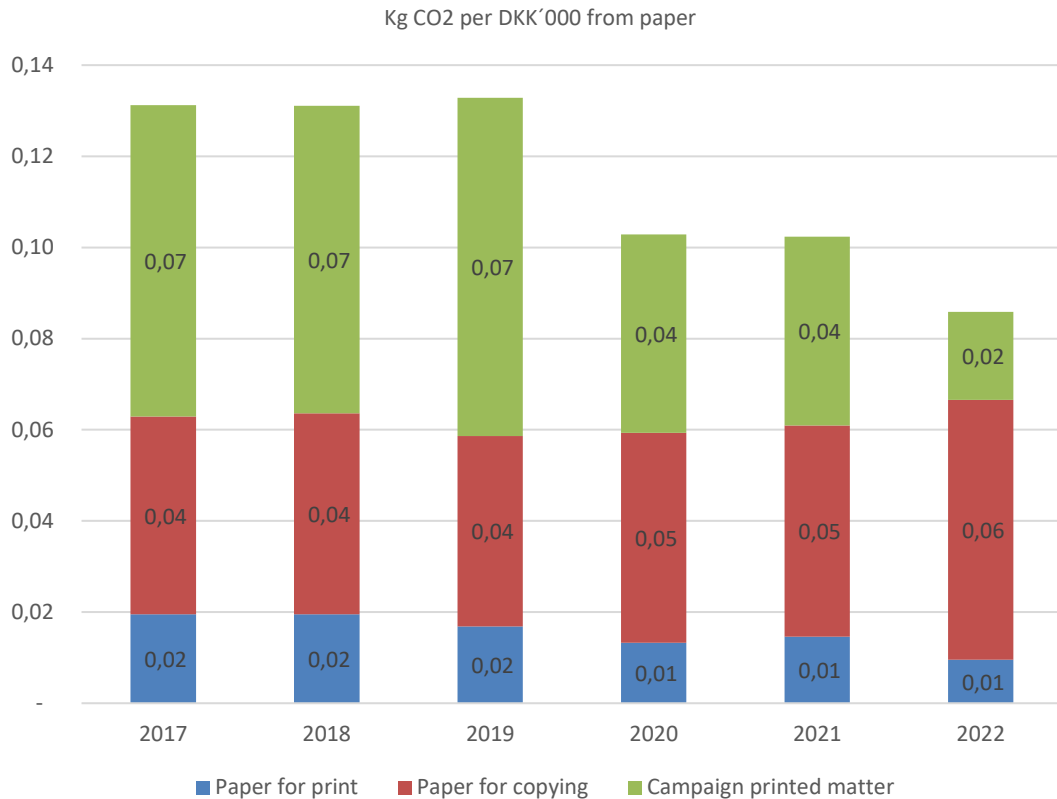


Figure 12: kg CO2 per DKK'000 of revenue from paper

FACT BOX: Paper and certifications

The meal kits include a newsletter (printed matter on paper) and recipes (copy paper), and paper is also used for activation campaigns, such as inserts in daily newspapers. These materials require different types of paper and involve printing costs.

The FSC label:

The FSC (Forest Stewardship Council) label certifies sustainable paper choices sourced from FSC-certified forests. In these forests, only the amount of wood that can be regenerated is harvested, ensuring protection for animals and plant life. Workers in the forest receive proper safety equipment, education, and fair pay.

Cradle to Cradle:

Cradle to Cradle is one of the world's most rigorous environmental certifications, with stringent requirements for a product's entire life cycle. Paper and printing ink are produced without harmful chemicals, heavy metals, or hormone-disrupting substances. This means that all printed materials can, in principle, be composted and used as fertilizer.

