THRIVE ESG

Thrive ESG LLC
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Denver, CO 80202, USA

20 October 2026

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 3.2.

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 2024 to March 2025. 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 Europe and the USA (Scope 3)
- Storage at logistics sites in Europe (Scope 3) and the USA (mix of Scopes 1, 2, and 3)
- Road transport distribution within Europe and the USA (Scope 3)
- Sea transport distribution within the USA (Scope 3)
- Air transport distribution within the USA (Scope 3)

I developed the verification plan and reviewed the draft calculations report in August 2026 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 statements in October 2026 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			240,773.034
Logistic sites			8,967.647
Sea			538,790.189
Total GHG Emissions			788,530.87

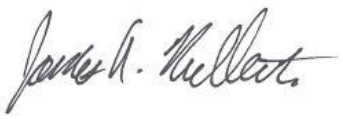
USA:

GHG Emissions	Scope 1	Scope 2	Scope 3
Road			58,376.484
Logistic sites	1,284.294	7,049.641	236.744
Sea			18,397.124
Air			3.858
Total GHG Emissions	1,284.294	7,049.641	77,014.021

Based upon the process and procedures conducted, there is no evidence that the EIZO GLEC GHG downstream transport inventory for the period of April 2024 to March 2025:

- 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 3.2.

Sincerely,



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

Summary of qualifications:

James has worked in the field of LCA and GHGs for sixteen 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: October 15, 2026

Author: Hirofumi Moriwaki
Principal Engineer, Regulatory Compliance and Safety

1. Scope of product

All EIZO FlexScan brand monitors

Includes all transport of 1,437.258 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, 2024 to March 31, 2025

4. Methodology

Global Logistics Emissions Council (GLEC) Framework for Logistics Emissions Methodologies (GLEC Framework Version 3.2)

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 3.2)

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	1,593.919	1,593.919

2. Japan domestic: Logistic site

	Destination	
Departure	Kobe Port, Hyogo	Total
Kobe Port, Hyogo	1,593.919	1,593.919

3. Japan to Europe: Sea

	Destination		
Departure	Rotterdam, Netherlands	Felixtowe, UK via Singapore	Total
Kobe Port, Hyogo	1,337.183	100.075	1,437.258

4. Europe Domestic from Port to Logistic sites: Road

	Destination		
Departure	GXO Logistics, Wellingborough, UK	Gate41 Logistics, Germany	Total
Rotterdam, Netherlands		1,337.183	1,337.183
Felixtowe, UK	100.075		100.075

5. Europe domestic: Logistic site

	Destination		
Departure	GXO Logistics, Wellingborough, UK	Gate41 Logistics, Germany	Total
Gate41 Logistics		1,489.622	1,489.622
GXO Logistics	111.484		111.484

6. Europe Domestic from Logistic to each city: Road

	Destination	
Departure	Each city	Total
Gate41 Logistics	1,491.631	1,491.631
GXO Logistics	111.483	111.483

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: ONE ORPHEUS (BL:F1146277)

- IMO: 9313008
- Name: ONE ORPHEUS
- Ship type: Container Ship
- Gross Tonnage (t): 99543
- Summer Deadweight (t): 104525
- Length Overall (m): 336
- Beam (m): 45.8
- Year Built: 2008

Sea from Japan to Singapore: MSC LILOU III (BL:F1146867)

- IMO: 9334349
- Name: MSC LILOU III
- Ship type: Container Ship
- Gross Tonnage (t): 35824
- Summer Deadweight (t): 49839
- Length Overall (m): 220.32
- Beam (m): 32.31
- Year Built: 2007

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-Gate41 Logistics (Road) and Felixtowe port-to-GXO Logistics (Road).

13. Emission Data

Europe

GHG Emissions	**Scope 1**	**Scope 2**	**Scope 3**
Road			240,773.034
Logistic sites			8,967.647
Sea			538,790.189
Total GHG Emissions			788,530.87
Activity	Scope 1	Scope 2	Scope 3
Road			1,518,182
Logistic sites			3,195.025
Sea			11,273,231
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)			2.7
Logistic sites (Japan/UK)			2.9
Sea (Japan/Singapore to Europe)			0.047
Sea (Japan to Singapore)			0.0914

Global Logistics Emissions Council Framework

Transportation GHG emissions Report

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

Date: October 15, 2026
Author: Hirofumi Moriwaki
Principal Engineer, Regulatory Compliance and Safety

1. Scope of product

All EIZO FlexScan brand monitors

Includes all transport of 73.612 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, 2024 to March 31, 2025

4. Methodology

Global Logistics Emissions Council (GLEC) Framework for Logistics Emissions Methodologies (GLEC Framework Version 3.2)

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	kg-CO2e	tonne-km	kgCO2e/tonne-km
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	EIZO ERP System	Google Map	Data from Carrier	GLEC
Rail				
Inland Waterways				

GLEC: Global Logistics Emissions Council (GLEC) Framework for Logistics Emissions Methodologies (GLEC Framework Version 3.2)

IEA: IEA Emission factors 2024

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	81.636	81.636

2. Japan domestic: Logistic site

	Destination	
Departure	Kobe Port, Hyogo	Total
Kobe Port, Hyogo	81.636	81.636

3. Japan to US: Sea

	Destination	
Departure	Los Angeles, California	Total
Kobe Port, Hyogo	73.612	73.612

4. US Domestic from Port to Logistic site: Road

	Destination	
Departure	Cypress, California	Total
Los Angeles, California	81.636	81.636

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

	Destination		
Departure	Los Angeles, California	Each city	Total
Cypress, California	0.4101	81.2259	81.636

6. US Domestic from Port to Port: Sea

	Destination		
Departure	Honolulu port	Alaska port	Total
Los Angeles, California	0.0111	0.3587	0.3698

7. Domestic from Port to Port: Air

	Destination	
Departure	Kahului Airport	Total
Honolulu Aiiport	0.0111	0.0111

8. US Domestic from Port to each city: Road

	Destination		
Departure	HONOLULU HI	ANCHORAGE AK	Total
Honolulu port	0.0123		0.0123
Alaska port		0.3978	0.3978

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: ORPHEUS
Ship type: Container Ship
Gross Tonnage (t): 99543
Summer Deadweight (t): 104525
Length Overall (m): 336
Beam (m): 45.8
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: 251 days

216 x 44 x 8 x 251 = 19,084 kWh

13. Emission Data

US

GHG Emissions	**Scope 1**	**Scope 2**	**Scope 3**
Road			58,376.484
Logistic sites	1,284.294	7,049.641	236.744
Sea			18,397.124
Air			3.858
Total GHG Emissions	1,284.294	7,049.641	77,014.021
Activity	Scope 1	Scope 2	Scope 3
Road			266,983
Logistic sites	353.8	19,084.032	81.636
Sea			262,673
Air			2.83
GHG emission intensity factors	Scope 1	Scope 2	Scope 3
Road (Japan)			0.223
Road (US)			0.218
Logistic sites	3.63	0.3694	2.9
Sea (Japan to US)			0.0633
Sea (US, to Honolulu)			0.230
Sea (US, to Alaska)			0.230
Air (US)			1.363