einride

Sustainability Report
FY2025

Prepared in compliance with the Swedish Annual Accounts Act (ÅRL, Ch. 6, sections 10-14).
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1. About This Report

This report fulfills Einride AB (publ)'s statutory obligation under the Swedish Annual Accounts Act. The report covers Einride AB (publ) and consolidated subsidiaries[1] for 1 January to 31 December 2025, with FY2024 comparatives where available.

"Einride" in this report refers to the entire group. Einride is not subject to Corporate Sustainability Reporting Directive (CSRD). However, the report is structured with inspiration from the VSME Comprehensive Module and a preliminary Double Materiality Assessment (DMA) has been prepared to inform the scope of this report The sustainability report is submitted separately from the annual report.

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[1] The Subsidiaries are listed in note 29 of the Annual report.

2. Business Overview

Einride is a global leader in digital, electric, and autonomous road freight, providing technology solutions to shippers to cost-efficiently transition their logistics to electric and autonomous operations. Founded in Sweden in 2016, Einride is transforming the road freight industry with its artificial intelligence("AI") and machine learning ("ML") powered digital freight platform ("Saga") and autonomous driving system (the "Einride Driver").

Our proprietary solutions support the road freight industry in its transformation to digital, electric, and autonomous operations, and are deployed through a Freight-Capacity-as-a-Service ("FCaaS") offering, pursuant to which our technology is deployed to manage all parts of the transport service necessary for electrifying, automating, and improving operations, including through vehicles, driver contracting, and other ancillary operational services. Our solutions are also provided through a Software-as-a-Service ("SaaS") model, whereby customers can utilize our vehicle-agnostic technology platform and autonomous driving system to optimize, digitalize, and automate their fleets for maximum efficiency.

Through the AI powered digital freight platform, Saga, which orchestrates and optimizes the entire ecosystem required for electric and autonomous operations, Einride is leading the industry transformation to a more cost efficient, safer, and cleaner tomorrow.

To date, we have deployed and are operating one of the world's largest fleets of electric heavy-duty vehicles, developed a leading charging infrastructure network, and have become the first company in the world[2] to operate cab-less autonomous heavy-duty vehicles on public roads. Einride's operations are all integrated with the digital freight platform, Saga, which enables advanced digital planning with electric and autonomous heavy-duty vehicles and charging infrastructure to address the market fragmentation, high emissions and labor shortages that continue to impact the freight industry. As of December 2025, our vehicles had driven over 14 million electric miles, executed more than 450,000 shipments, and abated over 25,000 tons of CO_2emissions, and we have achieved 99.7% on-time performance in operations.[3]

Our electric, intelligent, and autonomous road transport solutions represent a transformative shift in heavy-duty road freight. From local distribution to long-haul operations, our transport solutions enable customers to reduce their transport costs and decarbonize their operations while improving operational efficiency.

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[2] Per management knowledge

[3] On-time performance in accordance with Service Level Agreements, Q1 2025.

2. Business Overview

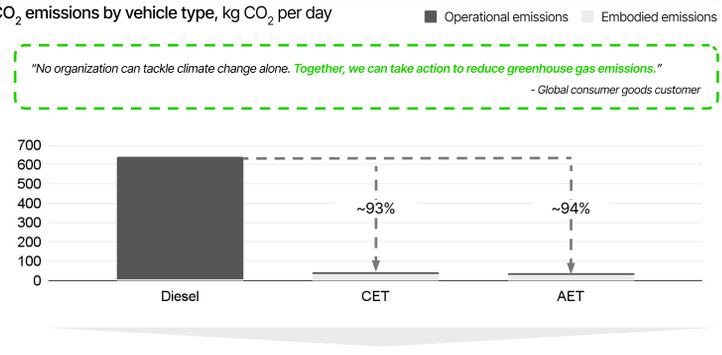
Einride has also started to explore dual-use activities as a complementary business area that builds directly on our existing technology platform. Einride's autonomous driving system is vehicle-agnostic and can be deployed across multiple platforms beyond Einride's own electric trucks. This includes electric bandwagons enabling autonomous transport of critical supplies in rural areas (i.e. delivery of food and medicine to locations like nursing homes and elderly care facilities in peacetime and military logistics during wartime). This does not change the fact that Einride is and remains a tech-company whose primary mission is to drive the transition to electric and autonomous road freight.

