

GHG emission report

Global Logistics Emissions Council Framework

Coverage	Includes all transport of 126.723 tonnes of EIZO Corporation products from the manufacturing site to the US market: Truck transport from the manufacturing site to the port; storage and logistics at the port; sea container transport to the United States; and weighted-average road transport to individual postal codes.		
Market	US		
Reporting year	2021 (April 2021 to March 2022)		
Unit of Measurement	GHG emissions (kg-CO ₂ e) Activity (tonne-km, tonne, TEU-km, kWh, kg) GHG emission intensity factor (kgCO ₂ e/tonne-km, kgCO ₂ e/tonne, kgCO ₂ e/TEU-km, kgCO ₂ e/kWh, kgCO ₂ e/kg)		
Emission basis	WTW		
GHG Emissions (kg-CO₂e)	Scope 1	Scope 2	Scope 3
Road	-	-	48,673
Logistic sites	102	4,234	1,559
Air	-	-	2.04
Sea (from Japan to US)	-	-	30,646
Sea (within US)	-	-	417
Total GHG Emissions	-	-	85,632
Activity	Scope 1	Scope 2	Scope 3
Road (tonne-km)			
Japan (Factory to Port)	-	-	46,571
US (Port to Destination)	-	-	361,203
Logistic sites (tonne)	-	-	126.723
Logistic sites: Electricity (kWh)	-	10502.7	-
Logistic sites: LPG (kg)	27.9	-	-
Air (tonne-km)	-	-	1.42
Sea (tonne-km)	-	-	160
Sea Container (TEU-km)	-	-	419,727
GHG emission intensity factors	Scope 1	Scope 2	Scope 3
Road (kgCO ₂ e/tonne-km)			
Japan (Factory to Port)	-	-	0.24
US (Port to Destination)	-	-	0.097
Logistic sites (kgCO ₂ e/tonne)	-	-	12.3
Logistic sites: Electricity (kgCO ₂ e/kWh)	-	0.4031	-
Logistic sites: LPG (kgCO ₂ e/kg)	3.66	-	-
Air (kgCO ₂ e/tonne-km)	-	-	1.43
Sea (kgCO ₂ e/tonne-km)	-	-	0.021
Sea Container (kgCO ₂ e/TEU-km)	-	-	0.074
Coverage	100%		
Input data resource	Volume (ton)	EIZO internal measurement	
	Distance (Road)	Data from carrier	
	Distance (Sea)	CERDI-sea distance database	

	Distance (Air)	GCD
	Logistic site (Japan)	Data from carrier
	Logistic site (US)	EIZO internal measurement
	Emission factor (WTW)	Global Logistics Emissions Council Framework for Logistics Emissions Accounting and Reporting Version 2.0 IEA electricity emissions factors (Electricity)
Input data verification	Input data has been independently assured	
Create by	Hirofumi Moriwaki Manager, Regulatory Compliance and Safety EIZO Corporation 153 Shimokashiwano, Hakusan, Ishikawa 924-8566 Japan	
Creation data	January 23, 2023	

January 29, 2023

Taketoshi Oitani
UL Japan Inc.
Marunouchi Trust Tower Main Building 6F
1-8-3 Marunouchi, Chiyoda-ku, Tokyo 100-0005 Japan

Dear Sir,

I carried out an independent limited assurance verification of EIZO's greenhouse gas (GHG) emissions from downstream transport of products shipped to customers in the United States. This letter serves as the statement of verification for the GHG calculation results.

I reviewed the draft and final calculations, evidence, and disclosure in reference to the requirements of the Global Logistics Emissions Council (GLEC) Framework Version 2.0.

The limited assurance verification was carried out on EIZO's declared GHG inventory for downstream transportation of products from the factory gate to the United States (USA) markets for the period April 2021 to March 2022. The inventory reflected a well-to-wheels (WTW) accounting of GHG emissions of energy consumed in the inventory. The inventory activity included:

- Road transport from the factory in Japan to the port of Kobe, Japan (Scope 3)
- Storage at a logistics site at the Kobe port (Scope 3)
- Sea transport from Kobe, Japan, to the port of Los Angeles, California, USA (Scope 3)
- Road transport from Los Angeles to a logistics site in Cypress, California, USA (Scope 3)
- Storage at a logistics site Cypress (Scope 1 and Scope 2)
- Road transport from Cypress to individual ZIP codes in the continental USA (Scope 3)
- Sea transport from Los Angeles to the port of Honolulu, Hawaii, USA (Scope 3)
- Road transport from Honolulu to local destinations and to Honolulu airport (Scope 3)
- Air transport from Honolulu airport to Molokai, Hawaii, USA airport (Scope 3)
- Road transport from Molokai airport to local destinations (Scope 3)
- Sea transport from Los Angeles to the port of Juneau, Alaska, USA (Scope 3)
- Road transport from Juneau to local destinations (Scope 3)

I developed the verification plan and reviewed the draft calculations report in November 2022 and requested several points of evidence from EIZO. Based on a review of the calculations and evidence, I identified technical opportunities for improvement in the assumptions, calculations, and disclosure statements.

EIZO responded to my comments and updated the calculations and disclosure statements accordingly. I reviewed the updated and final GHG calculations and disclosure statement on January 29, 2023 and found the changes to be satisfactory. The final GHG results as reviewed are as follows:

GHG Emissions (kg-CO2e)	Scope 1	Scope 2	Scope 3
Road	-	-	48,673
Logistic sites	102	4,234	1,559
Air			2.04
Sea (from Japan to US)	-	-	30,646
Sea (within US)			417
Total GHG Emissions	-	-	85,632

Based upon the process and procedures conducted, there is no evidence that the EIZO GLEC GHG downstream transport inventory for the period of April 2021 to March 2022:

- is not materially correct and is not a fair representation of GHG data and information, and
- has not been prepared in accordance with the requirements defined by the GLEC Framework Version 2.0.

Sincerely,



James Mellentine, LCACP
Principal, Thrive ESG
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Summary of qualifications:

James has worked in the field of LCA and GHGs for twelve years. He is a life cycle assessment certified practitioner (LCACP) since 2012. James has completed over one hundred projects that included calculating or reviewing the carbon impacts of transportation.