Last updated: April 2026

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 2025. These emissions cover corporate-wide transport GHG emissions for all modes of freight transport utilized (road, sea, 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 calculated results were verified by a third party on 13 March 2026.

The transport GHG emissions 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	January 1,2025 - December 31,2025
GHG Emission Reporting Scope	Corporate-wide transport GHG emissions encompass the transport emissions of EPEAT-registered products. (The assessed GHG emissions include well-to-wheel emissions from the transport of all final products from the point of final assembly to the customer or to the point of product ownership transfer.)
Analysis Method	Global Logistics Emissions Council Framework (GLEC Framework) for Logistics Emissions Accounting and Reporting, Ver. 3.2
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

Mode	Road	Rail	Sea	Inland waterways	Air	Pipelines	Cable car	Hub[2]	Total
Total GHG emission (tCO_2-eq)	**7.8306**	**N/A[1]**	**3.1932**	**N/A[1]**	**3156.0553**	**N/A[1]**	**NA[1]**	**0.5766**	**3,167.6557**
Percentage (%)	**0.25%**	**-**	**0.10%**	**-**	**99.63%**	**-**	**-**	**0.02%**	**100%**

[1] Transport modes such as rail, 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 assessed GHG emissions from product transport and set a goal to **reduce GHG emission intensity from product transport by 5% by 2030**, with 2025 established as the base year. In 2025, corporate-wide transport emissions, including those of EPEAT-registered products, were calculated using the GLEC methodology. The scope of emissions reporting has been updated to ensure that the reduction target covers all relevant emissions. Detailed information on the calculated metrics is provided below.

Calculated Metrics :

Reduction from the Base Year (%) = (Current GHG emission intensity − Base year GHG emission intensity) ÷ Base year GHG emission intensity × 100%, where GHG emission intensity is expressed in tonnes of CO_2e per million US dollars of revenue.

Annual Product Transport GHG Emissions Intensity Data Table

Reporting Year	2025 (Base Year)
Product Transport GHG Emission (tCO_2-eq)	**3,167.6557**
Product Transport GHG Emission Intensity (Tonnes of CO_2e per million US dollars of revenue)	**6.54**
Reduction from the Base Year (%)	NA