Greenhouse Gas Inventory

Report FY26



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Introduction

The inventory has been prepared in accordance with the requirements of ISO 14064-1: 2018 Specification with Guidance at the Organisation Level for Quantification and Reporting of Greenhouse Gas Emissions and Removals. This report is the annual greenhouse gas (GHG) emissions inventory report for MOVE Logistics Group Limited. The inventory is a complete and accurate quantification of the amount of GHG emissions that can be directly attributed to the entity's operations within the declared boundary and scope for the specified reporting period.

Executive Summary

MOVE Logistics Group Limited is one of New Zealand's largest end-to-end logistics experts, freight forwarders, Trans-Tasman shipping and warehousing providers. Our team is committed to finding innovative ways for a more sustainable future for our business, our customers and New Zealand.

This is the annual greenhouse gas (GHG) emissions inventory report for MOVE Logistics Group Limited and covers the measurement period of 1 July 2025 to 30 June 2026 (FY26).

As detailed in our report, during FY26 MOVE Logistics Group Limited's total emissions decreased compared with the base year (FY22), reflecting the continued shift to an asset light model and network rightsizing in response to broader economic conditions. Category 1 emissions reduced due to a reduction in owned fleet activity by moving to an owner-driver model; this shift has contributed to an increase in Category 4 emissions, particularly contractor fuel and purchased goods and services. Overall emissions remain below the base year and prior year, as we continue an ongoing business-wide focus on cost reduction and operational efficiency.

The below table contains a high-level summary of our emissions for FY26. A more detailed breakdown can be found on page 15.

Category	Scope	Base Year (FY 2022)	Previous Year (FY 2025)	Current Year (FY 2026)	Change compared with base year (%)
Category 1: Direct emissions	Scope 1	48,361.87	33,005.05	29,029.95	-40.0%
Category 2: Indirect GHG emissions from imported energy	Scope 2	592.20	298.70	207.26	-65.0%
Category 3: Indirect GHG emissions from transportation	Scope 3	1,110.17	687.60	1,258.46	13.4%
Category 4: Indirect GHG emissions from products used by organisation	Scope 3	55,856.74	44,373.59	45,067.13	-19.3%
Category 5: Indirect emissions associated with the use of products from the organisation	Scope 3	-	54.61	52.72	100.0%
Total direct emissions (tCO2e)		*48,361.87*	*33,005.05*	*29,029.95*	*-40.0%*
Total indirect emissions (tCO2e)		*57,559.11*	*45,414.49*	*46,585.58*	*-19.1%*
Total gross emissions (tCO2e)		**105,920.98**	**78,419.54**	**75,615.53**	**-28.6%**

FY26 in summary

- Our total reported emissions have continued to decrease in FY26 by 28.6% compared with our FY22 base year.
- Our Category 1 emissions decreased in FY26, primarily due to the increased use of the owner-driver model and the continued shift to an asset light operating model. This change has reduced emissions from the owned fleet while contributing to an increase to Category 4 emissions.
- Our category 2 emissions remained consistent with FY25. The small decrease is reflective of removing a site therefore lower electricity cost.
- Our category 3 emissions increase relates to reclassification of our ferry emissions (2026: 649.05 tCO2e), previously reported in Category 4. Classifying this in Category 3 under upstream freight is a more refined category choice.
- Category 4 emissions remain lower than the base year, supported by the wider economic environment and cost-reduction initiatives across the business offset by the shift to an asset light model. The FY26 increased compared with the prior year reflects growth in the customer base and the increased use of owner drivers and contractors.

Intended uses and audiences of the report

This report is intended to advise the stakeholders of MOVE Logistics Group of our GHG inventory for the FY26 reporting period, along with the steps and measures taken by us to reduce the GHG emissions associated with our activities.

The stakeholders include the Executive team, the Board, shareholders, investors, financiers, customers, employees, contractors, and members of the public.

Scope and Boundaries

MOVE Logistics Group is one of New Zealand's largest providers of domestic freight, warehousing and logistics solutions, with the ability to service all customer supply chain requirements.

MOVE's trucks transport goods from the top of the North Island to the bottom of the South Island and everywhere in between. MOVE operates a nationwide network of branches, depots, warehouses, and Trans-Tasman shipping service with a dedicated team of over 700 employees.

The company's national network includes 37 branches, warehouses, depots, cross docks and support offices, 500+ trucks and 86k m2 warehouse capacity. It also operates one of the largest petroleum product Dangerous Goods (DG) road tanker fleets in the country.

We are also global logistics specialists and provide international freight forwarding and shipping agency services across a broad range of industries. Our Trans-Tasman shipping service adds another valued service to our offer.

