



GHG Emissions from Product Transport statement August 2024

Introduction

Climate change is creating irreversible damage to the planet and threatening conditions for all life on earth. The potential future effects of global climate change include more frequent wildfires, longer periods of drought in some regions and an increase in the number, duration and intensity of tropical storms. As a leading global provider of visual solutions, ViewSonic, well-known for its distinctive logo featuring three Lady Gouldian finches, we consider our environmental impact at every stage of our products' lifecycle, from development and production to customer use and disposal. In order to achieve net-zero emissions by 2050 set by the United Nations Framework Convention on Climate Change Paris Agreement, we start to disclose greenhouse gas emissions across Scope 1, Scope 2 and all material Scope 3 categories since 2020.

Purpose of statement

This statement aims to disclose the GHG emission from production transport of all the ViewSonic's products registered in ecolabel EPEAT, which is an assessment tool for ICT products procurement managed by Global Electronics Council (GEC). In 2020, we set a goal to reduce our emissions from product transport 20% by 2030. Our assessment of emissions includes emissions from all modes of freight movement utilized (road and sea- the ratio of products transported through air, inland waterways and rail are negligible). All emissions were calculated using the Global Logistics Emissions Council Framework or Logistics Emissions Methodologies (GLEC Framework Ver 3.0) on a Well-to-Wheel (WTW) emission intensity base within the full life cycle scope.

Summary of production transport emissions

This system boundary of product is Gate (Assembly factory) to Gate (Logistic center in USA), divided into 3 stages:

Stage1: Assembly factory to export port

Stage2: Export port to import port in USA

Stage3: Import port to logistic center

The summary of GHG emission is shown in the following tables:



Stage	Assembly Factory to Export Port	Export Port to Import Port	Import Port to Logistic Center	Total
Amount (ton CO ₂ e)	147.9305	1,756.9211	43.7883	1,948.6398
Percentage (%)	7.59%	90.16%	2.25%	100%
Geography Boundary	China	USA	USA	
Transportation Type	HGV: (>20 t GVW)	Trans-Pacific Dry ship	TL/Dry Van	
Analysis Method	Global Logistics Emission Council Framework for Logistics Emissions Accounting and Reporting Version 3.0 (IPCC 2023 AR6)		System boundary of product	Gate to Gate

Table1 Summary of transport GHG in 2023 by 3rd party verification

Mode	Transport Operation Categories (GHG emissions tCO ₂ e)	TOC emissions intensity (KgCO ₂ e/tkm)
Road	189.5527	0.127
Rail	2.1660	0.016
Air	22.2399	0.817
Sea	1,734.6812	0.027
Inland Waterways	Negligible	Negligible
Total	1,948.6398	0.00381

Table 2 Emissions from Product Transport in 2023 by modes

Hub Operation Categories (HOCs)	Transshipment	Maritime container terminals	Warehouse	Total
HOCs GHG Emissions (tCO ₂ e)	0.0282	38.8968	93.8037	132.7286
HOCs emission intensity (KgCO ₂ e/tkm)	0.600	3.577	17.492	-

Table 3 Greenhouse Gas Emissions Accounting at Logistics Sites



	2020	2021	2022	2023
Road	137.824	90.878	95.486	189.5527
Rail	Negligible	Negligible	Negligible	2.1660
Air	Negligible	Negligible	Negligible	22.2399
Sea	1,328.561	945.314	1,136.150	1,734.6812
Inland Waterways	Negligible	Negligible	Negligible	Negligible
Total	1,466.385	1,036.192	1,231.636	1,948.6398

Table 4 The Progress of Transport GHG Reduction