Image generated with the use of artificial intelligence. **Our commitment is real.**

*WtW CO_2 abatement - Source CNR-IIA

We drive the future.

For LC3, the transport of tomorrow is today.

You are born sustainable. We have made revolutionary decisions in our choice of technology with courage and initiative since 2011. Ours was not a gamble, but a conscious decision to choose sustainability. The introduction of liquid biomethane was a milestone in our journey and at the same time it stimulated us to innovate and strive towards important goals that today touch on issues such as the circular economy, environment, and living in society. Today, LC3 is setting sets standards in the mobility sector with sustainable solutions that go beyond transport. Logistics decisions, investment strategies, service quality and personnel training.

New professionals are being created such as **Smart Drivers** and **Logistics Managers**, which demonstrates that the human element is the driver of our success. After having travelled over **100 million km powered by alternative fuels**, we know we are on the right track and we can demonstrate this with concrete, certifiable and measurable results.

The sustainable fleet.

HVO.
THE SIMPLEST TECHNOLOGY,
THE MOST SUSTAINABLE DIESEL.

It is the most sustainable fuel for diesel vehicles on the market, with up to 30% less fine particle emissions, 9% less nitrogen oxide (NOX) and up to 90% less CO_2 compared to diesel values reported in RED II.

It is the simplest applicable technology, as it does not require any technological updating of vehicles and simply involves the use of an intrinsically sustainable biofuel. The abatement of emissions calculated in the Well-to-Wheel cycle is important. However, the emissions abatement rate varies according to the HVO matrix of provenance.

FULL ELECTRIC.
ZERO EMISSIONS. ZERO NOISE.

The first solution available on the market to guarantee zero emissions on site. This is an advantage compared to other engines as it introduces the concept of heavy proximity transport, enabling HGVs to even access city centres. On site emissions (TTW cycle) become **zero emissions** in the WTW cycle, with recharging energy if this is from renewable sources e.g. hydroelectric, solar, wind, for example.
However, the impact over time must be assessed in LCA (Life Cycle Assessment), which depends on the management of raw materials required to make batteries and for their later disposal.
This crucial issue requires further structuring.

BIOMETHANE. (BIO-LNG AND BIO-CNG).
THE IMMEDIATE, EFFICIENT, FOSSIL FREE SOLUTION.

This technology has evolved to achieve a high level of reliability and is gradually spreading on the market. It enables the maximum reduction of emissions in the WTW cycle, even achieving carbon negativity in some cases, with the saving of natural emissions, from fuel matrices like cattle slurry for example.

It is a much cleaner technology than that of a traditional diesel engine, giving a significant reduction in CO_2 even on site (-22%) and almost zero fine particles (PM -96%), thus generating considerable benefits even when used in highly populated areas. As we will see, on site emissions are a factor that makes all the difference.

HYDROGEN.
THE END OF THE FOSSIL AGE.

It is increasingly seen as the **technology of the future,** because liquid H_2 has the potential to develop and cover the entire heavy transport market, entirely replacing fossil fuels, such as diesel. The technological challenge lies in the generation of renewable hydrogen (usually called green hydrogen), which is generated by renewable energy sources, like photovoltaic, wind and hydroelectric.

The extremely high pressures (in the gas) and very low running temperatures, close to absolute zero (in the liquid) still today make this technology **highly sophisticated and complicated to manage**.

BEST mix: discover the best mix for your business.
Configure the fleet that meets 100% of your company's needs in terms of efficiency and sustainability.

Our organisation.

A perfect synergy of roles and skills.

Logicompany 3, better known as LC3, was first incorporated in 2009 and soon distinguished itself due to its rapid growth, underpinned by important initiatives that immediately became part of its sustainability programme right from the outset.

The structure of Logicompany 3 is articulated and consists of several territorial sites which in organisational terms, avail themselves of the Waysped Consortium, of which the company is the main associate member.

Project drivers:
Smart Driver.
The new professionals of the road.

We want to build a new generation of trained and responsible transport professionals. Today, for example, we are experimenting with new sustainable driver assistance systems based on software able to compare a driver's style with a benchmark in order to increase the performance and safety of a vehicle and enable drivers to self-assess.