Sustainability is at the core of what Einride does. Revenue is generated from helping customers transition from inefficient, unsustainable diesel operations to clean, efficient and safer electric and autonomous operations.Einride's business increases overall energy efficiency and reduces emissions. The primary impact KPI is reduction of customer climate emissions, aligned with SDG 13.

Einride is a frontrunner by decarbonising one of the world's most polluting industries

Environmental

CO_2 emissions by vehicle type, kg CO_2 per day



Einride reduces transport related CO_2 reductions by up to 93%[1] through introduction of electric vehicles

Reduction of up to 94%[1] possible with autonomous electric vehicles

More than 25,000 tonnes CO_2e[2] have been abated through Einride's offering as of December 2025[2] – and we're just getting started

Social

- By enabling smaller carriers to shift to electric operations, Einride is fostering industry-wide transformation through collaboration
- Einride accelerates progress toward sustainable, climate-resilient communities by reducing reliance on fossil fuels, delivering the dual benefits of cleaner air and less noise pollution
- By deploying energy storage solutions through its charging offering, Einride reduces grid pressure, helping communities to transition to cleaner, more reliable transport and energy production

Governance

- Einride has a zero-tolerance anti-corruption policy with a comprehensive programme that training, readily accessible resources and timely reminders during high-risk periods
- Transparent CO_2 reporting ensures more reliable sustainability information from companies
- Einride contributes to the development of quality, reliable, sustainable and resilient infrastructure

Related UN Sustainable Development Goals

1. Case study is based on 500 km/day (15t payload), 7 days/week (tonne-km parity). AET (eBot) is assumed to have a 10% smaller battery and 10% lower operational emissions than CET (eActros 600) due to design efficiency and optimal autonomous operations. Also, assuming ability to source green energy. 2. Assuming average national grid-mixes.

3. Governance

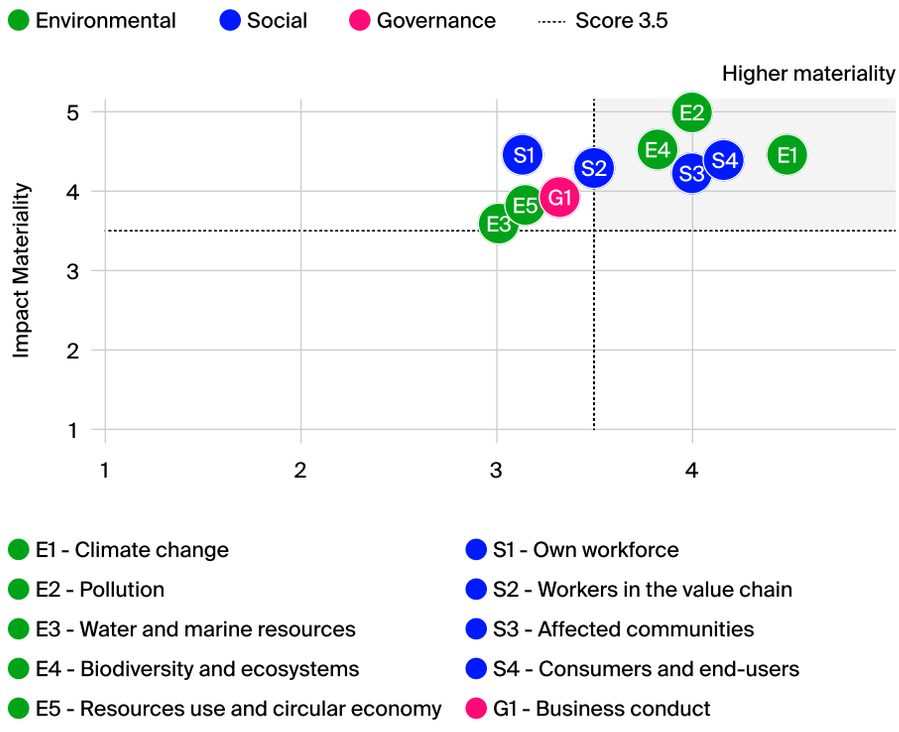
The Board of Directors maintains oversight of the Group's Environmental, Social and Governance (ESG) performance, reviewing the annual audited Sustainability Report and integrating ESG priorities into formal Board deliberations. Central to our governance framework is the Board-adopted Code of Conduct, which serves as the definitive standard for managing ethical and social risks. To support transparency and accountability, we maintain an externally managed, anonymous whistleblowing channel for all employees. Our commitment is further operationalized through the following formal policies:

