Thrive ESG LLC
1312 17th St PMB 71416
Denver, CO 80202, USA

09 October 2025

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

Dear Mr. Oitani,

I carried out an independent limited assurance verification of EIZO's greenhouse gas (GHG) emissions from downstream transport of products shipped to customers in Europe and 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 3.1.

The limited assurance verification was carried out on EIZO's declared GHG inventory for downstream transportation of products from the factory gate to Europe and the United States (USA) markets for the period April 2023 to March 2024. 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 ports in the Europe and USA (Scope 3)
- Storage at logistics sites in Europe (Scope 3) and USA (mix of Scopes 1, 2, and 3)
- Road transport distribution within Europe and USA (Scope 3)
- Sea transport distribution within USA (Scope 3)

I developed the verification plan and reviewed the draft calculations report in June 2025 and requested several points of evidence from EIZO. Based on a review of the calculations and evidence, I identified 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 in October 2025 and found the changes to be satisfactory. The final GHG results as reviewed are as follows:

Europe:

GHG Emissions	Scope 1	Scope 2	Scope 3
Road			250,227
Logistic sites			41,304
Sea			509,395
Total GHG Emissions			800,926

USA:

GHG Emissions	Scope 1	Scope 2	Scope 3
Road			85,842
Logistic sites	1,761	7,430	2,098
Sea			22,857
Total GHG Emissions	1,761	7,430	110,797

Based upon the process and procedures conducted, there is no evidence that the EIZO GLEC GHG downstream transport inventory for the period of April 2023 to March 2024:

- 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 3.1.

Sincerely,

James Mellentine, LCACP
Principal, Thrive ESG
Jim@ThriveESG.com

Summary of qualifications:

James has worked in the field of LCA and GHGs for fifteen 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.

Global Logistics Emissions Council Framework

Transportation GHG emissions Report

Company name: EIZO Corporation
153 Shimokashiwano, Hakusan, Ishikawa 924-8566 Japan

Date: August 27, 2025

Author: Hirofumi Moriwaki
Principal Engineer, Regulatory Compliance and Safety

1. Scope of product

All EIZO FlexScan brand monitors

Includes all transport of 1,493.312 tonnes of EIZO Corporation products from the manufacturing site to the Europe market: Truck transport from the manufacturing site to the port; storage and logistics at the port; sea container transport to Europe; and weighted-average road transport to individual postal codes.

2. Scope of market

Europe (covers Austria, Belgium, Germany, Netherlands and UK)

3. Timeframe

April 1, 2023 to March 31, 2024

4. Methodology

Global Logistics Emissions Council (GLEC) Framework for Logistics Emissions Methodologies (GLEC Framework Version 3.1)

5. Coverage

100%

6. Emission basis

Well-to-Wheel

7. Transportation mode

Road, Sea and Hubs (Logistic sites)

8. Input data verification

Input data has been independently assured

9. Unit of Measurement

	GHG Emissions	Activities	Intensity factors
Road	kg-CO2e	tonne-km	kgCO2e/tonne-km
Logistic sites: Scope 3	kg-CO2e	tonne	kgCO2e/tonne
Sea	kg-CO2e	TEU-km	kgCO2e/TEU-km
Air			
Rail			
Inland Waterways			

10. Input data source

	Volume	Distance	Category	Intensity factors
Road	EIZO ERP System	Google Map	Data from Carrier	GLEC
Logistic sites: Scope 3	EIZO ERP System	-	-	GLEC
Sea	EIZO ERP System	CERDI-sea distance	Data from Carrier	GLEC
Air				
Rail				
Inland Waterways				

GLEC: Global Logistics Emissions Council (GLEC) Framework for Logistics Emissions Methodologies (GLEC Framework Version 3.1)

11. Transportation Flow

Europe market

Red color is the final destination.

