
Sustainability
Report 2025
easitex®
VERSION
2026-06

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A family affair

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A family affair since 1927

Who we are
Here at Gunnar Engstrand AB, we have worked for almost a century to develop effective materials for drying, cleaning and absorption. Our wide range of nonwoven materials is aimed at those who need effective, hygienic and production-safe cleaning.

The majority of our products are sold under the brand name:

easitex®

As a small family-owned company, we have short decision-making processes and great flexibility, which means that we quickly can find new solutions and ways forward. We have always valued long-term associations and are proud of our great relationships with colleagues, customers and suppliers.

Why we do
We believe in doing things for a purpose. A product is not just a thing we sell, it has a purpose. Depending on where the product is being used that purpose can be different. Our goal is always to deliver high quality products that will help the user in their everday work and to contribute to a more hygienic healthcare for both patients and caregivers.

What we do - product groups

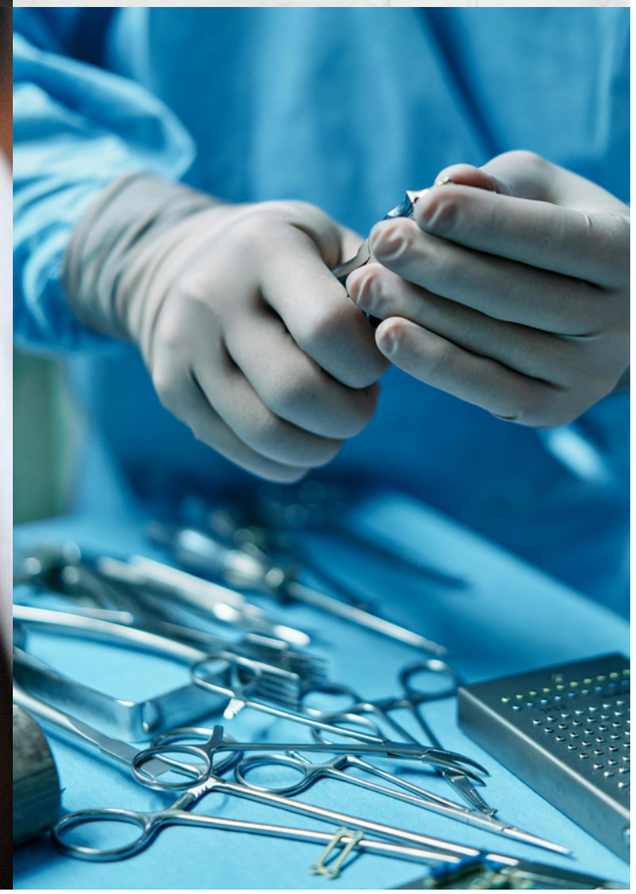
- Wipes and cleaning cloths
- Clean room wipes
- Bedsheeting, pillow cases, pillows for health care
- Insulation products for health care
- Absorbents
- Sticky mats
- Wet wipes
- Textile cleaning cloths
- Granulate
- Wiping paper

The importance of hygiene and effeciency
Together with good hygiene and cleaning routines, disposable products can be a part of reducing the risk of cross-contamination as well as increase production safety.

Low linting, high wet strength and high absorbency capacity are three important characteristics for high-quality products. Each material has specific properties adapted to different applications, which provides efficient products with fewer products used per work step while also reducing the need for chemicals.

When a task is completed the disposable product is discarded, thereby minimizing the risk of spreading bacteria or viruses that have been captured in the material between different surfaces. Microplastics, medicine residues and other types of particles are captured in the material and can be disposed safely.

The light and effective nonwoven materials saves time and provides a lower workload. All together, nonwoven disposable products contribute to a sustainable, hygienic, effective and economical choice, both in the short and long term.



Introduction

During 2025 our strategic sustainability work has ramped up exponentially, new sustainability policies, LCAs, initiated supply chain due diligence, full Scope 3 assessment and much more have been done. This report contains our full direct and indirect emissions for the first time. This is a milestone for Gunnar Engstrand as a small organization taking a big responsibility with a big step towards our goal of understanding and reducing our emissions throughout the entire value chain.

The report is compiled based on the Greenhouse Gas Protocol standard to meet our ambition of achieving SBTi goals that have been verified and goals to be verified. The report serves as a continuation of our Near-term targets for Scope 1 & 2 (direct) and will act as our baseline year for the Net-zero target for Scope 3 (indirect)

In 2025 we restructured our supply chain due diligence process, prepared routines, and set up the software agreement with WorldFavor to increase our efficiency and development to better understand and work with our supply chain partners CSR matters.

Product development done in 2025 where the environmental impact has been calculated and used as an additional factor in decision making will be presented to showcase how we continue to take large strides towards reducing our indirect emissions.

This year also marks the first year where all downstream freight includes the “Skicka Grönt” addition where DHL provides compensation of emissions for all transport done from our storage facility to all our customers.

Green House Gas Protocol

The Greenhouse Gas Protocol (GHG Protocol) serves as the world's most widely used framework for measuring and managing greenhouse gas (GHG) emissions. Developed through a partnership between the World Resources Institute (WRI) and the World Business Council for Sustainable Development (WBCSD), this comprehensive protocol provides the accounting and reporting standards and tools needed by governments and businesses to ensure that their GHG inventories are robust and comparable.
The GHG Protocol standards are divided into several scopes and series, each tailored to different aspects of GHG management:

Scope 1: Direct Emissions
This scope includes emissions from sources that are owned or controlled by the company, such as emissions from combustion in owned or controlled vehicles, boilers, furnaces, etc.

Scope 2: Indirect Emissions from Electricity
This scope covers indirect emissions from the generation of purchased electricity consumed by the company. Scope 2 emissions physically occur at the facility where electricity is generated.

Scope 3: Other Indirect Emissions
This is an optional reporting category that allows for the treatment of all other indirect emissions not covered in Scope 2. Including emissions from activities such as the extraction and production of purchased materials and fuels, transport-related activities in vehicles not owned or controlled by the reporting entity, electricity-related activities (e.g., T&D losses) not covered in Scope 2, outsourced activities, waste disposal, etc.

The GHG Protocol offers sector-specific standards and guidance to cater to the unique needs of various industries. This includes the Corporate Standard, which provides requirements and guidance for companies preparing a corporate-level GHG emissions inventory, and the Product Standard, which focuses on the lifecycle emissions of a product.