- Code of Conduct
- Business Partner Code of Conduct
- Anti-Corruption Policy
- Trade Sanctions and Export Control Policy
- Conflict of Interest Policy
- Data Protection Policy
- Information Security Policy (Einride is ISO 27001 certified)

4. Double Materiality Assessment

Einride's preliminary Double Materiality Assessment (“DMA”) assessed topics across own operations and the value chain on both impact and financial materiality dimensions. Impacts are evaluated based on scale, scope, and irremediability. Financial materiality is assessed by probability of occurrence and potential magnitude of effects across short, medium and long term horizons.

Given Einride's business model, the highest opportunity scores stem from the climate change category (E1), with shifting to electric road freight being the core business. The pollution category (E2) also holds a significant opportunity, in particular in cities where zero-emission zones are proliferating, which also creates a positive impact for the communities Einride operates in (S3). The lower noise pollution of electric trucks has also led Einride’s customers to the possibility to do off-peak deliveries in the night or early mornings. On a medium and longer term, climate change also poses growing risks to the economy as a whole, and hence also to Einride. Extreme weather events can disrupt the freight networks we operate in, while unmitigated warming means more volatile commodity prices and accelerating regulatory responses that will reshape cost structures across every industry we serve. As a company whose business depends on reliable physical infrastructure and stable markets, we have a direct stake in limiting the frequency and severity of those disruptions.



Scores 1-5. X axis: financial materiality (maximum of risk and opportunity scores). Y axis: impact materiality (maximum of negative and positive impact scores). Positions for topics sharing the same scores are slightly offset for readerbility.

4. Double Materiality Assessment

The identified risks relating to pollution (E2), water and marine resources (E3), biodiversity and ecosystems (E4), circular economy (E5), and workers in the value chain (S2) are mainly connected to resource extraction and use of batteries. These are mitigated primarily through the choice of Lithium Iron Phosphate ("LFP") battery chemistry, which avoids the minerals most associated with destructive extraction and polluting refinery processes, combined with smarter use of batteries enabled by AI optimisation through the Saga platform, and active work on reusing truck batteries in Battery Energy Storage Systems ("BESS").

For the workforce (S1) and business conduct (G1), both topics carry a short term impact horizon, meaning the identified impacts are expected to manifest sooner than for environmental topics. Governance risks (such as facilitation payments, and generative AI data leakage) are present today and managed through active policies rather than longer term structural changes. The impacts across different topics are described further in the sections below. As the DMA is still preliminary, no quantified targets linked to it have been adopted by the board.

ESRS topic	Summary
E1 Climate change	Einride's core risk and primary business opportunity.
E2 Pollution	Displacing diesel exhaust and managing upstream residual impacts.
E3 Water and marine resources	Indirect impacts and supply chain.
E4 Biodiversity and ecosystems	Avoiding destructive mining and reducing noise.
E5 Circular economy	Battery second life, recycling and the asset match.
S1 Own workforce	Wellbeing, talent and the high-growth tech environment.
S2 Workers in the value chain	Carrier-partners and battery manufacturing.
S3 Affected communities	Positive impact from urban air quality and noise reduction. Public trust in autonomous vehicles.
S4 Consumers and end-users	Customer decarbonisation, cybersecurity.
G1 Business conduct	Anti-corruption, cyber-security.

5. UN Sustainable Development Goals

Einride's business model is directly aligned with several UN Sustainable Development Goals. The table below reflects Einride's own SDG mapping, identifying where the company's activities make a positive contribution.