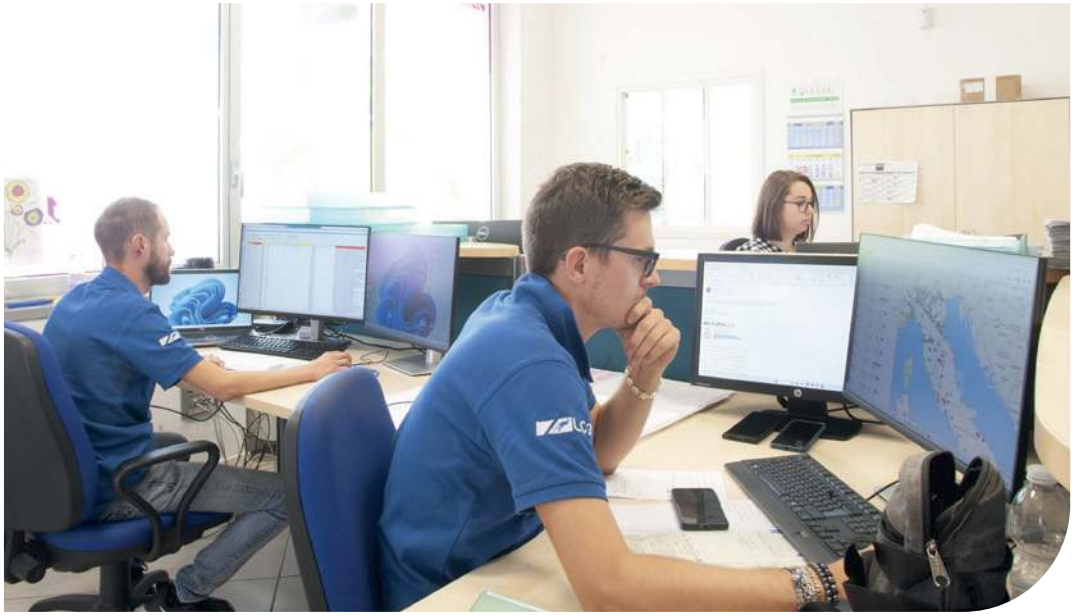
People are increasingly at the centre of the LC3 world.

And that is not all:

with the advent of new propulsion systems, we have noticed that drivers require new training to acquire specific skills. The new start-up torque, braking methods and driving habits are different as for example with electric vehicles where energy recovery when decelerating or warming up the vehicle before moving off are a must for this type of vehicle.

Branches and Warehouses.

We have a network of branches, each with its own fleet, a true and genuine network that optimises transport management in real time thanks to our tracking systems. Operations range from temperature controlled loads to container, reefer, dangerous goods and waste transport. The architecture is designed to create synergies between our 8 platforms, the 2 warehouses in Verona and Perugia and the 4 port locations on the coasts of the Upper Tyrrhenian Sea. It is also assisted by a groupage logistics service, which moves goods to one of our transit points, groups them together and delivers them directly to the warehouses.



LNG and NITROGEN distributor.

An idea that became a reality as early as 2018. The first LNG and liquid nitrogen fleet fuelling station with the LC3 brand was installed at Piacenza. A solution that allows us to control and optimise vehicle refuelling times and schedules, and especially empty kilometres, at the same time ensuring standards of efficiency and safety that only in-house management can offer.

Well-to-Wheel: emissions compared.

Not just one sustainable solution... there are four.

EUROPEAN LEGISLATION EMISSIONS LIMITS (TRUCKS)
REGULATION UE 2019/631

YEARS	EMISSIONS REDUCTION
2030	-40%
2035	-65%
2040	-90%
2050	-100%

THE WELL TO WHEEL CYCLE (WTW)

SUSTAINABLE SYSTEMS	APPLICAZIONE	LCA	REFUELLING TIMES	AUTONOMY	AVAILABLE INFRASTRUCTURE	WtW ABATEMENT	TwT ON SITE EMISSIONS
BIOMETHANE (CNG-LNG)	MEDIUM/ LONG RANGE	GOOD	SHORT	HIGH	SUFFICIENT	>-87%	-22%
HVO	MEDIUM/ LONG RANGE	GOOD	SHORT	HIGH	EXCELLENT	<-90%	-0%
BEV	SHORT RANGE	NO GOOD	LONG	LOW	INSUFFICIENT	<=-100	-100%
HYDROGEN (FCEL + MIX)	SHORT/ MEDIUM LONG SERVICES	GOOD	SHORT	HIGH	TO BE DEVELOPED	<=-100	-100%

In large-scale use

In the experimental phase

Sustainability at the heart of it.