Adhering to the GHG Protocol ensures that the environmental impact of organizations is transparently and consistently reported, promoting a global approach to environmental responsibility and facilitating the implementation of sustainable practices.

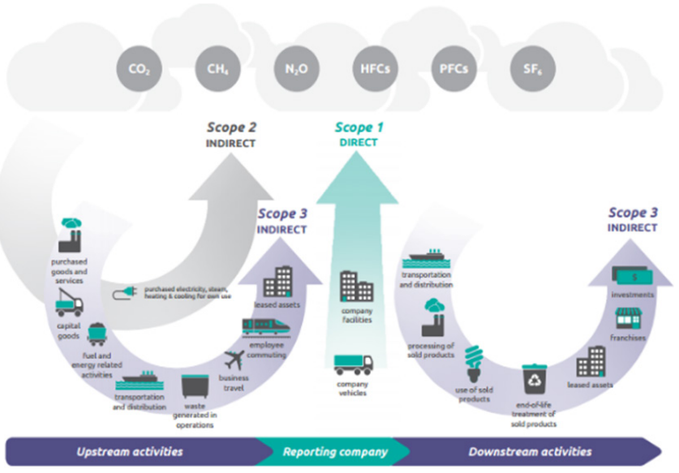


Fig. 1. GHG Protocol illustration of activities within the 3 scopes.

SBTi Science Based Target initiative

As a part of our strategy, the base-year calculation for 2023 was completed with the intent to apply for the Science Based Targets initiative (SBTi) near-term targets. This report is the third year of measuring from baseline and it is the final report containing the full Scope 1, 2 and 3. As such it will be used to verify Net-zero targets for Scope 3 to have our organizations environmental impact baseline measured and presented. The SBTi Framework: A Science-Driven Approach, SBTi is a collaboration between CDP, the United Nations Global Compact, the World Resources Institute (WRI), and the World wide fund for Nature (WWF). The initiative offers companies worldwide to set emission reduction targets grounded in the science of limiting global warming to well below 2°C above pre-industrial levels. SBTi utilizes the GHG Protocol standards as its foundation, enabling us to align our climate goals with current scientific models for emission reductions. Through this, we ensure that our targets are not just aspirational but grounded in scientific imperatives. These targets will serve as milestones on our journey towards decarbonization, fostering innovation, and signaling to our stakeholders our commitment to a sustainable future.

Our continuous sustainability work
As we have verified our Near-Term targets during 2025 and applied for Net-zero targets in 2026 our continuous work will include:

- GHG Emission Assessments: We will yearly assess our current emissions against SBTi criteria, encompassing all three scopes of the GHG Protocol.

- Target Setting: Our Near-term targets have been verified by SBTi in 2025 and this report will be used to apply for Net-zero targets for our Scope 3 emissions. Ensuring that our methodologies and targets are in line with the most ambitious goals, latest climate science and industry best practices.

- Strategic Implementation: We have integrated a sustainability perspective for all product development, measuring and comparing alternatives based on environmental impact. We will continue to align our sustainability work with the core business strategy, engaging with our supply chain to drive collective action.

- Supply chain due diligence: In 2026 the routine supply chain dd was due and as such we've set a new structure and methodology to obtain more knowledge of our supply chain partners environmental and social work and challenges. We strive to aid in the progress and reduce our entire value chain impact which is and will be shown in our Scope 3 emissions over the coming years.

SCIENCE BASED TARGETS
DRIVING AMBITIOUS CORPORATE CLIMATE ACTION

Methodology

Scope 1

Scope 1 emissions were calculated based on data from leased and owned vehicles. These vehicles vary by year, brand, and fuel type. Emission factors were primarily obtained from manufacturer's data; where unavailable, data was sourced from an external database. Vehicle mileage was reported by drivers, and emissions were calculated using WLTP-based emission factors.

Scope 2

Scope 2 includes electricity and heating for the Stockholm office. Both market-based and location-based approaches were applied, in accordance with the GHG Protocol, with both results presented in the report. Electricity Data was collected from supplier invoices, detailing annual electricity consumption.

- Market-based approach: Utilizes emission factors reflecting the energy mix provided by the supplier.
- Location-based approach: Uses a regional residual emission factor from IVL (2025) and Naturvårdsverket (2025).

Scope 3

Scope 3 includes several categories as presented in previous reports with justification for including and/or excluding each category have been done and can be found in Appendix A.

Category 1: Purchased goods

This category includes all incoming products and to estimate the emissions calculations of "miniLCAs" made based on material composition and weight have been calculated for almost 300 products. The emission factors have been collected from EcoInvent. The actual sales figures for each product during 2025 have been used together with the emission results to calculate the total emissions for Purchased goods.

Category 4: Upstream transportation and distribution

This category includes all freight from production facilities to the storage facility in Västerås. Distances, weight and mode of transportation have been used with emission factors from EcoInvent. For future reports the aim is to increase the share of primary emission data from the freight companies, but as no such data could be delivered this year a full calculation had to be made for all freights.

Category 5: Waste generated in operations

This category includes all the waste generated in our production. Due to the high level of reusability of our materials the share of waste is very low (sub 1%) as communicated by our production facilities. This figure has been used together with specific emission factors for the materials that are used to calculate emission from incineration of the waste.

Category 6: Business travel

This category includes all travel done for business related activities where the company cars are not used. It does not include commuting to and from the office. All travel documents have been gathered and has solemnly been flights were emissions have been calculated based on number of passengers and between which airports the flights have flown.

Category 7: Employee commuting

A questionnaire was used for employees with a fixed place at the office replied regarding their commuting to and from the office. The distance was collected from each empoyees house to the office and the mode of transportation noted, emission factors were collected from Region Stockholm.

Category 8: Upstreams leased assets

The warehose in Västerås where all products are stored supplied the energy usage for electricity and heating along with the used share of the warehouse. Emissions were calculated as a share of the area utilized times the energy consumption with a specific emission factor from the supplier of energy. Both a market-based result and a location based result was calculated.

Category 9: Downstream transportation and distribution

All downstream freight is supplied by DHL, the emissions from this category is calculated and delivered by DHL. The addition of "Skicka Grönt" which has been applied for all downstream transportation is presented in the separate biogenic emission table in Appendix B.