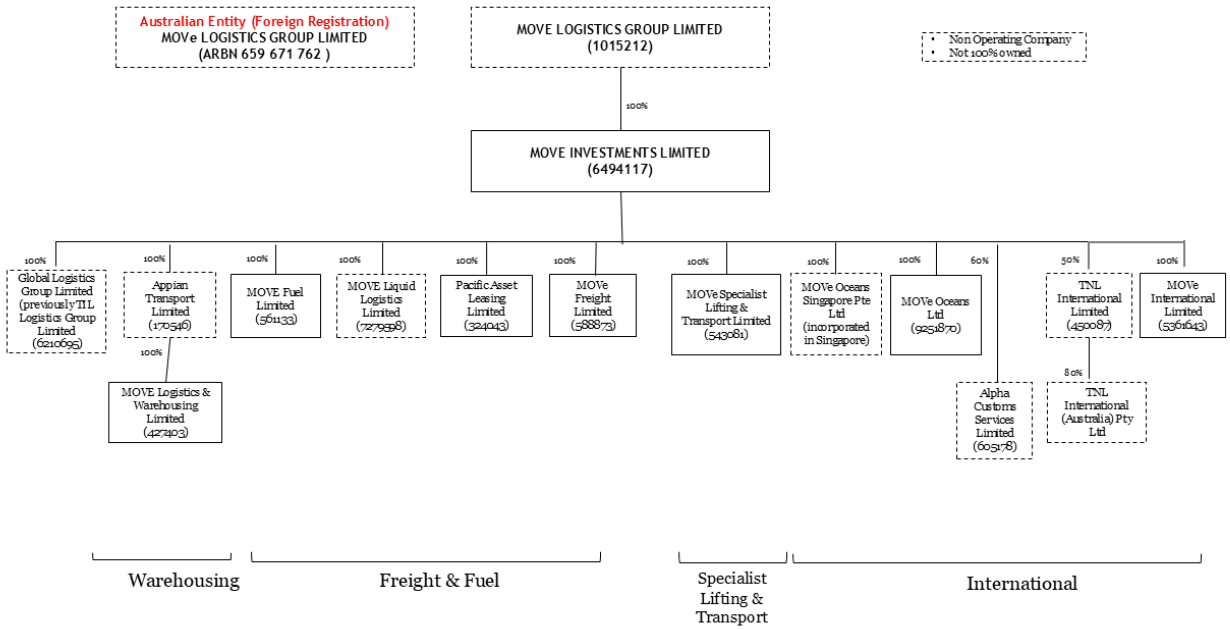
Organisational boundary

The organisational boundary determines the parameters for GHG reporting and ensures a consistent approach is applied when assessing which activities to include.

MOVE Logistics utilises the 'operational control' consolidation method for our emissions inventory. This approach considers all emissions that MOVE exercises some control over as a large majority of our emissions comes from the transport and logistics operations.

The below figure shows what has been included in the context of the overall structure. As well as a list showing the physical locations that are included in the reported data.

The organisational chart provides an overview of all companies in the Group from a legal perspective - some of which are non-trading and others that have varying ownership structures and controls. It also identifies the in-scope companies for this inventory report on the basis of day-to-day operational control MOVE Logistics Group has with these companies.



MOVE Logistics Group organisational chart

Brief description of business units, sites and locations included in this emissions inventory.

Company | Facility | Business Unit	Physical location	Description
MOVE Freight	32 El Prado Drive, Palmerston North	Transport
MOVE Freight	Halsey, Sturdee & Jutland Streets, Dunedin	Transport
MOVE Freight	15 Spey & 108 Mersey Street, Invercargill	Transport
MOVE Freight	2-4 Heads Road, Wanganui	Transport
MOVE Freight	5b Jean Batten Drive, Tauranga	Transport
MOVE Freight	63 McLaughlin Road, Auckland	Transport
MOVE Freight	4 Liverpool Street, Blenheim	Transport
MOVE Freight	33 & 55 Foremans Road, Christchurch	Transport
MOVE Freight	15 Artillery Place, Nelson	Transport
MOVE Freight	24-30 Paraite Road, New Plymouth	Transport
MOVE Freight	1-11 Rintoul Street, Westport	Transport
MOVE Freight	16-20 Ree Cres, Cromwell	Transport
MOVE Freight	279 Kahikatea Drive, Hamilton	Transport
MOVE Freight	11 Milward Street, Timaru	Transport
MOVE Freight	110 Bond Street, Invercargill	Transport
MOVE Freight	49 Waingawa Road, Carterton	Transport
MOVE Freight	11 Sheffield Street, Riverlands	Transport
MOVE Freight	2C Bell Road South, Wellington	Transport
MOVE Freight	Parry Street, Dunedin	Transport
MOVE Fuel	31 Chapmans Road, Christchurch	Transport
MOVE Fuel	2/20 Port Road, Wellington	Transport
MOVE Logistics & Warehousing	9 Manchester Street, Blenheim	Warehousing and Transport
MOVE Logistics & Warehousing	11 Manchester Street, Blenheim	Warehousing and Transport
MOVE Logistics & Warehousing	1-3 Quarantine Road, Nelson	Warehousing and Transport
MOVE Logistics & Warehousing	30 Highbrook Drive, Auckland	Warehousing and Transport

MOVE Logistics & Warehousing	32 Iport Drive, Christchurch	Warehousing and Transport
MOVE Logistics & Warehousing	1460 Omahu Road, Hastings	Warehousing and Transport
MOVE Logistics & Warehousing	25 Ha Crescent	Warehousing and Transport
MOVE Logistics & Warehousing	5 Whango Place, Tauranga	Warehousing and Transport
MOVE Logistics & Warehousing	27 Jarvis Way, Auckland	Warehousing and Transport
MOVE Logistics & Warehousing	75 Seymour Street, Christchurch	Warehousing and Transport
MOVE Logistics & Warehousing	9 Liverpool Street, Riverlands	Warehousing and Transport
MOVE Logistics & Warehousing	166 Upper Sefton Road, Christchurch	Warehousing and Transport
MOVE Specialist lifting and Transport	134 Plunket Avenue, Auckland	Transport
MOVE Specialist lifting and Transport	15 Keith Hay Drive, Auckland	Transport
Alpha Customs Limited	25/32 Dawson Street, New Plymouth	Freight Forwarding
TNL International Limited	74 Vickerman St, Auckland	Freight Forwarding

Excluded business units

The excluded business units include companies where there is less than 100% ownership and there is no direct control on the day to day running of the business. They operate independently of our business and use their own accounting systems for financials.

