



AUTOSPED G GROUP

2022 **SUSTAINABILITY REPORT**

Responsibility on the move



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Responsibility on the move

Thank you to all colleagues who participated in the development of this project.

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letter to the **stakeholders**

It is an honour to present the Autosped G Group's second Sustainability Report: an important step that, coming just a few months after the completion of the first report, gives us the opportunity to look once again at environmental, social and governance questions in our organisation.

In the highly dynamic context of corporate sustainability – where ESG reporting will soon be mandatory for large numbers of companies – we feel it is essential to continue our journey on a voluntary basis.

In 2022, the Group expanded with the acquisition of two companies: Ferrari Aldo Trasporti (now FA Chemical Logistic), a long-time operator in the transportation of chemicals and other materials, and Lisante Service, an innovative start-up in bamboo processing.

Our first report, which we presented to a large audience of stakeholders, confirmed our belief in the importance of sharing information about financial performance and other issues, as a way to consolidate our business strategy.

A strategy that necessarily involves our key stakeholders, whom we asked to join us in selecting the material topics to be covered in the report.

In a world where sustainability is becoming a growth differential, the Autosped G Group has gone beyond simple data measurement and analysis to establish sustainability goals for all three dimensions.

**The road ahead is clear:
*Responsibility on the move.***

Marcello Gavio
Chair

Luca Giorgi
Chief Executive Officer

GRI 2-16

GRI 2-3/2-29

GRI 2-2

GRI 2-29

methodological note

This is the **Autosped G Group's second Sustainability Report**. Once again it is published on a voluntary basis, and is not a legal obligation. Confirming the importance of the Group's sustainability journey, which began in 2022, the Report has been drawn up with reference to the **2021 update of the GRI Standards**, the international guidelines most widely used today.

As a coherent document based on the principle of progression, this latest edition presents a number of new developments.

The reporting scope has been extended.

In addition to the companies covered by the first Report (Autosped G, G&A, Autoservice 24, Gavio & Torti Casa di Spedizione, iONE Solutions, OMT, Rail Hub Europe, Terminal San Giorgio, Tomato Farm, Tr.E.Oil Transport, Transpe, Truck Rail Container, Valsecchi), the 2022 edition includes Logika, Meritrans, Inerti Rivolta (economic and social data), as well as Lisante Service and FA Chemical Logistic. Lisante Service and FA Chemical Logistic were acquired between the end of 2022 and early 2023, and their data will therefore be presented starting from the next edition.

Compared with the 2021 report, which approached **materiality** from the organisa-

tion's point of view, the material topics that emerged in 2022 were presented for the validation of the Group stakeholders – as indicated by GRI 3 2021 – through a questionnaire-based survey. The questionnaire was given to stakeholders during the presentation of the 2021 Sustainability Report, and also emailed to them.

Besides setting out the main data and facts relating to the three ESG pillars – environment, social and governance (including data on business conduct) – the Group has drawn up the **sustainability goals** it intends to pursue over the short, medium and long term.

Directly measurable quantities have been included to ensure the reliability of the information in the Report, thus limiting use of estimates as much as possible. The data refer to the period between 1 January and 31 December 2022. Where possible, comparisons with year-earlier data are provided.

To contact us about the Sustainability Report, write to sostenibilita@gruppoautospedg.com

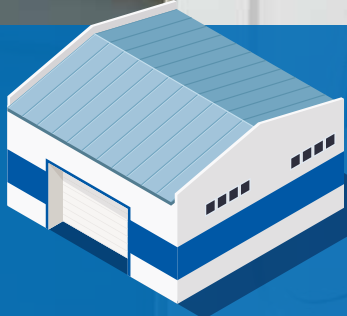
01

THE GROUP

Our industrial group is controlled by the Gavio family through the Aurelia Srl holding and operates in haulage, logistics, vehicle construction, food conservation and services for major sporting events.

The Gavio family founded its road haulage business in the 1960s, starting with gravel transportation and gradually expanding to other sectors: oil, containers, cryogenics, waste, merchandise, food, steel, chemicals and motor racing.

The Group is one of the main players in the haulage industry.



31
operating sites

2,237
employees



3,700
vehicles



835.6
€ M in revenues

business sectors

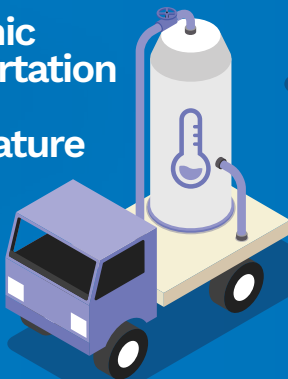
Oil, gas and
chemicals
haulage



Transportation
of hazardous and
non-hazardous
waste



Cryogenic
transportation
(low-
temperature
gases)



Major sporting
events (motor
racing and
soccer) and tyre
testing



Haulage of
liquid foods
and food
powder silos



Haulage services
for major works,
steel products,
prefabs



**Intermodal
logistics and
port services,
container
haulage**



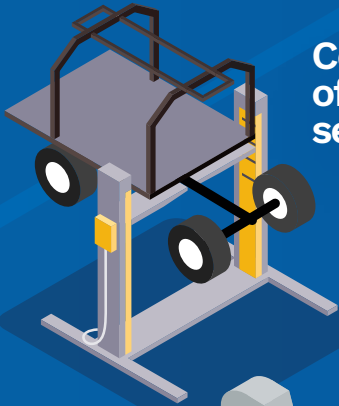
**Trade in
petroleum
products**



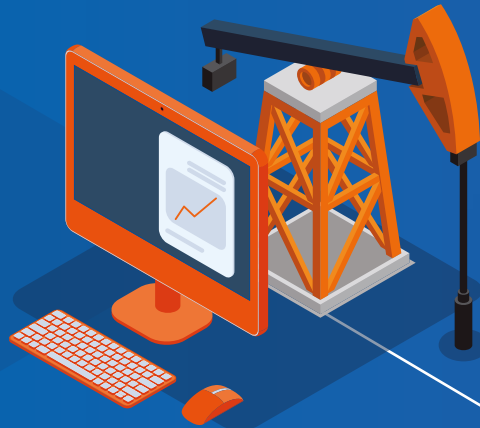
**Tanker
cleaning,
vehicle repair
shop and
inspection
centre**



**Construction
of trailers and
semi-trailers**



**IT solutions
for the oil
industry**



**Food processing
industry**



**Bamboo
processing**



companies

GRI 2-1

Autosped G SpA

The Group parent company provides high-quality haulage services in a range of sectors, thanks to a varied and regularly upgraded vehicle fleet and service flexibility.

The company operates through four branches based in Italy: Carbonara (Alessandria), Novi Ligure (Alessandria), Dalmine (Bergamo) and Naples.

2022 turnover € 119.5 M

G&A SpA

G&A SpA has always operated in the transportation of white oils (gasoline, kerosene and diesel) and black oils (bitumen and fuel oils in general). In recent years it has expanded into chemicals. It is one of Italy's main haulage firms in these sectors.

Its registered office and administrative headquarters is in Castelnuovo Scrivia (Alessandria).

2022 turnover € 94.3 M

Autoservice 24 Srl

Autoservice 24 Srl operates mainly as a mechanical workshop for road tractors and semi-trailers. It also provides cleaning and inspection services for industrial vehicles.

2022 turnover € 3.3 M

FA Chemical Logistic Srl

In December 2022, through the G&A SpA subsidiary, the Group acquired an 80% equity investment in FA Chemical Logistic Srl, a company headquartered in Fiorenzuola d'Arda (Piacenza) with an operating facility in Lodi Vecchio. FA Chemical Logistic provides chemical haulage services in Italy and Europe, with a fleet of around 95 tractors and 210 semi-trailers.

Only the statement of financial position has been consolidated for the 2022 financial year, since the company was acquired by the Group on 30 December 2022.

Gavio & Torti Casa di Spedizione SpA

A container haulage company in which the Group holds a 50% equity investment.

2022 turnover € 13.6 M

Inerti Rivolta Srl

A company active in aggregates quarrying in which the Group holds a 50% equity investment.

2022 turnover € 5.4 M

iOne Solutions Srl

A provider of IT consulting services.

2022 turnover € 1.4 M

Lisante Service Srl

An innovative start-up acquired with a notarial deed dated 12 October 2022, in which the Group holds a 51% equity investment through its Tomato Farm SpA subsidiary.

2022 turnover € 0

Logika Srl

A company active in foodstuff logistics services in which the Group holds a 20.50% equity investment.

2022 turnover € 3.0 M

OMT SpA

A producer of trailers, semi-trailers, tankers and related vehicles.

2022 turnover € 17.7 M

Terminal San Giorgio Srl

Manager of one of the main multipurpose terminals at the Port of Genoa, with a wide range of services covering all commercial sectors.

2022 turnover € 22.8 M

Transpe SpA

A company active in the transportation of LPG and oil products in general.

2022 turnover € 15.7 M

Truck Rail Container SpA

A company active in container transportation services.

2022 turnover € 24.4 M

Meritrans Srl

A provider of oil product haulage services exclusively on behalf of Kuwait Petroleum Italia SpA, in which the Group holds a 75% equity investment through its G&A SpA subsidiary.

2022 turnover € 8.8 M

Rail Hub Europe SpA

An intermodal terminal located in Rivalta Scrivia (Alessandria), which provides a wide range of terminal services for rail operators and road haulage companies.

2022 turnover € 5.4 M

Tomato Farm SpA

Tomato Farm SpA produces and markets semi-finished tomato products, stores cereals and markets tritordeum.

2022 turnover € 33.2 M

Tr.E.Oil Transport Srl

A company active in the transportation of oil products and small drops.

2022 turnover € 7.6 M

Valsecchi Srl

A company active in the transportation of special hazardous and non-hazardous waste.