Category 12: End-of-Life of sold products

This category has been calculated based on Category 1 results of material impact assessments where fossilbased material emissions have been estimated by the weight * the emission factor of incineration of Polypropylene and PET in Sweden.

Table 1

	Scope	Description	Tonnes CO_2e	Share of total
Direct emissions	**Scope 1**	Company owned vehicles	1,10	0,020%
	Scope 2	Electricity & heating	0,96	0,018%
		Total Scope 1 & 2	**2,06**	**0,038%**
Indirect emissions	**Scope 3**	C1 Purchased goods	3597,94	67,044%
	Upstream	C4 Transportation & distribution	189,77	3,535%
		C5 Waste generated in operations	17,07	0,318%
		C6, Business travel	2,01	0,037%
		C7 Employee commuting	0,26	0,005%
		C8 Upstream leased assets	9,38	0,175%
		Total Upstream	**3816,43**	**71,115%**
	Scope 3	C9 Transportation and distribution of sold goods	54,41	1,014%
	Downstream	C12 End-of-life treatment of sold products	1493,65	27,833%
		Total Downstreeam	**1548,07**	**28,847%**
		Total Scop 3	**5364,49**	**99,962%**
		Total Scope 1, 2 & 3	**5366,55**	**100%**
	KPIs	**Emission / Net revenue**	**37,72**	
		Emissions / Ton delivered product	**1,03**	

Fig. 2 Värtahamnen cogeneration plant, Stockholm Exergi

Results

Scope 1
Company owned and operated vehicles

As previous years restructuring of the company fleet was maintained the results are very low. The fleet still contains 6 cars with 3 electric and 3 plug-in hybrids, with a slight increase in distance driven during 2025 which resulted in an emissions increase of 17% from the 2024 results.
The result of total Scope 1 emissions was 1,09 tonnes of CO2e.

Scope 2
Electricity & Heating

A 10% reduction in energy usage in the office space was observed and deemed to be a result of a new more energy efficient fridge installed during 2024. The emission reduction from the energy reduction was overshadowed by an emission increase due to an increase of the emission factor from the heating supplier due to factors not within our control. The emissions increased by 8% despite the reduced energy consumption.

The result of total Scope 2 emissions was 0,96 tonnes of CO2e.

Scope 3
Upstream
Category 1, Purchased Goods

This first year of calculating and estimating category 1 was conducted by creating material based impact assessments for the entire product catalogue. Due to the ongoing process of producing full LCAs several products included the entire lifecycle, but the majority of products were solemnly based on the materials. Do eliminate double counting of emissions transportation sections of the full LCAs was excluded from the calculations.

The result of Category 1 was 3597,94 tonnes of CO2e.

Category 4, Transportation & Distribution

All transportation from production facilities has been gathered and distances collected. Due to the lack of primary emission data from the suppliers of the transportation service the distances was estimated.

The result of Category 4 was 189,77 tonnes of CO2e.

Category 5, Waste generated in operations

Due to the design of the products that are produced a very low share of material goes to waste in production. As presented by the manufacturers less than 1% average waste is generated.

The result of category 5 was 17,07 tonnes of CO2e.

Category 6, Business travel

All travel receipts was collected for travel done by employees outside of commuting and with company cars.

The result of category 6 was 2,01 tonnes of CO2e.

Category 7, Employee commuting

All employees working at the office replied to a questionnaire regarding commuting habits and the results collected in a table where emission factors from primary public transportation company was collected.

The result of category 6 was 0,26 tonnes of CO2e.

Results

Downstream
Category 8, Upstream leased assets

The only facility which is deemed as a leased asset is the storage facility used for all products where an equity share of the facility has been applied. Market based and a location based results have both been calculated. The location based result is presented in Appendix A.

The results of category 8 was 9,37 tonnes of CO2e.

Category 9, Downstream transportation and distribution

Primary emission data was delivered by DHL for all downstream transportation and distribution. The addition of “Skicka Grönt” with a compensation of 56 tonnes of CO2e is presented in Appendix A.

The results of category 9 was 54,41 tonnes of CO2e.

Category 12, End-of-Life treatment of sold products

End-of-life treatment for all products is through incineration. The results are based on all fossilbased materials. Biogenic emissions are presented in Appendix A.

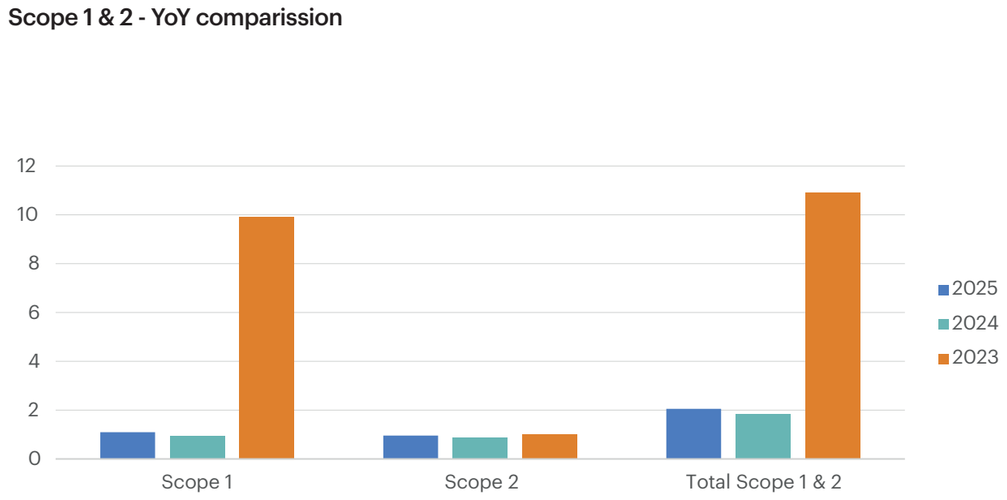
The result of category 12 was 1493,65 tonnes of CO2e.

Year-over-Year comparision

The results for our Scope 1 & 2 emissions compared to last year show a slight increase, in real numbers that increase is minimal but percentage wise it was an increase of 12% from 2024.

The increase does not raise concerns as reasons for it have already been identified and analyzed.

Scope 1 & 2 emissions are down 81% from our Baseline year of 2023 and the work to further decrease our emissions continues.