After the revolution of the first liquefied natural gas vehicles, which were excellent for medium and long range distances, **full electric** introduces a new concept of sustainable regional mobility and logistics. This is the creation of a transport chain that uses different engines, fuels and propulsion systems to optimise performance and consumption, where the aim is to cut emissions and use clean energy.

LC3 introduces heavy goods transport combined with environmentally sustainable no limits. An ideal solution for short, medium and long-range journeys to connect peripheral loading areas to urban centres without polluting emissions. The introduction of full electric, alongside biofuels, constitutes a new stage in our journey along the road to sustainability, which began over 10 years ago with the B.E.S.T. 2020, a project launched with the ambitious goal of achieving the decarbonisation of transport.

B.E.S.T. 2030 is a natural development of this and is already 10 years ahead, seeking innovative solutions to be combined together, leading us to a goal of 2040 with net-zero emissions. Giving birth to the B.E.S.T. project was a choice we made freely: because we believe sustainability is a frontier to be moved forward, every day.

The **pioneering spirit** is in **LC3's DNA.**

CURIOUS
because we follow untrodden paths.

STRATEGIC
because we don't leave things to chance.

AWARE
of what we have discovered.

RESPONSIBLE
we share it with others.

Our 3 assets:

Environmental

Our contribution to a sustainable environment can do much to reduce CO_2 emissions and combat global warming. But that is not all: by using fuels generated from renewable sources and zero-emission propulsion systems, we have drastically cut the emission of pollutants, such as particulates and suspended particles, which are especially important in built-up areas.
And that is without considering an often overlooked factor such as noise pollution.

Social

The social aspect is very important for us at LC3, both endogenously and exogenously. On the question of internal (endogenous) social aspects, we have introduced both individual and collective corporate welfare instruments in order to improve the quality of work of all our professionals. One of these was the *"Noi LC3"* (We LC3) initiative, which started up a project for sharing company life. This brought us together in a community to share information and news. On the other hand on the question of the local areas in which the company operates (exogenous), we are attentive to all the critical issues reported by our clients and people in the area and we are constantly looking for solutions to mitigate these,
also by supporting local communities.