2022 turnover € 3.5 M

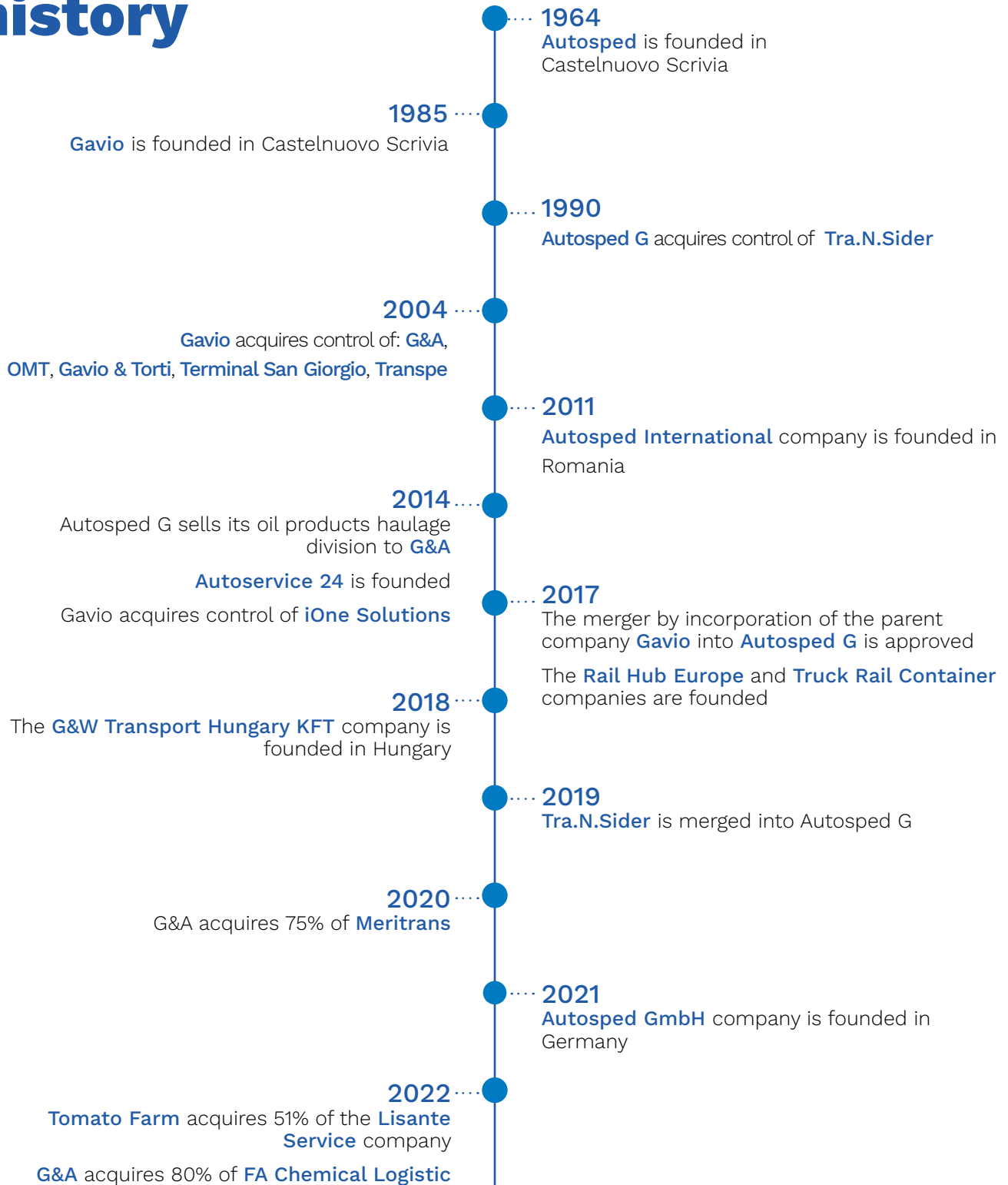
operating sites



GRI 2-1

Company	Operating sites
Autoservice 24	Castelnuovo Scrivia (Alessandria) Carbonara Scrivia (Alessandria)
Autosped G	Castelnuovo Scrivia (Alessandria) HQ Carbonara Scrivia (Alessandria) Dalmine (Bergamo) Genova Novi Ligure (Alessandria)
FA Chemical Logistic	Alife (Caserta) Assemini (Cagliari) Castellina Marittima (Pisa) Catania Lodi
Gavio & Torti	Tortona (Alessandria)
G&A	Arluno (Milan) Assemini (Cagliari) Cremona Lacchiarella - Loc. Villamaggiore (Milan) Guasticce Collesalveti (Livorno) Sassari San Martino di Trecate (Novara) Ferrera Erbognone (Pavia) Taranto Vado Ligure (Savona) Volpiano (Turin)
Inerti Rivolta	Ferrera Erbognone (Pavia) Mezzana Bigli (Pavia) Pieve del Cairo (Pavia) Sommo (Pavia) Santa Cristina e Bissone (Pavia) Gravellona Lomellina (Pavia) Silvano Pietra (Pavia)
iOne Solutions	Parma
Lisante Service	Lungavilla (Pavia)
Logika	Rivalta Scrivia (Alessandria)
Meritrans	Roma Cremona Collesalveti (Livorno) Crispiano (Taranto) Venezia
Omt	Tortona (Alessandria)
Rail Hub Europe	Rivalta Scrivia (Alessandria)
Terminal San Giorgio	Genova
Tomato Farm	Pozzolo Formigaro (Alessandria) Lungavilla (Pavia)
Transpe	Tortona (Alessandria)
Tr.E.Oil Transport	Ferrera Erbognone (Pavia)
Truck Rail Container	Rivalta Scrivia (Alessandria) S. Stefano di Magra (La Spezia)
Valsecchi	Arluno (Milan)

history



MISSION

The companies of the Autosped G Group have always pursued a **growth policy in the haulage industry** with specialisation in areas such as transportation of petroleum and cryogenic products or waste and chemicals. Their activities comply with worker health and safety principles and respect the environment and the regions where they operate.



GOALS

- o To develop the **technical/professional know-how** of their people
- o To offer **maximum integration with customer needs** as market requirements evolve
- o To offer a **high level of service** both to customers and to the final recipients of the transported products

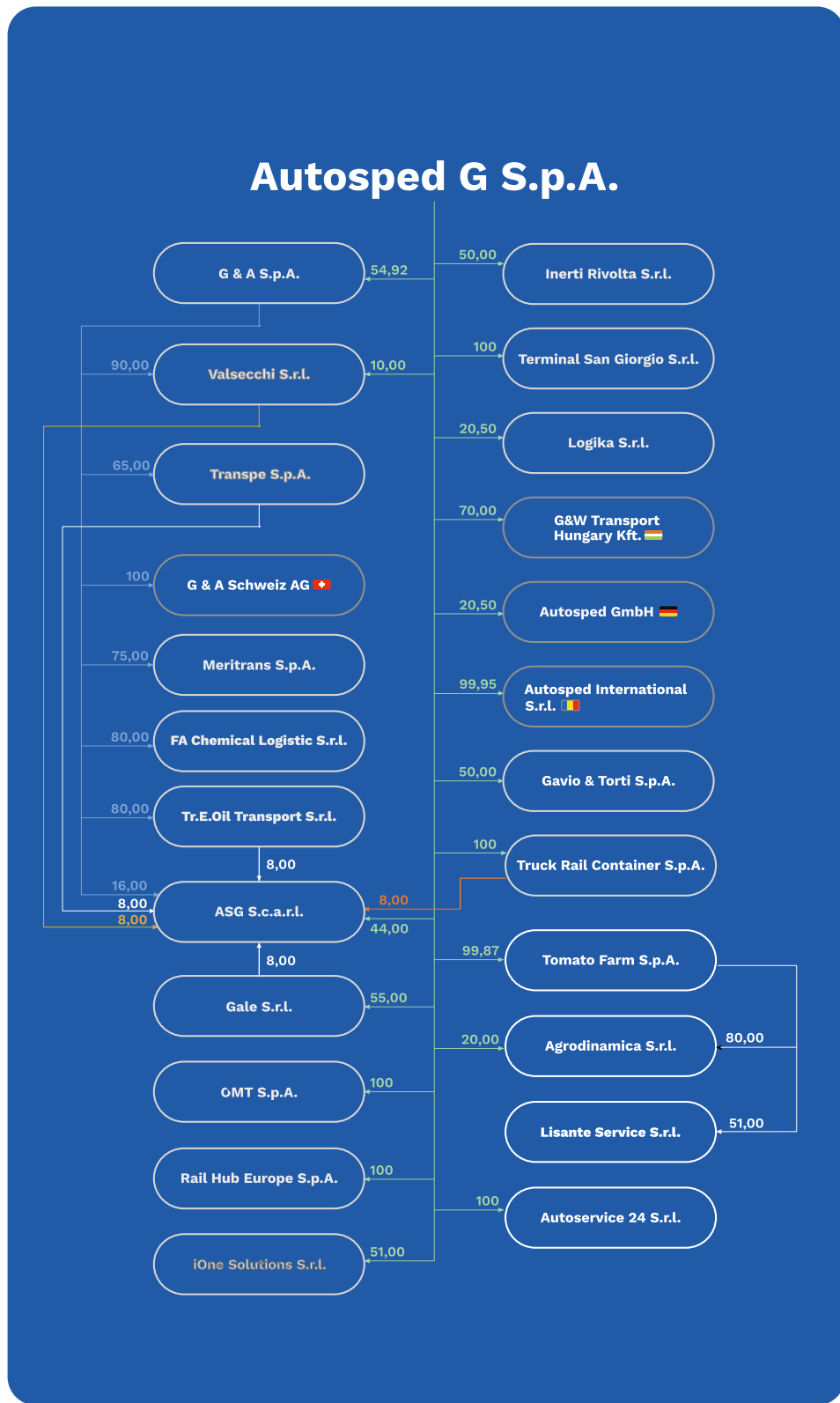


GRI 2-9/2-10/2-11

governance Corporate structure

Autosped G Holding is an industrial group engaged in the transport, logistics, vehicle manufacturing, canning industry, and large sports events sectors. It is headquartered in Castelnuovo Scrivia, V.le Europa 25, and is controlled by the Gavio family through Aurelia Srl Holding.

As of December 31, 2022, Autosped G Holding is composed of the following companies, as shown in the organizational chart.



administration and **control** bodies

The Board of Directors and the Board of Statutory Auditors are the corporate bodies that form Autosped G Holding's governance system.

Members of the board of directors

Chair: Marcello Gavio

Chief Executive Officer: Luca Giorgi

Directors: Massimo Perboni

Board of statutory auditors

Chair: Giovanni Denicolò

Permanent Auditors: Manuela Zanotti, Stefano Ferrari

Alternates: Ilaria Zanaboni, Fabrizio Gatti

The Board of Directors and the Board of Statutory Auditors were appointed for three financial years by the Ordinary Shareholders' Meeting held on 9 June 2021, and will hold office until the Shareholders' Meeting for the approval of the 2023 Financial Report.

The engagement of the auditing firm for nine financial years was approved by the Ordinary Shareholders' Meeting held on 28 April 2016, and will expire with the Shareholders' Meeting for the approval of the 2024 Financial Report. The auditing firm is Deloitte & Touche S.p.A.

GRI 205-1

ethics and integrity: organisational model 231

Given that compliance with today's increasingly stringent transparency and integrity principles is essential, the Group is **extending the scope of its Organisational, Management and Control Model (OMM) to include a growing number of companies**, in accordance with Lgs.Decree 231/2001.

The Group **began moving in this direction in 2011** with the companies active in oil and cryogenic haulage (G&A Spa and Autosped G Spa), regarded as being those potentially most exposed to crimes relating to health, safety and the environment.

In 2022, the OMM had been adopted by eleven Group companies: Tomato Farm Spa and Terminal San Giorgio Srl are the most recent adopters.

The main areas and related activities to be analysed for the purposes of Lgs.Decree 231/2001 have been identified for all the companies that implement the model, based on assessments of the nature of the presumed risks.

The “mapping” procedure indicated the main types of potential risk/crime and the possible ways these offences might be committed, in the context of the Group's “sensitive” activities.

One of the potential related crimes is corruption, pursuant to arts. 25 and 25-ter, Lgs.Decree 231/2001.

In this connection, given the continuous increase in the number of crimes envisaged by the Decree and the changes made in the organisation of its business activities, the Autosped G Group decided to **set up a taskforce** to conduct a critical analysis of the model and identify possible gaps with respect to best practices.

Compliance with the OMM is guaranteed by the Supervisory Body (SB), which is appointed by the Board of Directors and whose responsibilities include oversight of the activities of directors, managers, employees, partners and third parties who operate in each company. The SB meets whenever deemed appropriate

GRI 205-2

GRI 205-3

The 231 Model

The OMM was developed to provide companies of all sizes with protection against offences for which they would have administrative liability. While the model is not mandatory, in practice it is essential since it concerns all parties who operate in a company as directors, managers, employees or even occasional partners and thus enables companies to considerably reduce the risk of being involved in crimes committed by individuals working in their name or on their behalf and in their interests.

by the Chair or when at least two members request a meeting. In any case, it is required to meet at least once every three months.

In compliance with current legislation, a **special communication channel has been organised for the Supervisory Body**, through which people in or outside the company can report situations, projects and other relevant information about the effectiveness of the Model or to ensure

compliance with its procedures.

Deloitte Risk Advisory S.r.l. S.B. is the partner currently engaged by the Group to assist the Supervisory Body in monitoring OMM processes and updating the model and its protocols.

No episodes of corruption were reported in the companies covered by the OMM during the year under review.

A new training plan involving all personnel has been organised for 2023.

The models that have already been adopted will be reviewed and updated during 2023 and the OMM will be extended to other Group companies in 2024

Privacy policy: focus on innovation

The Autosped G Group believes that compliance with data protection legislation (GDPR: Regulation (EU) 2016/679 of the European Parliament and the Council of 27 April 2016, and the Privacy Code: Lgs.Decree 196/2003 as amended by Lgs.Decree 101/2018 and subsequent amendments and additions) is not simply a question of fulfilling a regulatory obligation but an important opportunity to embark on a virtuous re-organisation.

The process to ensure compliance was as follows:

- Analysis of the individual companies and identification of processing activities;
- Assessment of processing risks with the greatest impact in terms of data protection;
- Implementation and regular monitoring of security measures to ensure protection of the data of interested parties;
- Appointment when necessary of an external data protection officer (DPO) in the Autosped G SpA, G&A Spa and Terminal San Giorgio Srl companies and notification of the appointment to the Privacy Guarantor;
- Preparation and updating of privacy information for interested parties;
- Identification of roles (Data Controller, Data Processor, Data Manager, sub-processor) and related tasks;
- Drafting and updating of the processing register;
- Analysis of the websites of the Group and the Group companies to ensure high data protection and information standards for users and to manage cookie policy updates.

No privacy breaches or customer data leaks were reported in 2022.