Non- Operating Company:

- Global Logistics Group Limited (amalgamated June 2022)
- Appian Transport Limited
- MOVE Liquid Logistics Limited

Not 100% Owned:

- TNL International (Australia) Pty Limited

Operational boundary

The GHG emissions sources from the MOVE Logistics Group value chain were identified with reference to the methodology prescribed in the GHG Protocol and ISO 14064-1:2018. These have been classified according to the ISO standard as follows:

ISO Category	Subcategory
Category 1 – Direct emissions that are operationally controlled by MOVE	Mobile combustion emissions relating to non-biogenic fuels
Category 2 – Indirect emissions from imported energy	Purchased and used Electricity
Category 3 – Indirect emissions from transportation	Business travel
	Upstream transportation and distribution
Category 4 – Indirect emissions from products used by the organisation	Electricity transmission and distribution losses,
	Waste
	Capital Goods
	Purchased Goods and services
	Well to tank emissions
Category 5 – Indirect emissions associated with the use of end products from the organisation	Investments

Information management procedures

MOVE has developed and maintains GHG information management processes that:

- Ensure conformance with the principles of ISO 14064-1:2018
- Provide consistent data collection and reviews to ensure completeness and accuracy
- Ensure consistency with the intended use of the GHG inventory and
- Identify and address omissions and errors.

MOVE's key information management procedures are:

- Source data is collected directly from third party suppliers and from MOVE's financial management system.
- The data is stored in the Generate Zero software database and reviewed by the Accounts Payable team and Accounts and Payroll Manager and reported to the CFO.
- Emission factors and conversion factors in Generate Zero are maintained by Generate Zero.
- The GHG inventory is compiled using activity data and emission factors.
- The data is independently audited.
- The report is reviewed to identify opportunities to improve information management processes.

Calculation Methodology

A calculation methodology has been used for quantifying the emissions inventory based on the following calculation approach, unless otherwise stated below:

Emissions = activity data x emissions factor

The quantification approach(es) has not changed since the previous measurement period.

All emissions were calculated using emission factors and Global Warming Potentials from the emissions calculation guide released by the Ministry for the Environment. GWP's from IPCC's Fifth Assessment Report (AR5) have also been used as a preferred approach where available. Where applicable unit conversion methods were also applied when processing activity data. There are systems and procedures in place that will ensure applied quantification methodologies will continue in future GHG emissions inventories. Generate Zero software, called 'Footprint', was used to calculate the GHG emissions inventory. Full details of the reporters GHG inventory quality management procedures may be found in a dedicated document. This is available on request.

Emission factors

Emissions were calculated using the below emission factors list by category.

Category	Publisher
Category 1: Direct emissions and removals	DESNZ Emission Factors Workbook - 2026 GOVERNMENT GREENHOUSE GAS CONVERSION FACTORS FOR COMPANY REPORTING - 2025 MFE Emission Factors Workbook - 2026 Solar PV Generation Zero Factor Source - All
Category 2: Indirect GHG emissions from imported energy	MFE Emission Factors Workbook - 2026 Category 3: Indirect GHG emissions from transportation Greenview Hotel Footprinting Tool - 2026 MFE Emission Factors Workbook - 2026 Pre-calculated - All Steel Wheels Rail Emission Factor - 2026
Category 4: Indirect GHG emissions from products used by organisation	Auckland Council Spend-Based Emission Factors - 2026 Consumption-based greenhouse gas emissions input-output model - 2024 DESNZ Emission Factors Workbook - 2026 GOVERNMENT GREENHOUSE GAS CONVERSION FACTORS FOR COMPANY REPORTING - 2025 MFE Emission Factors Workbook - 2026 Move Logisitics Historic EFs - All Supply Chain Greenhouse Gas Emission Factors for US Industries and Commodities - 2020 UK Footprint results, 1990 - 2019 - 2022
Category 5: Indirect emissions associated with the use of products from the organisation	Pre-calculated - All

Reporting period and base year

The current reporting period is the financial year ended 30 June 2026 (FY26).

The base year is the financial year ended 30 June 2022 (FY22).

FY22 was selected as the base year due to the availability of data and similarity of scope with our ongoing emissions. The base year will be reassessed if:

- Significantly change the scope of what we are measuring within our value chain.
- We buy or sell a company
- Emission factors change significantly and affect previous years, e.g. if the science behind the emissions factor is revised
- On discovery of an error or cumulative errors that could be collectively significant.

Data collection and review process

Data for this report is collected by the Accounts Payable Team and uploaded into Generate Zero. The calculations and methodologies are reviewed by the Accounts and Payroll Manager and this report is approved for publication by the Chief Financial Officer. The Accounts and Payroll Manager is responsible for overall emissions inventory measurement and reduction performance, as well as reporting to management.

Data quality of reported emissions

The emissions inventory provided carries some degree of uncertainty, due to complexity in operations and varying maturity in third party suppliers. Our operations are diverse in nature and the different operating models along with many different third parties means data availability and commercial sensitivity can inhibit how some information is provided by third parties.