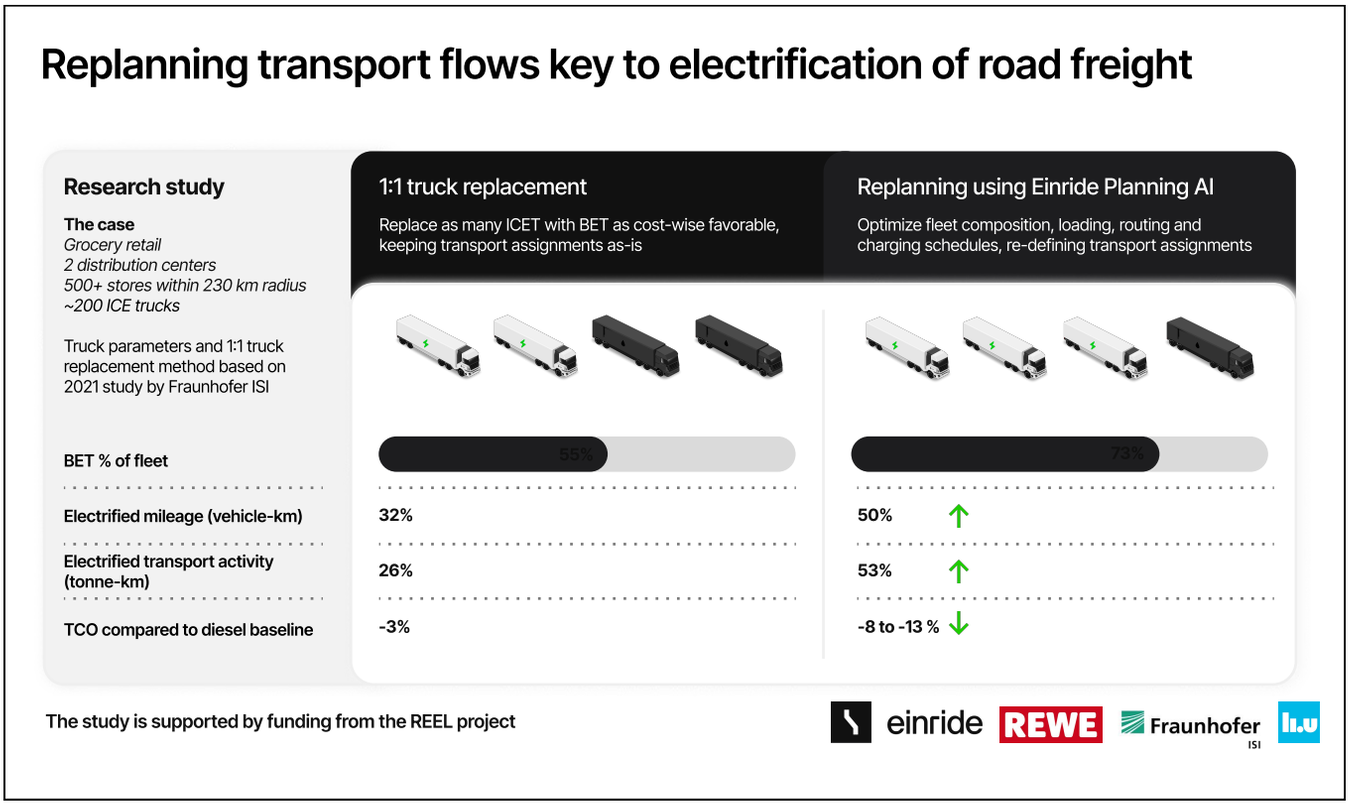
SDG	Goal	Goal
SDG 7	Affordable and Clean Energy	Transitioning freight fleets away from fossil fuels, deploying charging infrastructure and battery energy storage solutions that reduce pressure on the energy grid and support the broader rollout of clean energy.
SDG 8	Decent Work and Economic Growth	Enabling smaller carriers to transition to electric operations through partnerships, helping them overcome financial and resource barriers. The shift to electric trucks significantly reduces noise and vibration for drivers, improving working conditions. Autonomous technology creates new types of roles such as Remote Operators.
SDG 9	Industry, Innovation and Infrastructure	Einride's digital platform and autonomous trucks enable smarter planning, intelligent route and energy optimisation, and the build-out of resilient, low-emission transport infrastructure.
SDG 11	Sustainable Cities and Communities	Enabling the shift from diesel to electric alternatives reduces air and noise pollution in cities, decreases fossil fuel dependency, and supports sustainable, climate-resilient communities. Einride advocates for and participates in research on zero-emission urban logistics zones.
SDG 12	Responsible Consumption and Production	Transitioning freight from fossil fuels directly reduces non-renewable resource consumption. Freight optimization reduces unnecessary vehicle demand. Battery circularity through second-life Battery Energy Storage Systems (BESS) and Original Equipment Manufacturer (OEM) recycling keeps materials in the loop.
SDG 13	Climate Action	Einride's core business enables customers to reduce their carbon footprint by transitioning from fossil fuels to electric vehicles. The company measures its climate impact primarily through total CO2e avoided by customers (downstream Scope 3). This is Einride's primary impact KPI.
SDG 16	Peace, Justice and Strong Institutions	A robust anti-corruption programme with zero-tolerance policy, an anonymous whistleblowing function available to employees and external parties, and a Code of Conduct setting clear standards for business conduct support accountable and transparent governance internally and across the supply chain.