Whistleblowing: the next objective

Whistleblowing is the reporting of illicit, unethical or inappropriate conduct inside an organisation. It has an important place in the haulage business, because it **helps ensure public safety, legal compliance and enforcement of quality standards.**

Whistleblowing can help prevent fraud, corruption and other unlawful practices in an organisation. For example, if an employee discovers an instance of misappropriation of funds or falsification of documents, swift reporting of the matter enables the company to intervene and take steps to prevent financial or reputational damage.

The introduction of the whistleblowing mechanism fosters an **ethical and transparent working environment.** Since employees are protected by the right to confidentiality and anonymity, the possibility for them to report inappropriate behaviour without fear of retaliation promotes a **corporate culture based on integrity, responsibility and equity.** Furthermore, the

organisation is able to identify and deal rapidly with breaches of its internal codes of conduct, so improving its reputation and the trust of its customers and stakeholders.

For whistleblowing to be effective, a secure, confidential reporting system is vital to ensure that employees feel comfortable when reporting inappropriate behaviour. The organisation must provide clear information about reporting channels and guarantee impartial and efficient management of reported matters.

For these reasons, the Group has decided to **adopt an integrated compliance platform** by the end of 2023.



certifications: quality, environment and safety

Quality Management System

compliant with the **UNI EN ISO 9001:2015** standard

- Autosped G
- G&A
- Autoservice 24
- FA Chemical Logistic
- Rail Hub Europe
- OMT
- Tomato Farm
- Transpe
- Truck Rail Container
- Valsecchi

Environment System

compliant with the **UNI EN ISO 14001:2015** standard

for a systematic approach to sustainable development.

- Autosped G
- G&A
- Terminal San Giorgio
- Valsecchi

Workplace health and safety

compliant with the **ISO 45001:2018** standard

- G&A
- Terminal San Giorgio
- Valsecchi

Other certifications in specific sectors

Autosped G

Food Safety of transported goods

compliant with

GMP+-B4 Transport

Autosped G guarantees the **safety of the foodstuffs it transports**. To this end, it has adopted and certified the **GMP+-B4 transport** scheme to provide specialised haulage services in the food farming sector, in compliance with the main regulations and laws in the animal feed sector.

Logika

Conservation, pre-cleaning and logistics for coffee and cocoa foodstuffs

compliant with the

ISO 22000:2018 standard

OMT

Certification for the design and construction of tankers and self-supporting tankers, trailers, semi-trailers, tank containers and demountables

compliant with the

UNI EN ISO 3834-2:2006 standard

Autoservice 24

SQAS (Safety & Quality Assessment for Sustainability) Eftco food:

It is an evaluation system for the environmental, safety, and quality performance of logistics service providers and cleaning services for food tankers.

G&A

Road safety certification

in accordance with the **ISO 39001:2016** standard

for voluntary implementation of a road safety management system to reduce the risk of work-related road accidents.

SQAS (Safety and Quality Assessment System)

for assessment of performance in relation to the environment, safety, security, social responsibility and the general quality of logistics services.

GSA code of practice

Annex A of the Central Committee Deliberation for the Road Hauliers Register on behalf of third parties no. 2/2021.

FA Chemical Logistic

SQAS (Safety and Quality Assessment System)

for its washing plant.

Tomato Farm

BRC (British Retail Consortium)

food product hygiene certification / HCCP.

IFS (International Food Standard)

International standard for assessment of food product and process safety and quality compliance.

Kosher

The religious rules that regulate the diets of observant Jews.

HALAL

the food that may be eaten under Islamic law.

ISCC+

Whose basic requirements are sustainability and traceability, with specific reference to sustainable crop management, storage chains and traceability, and monitoring of production volumes and processing yields.



GRI 201-1

the group's economic value

Although 2022 was another year of uncertainty due to the effects of the Covid-19 pandemic, the international crisis and the rise in commodity prices as a result of the outbreak of the war between Russia and Ukraine, the Autosped G Group reported **solid operating results** and achieved the important goals it had set itself with the **acquisition of majority shareholdings in two new companies**.

The first acquisition took place through Tomato Farm SpA on 12 October, with the purchase of a 51% equity investment in the **Lisante Service Srl start-up**, which operates in the research, development, production and marketing of innovative products and services with a high technology content related to the **transformation and characterisation of bamboo**.

The second acquisition, on 30 December, was through the subsidiary G&A SpA, with the purchase of an 80% equity investment in **FA Chemical Logistic Srl**, a company based in Lodi Vecchio which specialises in the **transportation of chemicals**.



Lisante Service for a future with less plastic

Lisante Service is a leading player in the Green industry, which specialises in the **transformation and characterisation of bamboo**.

Its name references the three regions in which the company founders are based: **Liguria – Sardinia – Piedmont (Piemonte in Italian)**.

Founded in 2019, Lisante Service has already achieved a level of solidity that has enabled it to move from the start-up phase to become a full-scale industrial operator. In October 2022, after a due diligence, Tomato Farm acquired a 51% shareholding to make Lisante Service an official member of the Group.

Since bamboo is a non-European crop, Lisante Service is the first company in Europe to specialise



in its characterisation and transformation.

The underlying idea has a specific, environmentally significant objective: **to reduce the use of plastic in industrial production** by up to 52%.

Partnership with the East Piedmont University is a vital factor for Lisante Service.

Its R&D work enables it to meet the full range of market requirements.

It currently transforms bamboo into a material known as **BamX**, which can be used in industrial compounds. Since bamboo is highly flexible, the company has set up the **“ReceiptForYou”** project to meet a variety of specific requirements. The transformation process varies according to the end product.



Another critical factor is geographical proximity: this is a product that is **Grown in Italy**. The fields are located within a **250 km radius** of the Lungavilla factory.

The advantage of bamboo is that it is a sustainable and constantly renewable material: after it has been cut – generally between September and January – it grows back rapidly. Its invasive nature makes it a constant source of material.



Ferrari Aldo – FA Chemical Logistic history and innovation

Established **70 years ago**, in 2022 FA Chemical Logistic consolidated the growth achieved in recent years, largely through its international division, which accounts for about 40% of its business, by transitioning from a family firm into an industrial group. .

Key figures:

130 employees, including 105 drivers
100 self-owned tractors
220 semi-trailers
60 containers
€ 27 M of revenues in 2022

Ever since it began operations, FA Chemical Logistic's core business has been the **transportation of basic chemicals in tankers**. The term basic chemicals refers to sulphuric acid, soda, hypochlorite, etc.

Over the years, the company has extended its business to petrochemical products and industrial waste.

Its revenues have grown continually over the last 20 years, not counting the interruption of activities in 2020 caused by the Covid-19

pandemic (a 10% revenue drop, which was recovered the following year).

The company business is a complex activity involving the transportation of hazardous goods for a wide range of industries: oil, pharmaceuticals, water treatment, food, mechanics and many others.

FA Chemical Logistic serves an international clientèle of around 40 companies, including several Italian giants like ENI.

The company's organisational structure is fully integrated with the Autosped G Group structure. The Quality, Environment and Safety sector is managed by an FA Chemical Logistic representative together with the Group representative.

FA Chemical Logistic has always paid close **attention to quality**; its **UNI EN ISO 9001** and **SQAS** certifications guarantee the application of a SAFETY, ENVIRONMENTAL AND QUALITY management system compliant with international standards.

The main location occupies a 22,000 sq.m site, with a vehicle bay occupying about half



of the area. Facilities include an internal repair shop and a two-pump fuel deposit for its trucks, with a capacity of around 60,000 litres.

The site also has a **certified SQAS tank cleaning plant** with a chemical-physical treatment station. Wastewater that cannot be discharged into the municipal sewer is sent to special landfills.

Attention to safety is confirmed by a **fire prevention certificate**, as well as by the presence of an anti-fire break and a 70,000 litre water tank. The water tank is particularly important because part of the main site is leased to a pallet reconditioning company.

The **corporate fleet** consists of **Euro 6 vehicles**. The oldest vehicles (from 2017-2018) are being replaced with more modern trucks.

As for all its employees, the company places great importance on the well-being of its drivers: all vehicles are fitted with personalised accessories including air-conditioning when the engine is turned off, a fridge and other amenities.

Attention to the environment is confirmed by the introduction several years ago of an application that monitors carbon emissions, mileage and fuel consumption. The company is located in an industrial site outside Lodi, so minimising its impact on the local area.

To improve energy efficiency, in February 2023 FA Chemical Logistic completed the installation of a 99 kW photovoltaic roof array. The power produced officially covers its energy requirement, which peaks at around 60-70 kW.

The business also includes multimodal operations by train (Southern-Northern Europe and vice versa) and by ship (mainland and Sicily-Sardinia and vice versa). Strong growth is expected on the Milan-Verona route to and from Belgium and the Netherlands in the second half of 2023 and in 2024.

economic value generated and distributed

The breakdown of the economic value generated and distributed by the Autosped G Group was obtained by reclassifying the items of the Group consolidated profit and loss statement for the year ended 31 December 2021.

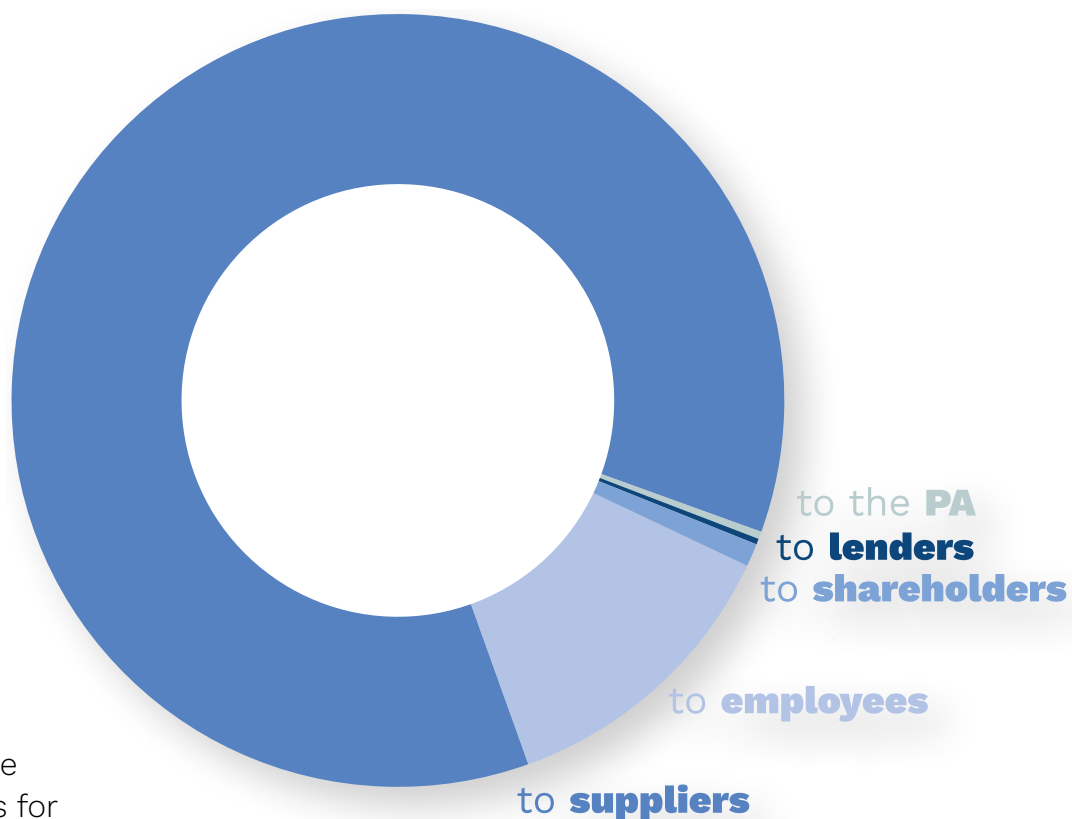
In 2022, economic value generated, corresponding to revenues, was 835,590 million euro, continuing the growth trend (a 26% increase from 2021).

Value distributed to stakeholders was approximately 792 million euro (an increase with respect to 2021), accounting for 94% of value.