Discussion

Scope 1
The increase of 17% is strictly due to a longer distance driven by one of the cars in the fleet. This result is deemed reasonable and the increase does not require further investigation, overall the emissions from Scope 1 are still down 89% from our baseline year of 2023. We will continue to further reduce our impact from the car fleet by modernizing the car fleet as the leasing deals are up for renewal.

Scope 2
Electricity usage was down 10% for the year, routines at the office and a new fridge have been identified as the reason for this reduction, additionally our electricity supplier managed to reduce the emission factor of our electricity slightly.
Despite the reduced electricity usage market forces pushed our energy suppliers emission factor upwards which resulted in an increase of Scope 2 emissions as well. This result does not raise concern and the possibility for us to reduce the emission factor is deemed not possible. We still have an overall reduction from baseline year for Scope 2 of 4%.

Scope 3
This is the first year we have a full Scope 3 estimation, these indirect emissions are not ours to account for solemnly but we strive towards reducing emissions in our entire supply chain and as such we will estimate and work towards reductions in every category.

Category 1, the full estimate has been done from material impact assessments for all products, the sales figures. We have our biggest part of Scope 3 in this category as we expected and will continue our work with product development to continuously reduce emissions from this category.

Category 4, the transport from production facilities is a crucial part of our operations and identifying possibilities to reduce these emissions is of a high priority. As many products have been repackaged to increase transportation efficiency, this work is ongoing. For the future we hope and will work towards helping our freight suppliers to present us with primary emission data for this category to increase precision and build a better decision-making platform for us to work with.

Category 5, the waste generated in production operations is very low, sub 1%. We are looking to further reduce our impacts through product development to reduce the emissions that will arise from the waste that will be created.

Category 6, business travel accounts for a very small percentage of the total Scope 3 emissions and is something that we only do if necessary. It includes due diligence trips to production facilities which can be justified to have a positive impact on our overall emissions due to knowledge and collaboration about and within the supply chain is crucial to reduce our indirect emissions.

Category 7, commuting to and from the office is a necessity for our staff and the methods used are of a very high standard. Mostly walking and biking which we always encourage, and it results in very low emissions from this category.

Category 8, our storage facility is located near the arrival of all our sea freight, it's a facility where we do not control electricity or energy contracts, the share of our usage is 96%. For the overall usage we see possibilities in collaboration with the service provider to decrease the emission factor by renegotiating the electricity and heating subscriptions.

Category 9, the transportation from our storage facility to our customers is a relatively large emission post and to compensate for this a decision was made to fund the "Skicka Grönt" program at DHL. This program results in compensation for all category 9 transport emissions, the compensation is presented in Appendix A and we do not view this as a way to get out of reducing and working with our emissions from this category. It is one way to show decisive action to reduce our supply chain emissions and to show that we are willing to be a part in funding this transition.

Category 12, the emissions from incineration of the used products is a substantial part of our Scope 3 emissions, the products sold are to be incinerated due to the purpose of the products and their functionality they cant be recycled. This is a challenge that we face and where possible, recycling as an option is one of the activities we are pursuing. Overall the share of biobased products when accounting for sales is over 85% of the total weight which is the result of previous strategic decisions.

Conclusions

Scope 1 & 2 reductions as a total for near-term targets have been achieved, despite a yearly increase due to reasons mentioned the result far exceeds the verified SBTi goals from the 2023 baseline.

Scope 3, Category 1 accounts for the largest part of our indirect emissions, as predicted, and clearly shows where we as a company can work to reduce emissions as have been done over the past years.

Scope 3, Category 12 accounts for a substantial part of our indirect emissions and is a direct result of how we work with our product materials and developme-nt.

With 2025 emission estimates complete we now have identified and validated where we must put in most effort into reducing our indirect emissions
As a small organization, this report marks a milestone for our sustainability work, and we can conclude that we are on the right track and have gained a strategic advantage through our ambitious sustainability work.

Next Steps – follow-up from 2024

We have continued our policy development and have implemented a policy for supply chain due diligence, an effort that align with our active efforts of trying to achieve a full understanding of our supply chain and the climate and environmental impact.

In 2025 the product development process continued with environmental assessment for new materials, production locations, methodologies and more. This strategic process is one of our most important sustainability efforts as we can make meaningful impact on our indirect emissions.

Scope 3 emissions have been fully calculated for the year 2025 and is presented and analyzed in this report. Marking a milestone for our collective and ambitious sustainability work.

The data collection process has now been tested and refined by practically calculating all emissions. The structure is in place which will decrease the time and effort needed to calculate scope 3 for 2026.

We will continue to develop our LCA data for our climate data library, the majority of our indirect product emissions are estimated based on material composition. Additionally, we will continue our work to strengthen collaboration throughout our supply chain to increase precision in our estimates.

Scope 1 & 2 calculations and data collection have been done three times and the effort needed to complete the calculations have been reduced year over year. As of 2025 the time needed to complete Scope 1 & 2 has been deemed sufficient, and future efforts will be focused on Scope 3 processes.

Long term targets & progress

In 2024 the first set of business goals for our sustainability work was decided on. As work progresses we will iterate the list to maintain high but reachable goals as well as baseline goals verified by third party organizations such as SBTi.

1. Identify and manage future GHG risks: Continuously evaluate and anticipate potential risks associated with GHG regulations and restrictions to enable proactive business strategy adjustments.

Progress: Ongoing, work is ongoing and several risks have been identified during 2025 and actions implemented to address and use these risks to our advantage.

2. Optimize cost-effective GHG reduction opportunities: Conduct climate and environmental analyses of all new products to identify and implement the most cost-effective methods for reducing GHG emissions within the operations.

Progress: All product development is evaluated with a climate and environmental impact assessment. The results are then evaluated from a cost perspective, giving us the full picture before implementing new developments.

3. Establish measurable GHG reduction targets, track progress, and report transparently: Near-term target of a 42% reduction in Scope 1 & 2 emissions by 2035; work towards a net-zero target for Scope 3 emissions; conduct annual sustainability reporting aligned with the GHG Protocol and verified by the SBTi.

Progress: Scope 1 & 2 Near-term targets have been verified by SBTi and reductions from baseline year achieved.
Scope 3 Net Zero targets have now been applied for with this report and progress will be presented in coming reports.

4. Participate actively in voluntary and mandatory GHG reporting programs: Engage in initiatives such as the GHG Protocol, SBTi, and government/regional reporting programs to enhance transparency and corporate responsibility.

