

**2025 Product Transport GHG Emissions Assessment (EPEAT® CCM Criterion 4.1.3)**

In 2025, we continued the assessment of greenhouse gas (GHG) emissions from the transportation of our EPEAT-registered products, in accordance with *EPEAT 2.0 Climate Change Mitigation Criteria, Criterion 4.1.3 - Product transport carbon footprint and goal*<sup>1</sup>, covering transportation from the final assembly site to the buyer's location.

For FY2025 (from 1 January 2025 to 31 December 2025), emissions from product transportation showed a 12% reduction based on a normalized calculation (grams of CO<sub>2</sub>e per ton-km) for sea mode, compared to FY2024.

Although the results achieved in FY2025 exceeded the defined target of a 2% reduction compared with FY2024, we have chosen to maintain a conservative approach, considering the expected significant increase in the volume of products transported considered in the calculation. In this context, we will continue to analyze the main factors contributing to the increases in transport-related emissions, and, considering that we do not operate a continuous logistics operation, we will continue to implement measures aimed at improving the environmental performance of the transportation of our products. As a result, we have set a 2% emissions reduction target for the FY2026 compared to FY2025 and have updated our long-term objective to achieve a 10% reduction in product transport-related emissions by FY2035, using FY2025 as the baseline year. The methodology, system boundaries and assumptions used for the calculation remain consistent with those applied in previous reporting periods, ensuring comparability of results.

The emissions assessment includes "well-to-wheel" GHG emissions from all modes of freight transport used (sea).

**Boundary of emission calculation:** Transportation routes of products from manufacturing bases in Asia to customer in South America.

**Calculation approach:** Mode-based methodology - GHG Emissions from Sea Transport (Container Transport)

**Method used to perform the assessment:** Global Logistics Emissions Council Framework for Logistics Emissions Accounting and Reporting V3.2.

| Emissions from Product Transport (metric tons CO <sub>2</sub> e) <sup>2</sup> |              |               |               |
|-------------------------------------------------------------------------------|--------------|---------------|---------------|
| Mode                                                                          | FY 2023      | FY 2024       | FY 2025       |
| Road                                                                          | 0            | 0             | 0             |
| Air                                                                           | 0            | 0             | 0             |
| Sea                                                                           | 15.03        | 367.49        | 694.86        |
| Inland waterways                                                              | 0            | 0             | 0             |
| Rail                                                                          | 0            | 0             | 0             |
| <b>Total</b>                                                                  | <b>15.03</b> | <b>367.49</b> | <b>694.86</b> |

<sup>1</sup> Global Electronics Council, *Climate Change Mitigation Criteria (EPEAT-CCM, 2023)*, May 16, 2023 (Interim Corrections May 15, 2025).

<sup>2</sup> The assurance report is available here: [Independent Verification Statement GHG Product Transport jp.ik](#)