Indicator	unit	2022	2021
Direct economic value generated and distributed			
Revenues	€	835,590,000.00	661,228,000.00
Gross operating margin	€	56,115,000.00	41,005,000.00
EBITDA	€	55,596,000.00	39,399,000.00
EBIT	€	26,599,000.00	13,279,000.00
EBT	€	24,788,000.00	11,852,000.00
Profit	€	20,409,000.00	12,519,000.00
Investments	€	41,726,000.00	39,877,000.00
Shareholders' equity	€	160,958,000.00	139,956,000.00
Value distributed to employees	€	104,946,000.00	97,522,000.00
Value distributed to suppliers	€	677,943,000.00	527,026,000.00
Value distributed to the Public Administration	€	3,085,000.00	1,766,000.00
Value distributed to shareholders	€	4,900,000.00	2,150,000.00
Value distributed to lenders	€	1,030,000.00	864,782.00
Value retained within the company (value generated less value distributed)	€	43,686,000	31,811,253

Value distributed to suppliers was stable at 86%, equivalent to approximately 678 million euro. As in 2021, this was followed by value distributed to employees for 14%, equivalent to 105 million euro, consisting mainly of salaries and social security contributions.

Value distributed to suppliers includes amounts distributed to the community, essentially sponsorship of the BC Castelnuovo Scrivia basketball team (382,000 euro).



02

SUSTAINABILITY VISION

The Group approach

The Autosped G Group bases its approach to sustainability on continuous improvement and has selected medium- and long-term goals for each of the three sustainability dimensions (environment, social and governance/economic).

By anchoring its sustainability strategy to substantive, measurable elements, it has made the strategy even more concrete. Only when these goals are fully integrated into corporate strategy can a global ESG-based approach be established.

To strengthen its approach, the Group cross-references its corporate goals with the Sustainable Development Goals of the United Nations' 2030 Agenda.



UN 2030 Agenda

The 2030 Agenda for Sustainable Development is an action plan for people, the planet and prosperity drawn up in 2015 by the governments of the 193 UN Member States. It includes 17 Sustainable Development Goals – SDGs – as part of a sweeping action plan with a total of 169 targets.

The Sustainable Development Goals were launched at the beginning of 2016 and set out the path to be taken by the world over the next 15 years: the signatory countries have pledged to achieve the SDGs by 2030.

GRI 2-23

the Group sustainable goals



area

Health and Safety

goal

Installation of a dash cam on all vehicles to improve the driving experience and prevent accidents

timing

2024/2025

target SDGs

3.6: by 2030, halve the number of global deaths and injuries from road traffic accidents

3.9: by 2030, reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination

Installation of after-market sensors on all vehicles to help drivers avoid blind-spot-related accidents (ahead of legislation that from July 2024 will require manufacturers to equip vehicles with this type of device).

2024/2025

3.6: by 2030, halve the number of global deaths and injuries from road traffic accidents

ISO 39001 certification - road safety (Autosped G)

2023

ISO 45001 safety management system certification (Autosped G)

2024

area	goal	timing	target SDGs
Health and Safety / Environment	Driving Style Monitoring project: Performance measurement with an interactive app	2023/2024	3.6: halve the number of global deaths and injuries from road traffic accidents SDG 13: Promote action at all levels to fight climate change
Training	Training on the 231 model for everyone	2023	SDG 4: Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all
	IT security courses	2023	
	Specific job-professionalisation courses (e.g., tachograph – driving safety – digital transition and new computer technologies – language skills follow-up)	2023	
	Privacy courses	2024	
Governance	Adoption of the OMM in other Autosped G Group companies	2024	
	231 update	2023	
	Whistleblowing	2023	
Environment	Installation of new photovoltaic systems (repair shop roof in Castelnuovo Scrivia, Inerti Rivolta, etc.)	2030	7.2: by 2030, substantially increase the share of renewable energy in the global energy mix
Diversity & Inclusion	UNI PdR125 – gender parity certification	2023	5.1: end all forms of discrimination against all women and girls everywhere
	Review of Group websites to ensure full access	2023	

GRI 2-29/3-1

engagement with stakeholders

The Autosped G Group identifies its stakeholders as all the parties who, for various reasons, contribute to or are affected by the Group's activities.

The stakeholder map shows the Group's main stakeholders, who were identified through an analysis of the business sector and internal discussion among the Group's top management.

The Autosped G Group companies are all **constantly engaged in dialogue with their internal and external stakeholders.**

As indicated in the 2021 Sustainability Report, the Group involved its stakeholders in the first materiality analysis.

Stakeholders were engaged in various ways: first of all, the initial Sustainability Report was widely circulated among internal and external stakeholders through publication on the website, as an email attachment and, in some cases, through mailing of the hard copy report.

Since the Group firmly believes in the importance of ongoing dialogue with interlocutors, it decided to present its first Sustainability Report by listening to the voice of its stakeholders.

About one hundred materiality questionnaires were distributed during the presentation of the Report and around 500 were subsequently mailed. More than **200 questionnaires** were collected at the presentation or returned via email, enabling the Group to build its first materiality matrix.

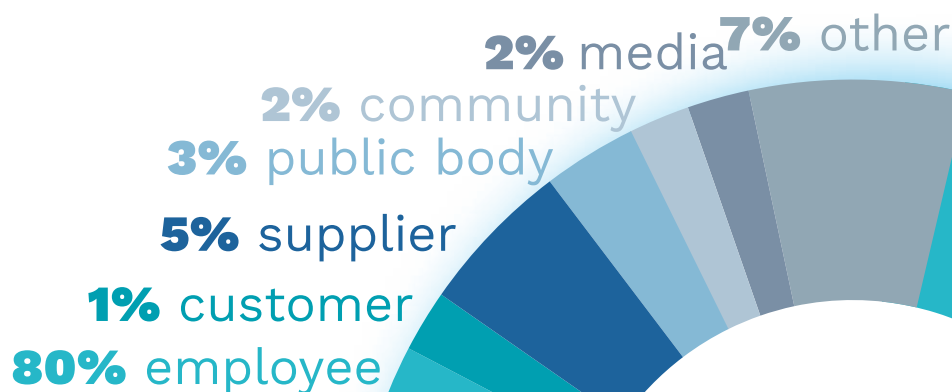


GRI 3-1/3-2/3-3

the materiality analysis

The Autosped G Group identified the material topics relating to its business starting from a **context analysis, a benchmark analysis of the industry leaders and the standards established by the Sustainability Accounting Standards Board (SASB)¹ for the road haulage sector** (the Group's core sector of activity), given that the GRI Topic Standards are not yet available.

Once the material topics had been identified as described above, they were presented, through a questionnaire, to a large group of stakeholders selected by the sustainability taskforce. Two hundred respondents returned completed questionnaires (about half of those sent out).



¹ The SASB is an independent organisation that develops financial reporting guidelines for sustainability issues. Its objective is to establish specific standards for various sectors in order to improve the transparency and comparability of information on companies' environmental, social and governance impact. This fosters greater corporate responsibility and improves the alignment of investors' interests with companies' long-term impacts.

As the chart shows, the employees of the Group companies were the most representative cluster, reflecting the selection by the taskforce, which wanted to engage internal stakeholders first and foremost. This approach demonstrates the Group's understanding of the need to begin

from inside the organisation to achieve a consolidated sustainability journey.

The taskforce decided to process its first materiality analysis in terms of the priority given to the topics, showing the organisation's priorities on the left and the stakeholders' priorities on the right.

ORGANIZATION	STAKEHOLDER
Worker health and safety	Worker health and safety
Compliance with regulations and legal requirements	Creation of economic value for the organisation's stability
Personnel training and growth	Compliance with regulations and legal requirements
Transparent governance for stakeholders	Personnel training and growth
Creation of economic value for the organisation's stability	Service quality
Service quality	Reduction of risks in relation to the business environment
Reduction of carbon emissions	Reduction of carbon emissions
Development and cooperation with local communities	Adoption of innovative technologies to improve effects on the environment
Reduction of risks in relation to the business environment	Transparent governance for stakeholders
Adoption of innovative technologies to improve effects on the environment	Development and cooperation with local communities

Interestingly, **worker health and safety is the top priority for both groups**: a perfect correspondence between Group policies and the opinion of the stakeholders. Similarly, **reduction of carbon emissions** has the same level of priority: this topic is reported by the Group in the full knowledge that, given the nature of the core business of its companies, activities focus largely

on containment, through use of modern equipment, monitoring of consumption and performance, purchase of green companies like Lisante Service, installation of photovoltaic plant to improve the Group's environmental footprint.

All these topics are illustrated with facts and figures in the Sustainability Report.

03

PEOPLE

OUR EMPLOYEES

For the Autosped G Group, people, through their daily commitment and motivation, are essential to growth and success. The Group's human resources management policies, which have an essential role in promoting stable and continuous work relationships over time through the acquisition and consolidation of professional skills, are defined on the basis of this assumption.



GRI 401-1

In 2022, the Group had **2,237 employees** (+ 8.7% from 2021): the increase takes account of the extension of the scope of the Sustainability Report to include the Inerti Rivolta and Lisante Service companies.

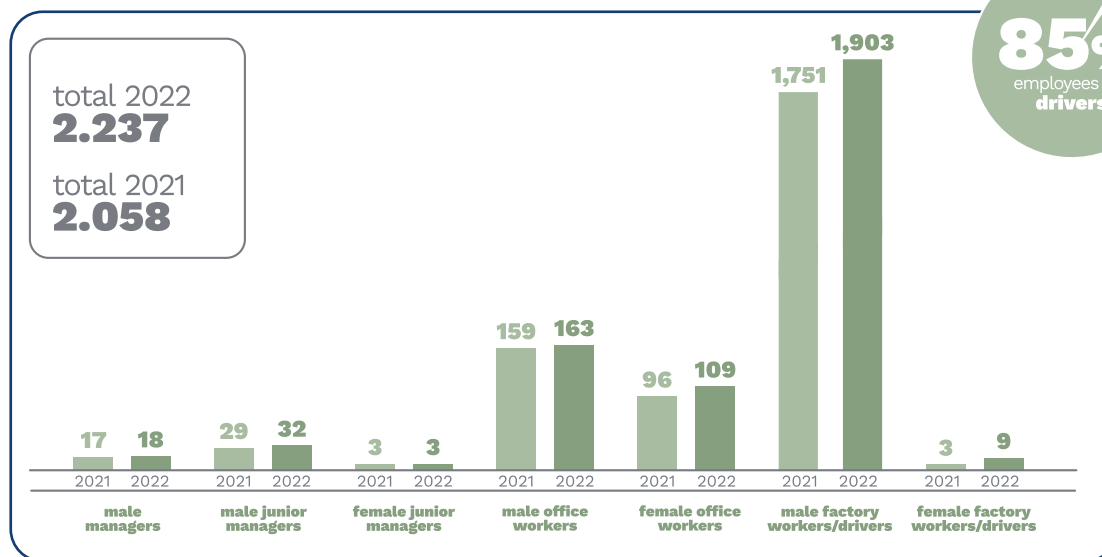
The percentage of employees on open-ended contracts was stable at 89%, confirming that Group policies are designed to guarantee stability.

In 2022, there were 415 new hires and 339 releases. As a result, there was an increase in the number of employees, both men (3.3%) and women (5%).