Materially all of Einride's revenue is linked to the SDGs above, specifically SDGs 7, 9, 11, and 13.

6. Climate Strategy

Road freight is one of the hardest sectors to decarbonise and the sector's share of total global emissions is rising as other parts of the economy transition to cleaner solutions.[4] Addressing road freight is therefore not optional if we are to meet climate targets: it is key. AI-powered optimization and digitalization can make the decarbonization of road freight significantly easier. Through the use of Saga and the Einride Driver, Einride is helping customers transition their diesel fleets to electric and autonomous fleets to become more efficient and sustainable, addressing both the economic and sustainable benefits of freight decarbonization at the same time.

The case for optimisation is as important as the case for electrification. A common assumption in the policy and sustainability debate is that switching to electric trucks requires a straightforward one-for-one replacement of diesel vehicles. However, Einride conducted research together with Fraunhofer ISI that challenged this. In this first-of-its-kind study, more than 38,000 shipments were analysed and the operational patterns of over 200 vehicles serving a leading grocery retailer across more than 500 sites within a 230 km radius of two distribution centres in the Berlin area. Using Einride's Saga platform, electric trucks were able to handle up to 85% of total payload and 54% of total mileage. This significantly outperformed a simple one-to-one replacement approach, which reached only 57% and 32% respectively. The replanned system also achieved fleet-level total cost of ownership reductions of 8 to 13% compared to all-diesel operations, depending on the baseline. The study demonstrates that for larger fleets, AI-driven electrification planning can make the transition both faster and cheaper than conventional approaches suggest.[5]



[4] IRENA, 2024. https://www.irena.org/Publications/2024/Apr/Decarbonising-hard-to-abate-sectors-with-renewables-Perspectives-for-the-G7

[5] Engholm, A. et al., 2024. https://publica.fraunhofer.de/entities/publication/dc780649-f9c4-4d1f-99bc-617dd591ea06

A separate study conducted with Linköping University and Einride reinforced this finding at a more general level, showing that the cost-competitiveness of electric freight scales with demand. Larger fleets can better optimise routing and shipment allocation, balancing demand to minimise charging times that would otherwise make electric operations less competitive. Combined with higher vehicle utilisation and appropriate battery sizing, electric freight can be cost-competitive even for long-haul distances up to 250 km. Significantly, the study found that previous literature had not adequately accounted for the potential of optimisation in electric truck route planning, and had therefore underestimated the competitiveness of electric freight, particularly on medium to long-haul distances.[6]

A further consideration is the direction of travel for autonomous vehicles. As road freight shifts toward autonomous technology, operating costs will fall compared to manually driven trucks. Autonomous diesel trucks could, hence, dramatically increase transport emissions. In contrast, Einride's autonomous trucks are electric and thereby designed to ensure that the productivity gains of autonomy accrue to a zero-emission system, not a fossil-fuel one. Moreover, by designing cab-less autonomous trucks energy-use can be reduced further compared to conventional trucks as the cab in itself causes higher weight and energy use. Finally, autonomous trucks could result in further efficiency gains from optimising transport flows, thus reducing energy consumption per tonne transported.

Einride enables customer CO2 reductions of up to 93% through managed electric fleets and the Saga platform.[7] For battery sourcing, Einride uses LFP chemistry through CATL, which contains no cobalt or nickel. End-of-life truck batteries are repurposed into BESS systems, reducing the need for new battery production. OEM collaboration ensures recycling in accordance with EU producer responsibility regulations.

