



COP29 Baku - Nov, 21th 2024

Filippo Redaelli - CEO

SBG GROUP: A EUROPEAN TRANSPORT COMPANY



4 COUNTRIES

16 COMPANIES

1.000+ PEOPLE

1.000+ TRUCKS

150 M€ TRANSPORT TURNOVER

60+ MILLIONS KM/YEAR

Quality, health, safety and environment. Knowledge, behavior and communication

BUSINESS WERE WE OPERATE

LAST BUT NOT LEAST

- FUELS**
- BUNKER**
- AVIATION**
- BULK POWDER**
- FOOD**
- CHEMISTRY**
- BITUMEN**
- BIO LNG**
- GTL**

Livello Open-es raggiunto



Scoring sostenibilità

74/100

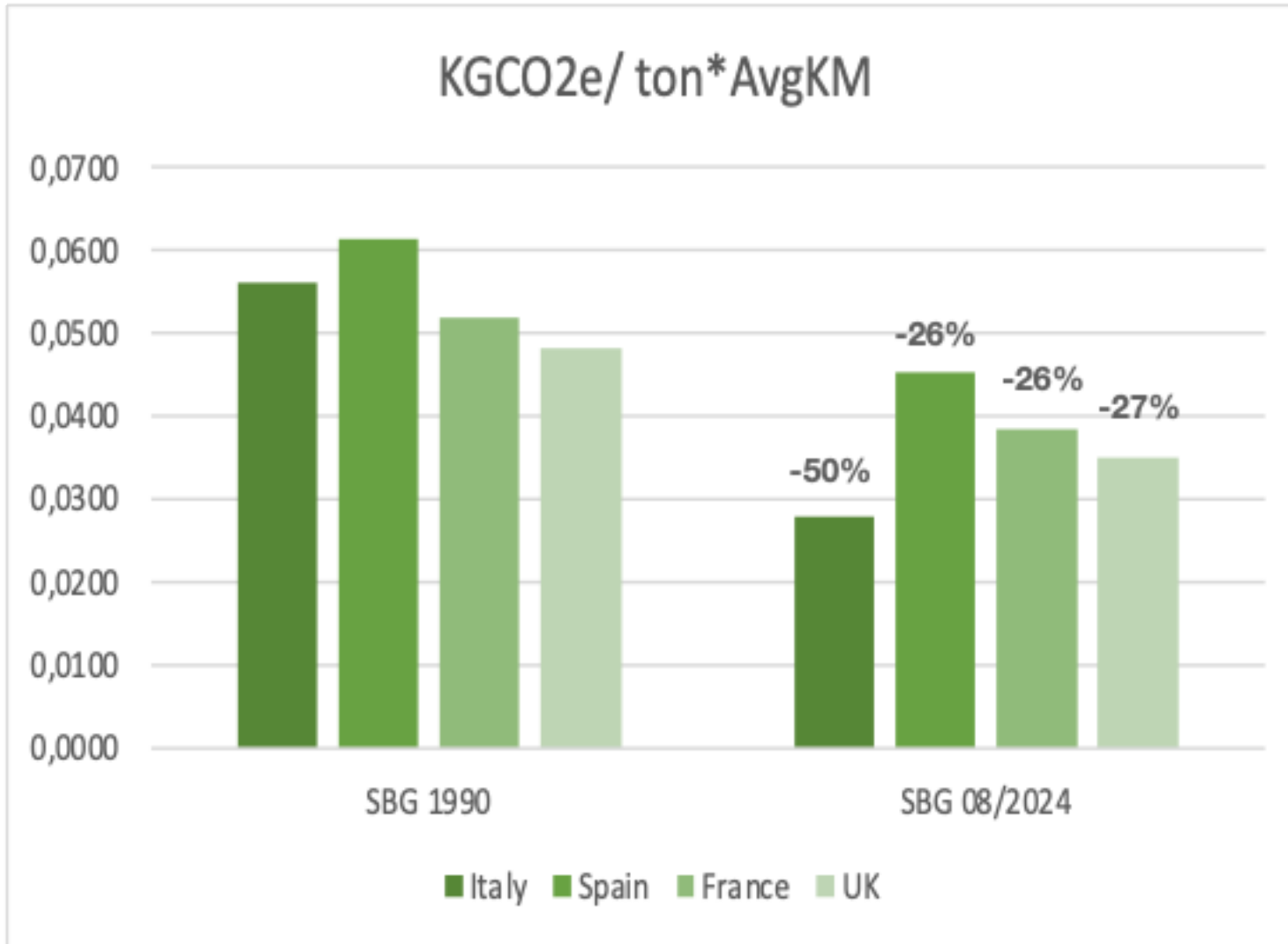
GOVERNANCE 83 su 100
 SOCIAL 77 su 100
 ENVIRONMENT 67 su 100

Validazione

Livello di completamento

96/100

SBG CO2 REDUCTION GOALS @ 2024



Target HeavyDuty EU 2030	Target HeavyDuty EU 2035	Target HeavyDuty EU 2040
-45%	-65%	-90%

SBG target is perfectly in line to reach EU CO2 reduction goals

The decarbonization strategy is based on use of **HVO** and **BIO LNG/CNG**

We are open to evaluate **EV** but too expensive at the moment and not allowed yet everywhere (ie. ADR)

WE ARE AWARE OF OUR ROLE AS INTEGRATED PLAYERS IN THE TRANSPORT SECTOR AND OF THE RESPONSIBILITY THIS ENTAILS TOWARDS THE ENVIRONMENT

SBG decarbonization plan aims to ensure a positive results in the long-term period through a **balance of economic-financial interest with social and environmental ones.**

It's SBG's interest to prosper in a contest in which exploitation of resources, the direction of investments and the orientation of technological development are all in harmony.

This is stated in the «**Sustainable development and energy efficiency policy**»



To support our strategy in CO2 emission reduction the Group is investing in the participation of **4 new Biomethane production plants** to secure the supply of our BioLNG fleet in Italy: the production of the 1st plant will be effective in 2024 and the remaining plants later.

A NON IDEOLOGICAL APPROACH TO DECARBONIZE A FLEET



Comparison between 2 **different technological scenarios** to decarbonize a Transport Company of 1000 Trucks aiming the European target 2040, for Heavy Duty, of -90% CO2 emission

Base assumptions:

- 1000 Diesel trucks on 2024
- New Truck investment HVO = BioLNG
- New Truck investment EV >+ 200K€ vs HVO/BioLNG (based on current market value)
- EV truck reduces load performance of -4% vs Diesel, HVO and BioLNG (due to the weight of battery pack)

Scenario HVO(50%) + BIO LNG/CNG (50%)

- CO2 emission at 2040= **-87%**
- Added Capex required vs As Is = **0**
- Tariff increase to recover investment at 2040* = **0**

*Without inflation

Scenario EV (100%)

- CO2 emission at 2040= **-100%**
- Added Capex required vs As Is = **13,2M€**
- Tariff increase to recover investment at 2040* = **+18,77%**

*Without inflation

Thanks for your attention!