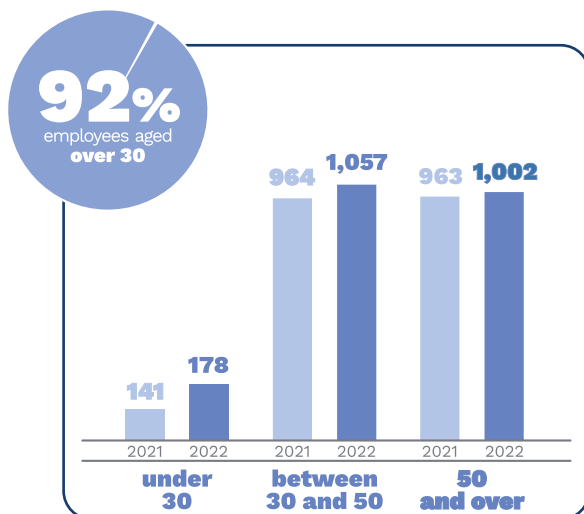
GRI 2-7

numbers

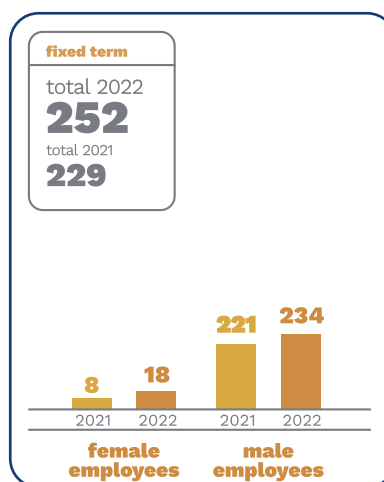
at 31/12/2022



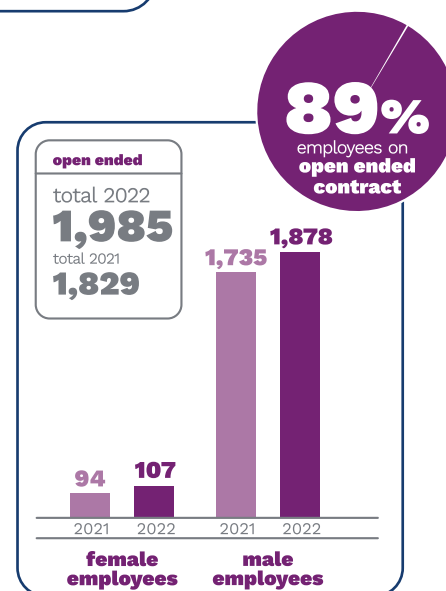
Employees by category and gender



Employees by age



Fixed-term contracts



Open-ended contracts

GRI 402-1/2-30

CCNLs applied

100%
covered by
CCNL

CCNL

Logistics, Goods
Transportation and
Shipments

COMPANY

Autosped G
FA Chemical Logistic
G&A
Gavio & Torti
Meritrans
Rail Hub Europe
Transpe
Truck Rail Container
Tr.E. Oil
Valsecchi

Metalworkers Industry

Autoservice 24
iOne Solutions
Lisante Service
OMT

Port Activities

Terminal San Giorgio

Food industry

Tomato Farm





Logika Srl: specialised logistics

This company operates at the warehouses of the Gavio logistics centre in Tortona and was set up to meet the needs of the leading groups in the food industry.

Over the years, Logika has developed new haulage systems offering quality and economic benefits for its customers. A range of negative factors can alter the quality of cocoa and coffee, both during transportation and in storage.

Logika specialises in these stages, which it monitors closely to ensure that loads are not subject to swings in temperature or over-high temperatures and that environments are humidity-free.

Logika organises the transfer of the goods from the ports of arrival to specially equipped warehouses, where conditions comply with legal requirements to guarantee correct storage.

Upon receipt of the goods, quantity and quality tests are carried out with analyses and samples. **Visual checks are crucial**



and guarantee, thanks to the dedication of the workers, that high standards of quality are maintained. Manual unloading is preferred, because it enables operators to check visually for any problems.

Around 1,000/1,100 containers are handled annually.

Logika employs an efficient haulage system (through the parent company Autosped G) to plan just-in-time delivery together with customers, in Italy and abroad.

In 2023, the company introduced an **auto-**

mated palleting system to improve the second unloading stage.

The warehouse workers are members of a cooperative with more than 30 people. This type of operation is seasonal and lasts about 5 months (from January to May) with regard to incoming goods, but work is guaranteed for all the members of the cooperative for the rest of the year, since outgoing goods operations are distributed evenly throughout the year. Furthermore, personnel updates and plant and equipment maintenance activities are organised from June to December.

industrial relations

Good relations based on open and continuous dialogue promote better planning of delivery of corporate services on one hand and ensure respect for the rights of all workers on the other.

The **Group Industrial Relations Model** establishes high-profile relations with the unions, based on bilateralism and participation, and combines social issues with corporate goals.

The Industrial Relations Protocol **subdivides trade union participation and dialogue into three levels: Group level, merchandise level and company level.**

The protocol provides for various areas of discussion: economic-financial performance; employee empowerment, de-

velopment and training; workplace safety; corporate welfare; promotion of diversity and inclusion; performance bonus; working hours.

In December 2022, constructive talks with the national and local union organisations that sign the national collective labour agreement made it possible to reach a new 2nd-level agreement for drivers transporting fuel for public procurement.

In 2022, about 25% of Group employees were union members.

The **continuous focus** of both the Group and the unions is on increasing employee awareness of and knowledge about supplementary pension opportunities and personal and family medical insurance policies. In this way, changes in pensions, welfare and healthcare at both national and European level can be appropriately catered for.



GRI 405-2/401-3

diversity and inclusion

The **percentage of women in the workforce** was substantially unchanged from 2021, at around 5%. This is due to the fact that, historically, gender diversity in the Transport & Logistics sector, to which almost all the Group companies belong, has been low.

Over the years, there has been an increase in the number of female supervisors, who play a vital role in relations with the drivers.

An important indicator is that **pay equality is guaranteed for all categories**.

In 2022, **191** people took **parental leave**.

GRI 401-2

corporate welfare

Over the years, the Group has developed a policy that pays great attention to its people, whose well-being is an important factor for the growth of the entire organisation.

In 2022, it continued to run an annual **smart working** plan for the technical staff of the i-One Solutions company.

The Group provides employees with benefits based on their area of activity and job, in compliance with current legislation. Benefits include shopping vouchers, pension funds, health insurance for some categories

Autosped G against inflation

The Gavio Group allocates one million euro to help employees cope with the rising cost of living

In November 2022, at the height of the cost-of-living crisis, the GAVIO Group allocated one million euro for its employees.

The beneficiaries numbered about 3,000, of whom 2,000 were employees of the Autosped G Group companies.

The financial support provided to combat the erosion of household purchasing power was made immediately available in the form of shopping vouchers and other services on a digital platform developed in collaboration with the Group broker, PCA Srl.

The choice of a digital tool was designed to make it easier for employees and their families to use services relating to education, supplementary pensions, healthcare, travel and leisure.

Given its versatility, the platform proved to be extremely useful in reconciling the work-life balance and meeting the needs of on-the-road workers who spend a lot of time away from home.

Users showed a 97% preference for the shopping vouchers, in line with the national trend.



GRI 403-1/403-2/403-8

GRI 403-6

GRI 304-5

GRI 403-3

worker health and safety

While the Group companies operate in different fields and have different requirements, they all consider worker health and safety to be a key objective. This commitment is expressed not only through compliance with legal requirements, but also in the search for innovative protocols.

All the companies apply the relevant **CCNL**, which envisages application of worker health and safety measures.

Reference is also made to the **Consolidated Act** on worker health and safety, **Lgs.Decree 81/08**.

From a healthcare perspective, a doctor, appointed by the employer, is present in all the companies and establishes the health protocols to be followed for occupations subject to health monitoring, with specific examinations and tests.

Every year, each company doctor draws up a

report setting out the results of their health-care surveillance activities, in anonymous and collective form.

Safety training is developed and delivered by monitoring the situation of each individual worker. All newly hired workers are asked to complete the training course on their specific corporate risk, and all personnel are monitored so as to schedule refresher sessions within the terms required by legislative decree 81/08.

The course contents and the topics covered in the classroom comply with the requirements of the State-Regions Agreement, and the tutors are professionals with many years of experience and the legally required qualifications.

In some companies in the haulage sector, such as G&A, the HSE office organises regular “drivers days”, online or on site, to share HSE information relating to accidents, to prevent future re-occurrences.

GRI 403-5

In 2022, **6,759 hours of training** were delivered on workplace health and safety, accounting for **57% of total hours of training** provided by the Group companies

GRI 403-9

The numbers

In 2022, while there was an increase in the number of employees and hours worked, the two indices on accidents in the Group (severity and incidence) were both lower.

Just over half of total accidents related to the Autosped G and G&A companies, which have the largest number of workers.

Demonstrating the importance it attaches to road safety and accident prevention, the Group has decided to install a blind-spot information system and a dash cam on all tractors over the next two years (the timing will depend on component availability).

indicator	unit	2022	2021
total accidents	no.	43	56
Accidents to and from work	no.	4	10
hours worked	h	5,609,021	3,840,948
Frequency index (no. accidents/ hours worked x 1,000,000)	%	7.7	14.6
accident-related days of absence	days	1,594	1,644
Severity index (days of absence/ hours worked x 1,000)		0.3	0.4
Incidence index (total accidents/ total employees x 1,000)		19.2	27.2

GRI 404-2

training: a lever for **growth** and **development**

In 2022, the Group provided **a total of 11,485 hours of training** for all its employees. Of the total, 82% was provided for workers.

As in 2021, the main topic of Group training was Health and Safety (57%), confirming its importance for all the companies.

The rest was specialist training covering various types of courses:

- use of the chronotachograph, an on-board instrument on commercial and industrial vehicles circulating in the European Community
- work at high altitudes
- transport regulations

- privacy and GDPR
- mandatory course for workers' safety representatives
- course for the fire prevention representative
- use of defibrillators and automated external defibrillators
- industrial waste management
- use of equipment for which specific training is required (forklift trucks, truck-mounted hydraulic cranes, ...)

As in 2021, a minimal percentage of training was devoted to management processes, which is necessary for certain certifications.

Courses also included IT and management training.



GRI 413-1

territorial relations

A close relationship with the local area is part of the Autosped G Group's DNA, especially with the Alessandria area, the focus of many of the initiatives organised in 2022.

This reflects the Group's desire to build close ties with the most representative organisations of the local community, with special attention to the **new generations**. The focus on young people is the common denominator of its activities in sport, schools and work.

Support for the Castelnuovo Scrivia basketball club: a success story

Set up in 1986, the Castelnuovo basketball club has a long history linked with the local community and with Autosped G, its main sponsor.

The team that took part in the 2022-23 championship scored a series of victories, including, for the first time, **victory in the Coppa Italia A2 Championship** (6 March 2023).

This is an important driver for sport and for the local community: through its sponsorship, Autosped G contributes to the spread of a sports culture that can help young people in particular find their place in society.



basket club Castelnuovo S.



The Group in schools: betting on the future

The Group's close collaboration with senior high schools in Tortona and Alessandria was previously illustrated in the 2021 Sustainability Report.

During the 2022-2023 academic year, a **course on transport and logistics** was introduced in the Guglielmo Marconi high school in Tortona. The official launch was attended by Autosped G Technical Director Mauro Colombo. In supporting the project, the Group has a dual purpose: to respond to the shortage of manpower by helping to train skilled workers, and to offer young people concrete prospects for the future by teaching them about the job of a truck driver, an occupation that is still regarded with great suspicion.

One of the first initiatives took place on 10 November 2022, in the square in front of the school, with a demonstration of a system for the management of tyres on race cars.



The Group has also developed a successful partnership with the **Volta high school in Alessandria**.

In December 2022, it organised a **meeting on “Opportunities in logistics in our region”** to tell students about employment opportunities in logistics.

The meeting was attended by a number of Group managers (the head of Human Resources, the Operations Director, the Management Control Director and the Technical Director) as well as by representatives of the Alessandria City Council and the SLALA Foundation (Logistics System North-West Italy).

Randstad for Driving: a working alliance

The project was announced in December 2022 and began officially in early 2023.

As illustrated in the 2021 Sustainability Report, the haulage sector is affected by the growing difficulty of finding long-distance drivers. The main reasons for this are a lack of training, skills and professionalism; the low appeal of the job (the work-life balance is the key requirement for the new generations), low investment in the sector, low turnover.

In response, the Autosped G and G&A companies, in collaboration with Randstad Italia and the Tortona Employment Centre (one of the 31 centres coordinated by the Piedmont Employment Agency, the Piedmont Regional Authority body responsible for implementing employment policies) decided to organise in Tortona a **“Randstad for Driving” Academy for C+E licences and the CQC driver qualification licence**.

The academy will train 18 new drivers, selected from young people with basic experience, an interest in the transportation sector, strong motivation and flexibility.

After 200 hours of free training funded by Formatemp, the students will have the opportunity to learn a new skill and obtain the licences required for the profession.

Presentation of *Nero*: a commitment to responsibility

December saw the presentation of *Nero*, a book published by a G&A driver, which pays tribute to the profession by recounting the daily lives of drivers through photographs.

While the life of a long-distance driver is

often tough, it also offers opportunities for friendship and conviviality, in a context where maximum safety is always the priority. The book's title – *Nero* – refers to the product transported specifically by G&A.

The presentation ended with a fascinating address from the author, who explained the reasons why she decided to start photographing her colleagues and delivered a comprehensive lecture on the haulage business. An example of diversity and inclusion



04

ENVIRONMENT AND INNOVATION

The Autosped G Group pays close attention to measuring the environmental impact of its operations.



Measurement is followed by a research and planning phase to manage and contain its impact. In this, the Group is aware of the fundamental importance of **innovation** at every stage, and makes ever greater use of digital tools for real-time monitoring.