Aarstiderne uses only FSC-certified paper for newsletters, recipes, copying paper, and activation campaigns. Additionally, our printing partner, KLS Pure Print, holds Cradle to Cradle certification



8. SUMMERY

Revenue	2021: 748,793 DKK' 000	2022: 598,735 DKK' 000	20 % decrease	
Source of CO2 emissions:	Total kg CO2 2021	Total kg CO2 2022	Development 2021-2022	Why this development?
Inbound freight	1.984.868	1.492.880	-24%	Less revenue needs less raw materials. 45% transports from Spain driven with LNG-driven lorries
Intermediate transport	505.741	345.075	- 32%	Own truck is driven by HVO-diesel
Distribution	660.185	516.480	- 22%	Route optimization, shorter distances between customers. Introduction of electrical truck, van and bicycles
Company travels	78.256	66.187	- 15%	New habits from the COVID-period gives lower activity in company travels
Commuting	355.718	332.392	- 7%	After the COVID period, the offices of Aarstiderne is a little bit more crowded
Energy	1.351.400	1.536.611	+ 14%	New and much bigger distribution central in Copenhagen and generally growing stock facilities, that needs cooling and extra electricity
Packaging	892.078	670.250	- 25%	Efforts to reduce thickness of materials shows in reduced use of packaging
Paper	76.660	51.409	- 33%	Lower consumption of paper for campaigns
Total	5.905.004	5.011.285	- 15%	

Table 3: Comparison of the total kg CO2 emissions from different sources in 2021 and 2022

In 2022, there was a noticeable reduction in CO2 emissions, even with a decrease in revenue, which otherwise indicates that the efficiency in CO2 emissions has declined.

Several fossil-free solutions have been implemented for transportation. Inbound freight from Spain is now 45% of the time carried out by LNG-driven lorries. A significant portion of intermediate transport is done by an HVO diesel truck. Distribution has introduced an electric lorry, two electric vans, and electric bicycles for last-mile deliveries to some customers. Additionally, 5 out of 9 company cars have been converted to electric or hybrid vehicles.

As more goods are packed in-house and more types of packaging are included in the CO2 account, there has been an increase in activity in the Online Groceries, resulting in higher packaging ratios. Furthermore, the products from this sector require more packaging.

Reducing CO2 emissions requires various continuous initiatives and an ongoing focus on consistently striving for improvement.

9. INITIATIVES TO REDUCE CO2 EMISSIONS

At the end of 2019, Aarstiderne committed to achieving a balanced CO2 account from 2020 onwards. As a result, an agreement was made with Climate Impact Partners to purchase 16,000 tonnes of Verified Carbon Standard (VCS) CO2 credits, offsetting the CO2 footprint for the next 4-5 years through projects in East Africa, Chile, and Colombia. The VCS credits are of the highest standards available. In addition to compensating for emissions through offsetting, it is essential to prioritise the reduction of emissions and explore opportunities to invest in Aarstiderne's own supply chain.

The following initiatives are planned for the future:

- On the *transport* department, the focus is on maximizing van capacity and optimizing routes to save energy. Consequently, customers cannot choose their delivery time.
- New *distribution app* provides information of, when drivers deliver the boxes, facilitating the optimization of driving patterns in the last mile.
- *Alternative fuels* such as electricity, LNG diesel, HVO diesel, or gas are being explored. The successful introduction of electric vans and bikes has been encouraging, but progress is challenged by the slow pace of technological development.
- 2019 and 2020, a trial on *growing vegetables* in a nonheated and nonlighted glass house in Køge has taken place. The trial has challenged how many Danish leaf vegetable types can be grown in the cold part of the year. The experiences shows that the Danish growing season can be prolonged with up to 6–8 weeks. With an otherwise average 20-week growing period this is substantial. In the coming years this knowledge will be used to hopefully increase the share of Danish produce in the assortment and at the same time lower the need for inbound freight hence a lot less kilometres driven by truck.
- Since 2020, *all new company cars* must be hybrid or fully electric. Two hybrid and three electric cars have been acquired so far, bringing the total to 5 out of 9 company cars using alternative fuel. Business flights are minimized, but occasional overseas trips to check suppliers are necessary.
- Regarding *energy consumption*, several heating and cooling issues have been addressed in recent years. In 2023, time regulators will be installed on ice machines and compressors. Part of the Copenhagen (Avedøre) distribution hub is rented out due to lower production, and cooling sectors are being separated to reduce energy usage for cooling.
- *Packaging* is an area of significant focus, with efforts to reduce the size and thickness of packaging materials.