Summary of emission source inclusions

ISO Category	Emission source inclusions
Category 1 – direct emissions	Biodiesel, diesel, LPG, regular petrol, premium petrol, marine gas oil, marine fuel oil
Category 2 – indirect emissions from imported energy (location based)	Electricity
Category 3 – indirect emissions from transportation	Domestic, short haul and long-haul air travel. Taxi spend, rental cars, accommodation nights, mileage reimbursements
Category 4 – indirect emissions from products used by the organisation	Purchased goods and services – spend based. Purchased goods and services – diesel, biodiesel, rail freight TKM. Capital goods – spend based. Well to tank emissions, waste to landfill, recycling, and composting. Electricity distributed T&D losses
Category 5 – indirect emissions associated with the use of products from the organisation	Investments

Exclusions

Emissions sources in table below have been identified and excluded from this inventory.

Business unit	GHG emissions source or sink	GHG emissions category	Reason for exclusion
All Companies	Working from home	Category 3	*De minimis*
All Companies	Recycling – Document destruction services	Category 4	Weight data not available
MOVE Freight	Recycling – Invercargill, Whanganui, Masterton, Hamilton	Category 4	Weight data not available
MOVE Specialist	Recycling - Paper	Category 4	Weight data not available

Historical recalculations & Policy

We will re-baseline our emissions or restate prior year figures for significant changes in MOVE's operational footprint or reporting boundary, including acquisitions and divestments, or outsourcing and insourcing of activities that have a 5% or greater impact on our scope 1 and 2 emissions. We will apply the same 5% threshold to changes in our scope 3 emissions reporting. A recalculation of baseline emissions will also be triggered in the instance of a discovery of significant errors, several cumulative errors that are cumulatively significant, changes in calculation methodology, improvements in the accuracy of emissions factors, or activity data that results in a significant impact on the base year.

In FY26, MOVE transitioned to Generate Zero, a new system for recording carbon emissions. As part of the implementation, the project team compared the data previously published with the results generated in the new platform. A small variance was identified; however, this was not considered material and was largely attributed to rounding differences.

There were no historical recalculations conducted as part of this FY26 inventory report. However, we have reclassified our ferry emissions under upstream freight as opposed to purchased goods and services in historical data. Given the emissions come from running the freight itself, this is the more refined category.

Emissions by ISO category

GHG emissions for MOVE relative to the current reporting period are detailed in the table below. Total emissions decreased by 29.3% compared with the base year, reflecting the continued shift to an asset light operating model and the broader economic environment. Category 1 direct emissions reduced as activity shifted away from the owned fleet and towards the owner-driver model; this in turn contributed to an increase in Category 4 emissions, particularly contractor fuel and purchased goods and services. Although total emissions remain below the base year, FY26 increased slightly compared with the prior year due to growth in the customer base and the continued focus on cost reduction and operational efficiency across the business.

Description of main trends in GHG Emissions between years

Mobile combustion emissions decreased in FY26, primarily reflecting softer customer demand, lower economic activity and the continued transition towards an owner-driver operating model. As a result, fuel use associated with company-owned and leased fleet activity reduced, while emissions associated with owner-driver fuel are reflected within purchased goods and services.

MOVE continues to focus on improving asset utilisation and route efficiency, which supports reduced fuel consumption and lower associated emissions.

Electricity-related emissions have also decreased from the FY22 base year to FY26. This reflects a higher proportion of renewable electricity in New Zealand's grid mix, as well as the exit from underutilised warehouse sites as part of cost management initiatives and the ongoing rebuilding of the customer base.

Other smaller emissions categories recorded modest movements, largely attributable to Group-wide cost reduction initiatives and changes in business activity. Overall, emissions have reduced over the past 24 months as MOVE has progressed through a rebuilding phase, including lower employee numbers and a continued preference for technology-enabled meetings in place of business travel where practical.

ISO Category	Base Year FY 2022 (tCO2e)	FY 2023 (tCO2e)	FY 2024 (tCO2e)	FY 2025 (tCO2e)	FY 2026 (tCO2e)	% change from base year
Category 1: Direct emissions						
Mobile combustion (incl. company owned or leased vehicles)	48,227.36	41,886.39	34,668.98	33,005.05	29,029.95	-39.81%
Leakage of refrigerants	134.51	52.74	7.52	-	-	-
Category 2: Indirect GHG emissions from imported energy						
Imported electricity	592.2	514.85	256.89	298.7	207.26	-65.00%
Category 3: Indirect GHG emissions from transportation						
Business travel - Transport (non-company owned vehicles)	343.97	450.6	239.95	138.24	79.12	-77.00%
Downstream freight - Paid by the organisation	-	-	13.36	8.22	-	-
Business travel - Accommodation	78.86	71.72	76.69	35.6	46.45	-41.10%
Upstream freight - Paid by the organisation	0.26	0.72	-	-	649.05	-
Employee commuting	687.08	687.69	574.58	505.54	483.84	-29.58%
Category 4: Indirect GHG emissions from products used by organisation						
Disposal of solid waste - Landfilled	494.7	344.88	207.1	141.79	200.62	-59.45%
Capital goods	40.83	141.65	30.19	1.47	33.3	-18.44%
Transmission of energy (T&D losses)	54.36	47.11	18.79	22.59	15.64	-71.23%
Purchased fuel and energy related activities	11,216.11	9,697.75	8,044.38	7,622.04	6,521.74	-41.85%
Disposal of solid waste - Not landfilled	-	-0.55	2.02	1.21	0.87	-
Purchased goods and services	44,050.74	42,635.22	36,208.87	36,584.48	38,294.96	-13.07%
Category 5: Indirect emissions associated with the use of products from the organisation						
Investments	-	49.59	52.02	54.61	52.72	-
Total direct emissions	**48,361.87**	**41,939.13**	**34,676.51**	**33,005.05**	**29,029.95**	**-39.97%**
Total indirect emissions	**57,559.11**	**54,641.24**	**45,724.83**	**45,414.49**	**46,585.57**	**-19.06%**
Total gross emissions	**105,920.98**	**96,580.37**	**80,401.34**	**78,419.54**	**75,615.52**	**-28.61%**