Emissions arise 95% from fuel combustion in the Group's haulage operations. The need to cut fuel consumption is therefore a priority. Here too, technology and innovation help the Group find effective solutions.

GRI 302-1

energy consumption

This chapter details 2022 energy consumption using the breakdown adopted in the 2021 Sustainability Report: Transport sector, OMT and Tomato Farm. Until 2022, the year reviewed by this report, OMT and Tomato Farm were the Group’s only two manufacturing companies and are therefore analysed separately.

In the Transport sector, comparison with the 2021 data is not possible since the number of companies included in the scope of the report increased in 2022.

OMT’s energy consumption rose in 2022 because production increased and because 2021 was affected by a temporary lay-off for a number of weeks.

At Tomato Farm, electricity consumption was lower than in 2021 due to a slight fall in production, whereas diesel consumption increased because the increase in haulage operations led to greater use of load-handling pallet trucks.

TRANSPORT SECTOR

Source	unit	2022
electricity	kWh	2,694,458.50
methane gas	Smc or TEP	70,258.00
LPG	l	10,709.00
oil for heating	l	49,022.00
automotive diesel	l	36,311,844.22

OMT

Source	unit	2022	2021
electricity	kWh	314,026	307,045
methane gas	Smc or TEP	77,790.00	97,407
automotive diesel	l	38,300.00	27,748

TOMATO FARM

Source	unit	2022	2021
electricity	kWh	3,036,000	3,249,101
methane gas	Smc or TEP	2,150,678	2,523,678
automotive diesel	l	21,110	13,006



emissions

The reporting of GHG emissions/removals is converted into tonnes of carbon dioxide equivalent (tCO₂eq), using the appropriate GWP (Global Warming Potential)¹.

Specifically, the Group currently measures:

- **Scope 1 (direct emissions):** emissions from the direct combustion of fossil fuels, mainly for heating, to produce electric and thermal energy on site and to refuel transport vehicles, or emissions from leaks of fluids with a high atmospheric impact, such as refrigeration fluids, fire prevention fluids, etc. The sources of emissions classified as Scope 1 are directly owned and controlled by the organisation, and the consequent emissions occur within the selected limits

- **Scope 2 (indirect emissions from external energy consumption):** emissions from the combustion of fuels to produce electricity or heat (in the form of steam or heat in general) purchased by the organisation; the purchaser is indirectly responsible for the emissions generated by the supplier in the production of the energy required.

Direct emissions classifiable in Scope 1 are from:

- GHG emissions from combustion of fuels to heat sites controlled by the organisation
- GHG emissions from consumption of fuels for vehicles owned by the organisation
- GHG emissions from recorded HFC leaks from refrigeration units

Indirect emissions associated with energy consumption, classifiable in Scope 2, are from the purchase of electricity from the grid.

¹ GWP is a factor used to describe the warming effect of a mass of a given GHG compared to an equivalent unit of carbon dioxide over a specific period of time.



The inventory includes emissions/ removals divided according to the main greenhouse gases: **CO₂** (carbon dioxide), **CH₄** (methane); **N₂O** (nitrous oxide), **HFCs** (hydrofluorocarbons), **PFCs** (perfluorocarbons) and **SF₆** (sulphur hexafluoride).

The companies that report emissions are:

Autosped G
Gavio & Torti
Truck Rail Container
G&A
Meritrans
Tr.E. Oil Transport
Transpe
Valsecchi
Terminal San Giorgio
Rail Hub Europe
iONE Solution
Tomato Farm
OMT
Autoservice 24

GRI 305-1/305-2

Group emissions in 2022

Activity	Emissions [tCO ₂ eq]							TOT GHG	%
	CO ₂	CH ₄	N ₂ O	HFC	PFC	SF ₆			
Scope 1 - Direct GHG emissions	101,370.70	79.63	1,209.59	2.09	0.00	0.00	102,662.00	98.4	
Stationary combustion	4,940.27	6.31	23.31	0.00	0.00	0.00	4,969.89	4.8	
Mobile combustion	96,430.43	73.32	1,186.27	0.00	0.00	0.00	97,690.03	95.2	
Refrigerant gas leaks	0.00	0.00	0.00	2.09	0.00	0.00	0.00	0.0	
Scope 2 - Indirect GHG emissions from energy consumption	1,642.22	0.00	0.00	0.00	0.00	0.00		1.6	
Electricity purchases	1,642.22	0.00	0.00	0.00	0.00	0.00			
Total	103,012.92	79.63	1,209.59	2.09	0.00	0.00			

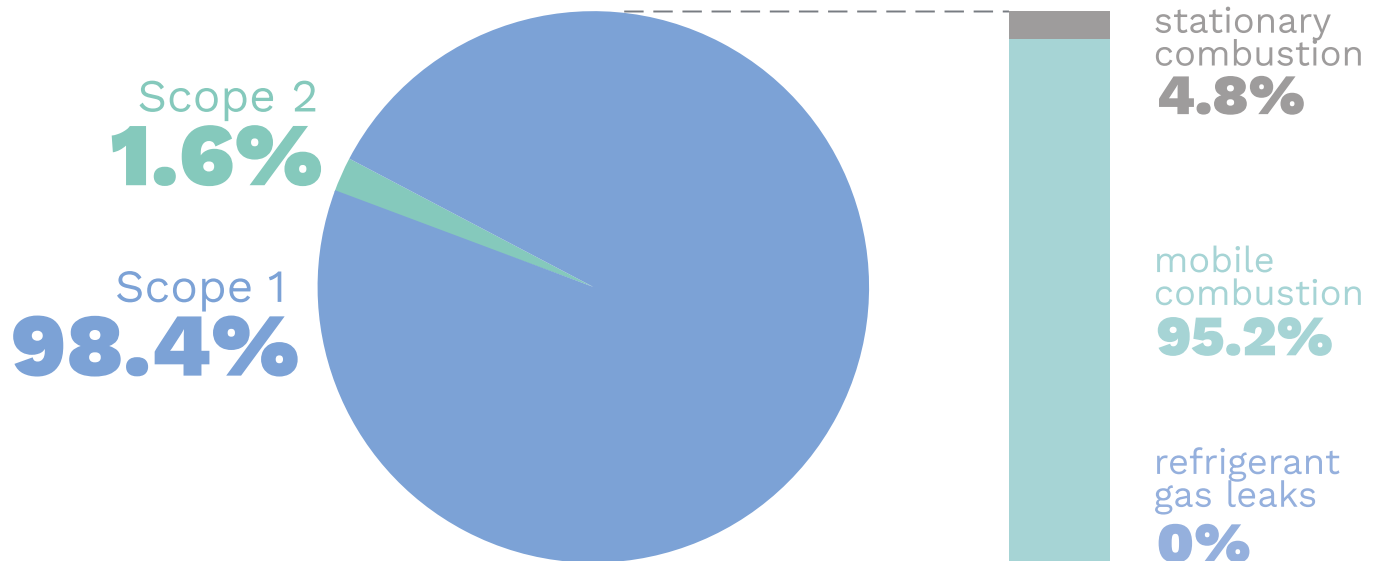
The subdivision of the various activities was more or less unchanged from 2021. **Scope 1 emissions**, which accounted for **more than 98% of total emissions**, were again preponderant with respect to Scope 2 emissions. They were mainly from mobile combustion, which in percentage terms was slightly higher than in 2021 (95.2% vs 94% in 2021).

Scope 2 emissions, relating to electricity purchases, accounted for **less than 2%** of total emissions.

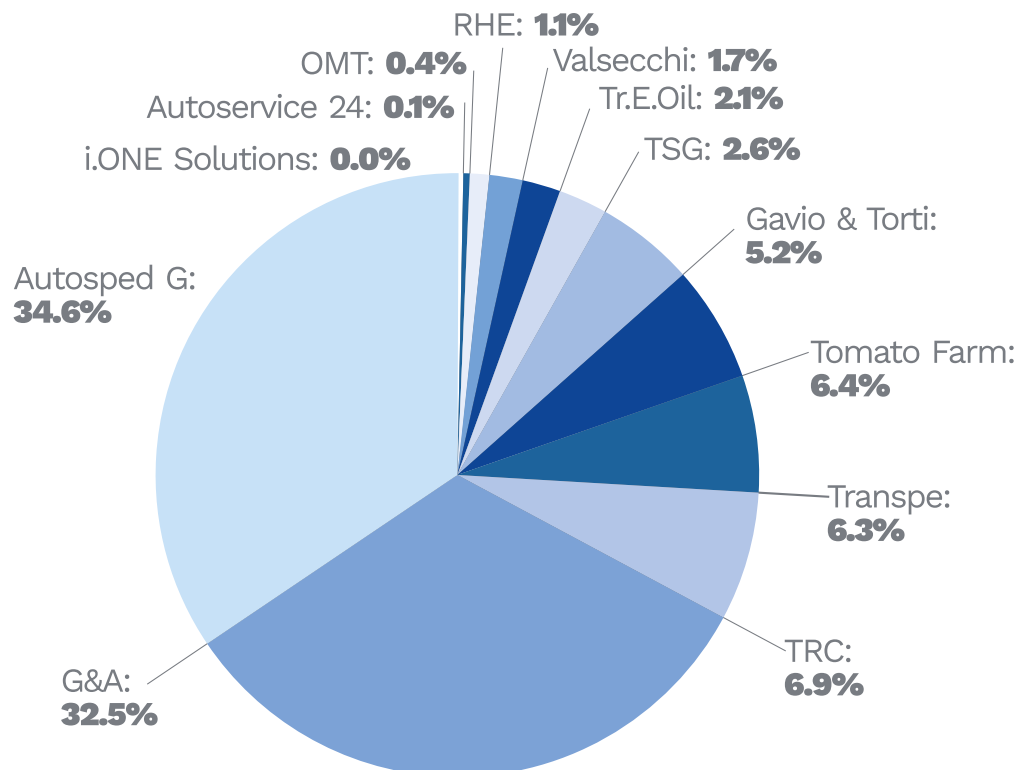
Refrigerant gas leaks were immaterial (2.09 tCO₂eq, equivalent to 0.002% of total Scope 1 emissions), since the only leaks recorded related to an external air-conditioning unit at the RHE company; none of the other companies recorded coolant top-ups.

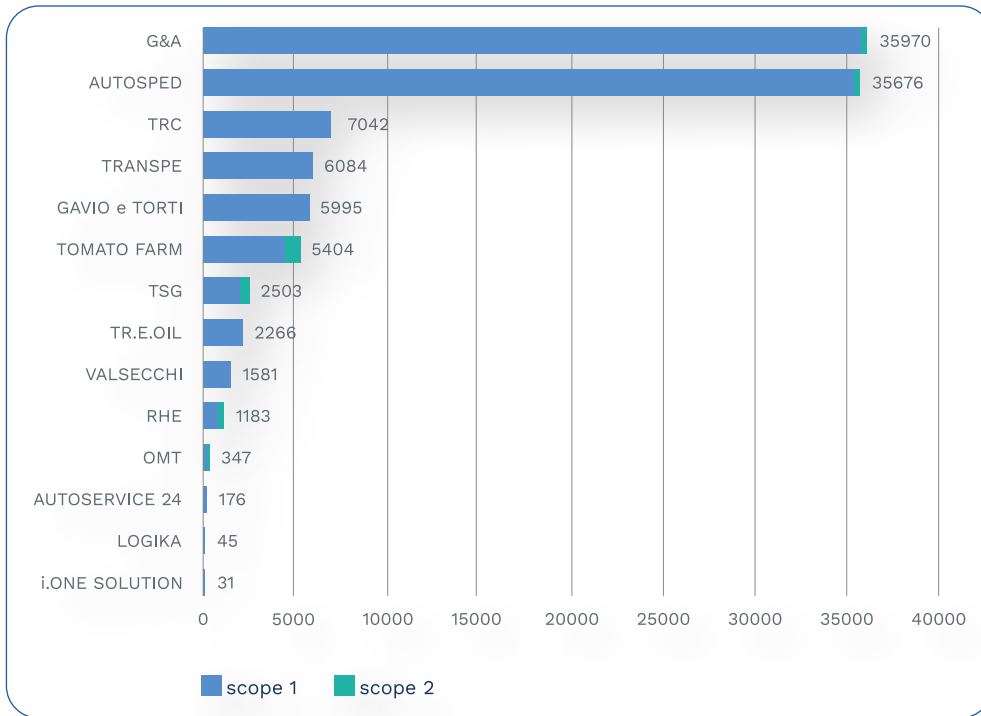


Emissions breakdown for the Autosped G Group



The chart provides a breakdown of GHG emissions for the sites included in the Report. The two main haulage companies, the parent company Autosped G and G&A, accounted for 67% of total emissions.





