**Höegh Autoliners Methodology Statement**

# Introduction

This document contains information about how emission from Höegh Autoliners’ operation is collected, calculated, and presented. The company is striving to create a report that is as accurate, transparent, and complete as possible.

# Consolidation

Greenhouse gases (GHG) emissions information is consolidated using the control approach, where Höegh Autoliners accounts for 100% of emissions from operations under our control. Emission reporting follows the Greenhouse Gas Protocol and relevant ISO standards, covering:

* Direct emissions from fuel combustion in our operations (Scope 1)
* Emissions related to electricity consumption (Scope 2)
* Indirect emissions throughout our value chain (Scope 3)

GHG emissions data are presented in CO2 equivalents (CO2eq) and include all operating vessels for the calendar year (January 1st to December 31st, 2024). Consumption data for vessels under the ISM responsibility of the Höegh Autoliners Group is verified by the class society, adding an additional layer of quality assurance.

# Emission Calculations

The GHG emissions calculations use relevant emission factors related to fuel and energy consumption. These factors are in accordance with the Intergovernmental Panel on Climate Change (IPCC) Sixth Assessment Report (AR6, 2022), the Exiobase database, and the Third and Fourth IMO GHG Studies (2020).

**Gross Scope 1 emissions:**

Gross Scope 1 emissions encompass the sum of CO2, CH4, N2O, and HFC gases, all converted into CO2 equivalents. CO2, CH4 and N2O emissions are calculated based on fuel consumption. HFCs is calculated based on the reported consumption of refrigerants.

**Percentage of Scope 1 GHG emissions from regulated emissions trading schemes (%):**

This represents the proportion of Scope 1 GHG emissions covered by the EU Emission Trading System (EU ETS).

**Gross location-based Scope 2 emissions:**

Gross location-based Scope 2 emissions include CO2 equivalents from electricity consumption in all Höegh Autoliners office location, based on relevant location-based emission factors obtained from a third-party source. Electricity consumption in agent offices is not included in this consolidation.

**Gross market-based Scope 2 emissions:**

Gross market-based Scope 2 emissions include CO2 equivalents from electricity consumption in all Höegh Autoliners office location, based on relevant location-based emission factors obtained from a third-party source. A residual mix factor is used, adjusted for any green certificate purchase. Electricity consumption in agent offices is not included in this consolidation.

**Gross Scope 3 emissions:**

Gross Scope 3 emissions include indirect emissions from Höegh Autoliners’ value chain, both upstream and downstream. The GHG Protocol divides Scope 3 into 15 categories. Based on our Scope 3 mapping, four categories are considered material, all related to upstream activities. Last year, two additional categories (5: Waste generated in operations and 7: Employee commuting) were calculated but found to be insignificant. We will continue to closely monitor and assess if additional categories should be included in our reporting going forward.

Excluded from the emissions reporting are the following categories:

* **Category 4 –** Upstream transportation and distribution. We do not transport nor distribute purchased products or having third-parties to transport and distribute purchased products on our behalf.
* **Category 5** – Waste generated in operations. Emission derived from waste generated were evaluated from our 2023 reporting and has for 2024 reporting been considered to be insignificant. It is therefore scoped out of the 2024 emissions reporting.
* **Category 7** – Employee commuting. Emission derived from employee commuting were evaluated from our 2023 reporting and has for 2024 reporting been considered to be insignificant. It is therefore scoped out of the 2024 emissions reporting.
* **Category 8** – Upstream leased assets. Emissions from upstream leased assets are covered in Scope 1 (leased vessels), Scope 3 (Category 3) (leased vessels) and Scope 2 (electricity from leased office facilities).
* **Category 9** – Downstream transportation and distribution. We do not produce any products requiring downstream transportation and distribution.
* **Category 10** – Processing of sold products. We are not involved with selling any products.
* **Category11** – Used of sold products. We are not involved with selling any products.
* **Category 12** – End-of-life treatment of sold products. This category will remain ‘not applicable’ until we report vessels sold for recycling.
* **Category 13** – Downstream leased assets. We are not leasing any assets to any third parties.
* **Category 14** – Franchises. We are not involved with any franchises.
* **Category 15** – Investments. We are not involved with any investments.

**Total GHG emissions:**

Includes the total of gross Scope 1 emissions, gross Scope 2 emissions (both location-based and market-based methods), and gross Scope 3 emissions. Due to changes in GHG methodologies, some 2023 figures have been restated. These changes primarily involve improved methods for estimating emissions from purchased goods and services (Scope 3, category 2), enhanced methods for estimating emissions from ship construction (Scope 3, category 1), and updated emission factors for the upstream production and distribution of fuel used in vessel operations (Scope 3, category 3).

*Updated as of 13 of August 2025.*