This report only considers Aarstiderne's CO2 emissions, from product collection at suppliers to delivery at the customer's doorstep. CO2 emissions from the production of items are not included, which means that as more production is insourced, Aarstiderne's CO2 emissions will increase. The alternative of having more goods produced and packed at suppliers would likely result in higher total CO2 emissions.

Aarstiderne's meal kits contain much less meat than an average Danish meal. The chefs aim to design meals based on the 80/20 principle, where 20% of the energy comes from animal sources and 80% from plant sources. In 2019, methods were developed to measure the calorie composition of the boxes. A typical Danish evening meal consists of 60% energy from plants and 40% from animals. On average, meals in Aarstiderne's meal boxes in 2022 were 78% plant-based and 22% animal-based. Customers report eating greener after using the meal boxes, which is one of Aarstiderne's most significant climate impacts.

FACT BOX: Our Supply Chain

Aarstiderne works to reduce the CO2 footprint of food production and delivery throughout the supply chain in the following ways:

- The Aarstiderne supply chain is highly efficient, with only a few days between harvest and delivery to the customer.
- Few products are kept in storage, waiting to be sold at a store.
- Most customers are subscribers, enabling accurate sales forecasting.
- In collaboration with select farmers, Aarstiderne conducts annual and quarterly planning for certain products. Farmers provide estimates of expected produce, and Aarstiderne commits to a minimum demand, fostering long-term relationships with suppliers.
- Customers trust Aarstiderne's chefs to decide on menu offerings, which reduces food waste by not making everything available all the time.
- Recipes are crafted based on available produce and seasonal considerations.
- Different-sized produce, such as small and large cauliflowers, are matched to appropriate box sizes for two or five people, reducing waste.
- Defined portion sizes further minimize food waste, ensuring customers receive only the necessary amount of each ingredient.

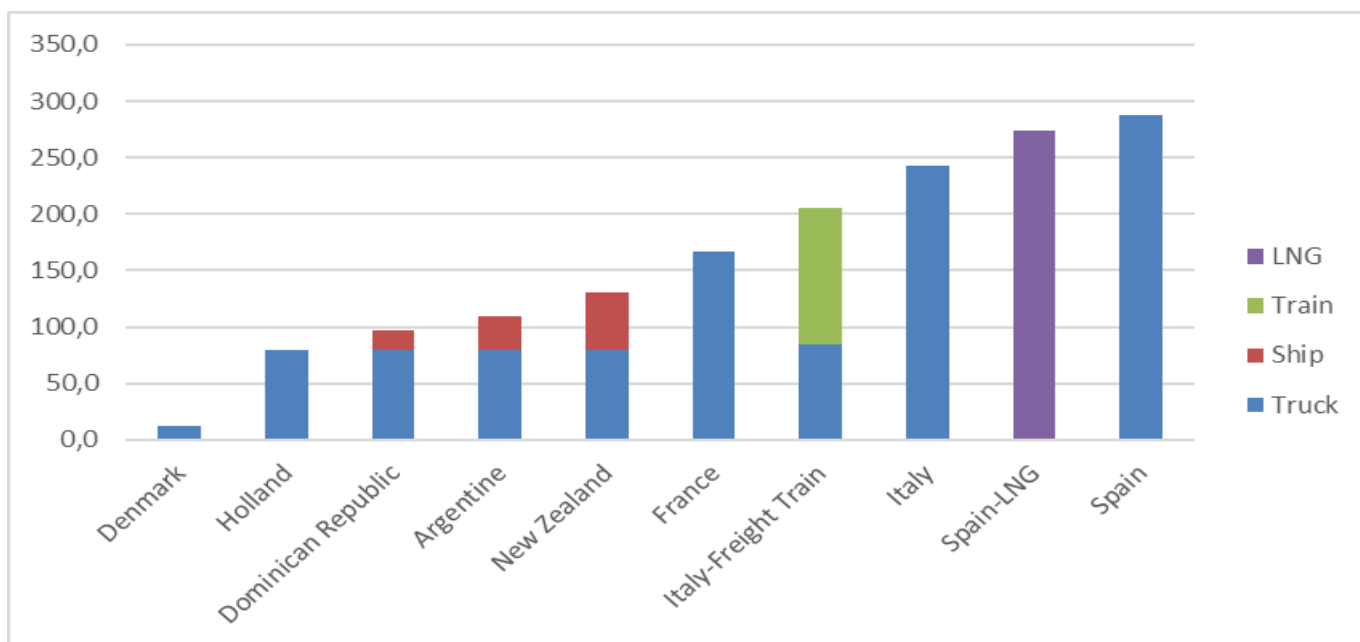
This business model minimizes overall emissions from the food delivered and contributes to a shorter, more direct supply chain, significantly reducing the CO2 footprint of food.