The chart provides a breakdown of Scope 1 and Scope 2 emissions for each company in the Report:

No.	Company name	Operational control		
		Scope 1 tCO ₂ eq	Scope 2 tCO ₂ eq	totale tCO ₂ eq
1	AUTOSPED G	35,588.88	87.28	35,676.2
2	GAVIO & TORTI	5,970.82	24.63	5,995.4
3	TRC	7,042.19	0.00	7,042.2
4	G & A	35,897.17	72.36	35,969.5
6	TR.E.OIL	2,265.92	0.00	2,265.9
7	TRANSPE	6,079.35	5.09	6,084.4
8	VALSECCHI	1,581.17	0.00	1,581.2
13	TSG	2,210.91	292.52	2,503.4
14	RHE	1,025.73	157.43	1,183.2
15	LOGIKA	26.85	17.97	44.8
16	iONE SOLUTIONS	29.23	1.39	30.6
17	TOMATO FARM	4,567.15	836.92	5,404.1
18	OMT	262.70	84.14	346.8
21	AUTOSERVICE 24	113.94	62.49	176.4
	total	102,662	1,642	104,304

Emissions were calculated using the **operational control method**, whereby the organisation accounts for all GHG emissions from facilities over which it has operational or financial control.

GRI 303-1/303-3/303-4

other environmental indicators

The other environmental indicators considered with reference to the indications of the GRI standard are set out below, with the companies subdivided by sector. As explained in the methodological note, this is because the Autosped G Group's Sustainability Report examines the different activities that coexist within the Group..

Water management: Transport sector data

(all companies except OMT and Tomato Farm)

In 2022, **24,572 cubic metres** were consumed from the **public water supply** and **14,387 cubic metres** of **waste** were discharged into civil wastewater. The decrease in both amounts compared with 2021 was due to a malfunction on the Autosped G water meter at Castelnuovo Scrivia.

All the companies discharge their wastewater into the public sewage system, with the exception of:

- the Autosped G site in Carbonara Scrivia, which discharges into a septic tank.
- the Autoservice 24 site in Castelnuovo Scrivia, where water is used for vehicle cleaning operations. The water is taken from the public water supply and discharged into the public sewer after treatment and de-oiling.
- the Autoservice 24 site in Carbonara Scrivia, where water is used to clean tankers not authorised for carriage under the ADR agreement: the wastewater is discharged into the public sewer after treatment.

OMT data

At OMT, a metalworking company that builds tankers for the transport of hydrocarbons, water consumed for non-industrial use comes from the public supply.

This water is used purely for sanitary/civ-

il purposes. Water consumed for industrial use comes from OMT's own reserve of about 200 cubic meters for fire prevention and hydraulic tests, and is used to test the tankers at 0.7 bars.

Industrial water is constantly recycled since, on completion of the hydraulic tests on tankers, it is still clean and is poured back into the reserve, which is also used for sedimentation of solid bodies. The water is periodically emptied from the reserve into above-ground tanks and the sludge is extracted and disposed of. Refills to compensate for evaporation and leaks are supplied from the fire-prevention network linked to the central tank located near Pozzolo Formigaro.

To prevent oily or polluting substances from leaking into the public sewers, oil- and chemical-absorbent cushions are used at the overflow point.

In 2022, OMT consumed **782 cubic metres** of water (unchanged from 2021, all

discharged into the public sewer) and used **approximately 5,000 cubic metres of recycled water**.

Tomato Farm data

Before commencing production, the Tomato Farm cannery fills the water treatment tanks, the tanks that supply the boilers and the plant's general network, and the cooling towers with well water.

As production gets underway, the water is largely recirculated.

About 50 m³/h of water is drawn from the wells during an average work cycle, of which:

- 20 m³/h for production and the general network
- 30 m³/h for finished-product cooling (the tomato is brought to packaging temperature in the sterilisers)

About 5 m³/h of water is drawn from the aqueduct and used for the final tomato washing operation.

Some of the water is produced from the tomato condensate obtained during evaporation, and is used on both the concentrate and purée production line and the fine and diced pulp production line:

- 24 m³/h from Venus evaporators (average figure)
- 17.4 m³/h from Apollo evaporators (average figure)

The recirculating water, with a flow rate of about 400 m³/h, is used for the initial rough wash as the tomatoes are unloaded from the transport vehicles and conveyed to the first processing stage. Subsequently, it is sent from the collection tanks to a lift tank which in turn supplies the purifier.

A water recirculation system also operates from the Apollo pre-concentrator, the Venus evaporation tower and the sterilisers to the



The ultimate goal is to **reuse the water** from the purifier.

cooling towers: the system is replenished with water obtained from the tomato condensate during the concentration stage. The overflow from the cooling towers is conveyed to the activated sludge purifier, whose centrifuged sludge is spread on fields in accordance with the Integrated Environmental Authorisation (IEA). The authorised discharges are: reuse for irrigation, drainage to the ground (dry canal adjacent to the property), drainage into the sewer.

Every year, Tomato Farm increases the amount of recirculated water in order to reduce consumption of well water as much as possible. The ultimate goal is to reuse the water from the purifier. The water cycle is currently undergoing qualitative and quantitative analyses in order to achieve this objective.

The table below shows Tomato Farm water consumption in 2022 and 2021. The increase in consumption in 2022 was due to numerous production standstills caused by rain, which led to more frequent plant cleaning operations.

Water withdrawals	unit	2022	2021
From the public water supply	m3	6,130	5,082
From wells (surficial aquifer)	m3	68,422	55,125
Recycled water	m3	54,010	55,735

Water consumption	unit	2022	2021
Water used in production	m3	128,562	115,942
% recycled water	%	42	48
Water consumption/unit of fresh product	m3/t	1.56	1.29

Water discharges – which totalled 44,050 m3 in 2022 against 47,534 m3 in 2021 – were of 3 types: into the sewer, for irrigation, on the ground.

GRI 301-1

Raw materials used and production

Raw materials used by the companies in the Transport sector consisted of approximately **6 t of detergents used at the two Autoservice 24 sites.**

The situation was different for the two production companies, OMT and Tomato Farm.

OMT data

In 2022, the main materials used for the construction of 201 container vehicles and tankers were:

material	unit	2022	2021
Aluminium	t	730	228.3
Carbon steel	t	410	338
Stainless steel	t	180	196

GRI 303-3

All the materials used come from minerals or from recycled materials. For all the other types of product, the origin in terms of recycling is not known.

Tomato Farm data

Products generated are **subdivided by type of packaging.**

The table below compares 2022 with 2021:

material	unit	2022	2021
Metal drums	t	936	621
Plastic lids	t	45	16
Wooden pallets	t	498	366
Antiseptic pouches (mixed materials)	t	87,7	88.3
Cardboard boxes	t	95	133,2



The **renewable raw materials** used were:

material	unit	2022	2021
Tomato	t	82,251	89,809
Citric acid (E330)	t	24.5	17.6
Calcium chloride (E509)	t	0.2	3.5
Lubricants non-food	t	230	250
Lubricants food-grade	t	25	30

GRI 306-1/306-3/306-4/306-5

management of waste

Transport sector data

As for the other environmental indicators, a comparison with 2021 is not provided due to the extension of the reporting scope to include Logika, a company that produces large volumes of waste given the nature of its business.

Waste produced by type and disposal method	unit	2022
Non-hazardous waste sent for recycling	kg	813,140
Hazardous waste sent for recycling	kg	8,403
Non-hazardous waste disposed of	kg	113,755
Hazardous waste disposed of	kg	118,485
Total waste produced	kg	1,053,803

OMT data

Waste produced by type and disposal method	unit	2022	2021
Non-hazardous waste sent for recycling	kg	47,780	52,430
Hazardous waste sent for recycling	kg	10,910	2,990
Non-hazardous waste disposed of	kg	6,640	-
Total waste produced	kg	65,330	55,420

Tomato Farm data

The difference between 2022 and 2021 is due to a number of factors: the quantity of waste in a company like Tomato Farm depends on the quantity of wood (broken pallets) and drums that are disposed of.

Waste produced by type and disposal method	unit	2022	2021
Non-hazardous waste sent for recycling	kg	687,818	942,000
Non-hazardous waste disposed of	kg	0	234
Hazardous waste disposed of	kg	85	832
Waste produced/unit of fresh product	kg	8,4	10,5
Total waste produced	kg	687,903	943,066

Waste transportation

Some Group companies not only produce waste but also transport hazardous waste (Valsecchi) and non-hazardous waste (Autosped G, TRC, Valsecchi).

In 2022, **104,201 kg of hazardous waste** were transported (vs 125,773 kg in 2021)

416,543 kg of non-hazardous waste were transported by the three companies indicated above. In this case, TRC transported the largest amount of waste.

innovation and energy saving projects and investments

The Group operates mainly in the haulage business which, according to an ISPRA survey presented in the spring of 2021 on 2019 data, in Italy accounts for 25% of greenhouse gas emissions. Of these, almost 93% refer to road haulage.

Diesel continues to be the most widely used fuel, especially in road haulage, where it is practically the only type of fuel used.

In this situation, the observation set out in last year's Report remains valid: in its activities as a whole, the Group is committed to containing atmospheric emissions by paying close attention to developments in engines and fuels. Its atmospheric emissions continue to decrease, despite massive use of diesel fuel, largely due to the Group's focus on maintaining a modern, constantly monitored vehicle fleet. The replacement of Euro 5 vehicles with Euro 6 vehicles is nearing

completion. Group vehicles are subject to regular maintenance and are replaced every 5-6 years to ensure use of state-of-the-art trucks. At the time of writing, diesel vehicles continue to be a necessary choice for two reasons: first, refilling of gas-fuelled vehicles is difficult in some areas of Europe; second, diesel fuel is mandatory for transportation in the oil industry and, specifically, for loading operations at depots and refineries.

Driving style monitoring project

The Group is planning the launch in 2023 of a driving style monitoring project, with the installation of special hardware and software on its vehicles. As a result, all the information needed to make journeys more efficient and even safer will be monitored. The data collected by the new systems – mileage, consumption, driving styles – will be made

2 https://www.isprambiente.gov.it/files2021/eventi/evento16apr2021_emissioni_strada.pdf

Smart logistics conference

Confirming the importance of innovative solutions in haulage and logistics, in May 2023 Autosped G and the Istituto Superiore Marconi high school organised a conference on “Smart Logistics – Electronic Solutions for Logistics 4.0”.

The conference proved useful in consolidating collaboration between schools and industry on important current issues such as innovation in transportation, new technology and the digital transition.

available to the operations manager and to the driver. Besides monitoring, the systems will be used to help set improvement targets and to contextualise the information.

The project has been launched on a cluster of vehicles selected to represent different types of journey (national/international). The results will be measured and system installations will be rolled out on large numbers of fleet vehicles during 2024.

Hvo biofuel: the future for the transportation industry?

In 2023, ENI, G&A's largest customer, began marketing the first Eni Sustainable Mobility diesel fuel produced 100% from renewable raw materials³ (pursuant to EU Directive 2018/2001 “RED II”).

HVolution is a biofuel obtained from waste raw materials and plant residues, and from oils produced from non-food crops. It contributes to the decarbonisation of the heavy goods transportation sector.

³ <https://www.eni.com/it-IT/media/news/2023/02/eni-sustainable-mobility-biocarburante-100-materie-prime-rinnovabili-arriva-stazioni-servizio.html>

In the Group, it is used at the G&A site in Volpiano, with excellent results.

The Group plans to purchase approximately **5 million of litres of HVO** in 2023, for its haulage companies:

the impact of this important Group project on total emissions will be measured in the next Sustainability Report.

What is the RED II Directive?

The RED II Directive (Renewable Energy Directive II) is an EU directive designed to promote use of renewable energy and increase the share of renewable energy in the EU energy mix. It updates and replaces the RED Directive (2009/28/EC) to take account of developments in renewable energy and align EU objectives with the Paris climate agreement.