Einride's preliminary assessment indicates that the company is well positioned to be fully aligned with EU Taxonomy. Nearly 100% of Einride's turnover, capex, and opex are linked to electric freight operations. This includes replacing customers' existing diesel-based transport, developing software for managing electric freight, operating charging infrastructure, and creating electric autonomous freight solutions. Furthermore, Einride's assessment confirms that the Company adheres to the Do No Significant Harm (DNSH) principle and complies with all relevant social safeguards.

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[6] Zackrisson et al., 2025. https://www.sciencedirect.com/science/article/pii/S1361920924004814?via%3Dihub

[7] Based on 500 km/day (15t payload), 7 days/week (tonne-km parity). AET is assumed to have a 10% smaller battery and 10% lower operational emissions than a CET (eActros 600) due to design and optimal autonomous operations. Also, assuming ability to source green energy

7. Climate Risks and Opportunities

Type	Risk or Opportunity	Einride's Response
Physical risk	Extreme weather disrupting vehicle operations, supply chains, and charging infrastructure.	Operational learning across diverse climates (UAE, Sweden, Norway). Saga can reroute vehicles using real-time weather data. Strategic site selection for charging hubs.
Transition risk	Weakening climate policies slowing customer conversion and increasing infrastructure costs.	Long-term contracts with blue-chip customers provide stability. Transition to electricity is also a case for reducing energy use and dependency overall. Active policy engagement via memberships in associations and participation in research projects.
Transition risk	Market worry of malfunctioning of new e-truck technology or preference for alternative fuels (HVO, biogas) reducing the addressable market.	Multi-OEM electric truck strategy. Customer-facing Total Cost of Ownership (“TCO”) and lifecycle assessment data demonstrating battery-electric superiority.
Opportunity	Demand for verifiable freight decarbonisation from large logistics customers.	Direct business tailwind. Large customers increasingly face mandatory supply chain emission reporting, increasing demand for Einride's managed service.

8. GHG Emissions

Methodology: GHG Protocol. Scope 1 is activity-based. Scope 2 is location-based. Scope 3 uses a hybrid approach: spend-based for Categories 1, 2, and 4; activity-based for all other categories.

Revenue-based intensity metrics are not disclosed due to Einride's pending NYSE listing.

Metric	FY2025	FY2024	Unit
Scope 1, direct emissions	627	557	tCO2e
of which: diesel and HVO	603	332	tCO2e
of which: refrigerants	25	224	tCO2e
Scope 2, location-based	2,335	3,079	tCO2e
of which: Germany (CET fleet charging)	803	722	tCO2e
of which: UAE	509	n/a	tCO2e
of which: USA (California)	349	903	tCO2e
Scope 3, total	8,293	5,989	tCO2e
Category 2: Capital goods (trucks and charging infra)	4,297	2,170	tCO2e
Category 1: Purchased goods and services	1,793	1,286	tCO2e
Category 6: Business travel	1,043	586	tCO2e
Category 3: Fuel and energy activities	927	516[8]	tCO2e
Total GHG	11,255	9,625	tCO2e
Intensity per revenue			kgCO2e/ EUR

Hotspot 1:
Capital goods (Scope 3, Category 2) — 4,297 tCO2e, 38.2% of total footprint

This is the single largest emissions category, and it grew 98% year-on-year. The primary driver is the 2025 fleet expansion into UAE and Europe, which focused on heavy tractors including the Mercedes eActros 600 and SANY EV490. These models carry significantly larger battery packs than the lighter models purchased in 2024, resulting in an embodied carbon of approximately 160 tCO2e per unit compared to approximately 60 tCO2e for the previous generation. This is a necessary consequence of scaling electric heavy-duty operations and will eventually result in lower emissions when put in operations. This is also an illustration of the importance to optimise fleets and run the trucks as much as possible.

[8] FY2024 Category 3 restated from 1,772 to 516 tCO2e following identification of an emission factor error during FY2025 reporting.

Hotspot 2:
Scope 2 electricity — 2,335 tCO2e, 20.7% of total footprint

Despite an overall 24% decrease in Scope 2 emissions, this remains the second largest hotspot due to expansion into carbon-intensive grids. Germany is the largest contributor at 803 tCO2e, driven by the CET fleet charging on a grid with higher fossil fuel share. UAE adds 509 tCO2e (grid intensity 0.419 kgCO2e/kWh), and USA California contributes 349 tCO2e. By contrast, Sweden uses a comparable volume of energy to Germany but generates only approximately 29 tCO2e, illustrating the decisive impact of grid mix on operational emissions. The reduction in the US electricity footprint is specifically attributed to the cessation/ discontinuation of operations of one major customer. When charging at various sites not managed by Einride, the information on actual electricity mix is not always available. That can result in higher emissions being reported than what is actually the case.

