

2024 Product Transport Emissions Report

To whom it may concern in EPEAT-CCM-2023 4.1.3 Product transport carbon footprint and goal

This document provides clarification on the publicly reported greenhouse gas (GHG) emissions associated with the transport of the final product in 2024. These emissions cover all modes of freight transport utilized (road and air) ¹, as well as hub operations, from the location of final assembly to the purchaser’s location or another delivery point designated by the purchaser where ownership is transferred.

The transport GHG emissions from transport include those from transportation itself, as well as those from logistics hubs and their energy supply. GHG emissions were calculated using the Global Logistics Emissions Council (GLEC) Framework and the well-to-wheel methodology.

Calculation Basis

Period of Metrics	2024/01/01 through 2024/12/31
GHG Emission Reporting Scope	The EPEAT-registered product transport GHG emissions (The GHG emissions assessed include well-to-wheel GHG emissions from the transport of the final product from the point of final product assembly to the customer or transfer of product ownership.
Analysis Method	Global Logistics Emissions Council Framework (GLEC Framework) for Logistics Emissions Accounting and Reporting, Ver. 3.1
Consolidation Methodology	Operational control
Accounting for Fuel Emissions	Well-to-wheel emissions (WTW)
GHG Sources	Fuel and energy consumption (road, air and logistics hubs)

Total Well-to-Wheel (WTW) Emissions by Mode (Tonnes CO2e)

Year / Mode	Road (tonnes CO2e)	Air (tonnes CO2e)	Logistics Hubs ² (tonnes CO2e)	Total (tonnes CO2e)
2024	2,292.988	916,264.427	218.557	918,775.972

¹ Transport modes such as rail, sea, inland waterways, pipelines and cable car are not applicable (N/A).
² Logistics hubs include two types: one where transshipment is the main service, and another where both transshipment and warehousing are relevant services.

Reduction Goal of Product Transport GHG Emission Intensity

We have started to conduct an assessment of GHG emission from product transport, and have set a goal to reduce GHG Emission intensity from product transport by 5% by 2030, compared to the base year 2023. Detailed information on the calculated metrics is provided below.

Calculated Metrics :

- a. Product Transport GHG Emission Intensity— Using the following the formula and has units of tonnes CO2e/US\$ of revenue

$$\text{Product Transport GHG Emission Intensity} = \text{Product Transport GHG Emissions} / \text{US\$ of Revenue}$$

- b. Product Transport GHG Emissions Intensity % Reduction/Change — Using the following formula and has units of percentage (%) change from the base year

$$\text{Intensity Reduction/Change (\%)} = (\text{Product Transport GHG Emissions Intensity} / \text{Product Transport GHG Emissions Intensity for the Base Year -1}) \times 100 \%$$

Annual Product Transport GHG Emissions Intensity Data Table

Reporting Year	2023 (Baseline)	2024
Revenue (US\$)	361,619,442	379,767,764
Product Transport GHG Emission (tonnes CO2e)	1,133,761.802	918,775.972
Product Transport GHG Emission Intensity (tonnes CO2e/US\$ of revenue)	0.0031	0.0024
Product Transport GHG Emissions Intensity % Reduction/Change Compared with the Base Year 2023 (%)	NA	-22.58%