The RED II Directive sets new binding targets for the EU Member States for the share of renewable energy to be achieved by 2030. The main target is for at least 32% of gross final energy consumption in the EU to be covered by renewable sources by 2030. The directive also introduces specific national targets for each Member State, based on its actual and potential renewable energy situation.

Energy efficiency

All the Group companies aim to be as energy efficient as possible.

The Castelnuovo Scrivia site has extended its use of solar panels, making use of the large roof of the vehicle maintenance shop to install a new photovoltaic plant.

Following the most recent energy survey, **Tomato Farm** is planning a series of investments to increase energy savings, starting with the **insulation of steam and hot water pipes**. Furthermore, a survey is being conducted on all motors for the fitting of inverters or replacement with latest-generation devices and consumption monitoring.

Responsible water management: Autoservice 24

In view of the significant water shortage in 2022, especially in Piedmont, projects to optimise water management have a particularly important role.

The Autoservice 24 food washing plant has been completely upgraded to optimise the volume of water taken from the aquifer and reduce fuel consumption for the production of hot water by recovering excess steam and using it to raise the temperature of the water entering the boilers.



Inerti Rivolta and floating photovoltaics

Inerti Rivolta is the leading quarrier of sand and gravel from the Po and its affluents. It specialises in the transformation of inert materials and the production of aggregates.

The company supplies high-quality materials to customers operating in building construction, civil engineering, environment, agriculture and leisure, for the construction of roads, railways, ports, bridges, tunnels, buildings, replenishment of beaches, gardening, horticulture, golf courses, soccer pitches, beach volleyball courts, horse-riding, playgrounds.

Its production of selected aggregates amounts to around 5/600,000 t/year. The materials it produces fall into three main categories, each with their own subdivisions: sand (60%), gravel (5-50 mm, approximately 30%) and pebble gravel (>50 mm, about 10%).

The company employs state-of-the-art technology: its dredgers, whose complex extraction and pumping systems excavate sand and gravel, often at significant depths, are run by advanced 4.0 automated management systems, which can be used remotely without requiring an operator. The weighing, activation and deactivation system for the machining and selection plant is also automatic, to avoid overloading and energy waste.

The company has always taken a responsible approach to the environment to reduce its impact on the local community. It has grown by purchasing undeveloped land and acquiring quarry management and environmental restoration rights.

Its goal is to have shared responsibility in achieving positive results for natural, man-made and working environments. Consequently, it pays close attention to the



procurement chain, which is robust and socially responsible. Inerti Rivolta has built long-term relationships with its customers and the community.

No additives, flocculants or external chemical agents are used in the machining process. As part of its focus on continuous improvement and respect for the environment, Inerti Rivolta decided to install **floating photovoltaics** at its Ferrera Erbognone site. Construction work began in 2022 and was completed in early 2023. The plant was connected to the grid and went into operation on 13 February 2023.

This is a unique development, a plant installed without disruption in a working quarry.

Inerti Rivolta intends to make the photovoltaic system an integral part of energy management at the quarry. The photovol-

taic production data will be used, through an IoT system, to improve management and become energy self-sufficient.

From 13 February 2023, when the plant went into operation, to 30 April 2023, energy not used to power the quarry equipment and sent to the grid was equal to the amount of energy purchased from the grid.

The goal for the next few years is to become **100% energy-free.**

GRI content index

Statement of use:


Autosped G Group has reported the information cited in this GRI content index for the period 1st January 2022 – 31st December 2022 with reference to the GRI Standards.



GRI 1 used:

GRI 1: Foundation 2021





The last column indicates the SDGs of the UN Agenda 2030 for Sustainable Development and related targets on which the activity of the Autosped G Group has an impact and in correlation with the material topics.



GRI standard	Disclosure	Location	SDGs
General disclosures			
GRI 2 – General Disclosures 2021			
	2-1 Organizational details	12; 14; back cover	
	2-2 Entities included in the organization's sustainability reporting	7	
	2-3 Reporting period, frequency and contact point	7	
Activities and workers			
	2-7 Employees	44	
	2-8 Workers who are not employees	47	

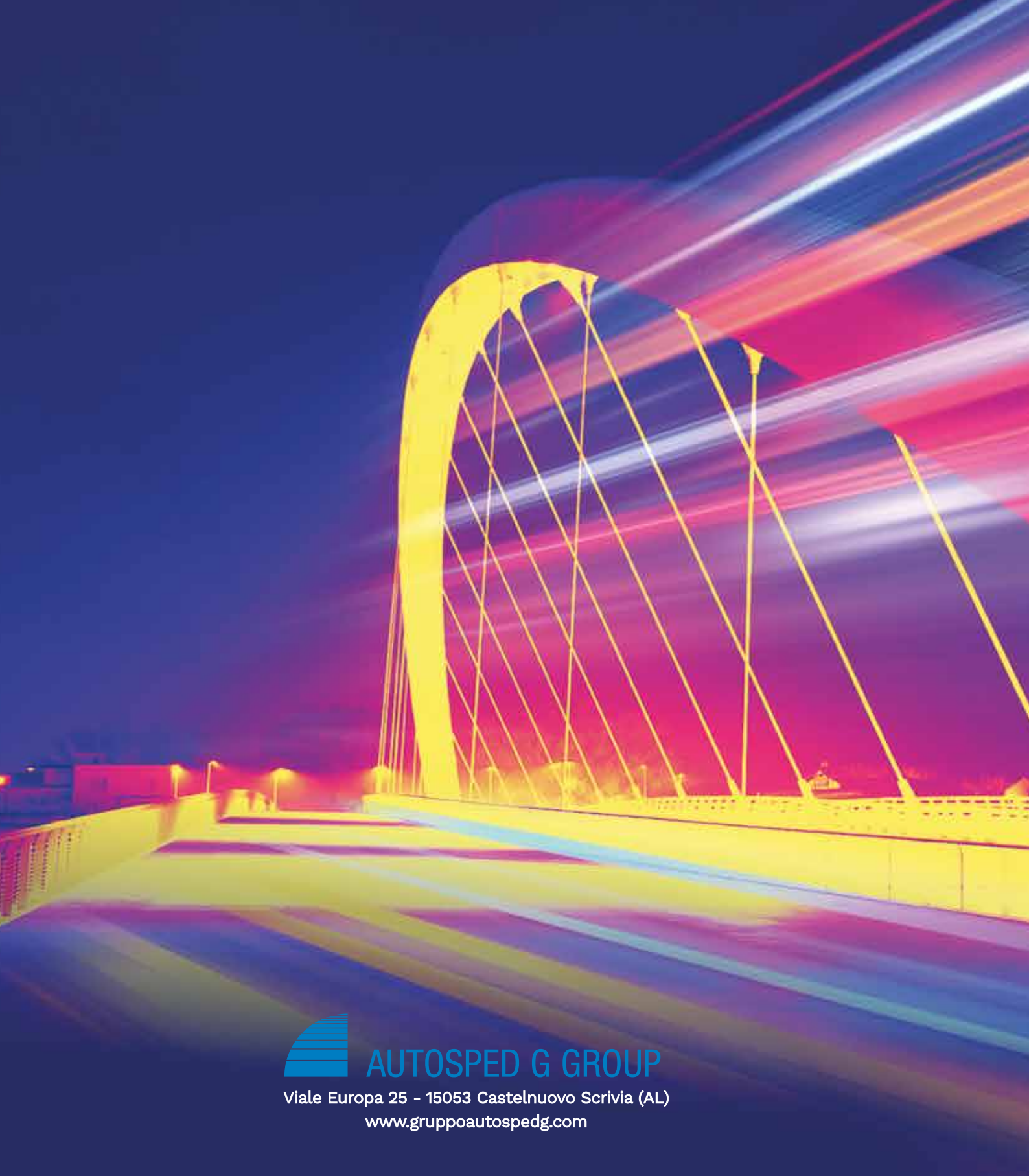
GRI standard	Disclosure	Location	SDGs
Governance			
	2-9 Governance structure and composition	18	
	2-10 Nomination and selection of the highest governance body	19	
	2-11 Chair of the highest governance body	19	
Strategy, policies and practices			
	2-22 Statement on sustainable development strategy	34	
	2-23 Policy commitments	36-37	
Stakeholder engagement			
	2-29 Approach to stakeholder engagement	38	
	2-30 Collective bargaining agreements	45	
Material Topics			
GRI 3 – Material Topics 2021			
	3-1 Process to determine material topics	40	
	3-2 List of material topics	41	
Material Topic: Compliance with regulations and legal requirements			
			 Target 16.5 Target 16.5 Substantially reduce corruption and bribery in all their forms
	3-3 Management of material topics	20	
GRI 205: ANTI-CORRUPTION 2016			
	205-1 Operations assessed for risks related to corruption	20	
	205-2 Communication and training about anti-corruption policies and procedures	21	
	205-3 Confirmed incidents of corruption and actions taken	21	
Material Topic: Transparent governance for stakeholders			
	3-3 Management of material topics	38	

GRI standard	Disclosure	Location	SDGs
Material Topic: Creation of economic value			
	3-3 Management of material topics	28	
GRI 201: ECONOMIC PERFORMANCE 2016			
	201-1 Direct economic value generated and distributed	28; 32	
Material Topic: Worker health and safety			
	3-3 Management of material topics	52	 Target 3.6 By 2030, halve the number of global deaths and injuries from road accidents
GRI 403: OCCUPATIONAL HEALTH AND SAFETY 2018			
	403-1 Occupational health and safety management system	52	
	403-2 Hazard identification, risk assessment, and incident investigation	52	
	403-3 Occupational health services	52	
	403-5 Worker training on occupational health and safety	53	
	403-6 Promotion of worker health	52	
	403-8 Workers covered by an occupational health and safety management system	52	
	403-9 Work-related injuries	53	
Material Topic: Personnel training and growth			
	3-3 Management of material topics	54	 Target 4.3 By 2030, ensure equal access for all women and men to affordable and quality technical, vocational and tertiary education, including university

GRI standard	Disclosure	Location	SDGs
GRI 404: TRAINING AND EDUCATION 2016			
	404-2 Programs for upgrading employee skills and transition assistance programs	54	
GRI 401: EMPLOYMENT 2016			
	401-1 New employee hires and employee turnover	43	
	401-2 Benefits provided to full-time employees that are not provided to temporary or part-time employees	50	
	401-3 Parental leave	50	
Material Topic: Service quality			
	3-3 Management of material topics	25-26	
Material Topic: Development and cooperation with local communities			
	3-3 Management of material topics	56	
GRI 413: LOCAL COMMUNITIES 2016			
	413-1 Operations with local community engagement, impact assessments, and development programs	56-60	

GRI standard	Disclosure	Location	SDGs
Material Topic: Reduction of risks in relation to the business environment			
			 <p>Target 7.2 Increase substantially the share of renewable energy in the global energy mix by 2030</p>
			 <p>Target 6.3 By 2030, improve water quality by reducing pollution, eliminating dumping and minimizing release of hazardous chemicals and materials, halving the proportion of untreated wastewater and substantially increasing recycling and safe reuse globally</p> <p>Target 6.4 By 2030, substantially increase water-use efficiency across all sectors and ensure sustainable withdrawals and supply of freshwater to address water scarcity and substantially reduce the number of people suffering from water scarcity</p>
			 <p>Target 11.6 Reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management</p>
			
	3-3 Management of material topics	62-63	
GRI 302: ENERGY 2016			
	302-1 Energy consumption within the organization	64	
GRI 303: WATER AND EFFLUENTS 2018			
	303-1 Interactions with water as a shared resource	72	
	303-3 Water withdrawal	72-75	
	303-4 Water discharge	72-75	
	303-5 Water consumption	75	

GRI standard	Disclosure	Location	SDGs
GRI 301: MATERIALS 2016			
	301-1 Materials used by weight or volume	76	
	301-2 Recycled input materials used	77	
GRI 306: WASTE 2020			
	306-1 Waste generation and significant waste-related impacts	78-79	
	306-3 Waste generated	78	
	306-4 Waste diverted from disposal	78	
	306-5 Waste directed to disposal	78	
Material Topic: Reduction of carbon emissions			
	3-3 Management of material topics	62-63	
GRI 305: EMISSIONS 2016			
	305-1 Direct (Scope 1) GHG emissions	68	
	305-2 Energy indirect (Scope 2) GHG emissions	68	
	305-5 Reduction of GHG emissions	80	
Material Topic: Adoption of innovative technologies to improve effects on the environment			
	3-3 Management of material topics	62-63 80-82 84-85	



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