Progress: This report has been created based on the GHG-protocol standard with the aim of applying for Net-zero targets set by SBTi.

5. Support and participate in GHG markets and certification programs: Support internal GHG trading, participate in external cap-and-trade programs, and work towards obtaining certifications like Svanen, ISO, and GHG labels to strengthen the company's environmental profile.

Progress: During 2025 we were certified by FSC. During the year investigations into the OEKO-TEX certification was initiated. During the year a new product group was certified by Svanen, Easitex disposable sheets partly made of recycled polyester. In October Svanen announced their updated criterias that will exclude washcloths containing plastic, which concerns our article 86 items. We are investigating options in 100% viscose.

We have been certified with ISO 9001 & 14001 for many years.

New Targets for 2025

6. Supply chain due diligance:
We will conduct regular supply chain due diligence work covering human rights, environmental, climate and other parameters. The work will be ongoing and routines set for how we can increase our knowledge of our supply chain partner and their CSR work.

7. Climate funding & compensation of emissions:
We shall investigate opportunities to finance compensation for a share of our emissions through nature-based restoration and/or preservation of areas of high natural capital and values.

Efforts to reduce emissions

In 2025 the main efforts were focused on specific product development for products with high turnover. By focusing on products substantiating large portions of our indirect emissions we eliminate large portions of our indirect emissions at a fast pace.

Overall, the work with LCAs which is ongoing and for several products LCAs were completed during the year. Work has mainly consisted of mapping and understanding the emissions from the lifecycle of our products but also lay the ground for decisionmaking on product development steps which as presented is one of our priorities and the area where we as a company can have the biggest impact.

Switching virgin fossil materials to recycled and/or biobased fibres have been done for several products with great results on reductions of emissions and is planned for many more in 2026.

We continue to work with transportation efficiency by developing new packages and product sizes to increase the number of products in each shipment. In 2025 we had our first full year where all our downstream transportation emissions were compensated for through the “Skicka Grönt” initiative, resulting in a total compensation of –56 tonnes of CO2e. This is another direct action towards reducing our indirect emissions throughout our supply chain.

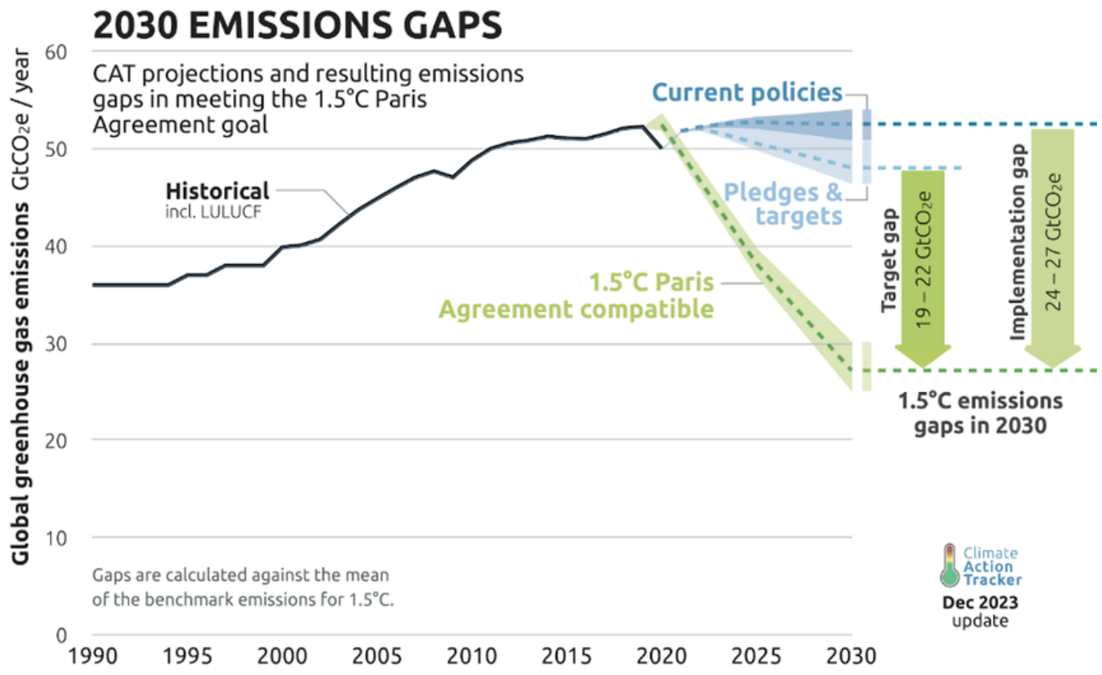


Fig 3. Climate Action Tracker results showcasing the current pledges & targets and how much additional work that is needed to meet the Paris Climate Agreement.

Product development

From 0 to 100
During 2025 one of our products, a microfibre cloth made from PET & PA6 (nylon) was developed with the help of an environmental impact assessment on the base materials.

The new materials selected was RPET & RPA6, thus the product went from 0% recycled to 100% recycled in this process. The results based on 2025 sales figures was a 57% reduction in emissions, resulting in a reduction of 25,2 tonnes of CO2e.

Two out of three trailers have been eliminated due to new packaging solutions and a new product size. This improvement reduced transportation emissions by 65% for this product.

Total emission reduction 2025: 25,2 ton CO2e

The impact of using recycled fibres
Our 62-series of products which we during 2024 increased recycled content from 0-60% has during 2025 been subject to an additional development. In 2025 the recycled content was increased from 60% to 100%. This development resulted in a reduction of 48%, accounting for 73 tonnes of CO2e based on 2025 sales figures.

This means that the 62 series now had an overall reduction of CO2e emissions from a lifecycle perspective of 72%, accounting for a reduction of 366,5 tonnes of CO2e from 2023 to 2025.

A testament to how important the work with product development is from a sustainability perspective.

Total emission reduction 2025: 219 ton CO2e

”Skicka grönt”

Over the years the reduction of transportation and freight emissions have been reduced by developing new packaging methods, altering the methods of transportation.

In 2024 we introduced the “Skicka Grönt” alternative for a smaller share of downstream transportation, compensating for a small share of transportation emissions .

In 2025 we added additional funding to compensate for all transportation through the “Skicka Grönt” addition, resulting in compensation of 56 tonnes of CO2e. We are aware that the emissions from our downstream transportation remain and the objective of working to reducing our impact from transportation also remain, but we are also aware that we have to use transportation to continue running the company.