Hotspot 3:
Purchased goods and services (Scope 3, Category 1) — 1,793 tCO2e, 15.9% of total footprint

Hotspot manufacturing tools
Category 1 emissions grew 39.4% year-on-year, driven primarily by operations increasing again in 2025 following the contraction of operations during 2024. Total consulting fees reflected this shift, dropping 54% in 2024 during the scale-down followed by a surge to 628 tco2e in 2025 as the company accelerated procurement and professional services to meet new market demands. Likewise, a significant increase can be observed in Maintenance Tools and Equipment to 169 tco2e. This growth in emissions was partially offset by a 21% reduction from relocating to a new head office and a 19.6% reduction in reported impact achieved by switching to latest CEDA 2025 emission factors, which corrected for previous data lags.

Business travel
Business travel emissions rose 78% to 1,043 tCO2e. This is a consequence of operations returning to more normal activities after travel restrictions were introduced in 2024 due to financial constraints. In 2025, market expansion continued and a company-wide conference was organised which led to higher business travel emissions.

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*FY2024 Category 3 restated from 1,772 to 516 tCO2e following correction of an emission factor error.

9. Energy

Metric	FY2025	FY2024	Unit
Total energy consumption	19,756,000	16,338,000	kWh
Renewable	11,975,000 (60.6%)	8,649,000 (52.93%)	kWh
Non-renewable	7,781,000 (39.4%)	7,689,000 (47.1%)	kWh

Total energy consumption increased 20.9% from 16,338 MWh (FY2024) to 19,756 MWh (FY2025) due to operational expansion. The renewable energy share improved significantly from 52.9% to 60.6%. Non-renewable consumption remained relatively stable around 7,700 MWh. Einride does not currently produce its own energy but the potential of solar generation is being evaluated.

The geographic distribution of charging underlines the strategic importance of grid mix. Sweden, with its predominantly low-carbon grid, generates minimal Scope 2 emissions per kWh charged. Germany and the UAE, by contrast, generate substantially higher emissions per kWh. This makes the location and timing of charging a material factor in Einride's decarbonisation trajectory, and informs the prioritisation of renewable energy procurement and BESS deployment.

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*Due to the same emission factor error mentioned in section 8, as well as a conversion error, the energy consumption was incorrectly reported in 2024. Renewable consumption has here been corrected from 15,306,000 (59.3%) to 8,649,000 (52.9%), and non-renewable has been corrected from 10,524,000 (40.7%) to 7,689,000 (47.1%).

10. Own Workforce

Metric	FY2025	FY2024	Unit
Average FTE employees during the year	324	404	FTE
Engagement survey response rate	81%	83%	
Work-related fatalities	0	0	

The average number of employees employed by the Group declined during 2025 following cost reduction initiatives implemented during 2024, from 404 in 2024 to 324 in 2025. Employee wellbeing is monitored through eNPS surveys, conducted three times per year, with response rates consistently above 80%. A centralised incident reporting tool tracks safety incidents through their full lifecycle and annual safety rounds identify physical hazards.

11. Value Chain and Human Rights

Einride partners with carriers to operate its electric fleets. A key identified risk in the preliminary DMA is non-compliance with minimum wage, driving time, and rest period rules for carrier-drivers employed by external haulers. To mitigate this, driver eNPS feedback is collected directly via NPS, bypassing subcontractor filters, to ensure driver voices are heard on working conditions. A Business Partner Code of Conduct covers unsafe working conditions, child labour, and forced labour. For 2026, Einride is planning to implement a new procurement and supplier management tool that will provide a complete third party risk management and continuous supplier vetting. As mentioned above, Einride mitigates risk relating to the battery supply-chain by using Lithium Iron Phosphate (LFP) battery chemistry and actively working on reducing need for batteries by optimisation and second life BESS.

