

NEW BUSINESS MODELS IN LOW EMISSIONS ZONES

- VIEWS FROM A LOGISTIC COMPANY

Ylva Öhrnell, Director Sustainability, DHL Freight, April 2024



EXCELLENCE. SIMPLY DELIVERED.

In a sustainable way.



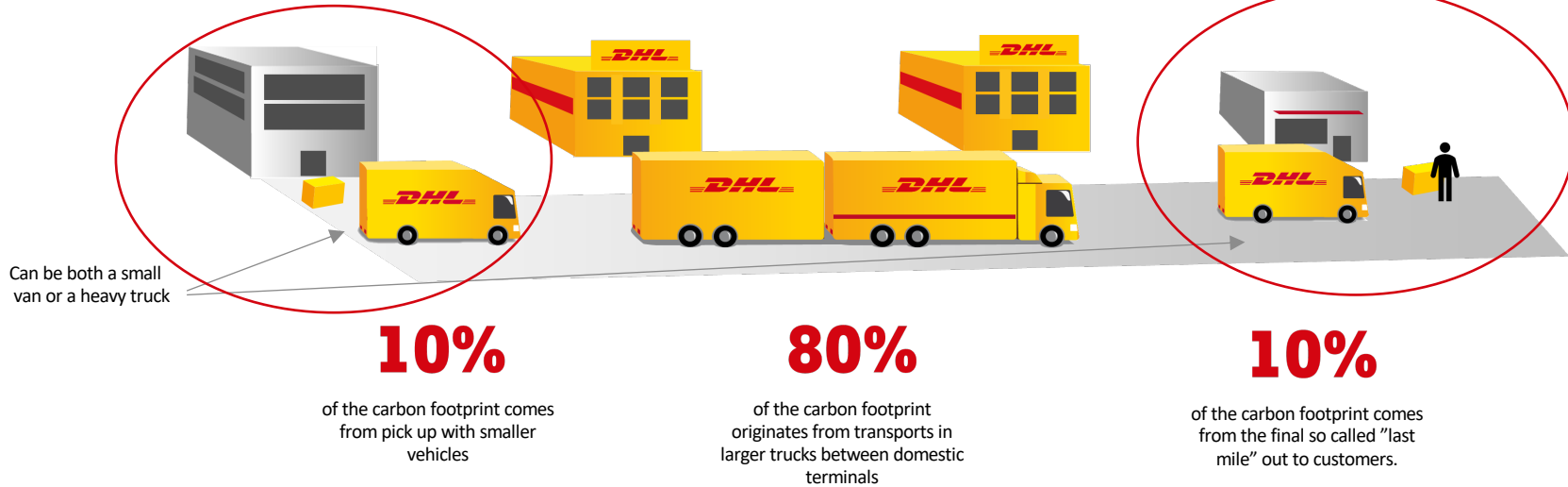
Emission Zone 3 - Stockholm



Low emission zone in Stockholm - **Are we prepared, are we positive?**

- Legal changes is part of the game, you need to be **adaptive and prepared**
- Already in line with our strategy to **reduce emissions and** remain **competitive**
- Customer expectations is high, they already expects **fossil-free vehicles**

HOW EMISSIONS ARE DISTRIBUTED



Consequences and impact on business models

- Time frame
 - Sub contracted fleet, (range cost, (truck, TCO)
 - Charging infrastructure (internal/external)
 - Leased buildings, heavy investments in charging infrastructure
 - Power/Battery Storage/Sun P
 - El supplier? Power to grid?
 - Subsidies
 - Added FTE cost (charging time)
 - Possible increased transport cost in cities
- = Unpredictable costs, but for whom?

Impact on several stakeholders business models; logistic companies, truck owners, landlords, net providers, el suppliers, customers

..... this is already a fact, with or without zon 3, but a major accelerator will come with the electrification expansion.

THANK YOU



EXCELLENCE. SIMPLY DELIVERED.
In a sustainable way