We view this investment as one direct action that we can take to aid DHL in transitioning towards a lower emission transportation fleet. For us, the joint venture in reducing our supply chain emissions can only be done by working together, which is another reason for this decision to fund the “Skicka Grönt” program.

External monitoring of Directives & new legislation

EU Deforestation Regulation (EUDR)
Regulation requiring operators and traders to ensure relevant commodities and products placed on the EU market are not produced from areas and through methods that drive deforestation and/or degrade the forest when harvesting.

EUDR mandates due diligence systems, geolocation and traceability of supply chain plots, risk assessments, mitigation measures, and documentation for verification to prevent imports linked to recent deforestation.

Gunnar Engstrand AB is to be regarded as a SME trader because:

- Gunnar Engstrand is not the first actor to place the product on the EU market
- The raw material/material has already been placed on the EU market by another operator

During 2025, we have monitored developments related to the EUDR to ensure that we understand the requirements that will be placed on us and to enable us to implement any necessary new procedures related to the EUDR in a timely manner.

Greenwashing
The new Green Claims Directive EU law is requiring businesses to substantiate environmental marketing claims and prevent misleading “greenwashing.” The directive sets out obligations for clear, evidence based claims, use of recognized assessment methods, transparency on claim scope and limitations, and enforcement mechanisms to ensure accuracy and comparability for consumers.

We welcome this directive and will continue to align all our methodologies and claims with a science-based approach.

Packaging directive PPWR
Packaging and Packaging Waste Regulation (PPWR) is setting rules to prevent packaging waste and reduce environmental impact. Establishes essential requirements for packaging design (minimise weight/volume, facilitate reuse and recyclability). It sets reuse and recycling targets, requires extended producer responsibility (EPR) schemes and cost allocation for collection/treatment

The regulation further mandates labelling or marking for material identification and promotes recycled content and separate collection.

We welcome new legislation and directives aiming to reduce emissions and environmental impacts and will continue to work with our own packaging solutions to further reduce our indirect emissions.

Certifications

Nordic Ecolabel – Swan
We obtained our first Nordic Ecolabel (Swan) certification in 2022 for our wipes (polyester and viscose) sold to consumers through Apotek Hjärtat, Apoteket, and Kronans Apotek. Since then, we have gradually expanded our Nordic Ecolabel-certified portfolio to include all wipes in both our 86 series (polyester and viscose) and our 32 series (airlaid).

In 2025, our surgical drapes in the 955 series were also Nordic Ecolabel certified. These products are made from cellulose and recycled polyester.
In October 2025, the Nordic Ecolabel updated its criteria, stating that wipes may no longer contain plastic. This change is in line with upcoming plastic regulations and affects our polyester and viscose wipes. In response, we are currently evaluating the possibility of developing and certifying a wipe made from 100% viscose.

Through our work with the Nordic Ecolabel, we ensure that our products meet high environmental standards and contribute to more sustainable development within the healthcare sector.

FSC®
As a producer of products containing a high proportion of cellulose and viscose, we acknowledge our responsibility to promote sustainable material sourcing and responsible forest management.

Late 2025 we achieved a FSC® certification, demonstrating our commitment to responsible forest management and credible sourcing of wood and fiber. FSC (Forest Stewardship Council) ensures forests are managed to protect biodiversity, uphold workers’ and indigenous peoples’ rights, and meet legal and environmental standards.

Certification includes chain of custody controls, certified materials are traceable through our supply chain and can carry the FSC label, supporting transparent procurement and stronger sustainability claims.

The first product group to be FSC®-certified is our 955 series of disposable sheets. We are committed to progressively expanding FSC® certification across additional product categories as part of our ongoing efforts to improve the sustainability performance and traceability of our material sourcing.

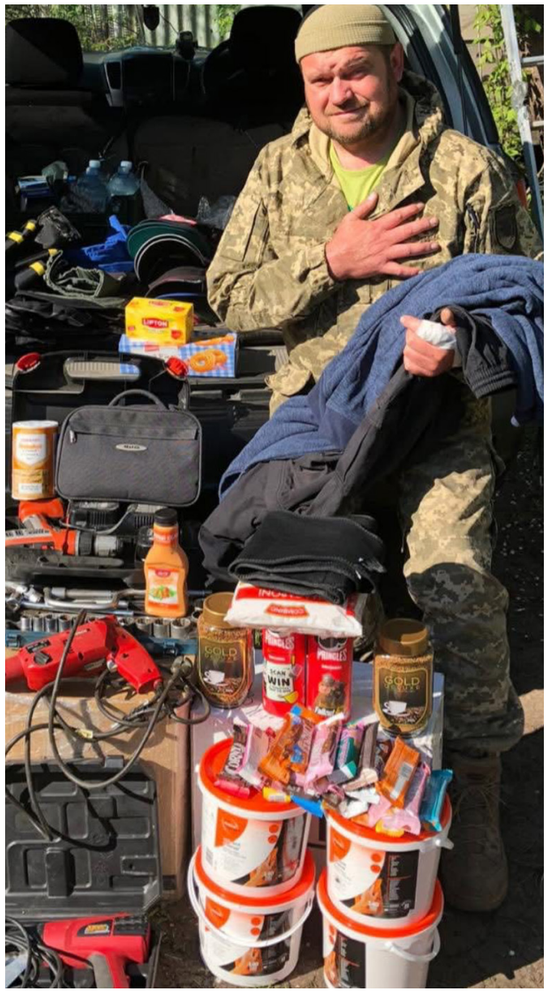
- **Organisations we support:**
  Barncancerfonden, Bris,
  Naturskyddsföreningen,
  Läkare utan gränser, SOS Barnbyar,
  Städa Sverige, Nattvandrarna,
  Nolltolerans mot mobbning.

- We are conducting systematic improvement work

- We are certified according to ISO 14001:2015 & ISO 9001:2015

Active support

In May 2022, our first shipment of supplies was sent with the help of **Aid4Ukraine** Sweden. Since then, we have made several additional deliveries.
Most often, we donate buckets filled with wet wipes—items that are easy to transport and handle in the field, and that have unfortunately become scarce.This is a practical and meaningful way for us to contribute and provide support where it is most needed.