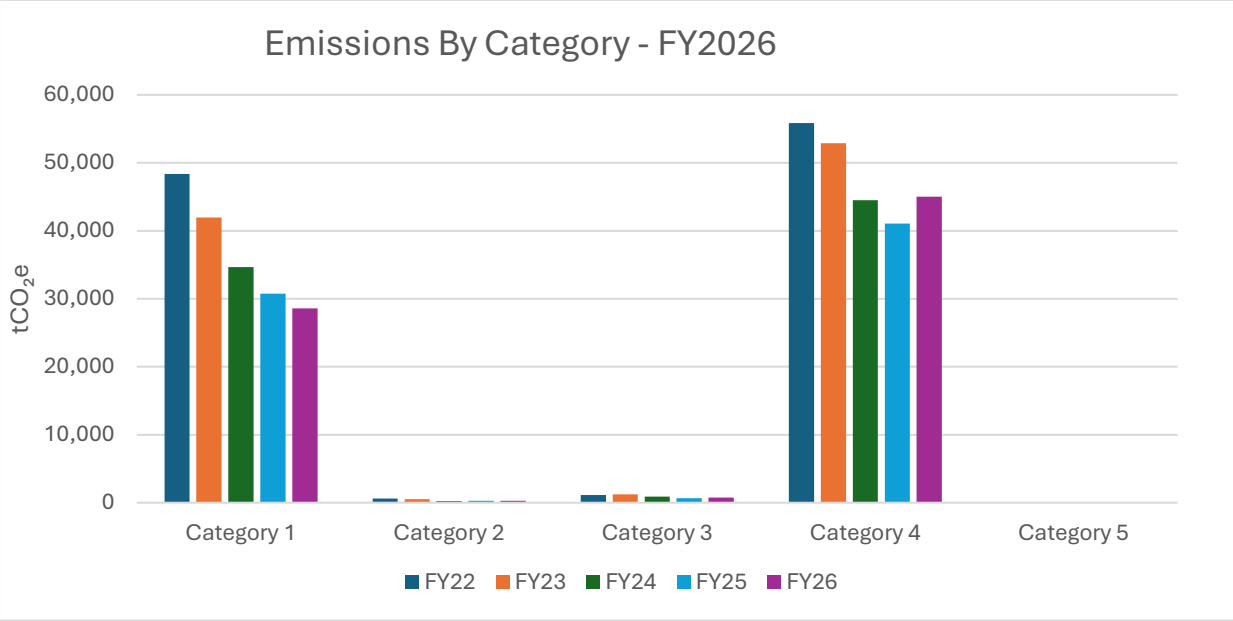
Emissions by greenhouse gas type

FY26 greenhouse gas emissions by greenhouse gas

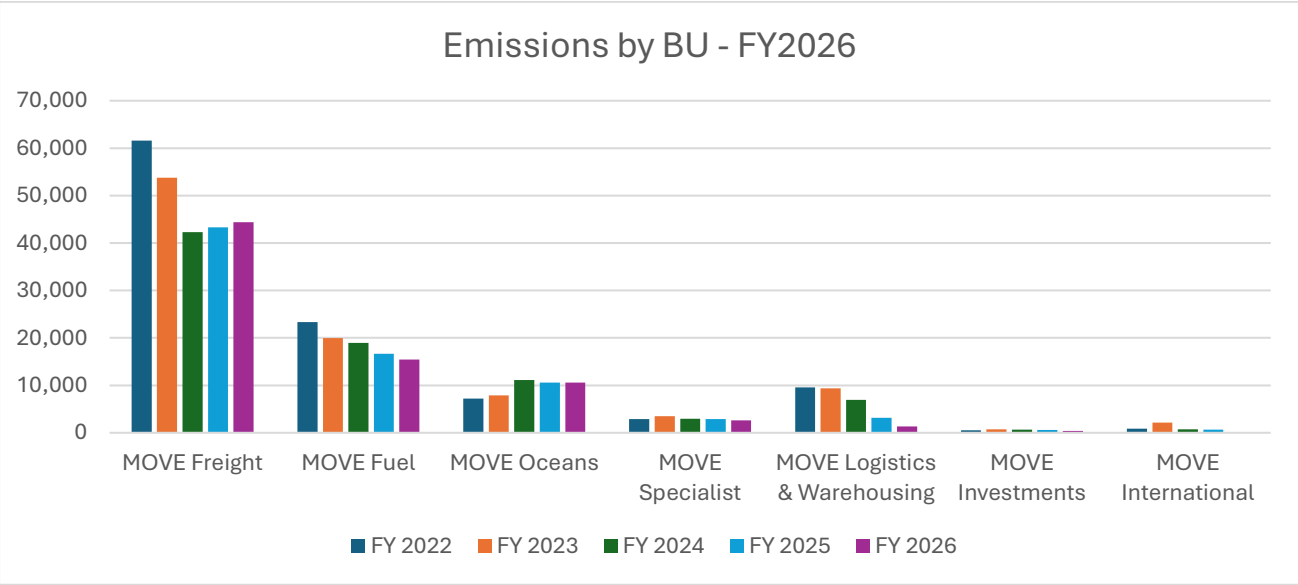
Scope	CO2	CH4	N2O	CO2e
Category 1	27,851.80	33.83	382.64	28,349.21