1. Japan domestic from factory to Port: Road

	Destination	
Departure	Kobe Port, Hyogo	Total
Hakusan, Ishikawa	1,656.082	1,656.082

2. Japan domestic: Logistic site

	Destination	
Departure	Kobe Port, Hyogo	Total
Kobe Port, Hyogo	1,656.082	1,656.082

3. Japan to Europe: Sea

	Destination		
Departure	Rotterdam, Netherlands	Felixtowe, UK via Singapore	Total
Kobe Port, Hyogo	1,386.988	106.324	1,493.312

4. Europe Domestic from Port to Logistic sites: Road

	Destination		
Departure	GXO Logistics, Wellingborugh, UK	Simon Hegele GmbH, Germany	Total
Rotterdam, Netherlands		1,386.988	1,386.988
Felixtowe, UK	106.324		106.324

5. Europe domestic: Logistic site

	Destination		
Departure	GXO Logistics, Wellingborugh, UK	Simon Hegele GmbH, Germany	Total
Simon Hegele GmbH		1,545.104	1,545.104
GXO Logistics	118.445		118.445

6. Europe Domestic from Logistic to each city: Road

	Destination	
Departure	Each city	Total
Simon Hegele GmbH	1,545.104	1,545.104
GXO Logistics	118.445	118.445

12. Assumption and Limitation

Transportation characteristic and size determination

According to the information from carriers, the below vehicle and vessel are assumed.

Road in Japan: 10-ton truck

Road in Europe: 40-ton truck (UK: 7.5-ton truck)

Sea from Japan to Netherlands: NYK VENUS(BL:F1150517)

IMO: 9312793

Name: NYK VENUS

Ship type: Container Ship

Gross Tonnage (t): 97825

Summer Deadweight (t): 103207

Length Overall (m): 338

Beam (m): 45

Year Built: 2007

Sea from Japan to Singapore: ANL WANGARATTA(BL:F1151602)

IMO: 9334167

Name: ANL WANGARATTA

Ship type: Container Ship

Gross Tonnage (t): 39906

Summer Deadweight (t): 50596

Length Overall (m): 260

Beam (m): 32

Year Built: 2008

Sea from Singapore to UK: OOCL FELIXTOWE

IMO: 9922512

Name: OOCL FELIXTOWE

Ship type: Container Ship

Gross Tonnage (t): 235341

Summer Deadweight (t): -

Length Overall (m): 399

Beam (m): 61

Year Built: 2023

Volume calculation

In addition to actual product weight, shipping pallet weight has been considered except Kobe port-to-Rotterdam port (Sea), Kobe port-to-Felixtowe port (Sea), Rotterdam port-to-Simon Hegele GmbH (Road) and Felixtowe port-to-GXO Logistics (Road).

13. Emission Data

Europe

GHG Emissions	**Scope 1**	**Scope 2**	**Scope 3**
Road			250,227
Logistic sites			41,304
Sea			509,395
Total GHG Emissions			800,926
Activity	Scope 1	Scope 2	Scope 3
Road			1,576,987
Logistic sites			3,320
Sea			11,337,948
GHG emission intensity factors	Scope 1	Scope 2	Scope 3
Road (Japan)			0.223
Road (Europe)			0.101
Road (UK)			0.223
Logistic sites (Germany)			5.6
Logistic sites (Japan/UK)			18.4
Sea (Japan/Singapore to Europe)			0.0441
Sea (Japan to Singapore)			0.0883

Global Logistics Emissions Council Framework

Transportation GHG emissions Report

Company name: EIZO Corporation
153 Shimokashiwano, Hakusan, Ishikawa 924-8566 Japan

Date: October 7, 2025

Author: Hirofumi Moriwaki
Principal Engineer, Regulatory Compliance and Safety

1. Scope of product

All EIZO FlexScan brand monitors

Includes all transport of 102.821 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.