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Appendices

Scope 1
Kia (2025). Sportage. Available at: https://www.kia.com/se/nya-bilar/sportage/upptack/ (Accessed: 08/11/2025).

Audi (2025). Q4 e-tron. Available at: https://www.audi.se/se/web/sv/models/q4-e-tron/q4-e-tron.html (Accessed: 08/11/2025).

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Scope 2
Stockholm Exergi (2025). Årsredovisning 2024 [Annual Report 2024]. Available at: https://www.stockholmexergi.se/content/uploads/2025/04/Arsredovisning_2024_for_skarm.pdf (Accessed: 08/11/2025)

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Boundaries

Organizational boundary
For Gunnar Engstrand AB (GEAB), the organizational boundary is confined to GEAB itself. This demarcation is due to the absence of subsidiaries, the non-ownership of real estate, and the lack of other emission-generating capital goods. As such the Organizational boundary is confined to the organization that is GEAB.

Operational boundary
Our operational boundary extends to include all direct and indirect emissions — categorized within Scope 1, Scope 2, and Scope 3, as defined by the GHG Protocol.

Scope 1 encompasses direct emissions from sources that are owned or controlled, such as our car fleet.

Scope 2 covers indirect emissions from the generation of purchased electricity and heating that is consumed.

Scope 3 represents both upstream and downstream emissions that are a consequence of our operations but occur from sources not owned or controlled. This includes upstream activities such as raw material extraction, processing conducted by other companies, as well as downstream activities such as transportation, use, and end-of-life treatment of products sold.

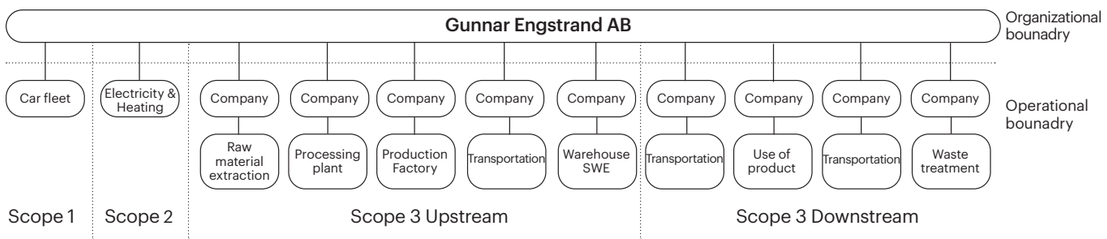

Fig 4. Illustration of the Organizational and operational boundaries of GEAB identified ahead of GHG inventory mapping.

Appendix B

Scope 1

Kia (2025). Sportage. Available at: https://www.kia.com/se/nya-bilar/sportage/upptack/ (Accessed: 01/06/2026).

Audi (2025). Q4 e-tron. Available at: https://www.audi.se/se/web/sv/models/q4-e-tron/q4-e-tron.html (Accessed: 01/06/2026).

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Scope 2

Stockholm Exergi (2025). Årsredovisning 2025 [Annual Report 2025]. Available at: https://www.stockholmexergi.se/content/uploads/2025/04/Arsredovisning_2024_for_skarm.pdf (Accessed: 04/06/2026)

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Location Based results Scope 2

Activity data: 2920 kWh (Supplier invoice)

Location-based Emission Factor: 59 CO_2e / kWh (IVL, 2025)

The Location-based approach utilized an emission factor as presented by IVL (2025) on Swedish average energy mix emission factors which was 59 g CO_2e / kWh resulting in emissions of 0.17228 tonnes of CO_2e.

Activity data: 17 892 kWh

Location-based Emission Factor: 55 g CO_2e / kWh (Naturvardsvärket, 2025)

The Location-based approach utilized an emission factor as presented by Naturvårdsverket (2025) on average Swedish emissions from nordic energy mix emission factors for district heating which was 55 g CO_2e / kWh resulting in emissions of 0,98406 tonnes CO_2e.

Results

Location-based approach: 1,156 tonnes CO_2e

Emission factors were updated from newly presented data from IVL and Naturvårdsverket. The EFs are more aligned with the actual Market-based emission factors which we decided to be more correct due to the nature of energy production in Sweden overall.

Scope 3 categories justification and references

Upstream

1. Purchased goods (Included)

As the control approach has been applied the category Purchased goods will include all purchases of products from factories that are subsequently sold. This category is expected to hold the majority of emissions within the operational boundary.

A full climate calculation spreadsheet has been created to monitor and evaluate emissions from Category 1. The document servers several purposes and is planned to be further developed.

Material	Emissionfactor (kg CO2e / kg)	Source
Cellulose fibres	0.17	https://v38.ecoquery.ecoinvent.org/Details/PDF/04C88944-C211-43C2-A98B-AA29A28E7175/290C1F85-4CC4-4FA1-B0C8-2CB7F4276DCE
Viskos	3.18	https://v38.ecoquery.ecoinvent.org/Details/PDF/07F266ED-0896-4AAC-99AE-3E30E382CB16/290C1F85-4CC4-4FA1-B0C8-2CB7F4276DCE
PET	2.92	https://v38.ecoquery.ecoinvent.org/Details/PDF/6F106C6D-5B81-40BB-B6ED-84F67DB64534/290C1F85-4CC4-4FA1-B0C8-2CB7F4276DCE
Rpet	1.66	https://v38.ecoquery.ecoinvent.org/Details/PDF/EAAF205C-5D86-44D7-A7DC-EE450494C7C2/290C1F85-4CC4-4FA1-B0C8-2CB7F4276DCE
Polyeten	3.21	https://v38.ecoquery.ecoinvent.org/Details/PDF/540D74F3-5E34-4DB3-A75C-9415EDD14404/290C1F85-4CC4-4FA1-B0C8-2CB7F4276DCE
PP	2.37	https://v38.ecoquery.ecoinvent.org/Details/PDF/4DDA256E-AFD0-4424-8E09-196AA2FC0636/290C1F85-4CC4-4FA1-B0C8-2CB7F4276DCE
PA6	9.92	https://v38.ecoquery.ecoinvent.org/Details/PDF/D76FB5F9-4C07-4641-9F0A-42D00279714D/290C1F85-4CC4-4FA1-B0C8-2CB7F4276DCE
rPA6	4.64	https://www.bigyarns.com/media/2xoelffl/s-p-02415-epd-eqocycle-recycled-content-pa6-yarns.pdf
Eco cosy /Ecovere viscose	1.59	50% reduction in CO2e + water usage. - No reliable sources of data is available to validate the 50% reduction posted by the producers.
Recycled cloths	0.469	LCA BVM & TKK
Synthetic rubber	2.546930191	https://www.climatiq.io/data/emission-factor/730d1c5b-2114-405e-91aa-5f0b49f42414

Scope 3 categories mapping

Upstream

4. Upstream transportation and distribution (Included)

Transportation of purchased products is a central part of the operations and includes several modes of transportation to deliver products to the storage facility.