Emissions over time

The below figure shows graphically the change in emissions, by ISO category over time since the FY22 base year. As described in our summary one of the main drivers of change between categories is fuel for company owned & leased vehicles moving to an owner driver model, recorded in category 4.



The next figure shows a comparison of total emissions over time by business units. Emissions have decreased in MOVE Logistics and Warehousing due to the transport division being amalgamated into MOVE Freight to increase efficiencies for our customers, this is reflective in the slight increase for MOVE Freight in FY25. There has also been a decrease in number of sites. Emissions have stayed consistent for MOVE Specialist Lifting and Transport, MOVE Investments & MOVE International.



Emissions intensity

Emissions intensity is a measure of carbon emissions in relation to a suitable business metric. The below table shows MOVE's emission intensity over time.

Emissions intensity metric	FY22	FY23	FY24	FY25	FY26
FTE – Number of Full-Time equivalents (gross tCO_{2e} / persons)	79.88	84.57	83.92	94.26	95.47
Warehouse capacity – Warehouse capacity for storage (gross tCO_{2e} /m^2)	0.52	0.47	0.43	0.82	0.88
Operating Revenue (gross tCO_{2e} / $ Millions in NZD)	290.99	277.77	269.97	271.63	256.43

Emission reduction targets

MOVE is committed to managing and reducing our emissions to do our part towards a lower carbon world. The below table provides details of the emission reduction targets to be implemented. The targets are aligned with the latest climate science and with a 1.5-degree global warming outcome.

We are a responsible organisation seeking to operate in a sustainable way, which recognises sustainability is a multi-faceted function that has significant and wide-ranging implications for our business and operations, spanning environmental, social, and economic aspects of our business. As detailed within our formal and evolving environmental and sustainability policies, we strive for high standards throughout our operations and in relationships with external partners to ensure we are an innovative, progressive, environmentally responsible, and sustainable organisation. As indicated in our approach we recognise that the impacts of climate change through greenhouse gas emissions is an issue we all must respond to in our communities, families, and businesses, acknowledging this we consider carbon management a priority.

Target	Baseline period	Target Date	Categories covered	Target % reduction	Emissions
Scope 1 & 2 Absolute	2022	2030	Scope 1 & 2	-42%	Baseline = 48954.0 Target = 28393.3
Scope 3 Absolute	2022	2030	Scope 3	-42%	Baseline = 56966.9 Target = 33040.8

Emission reduction projects

To achieve the set targets, specific projects have been identified and are detailed in the table below.

Objective	Project	Responsibility	Completion date	Potential co-benefits	Potential unintended consequences	Actions to minimise unintended consequence
Improve carbon efficiency of our sites across the country.	Educate team members on sustainable practices in and around the workplace. E.g. turning lights off when not being used, reducing waste, using sustainable modes of travel	Executive team	30/06/2027	Reduced electricity usage. Reduced waste to landfill. Reduced fuel consumption	None anticipated	n/a
	Investigate & implement where appropriate, site specific energy efficiency improvements	Branch and Warehouse Managers	30/06/2027	Reduced site electricity usage	None anticipated	n/a
	Replace LPG and Diesel fuelled forklifts with alternatives	Executive team	30/06/2029	Reduced fossil fuel consumption	Other fuels (electricity) will create their own emissions	Investigate the carbon impact of electricity compared to fossil fuels
Improve carbon efficiency of our deliveries	Invest in new, more fuel-efficient vehicles as well as new, sustainably powered vehicles, such as hydrogen/electric to replace diesel vehicles	Fleet Manager with the Executive team	30/06/2029	Reduced fuel consumption.	Other fuels (hydrogen, electricity) will create their own emissions	Investigate the carbon impact of alternative fuels compared to diesel
	Educate intermediaries, such as sub-contractors and owner drivers, on sustainable practices in our industry	Executive team	30/06/2027	Reduced purchased goods and services emissions from behaviour changes and efficiency improvements	None anticipated	n/a
	Optimise TMS technology, focus of network efficiency, improved utilisation and right size network.	TMS project team, Freight Team, Logistics & Warehousing Team	30/06/2027	Reduced fuel consumption.	None anticipated	n/a