2. Scope of market

US

3. Timeframe

April 1, 2023 to March 31, 2024

4. Methodology

Global Logistics Emissions Council (GLEC) Framework for Logistics Emissions Methodologies (GLEC Framework Version 3.1)

5. Coverage

100%

6. Emission basis

Well-to-Wheel

7. Transportation mode

Road, Sea and Hubs (Logistic sites)

8. Input data verification

Input data has been independently assured

9. Unit of Measurement

	GHG Emissions	Activities	Intensity factors
Road	kg-CO2e	tonne-km	kgCO2e/tonne-km
Logistic sites: Scope 1	kg-CO2e	Kg	kgCO2e/kg
Logistic sites: Scope 2	kg-CO2e	KWh	kgCO2e/KWh
Logistic sites: Scope 3	kg-CO2e	tonne	kgCO2e/tonne
Sea	kg-CO2e	TEU-km	kgCO2e/TEU-km
Air			
Rail			
Inland Waterways			

10. Input data source

	Volume	Distance	Category	Intensity factors
Road	EIZO ERP System	Google Map	Data from Carrier	GLEC
Logistic sites: Scope 1	Invoice	-	-	GLEC
Logistic sites: Scope 2	Assumption	-	-	IEA
Logistic sites: Scope 3	EIZO ERP System	-	-	GLEC
Sea	EIZO ERP System	CERDI-sea distance	Data from Carrier	GLEC
Air				
Rail				
Inland Waterways				

GLEC: Global Logistics Emissions Council (GLEC) Framework for Logistics Emissions Methodologies (GLEC Framework Version 3.1)

IEA: IEA Emission factors 2023

11. Transportation Flow

US market

Red color is the final destination.

1. Japan domestic from factory to Port: Road

	Destination	
Departure	Kobe Port, Hyogo	Total
Hakusan, Ishikawa	114.028	114.028

2. Japan domestic: Logistic site

	Destination	
Departure	Kobe Port, Hyogo	Total
Kobe Port, Hyogo	114.028	114.028

3. Japan to US: Sea

	Destination	
Departure	Los Angeles, California	Total
Kobe Port, Hyogo	102.821	102.821

4. US Domestic from Port to Logistic site: Road

	Destination	
Departure	Cypress, California	Total
Los Angeles, California	102.821	102.821

5. US Domestic from Logistic site to Port and each city: Road

	Destination		
Departure	Los Angeles, California	Each city	Total
Cypress, California	0.0523	113.976	114.028

6. US Domestic from Port to Port: Sea

	Destination		
Departure	Honolulu port	Alaska port	Total
Los Angeles, California	0.0173	0.0350	0.0523

7. US Domestic from Port to each city: Sea

	Destination		
Departure	HONOLULU HI	ANCHORAGE AK	Total
Honolulu port	0.0173		0.0173
Alaska port		0.0350	0.0350

12. Assumption and Limitation

Transportation characteristic and size determination

According to the information from carriers, the below vehicle and vessel are assumed.

Road in Japan: 10-ton truck

Road in US: 20-ton truck

Sea from Japan to US: ONE ORPHEUS(BL:F1150610)

IMO: 9313008

Name: EVER BRACE

Ship type: Container Ship

Gross Tonnage (t): 99543

Summer Deadweight (t): 104525

Length Overall (m): 336

Beam (m): 45

Year Built: 2008

Volume calculation

In addition to actual product weight, shipping pallet weight has been considered except Kobe port-to-Los Angels port (Sea) and Los Angels port-to-Cypress (Road).

Electricity at Logistic site in US (Scope 2)

There is only lighting equipment at Logistic site.

- Number of lights: 216
- Consumption power per light: 44W
- Working hours per day: 8 hours
- Working days per year: 252 days

216 x 44 x 8 x 252 = 19,160kWh

13. Emission Data

US

GHG Emissions	**Scope 1**	**Scope 2**	**Scope 3**
Road			85,842
Logistic sites	1761	7,430	2,098
Sea			22,857
Total GHG Emissions	1761	7,430	110,797
Activity	Scope 1	Scope 2	Scope 3
Road			370,510
Logistic sites	485	19,160	114
Sea			352,731
GHG emission intensity factors	Scope 1	Scope 2	Scope 3
Road (Japan)			0.223
Road (US)			0.233
Logistic sites	3.63	0.3878	18.4
Sea (Japan to US)			0.0648
Sea (US)			0.0648