Mode of freight	Emissionfactor (kg CO2e / kg)	Source
Sea	0,00942	https://v38.ecoquery.ecoinvent.org/Details/PDF/A386DE3A-68DB-4646-8DB7-8ABAA7E0C1D5/290C1F85-4CC4-4FA1-B0C8-2CB7F4276DCE
Trailer	0,13	https://v38.ecoquery.ecoinvent.org/Details/PDF/2F9B38F6-3280-453C-AA33-86DDBD51E4C9/290C1F85-4CC4-4FA1-B0C8-2CB7F4276DCE

5. Waste generated in operations (Included)

Production of purchased products include waste generation, as production includes several processes from extraction of raw material, processing of raw material and production of the final product. The raw materials range from biomass-fossil fuels to recycled plastics.

LCA calculations will provide base data to estimate waste in each section. In 2025 we received a production waste share of emissions from our suppliers at less than 1%.

As so the Category 1 data collection of materials and weights have been used together with emission-factors for incineration.

Material	Emissionfactor (kg CO2e / kg)	Source
PP incineration	2,05	https://v38.ecoquery.ecoinvent.org/Details/PDF/9B13124E-7F56-4E74-98DB-03EE23722B41/290C1F85-4CC4-4FA1-B0C8-2CB7F-4276DCE
PET incineration	2,53	https://v38.ecoquery.ecoinvent.org/Details/PDF/AEA70248-2939-4CDB-958D-28F945695062/290C1F85-4CC4-4FA1-B0C8-2CB7F4276DCE

We calculated the biogenic emissions which are excluded from the results table due to GHG standards. The results can be found in the Biogenic emission table.

6. Business travel (Included)

This category includes all business travel conducted during the year that are not done with the company owned/leased car.

In 2025 there were only a few flights taken and the destinations were used to calculate emissions with the International Civil Aviation Organization (ICAO) emission calculator which can be found here: https://www.icao.int/environmental-protection/environmental-tools/icec

7. Employee commuting (Included)

This category includes all employees commuting to and from the office. All employees reported their commute routine which gave the grounds to estimate the total emissions from all employees with a dedicated space at the office.

The emission factors used were taken from Region Stockholm, https://www.regionstockholm.se/4a2748/contentassets/d6c4da12e11843c0ab8249c297dfd-8fe/fakta-om-sl-och-lanet-2022.pdf

EF per mode (g/pkm)

Mode of transport	Split in public transport	Distance	Walk/bike	Train	Bus	Emissions /day	Emissions 2024 (kg)
Public transport	50% Train / 50% Bus	20	0	1,39	34	353,9	79,6275
Bicycle		20	0	0	0	0	
Public transport	50% Train / 50% Bus	30	0	1,39	34	530,85	119,44125
Walking		0,5	0	0	0	0	
Walking		2	0	0	0	0	
Public transport	50% Train / 50% Bus	15	0	1,39	34	265,425	59,720625

8. Upstream leased assets (Excluded)

As there are no leased assets this category is irrelevant due to the selected GHG inventory method.

Location based approach	Subcategory	Emissions (t CO2e)	P / S Data	EF	Unit	Source	Link
Nordic energy mix	Electricity	2,7085	Secondary	59	g CO2e/kWh	IVL, 2025	https://ivl.diva-portal.org/smash/get/diva2:1998248/FULLTEXT01.pdf
District heating (Nordic energy mix)	Heating	7,1630	Secondary	55	g CO2e/kWh	Naturvårdsverket, 2025	https://www.naturvardsverket.se/vagledning-och-stod/luft-och-klimat/berakna-klimatpaverkan/berakna-direkta-utslapp-fran-forbranning/
Total:		**9,872**					

Downstream

9. Downstream transportation and distribution (Included)

This category includes transportation between the storage facility, customers and transportation from customer to the waste management facilities. Downstream transportation is done via one single supplier which is DHL. All transports are compensated for via “Skicka Grönt”.
All data and emissions were delivered by DHL and the results are presented.

10. Processing of sold products (Excluded)

As products sold by GEAB do not require any further processing this category is not relevant.

Material	Emissionfactor (kg CO2e / kg)	Source
PP incineration	2,05	https://v38.ecoquery.ecoinvent.org/Details/PDF/9B13124E-7F56-4E74-98DB-03EE23722B41/290C1F85-4CC4-4FA1-B0C8-2CB7F4276DCE
PET incineration	2,53	https://v38.ecoquery.ecoinvent.org/Details/PDF/AEA70248-2939-4CDB-958D-28F945695062/290C1F85-4CC4-4FA1-B0C8-2CB7F4276DCE

11. Use of sold products (Excluded)

Products sold by GEAB do not require any energy or additional activity generating emissions, hence this category is excluded.

12. End-of-life treatment of sold products (Included)

The products are eventually managed as waste, as a means of working towards recycling and a circular economy mapping how the products are treated as waste is crucial.

To estimate our category 12 emission we first had to calculate Category 1. Category 1 data was used to calculate emissions from incineration based on these emission factors. Additionally all biogenic emissions are calculated and presented in the sepparate Biogenic emission table.

13. Downstream leased assets (Excluded)

As there are no leased assets this category is irrelevant due to the selected GHG inventory method.

Biogenic emission table

Upstream	
Category 1	0
Category 4	0
Category 5	102,22
Category 6	0
Category 7	0
Category 8	0
Total Upstream	**102,2153061**
Downstream	
Category 9	-56,38
Category 12	10434,89366
Total Downstream	**1037,51256**
Total Biogenic	**10480,72787**

Biogenic emission results

This emission table for Biogenic emissions is presented here in appendix B to showcase that we do calculate and estimate biogenic emissions. We also strive to reduce biogenic emissions through product development where we can compare biogenic vs fossil emissions effectively.

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