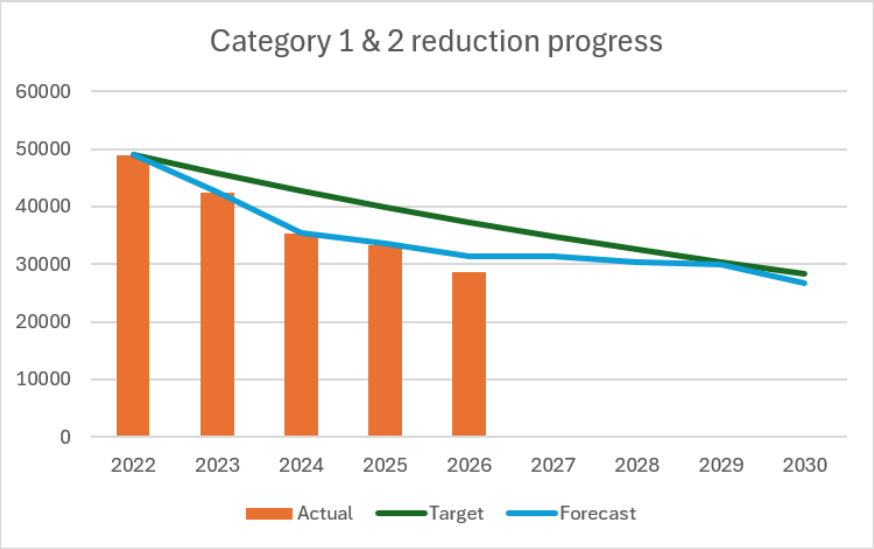
Emissions avoided

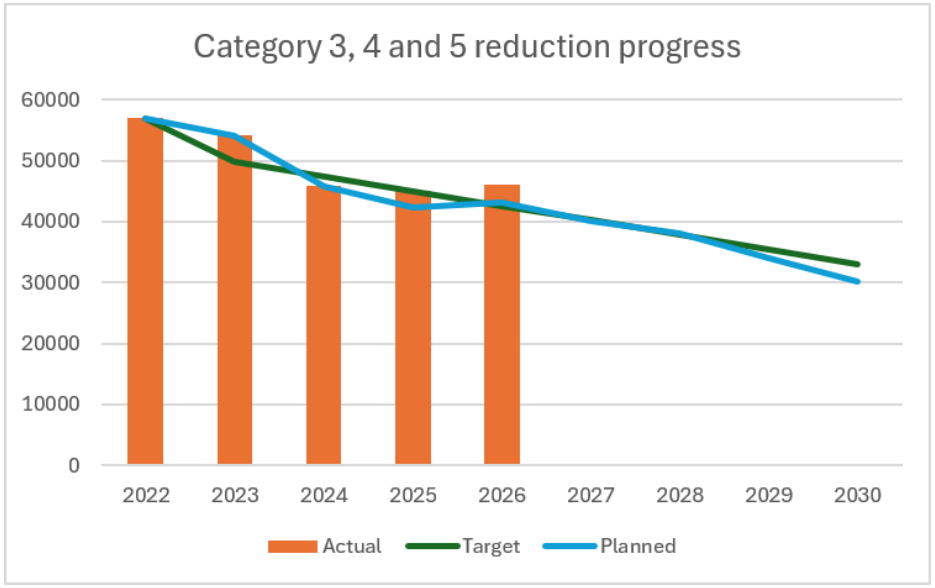
Our Warehousing site in Rolleston has a solar PV array installed on part of the roof. In FY26 this PV array generated 109.705MWh of electricity. This was consumed by the building and resulted in 8.21tCO_{2e} of avoided category 2 emissions.

Emissions reduction results

The below graphs show our progress towards our targets to date. The green trend line in both graphs is the required reduction out to 2030, aligned with the climate science to contribute to restricting global warming to 1.5C. Currently we have made emission reduction plans out to 2030.

Our FY26 results are ahead of target. This reflects lower customer demand due to lower economic activity in New Zealand. The reduction is also reflective of a shift to an asset light model, a focus on reducing the age of the MOVE fleet and an increase in the use of different modes of transport e.g. rail as well as cost saving initiatives across the business.




Category 3, 4 and 5 reduction progress
60000
50000
40000
30000
20000
10000
0
2022
2023
2024
2025
2026
2027
2028
2029
2030
Actual
Target
Planned

Appendices

Appendix A: Reporting Boundaries

Emission source identification method and significance criteria

The GHG emission sources included in this inventory report were identified with reference to ISO 14064-1:2018 standard.

MOVE Logistics Group have focused on emissions that have the biggest operational impact, considering size of emissions and ability to influence the emissions source.

Significance of emission sources within the organisational boundaries have been considered as part of the development of this inventory. The significance criteria used comprise of:

- All direct emissions that contribute more than 1% of total Category 1 and 2 emissions
- All indirect emissions that contribute more than 1% of total Category 3, 4 and 5 emissions.

The methodology utilised for purchased goods and services and capital goods, linked directly to our financial accounting system means that all these emission sources are included in the inventory.

As part of this for FY26 we have performed an exercise on all significant cost buckets to assess materiality and identified no material changes from prior year.

Detailed inclusion sources and activity data management.

As adapted from ISO 14064-1, the emissions sources deemed significant for inclusion in this inventory were classified into the following categories:

Direct GHG emissions (Category 1): GHG emissions from sources that are owned or controlled by the company.

Indirect GHG emissions (Category 2): GHG emissions from the generation of purchased electricity, heat and steam consumed by the company.

Indirect GHG emissions (Categories 3-6): GHG emissions that occur because of the activities of the company but occur from sources not owned or controlled by the company.

Page 15 provides detail on the categories of emissions included in the GHG emissions inventory, an overview of how activity data was collected for each emissions source, and an explanation of any uncertainties or assumptions made based on the source of activity data.