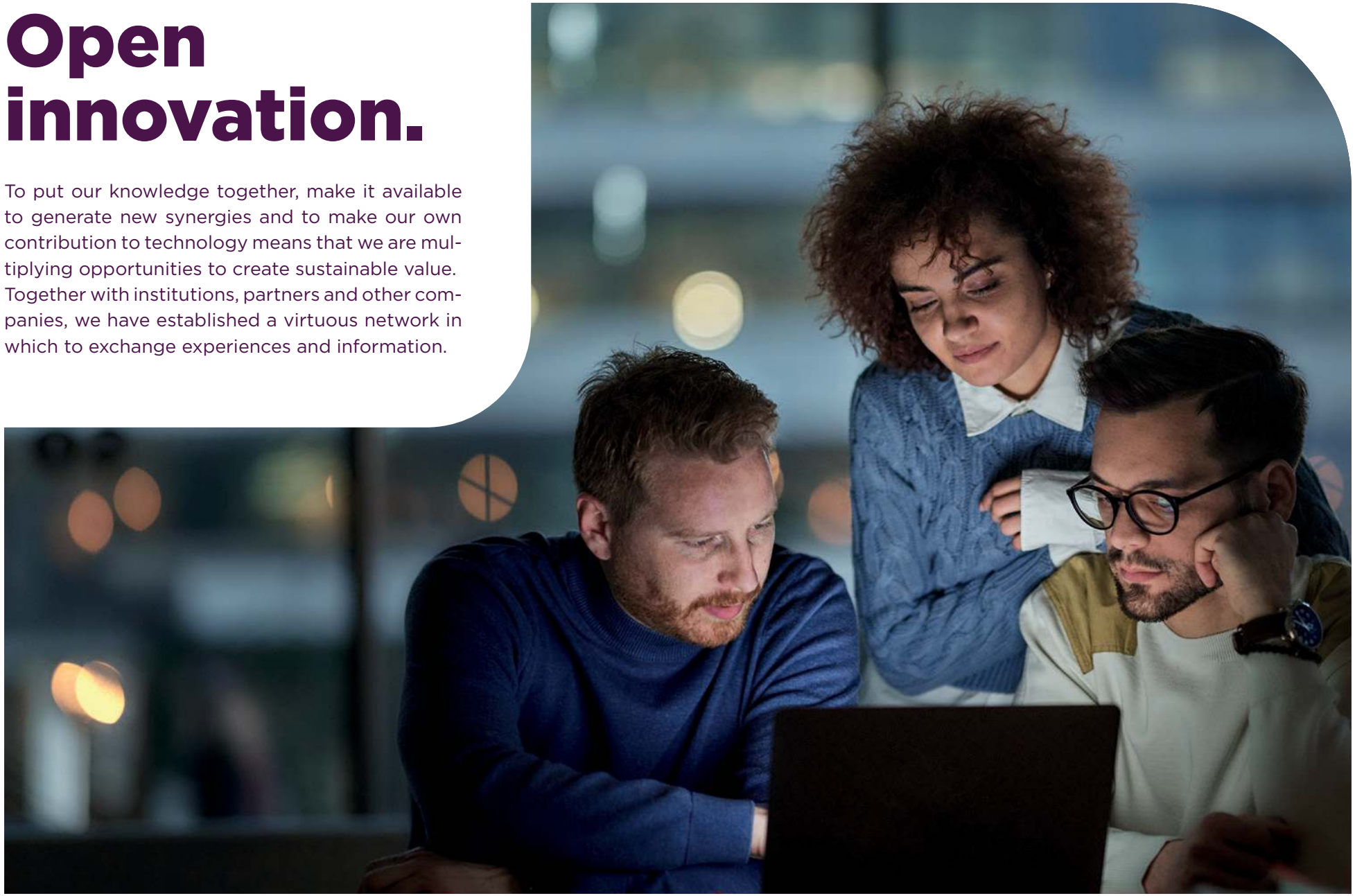
LISTEN TO OUR ORIGINAL TRACK **LC RAP**

Economic

Save the environment,
save in economic terms.
This too is a sustainable action that commits us to monitoring, containing and optimising all costs connected with new technologies. It ranges from our fleet, to intermodal facilities and to investments in research and IT tools.

Open innovation.

To put our knowledge together, make it available to generate new synergies and to make our own contribution to technology means that we are multiplying opportunities to create sustainable value. Together with institutions, partners and other companies, we have established a virtuous network in which to exchange experiences and information.



Think, design and create.

For us at LC3 what counts is the facts.

For us **“doing transport”** means much more than moving goods. It is the result of a broader, pioneering, future-oriented vision. Our “doing” starts with an intuition that turns into strategy, action and projects. The results? Many, different and all equally important. Playing a leading role in environmental protection. Guaranteeing health and safety at work. **Generating and nurturing virtuous partnerships.**

We do it with all our energy: **the real force that drives us to success.**

Sustainability report.

The strong commitment that we all have to sustainable solutions can be translated into the numbers of a non-financial report: **a document published as the result of an unforced, but conscious choice.**

At LC3 we decided to write it and distribute it and we invited our stakeholders to share their data, through accurate and detailed reporting of data and information used to establish a benchmark with which we can achieve the common goal of measuring, year-after-year, the progress made towards decarbonisation and the implementation of sustainable solutions. The sustainability report translates into figures that show a picture of a Company that has achieved excellence right across the board.

Once again, for us at LC3, it is a commitment that goes beyond transport.

The Ecological Report.

The self-certification Ecological Report project is the result of an even broader view of the concept of sustainability. It is a new approach that makes our customers active players in the energy transition. Companies can use calculation tools to measure the two main aspects (emissions and pollution) of their ecological footprint. In a way, the report is an indication of our "ecological awareness" which helps as to understand and evaluate how to improve our sustainability by taking more parameters into consideration. These range from the composition of our fleet, to the number of kilometres travelled and to our use of logistics. What was the result? We have a reliable measure of how we can reduce CO_2 emissions and the percentages of NOX in the air and PM in the atmosphere.

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