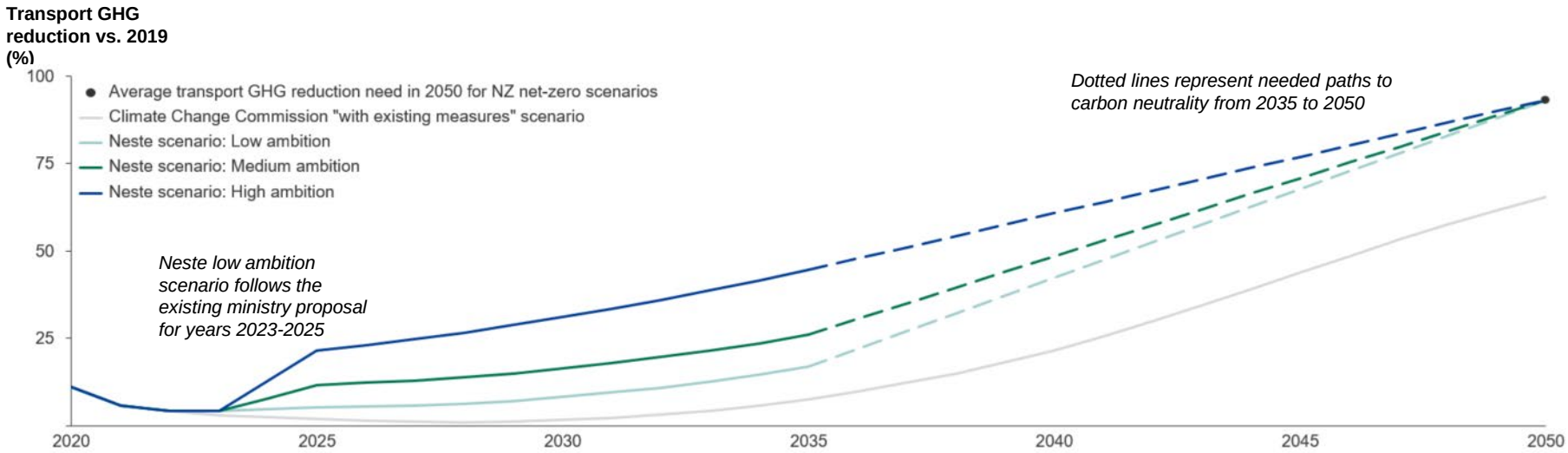
Proposed low GHG reduction ambition for early years makes future compliance curve much steeper

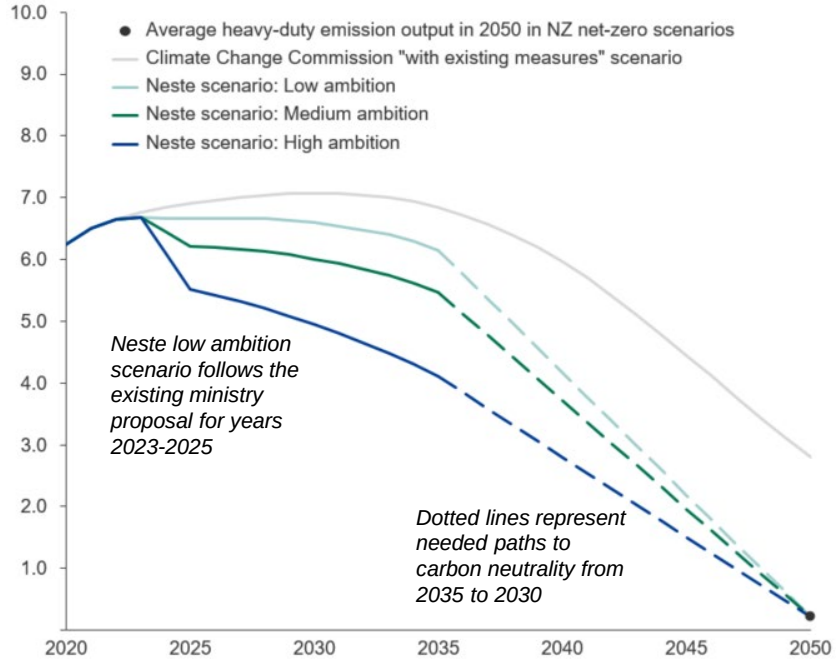


Cumulative MtCO2eq saved after 2023 and scenario descriptions

CCC "existing measures" scenario	1.2 MtCO2eq	2.2 MtCO2eq	6.0 MtCO2eq	Policy reference case to 2050 with anticipated technological developments with e.g. expected uptake of electric vehicles counted and fuel efficiency improvements counted in
Neste scenario: Low ambition	2.4 MtCO2eq	7.8 MtCO2eq	18.5 MtCO2eq	Ministry of Transport consultation paper proposal's transport GHG reduction mandates in 2023-2025, and after that linearly growing to 10% in 2035
Neste scenario: Medium ambition	3.9 MtCO2eq	15.6 MtCO2eq	33.5 MtCO2eq	Transport GHG reduction mandate increasing to 10% in 2025 and 20% by 2035
Neste scenario: High ambition	6.4 MtCO2eq	28.7 MtCO2eq	60.8 MtCO2eq	Transport GHG reduction mandate increasing to 20% in 2025 and 40% by 2035

Even if passenger cars would electrify, ambitious biofuel specific policies are needed to reduce emissions in heavy duty

Heavy vehicles MtCO2eq/a



Annual MtCO2eq emitted in the heavy vehicles segments vs. 2019

Scenario	2025	2030	2035	
CCC "existing measures" scenario	-0.1 MtCO2eq (-0.8 %)	+0.1 MtCO2eq (+1.6%)	-0.1 MtCO2eq (-1.7%)	Policy reference case to 2050 with anticipated technological developments with e.g. expected uptake of electric vehicles counted and fuel efficiency improvements counted in
Neste scenario: Low ambition	-0.3 MtCO2eq (-4.3%)	-0.4 MtCO2eq (-5.2%)	-0.8 MtCO2eq (-11.5%)	Ministry of Transport consultation paper proposal's transport GHG reduction mandates in 2023-2025, and after that linearly growing to 10% in 2035
Neste scenario: Medium ambition	-0.7 MtCO2eq (-10.7%)	-0.9 MtCO2eq (-13.6%)	-1.5 MtCO2eq (-21.4%)	Transport GHG reduction mandate increasing to 10% in 2025 and 20% by 2035
Neste scenario: High ambition	-1.4 MtCO2eq (-20.6%)	-2.0 MtCO2eq (-28.8%)	-2.9 MtCO2eq (-41.0%)	Transport GHG reduction mandate increasing to 20% in 2025 and 40% by 2035

Notes:
- Following categories are included in the heavy vehicles segment: Light commercial vehicles, medium trucks, heavy trucks, buses
- In these calculations, for illustrative purposes, all biofuel driven GHG reductions are estimated to take place in the "heavy vehicles" segment. If they occurred in other sectors such as aviation, personal vehicles or marine, heavy vehicles segment would look even worse from the perspective of emission reductions