12. Other Environmental Topics

The preliminary DMA assessed four further environmental topics: pollution (E2), water and marine resources (E3), biodiversity and ecosystems (E4), and circular economy (E5). Einride's primary positive environmental impact beyond climate is the displacement of diesel exhaust in urban freight operations, directly supporting cleaner air in cities. Residual negative impacts within the value chain include pollution risks from battery production, and indirect emissions from charging on carbon-intensive grids. These are significantly lower than the impacts of conventional diesel transport. Mitigation centres on the use of LFP battery chemistry, which avoids the minerals most associated with polluting refinery processes, combined with second-life BESS applications that delay the recycling stage. Pollution reduction is also a commercial opportunity for road freight with zero tailpipe emissions.

On water and marine resources, Einride reported zero direct emissions to water in FY2025. Indirect impacts arise from charging on a partially non-renewable grid and from microplastic runoff through tyre abrasion. By displacing diesel, Einride eliminates tailpipe NOx and SOx, which reduces ocean acidification and removes the risk of oil spills associated with fossil fuel extraction and transport. Identified risks include flooding disrupting operations, waste management issues in the battery supply chain, and water scarcity in key battery manufacturing hubs.

On biodiversity, Einride's own operations do not affect protected areas. Charging stations sit along major highway corridors and are not typically near biodiversity-sensitive areas. Indirect negative impacts arise from upstream mining for battery components and from charging hub construction causing soil sealing. These are mitigated primarily through the LFP battery chemistry choice, which avoids cobalt and nickel and thereby sidesteps the deforestation and habitat destruction associated with mining those metals in sensitive regions. The shift to electric transport also reduces noise pollution along transport corridors, benefiting wildlife. In establishing the Helsingborg charging station, Einride contributed to a local biodiversity initiative by reusing excavated material to establish a meadow on a small area that had previously been unused. The work was conducted in 2025 and the charging station opened in 2026.

On circular economy, Einride's hardware-dependent model drives upstream resource extraction and battery waste downstream. A specific circularity risk is asset mismatch (i.e trucks carrying a larger battery than is actually needed for the routes it will drive). Einride mitigates this by, for example, using the Saga platform to extend battery life through optimised power planning, and repurposing end-of-life batteries into Battery Energy Storage Systems.

13. Business Ethics and Data Privacy

A zero-tolerance anti-corruption and anti-bribery policy is in force. An identified risk is the potential for facilitation payments when obtaining permits and infrastructure approvals across different jurisdictions. No convictions or fines related to anti-corruption were recorded in FY2025. Einride is ISO 27001 certified and employs a dedicated Data Privacy Officer covering GDPR compliance for employee and customer data.

A further identified risk is generative AI data leakage: employees inadvertently inputting confidential information or personal data into public AI tools such. An initial internal EU AI Act assessment indicates the Autonomous Driving System is likely a High Risk system as a safety component of vehicles. Einride has no revenue from fossil fuels, controversial weapons, tobacco, or other EU benchmark exclusion categories. Trade sanctions screening is also in place.

14. Financial Effects of Sustainability Risks and Opportunities

The preliminary DMA assessed the anticipated financial effects of material risks and opportunities across three time horizons, integrating ESG factors into financial risk models and scenario analysis.

Horizon	Key financial effects
Short term	Material risks primarily increase operating costs. Capital expenditure in vehicle technology and infrastructure raises asset values but requires close monitoring of residual value risks. Supply chain uncertainties require higher working capital. Opportunities in green financing and new strategic contracts provide positive liquidity effects. Increased fossil fuel costs could also pose an opportunity.
Medium term	Potential fleet and infrastructure valuation adjustments as technology evolves. Performance is expected to improve as operational scaling and autonomous efficiency drive higher margins, offsetting increased regulatory costs. Transition toward stabilised recurring cash flows from initial investments and enhanced access to green financing.
Long term	Fully electric and autonomous operations are expected to drive significant margin expansion and market leadership. Financial position bolstered by a mature, sustainable asset base with minimal stranded asset risk, provided circularity risks are managed. Shift toward stable, predictable cash flows underpinned by a resilient ESG profile.

16. Reporting Notes

Scope 3 Category 3 FY2024 restated from 1,772 to 516 tCO2e following correction of an emission factor error.

This report constitutes Einride AB's statutory sustainability disclosure for FY2025 under the Swedish Annual Accounts Act, Chapter 6, sections 10-14.