10. APPENDICES

APPENDIX A: The Danish and Danish/Swedish/German share of bread/flour, fish, fruit, vegetables, groceries, meat, dairy products and eggs for the years 2017-2022

Danish share	2018	2019	2020		2021		2022	
	DK %	DK %	DK %	DK+SE+DE %	DK %	DK+SE+DE %	DK %	DK+SE+DE %
Bread/Flour	-	-	52,4	69,7	52,6	62,4	56,6	80,8
Fish	-	-	95,2	95,2	92,7	92,7	95,8	95,8
Fruit	6,8	2,2	8,6	13,1	7,1	15,8	8,3	16,8
Vegetables	33,7	35	35,9	36,3	35	35,4	37,2	37,5
Groceries	-	-	31,3	32	26,9	27,7	28,7	31,2
Meat	49,1	69	65,9	79,7	67	82,4	65,0	81,0
Dairy	-	-	94,1	94,1	90,8	91,3	91,9	91,9
Eggs	-	-	92	100	92,1	100	89,0	100,0
Total			35,6	38	33,4	37	34,3	38,2

APPENDIX B: Kg CO2 for inbound freight per ton of goods from selected countries with different means of transport.



10. APPENDICES

APPENDIX C: Emission factors from Concito applied for the calculation of emission expressed in CO2 equivalents (CO2e).

Emission factors (from CONCITO)

Inbound Freight:	Kg CO2/unit	Description	Unit
Inbound Freight Lorry	0,107	Lorry > 32 tonnes	TonKm
Inbound Freight Lorry LNG	0,102	Lorry > 32 tonnes	TonKm
Inbound Freight Lorry HVO	0,102	Lorry > 32 tonnes	TonKm
Inbound Freight by ship	0,00243	Ship	TonKm
Inbound Freight by train	0,05	Train	TonKm
Intermediate Transport:	0,107	Lorry > 32 tonnes	TonKm
Distribution:	0,28	Vans	Km
Company Travels:			
Company cars - Diesel	0,13	Personal car	Km
Company cars - Electricity	0,08	Personal car	Km
Company cars - Hybride	0,11	Personal car	Km
Flight persons	250	Flight	Per hour
Overnight stays	60	Hotels	Number
Train persons	0,05	Train	Km
Driving in own car	0,14	Personal cars	km
Commuting:			
Commuting - Gasoline	0,15	Personal car	Km
Commuting - Diesel	0,13	Personal car	Km
Commuting - Train	0,05	Train	Km
Energy:			
Electricity	0,5	Administration and production	Kwh
Oil/Agrodiesel	2,8	Heating	L
Gas for Heating	2,2	Natural gas	M3
Gas for Cooking	2,9	Bottle gas	Kg
Gas for Forklifts	2,9	Bottle gas	Kg
Refrigerant	1774	HFC	Kg
Refrigerant	1300	Freon	Kg
Refrigerant	3922	R404A/R744	Kg
Refrigerant	1	CO2	Kg
Packaging			
Foam boxes	3,5	Polystyren	Kg
Plastic container	4,4	Polypropylen	Kg
Inliner, flowpack, labels	3,07	HDPE (high density polyethylen)	Kg
Cellophane and transfer foil	2,5	LLDPE (Polyethylen)	Kg
Strapex	4,2	Polypropylen	Kg
Transferfoil	2,5	LLDPE (Polyethylen)	kg
Carrying tray + bag with handle	0,3	Recyclable pulp	Kg
Absorber	2,01	30% Polypropylen + 30% polyethylen	Kg
Paper:			
Paper for printing	1,3	Navision	Kg
Paper for copying	0,82	Navision	Kg