Detailed emission sources and data uncertainty

GHG emissions category	GHG emissions source or sink subcategory	Overview of activity data and evidence	Explanation of uncertainties or assumptions around your data and evidence	Use of default and average emissions factors
Category 1: Direct emissions and removals	Mobile combustion (incl. company owned or leased vehicles)	Biodiesel Diesel, LPG, Marine fuel oil, Marine Gas Oil, Petrol premium, Petrol regular	Assumed all supplier reports are accurate, and all additional fuel spent has been captured within our internal financial tracking systems	Internal process for capturing fuel litres has peer reviews in place. Too complex to define fuel burn by fleet so default/average emissions factor used
Overall assessment of uncertainty for Category 1 emissions and removals		**2%**	**Very low**	
Category 2: Indirect emissions from imported energy	Imported electricity	Electricity	Assumed all supplier reports are accurate and all additional electricity spent has been captured within our internal financial tracking systems	Too complex based on data availability, commercial sensitivity, and reliance on third party
Overall assessment of uncertainty for Category 2 emissions and removals		**1%**	**Very low**	
Category 3: Indirect emissions from transportation	Business travel - Transport (non-company owned vehicles)	Private Car average (fuel type unknown), Rental Car average (fuel type unknown), Air travel domestic (average), Air travel long haul (econ), Air travel short haul (average), Taxi (regular)	Assumed all supplier reports are accurate, and all additional travel spend has been captured within our internal financial tracking systems	Too complex based on data availability, commercial sensitivity, and reliance on third party
	Business travel - Accommodation	Accommodation nights for the various countries visited, predominately New Zealand	Assumed all supplier reports are accurate, and all additional travel spend has been captured within our internal financial tracking systems	Too complex based on data availability, commercial sensitivity, and reliance on third party

GHG emissions category	GHG emissions source or sink subcategory	Overview of activity data and evidence	Explanation of uncertainties or assumptions around your data and evidence	Use of default and average emissions factors
	Upstream freight - Paid by the organisation	Pre-calculated (tCO_2-e) - Upstream transportation and distribution	Assumed all freight spend has been captured within our internal financial tracking systems. Based on spend based data	Too complex based on data availability, commercial sensitivity, and reliance on third party
	Employee commuting	Pre-calculated (tCO_2-e) - Employee commuting	Based on total number of FTEs. Large number of assumptions used. No employee survey used	Too complex based on data availability, commercial sensitivity, and reliance on third party
Overall assessment of uncertainty for Category 3 emissions and removals		**13%**	**Medium**	
Category 4: Indirect emissions from products used by organisation	Purchased fuel and energy related activities	Pre-calculated (tCO_2-e) - Fuel and energy related activities, WTT - Lubricants	Assumed all supplier reports are accurate, and all additional fuel spent has been captured within our internal financial tracking systems	Too complex based on data availability, commercial sensitivity, and reliance on third party
	Purchased goods and services	Pre-calculated (tCO_2-e) - Purchased goods and services, pre-calculated (tCO_2-e) - Upstream transportation and distribution, Biodiesel B5, Diesel	Predominately based on spend based data. 21% based on supplier reports for contractor fuel use. Spend based data has a range of assumptions associated with the emission factors	Too complex based on data availability, commercial sensitivity, and reliance on third party
	Disposal of solid waste - Landfilled	Waste landfilled LFGR Mixed waste, Waste landfilled No LFGR Mixed waste	Assumed all supplier reports are accurate, and all additional waste spend has been captured within our internal financial tracking systems	Too complex based on data availability, commercial sensitivity, and reliance on third party

GHG emissions category	GHG emissions source or sink subcategory	Overview of activity data and evidence	Explanation of uncertainties or assumptions around your data and evidence	Use of default and average emissions factors
	Disposal of solid waste - Not landfilled	Composting and recycling	Assumed all supplier reports are accurate, and all additional waste spend has been captured within our internal financial tracking systems	Too complex based on data availability, commercial sensitivity, and reliance on third party.
	Capital goods	Pre-calculated (tCO2-e) - Capital goods, pre-calculated (tCO2-e) - Purchased goods and services	Predominately based on spend based data. Spend based data has a range of assumptions associated with the emission factors.	Too complex based on data availability, commercial sensitivity, and reliance on third party.
	Transmission of energy (T&D losses)	Electricity distributed T&D losses	Assumed all supplier reports are accurate and all additional electricity spent has been captured within our internal financial tracking systems	Too complex based on data availability, commercial sensitivity, and reliance on third party.
Overall assessment of uncertainty for Category 4 emissions and removals		**5%**	**Low**	
Category 5: Indirect emissions associated with the use of products from the organisation	Investments	Pre-calculated (tCO_2-e) - Investments	Assumed all supplier reports are accurate	Too complex based on data availability, commercial sensitivity, and reliance on third party.
Overall assessment of uncertainty for Category 5 emissions and removals		**40%**	**High**	

Opportune

Independent Assurance Report on MOVE Logistics Group Limited's Greenhouse Gas Emissions Inventory Report

To MOVE Logistics Group Limited

We have undertaken an assurance engagement for the Greenhouse Gas Emissions Inventory Report (the "Inventory Report") of MOVE Logistics Group Limited for the year ended 30 June 2026, in relation to:

Name	Emissions List 1	Emissions List 2
Assurance Type	*Reasonable Assurance*	*Limited Assurance*
Emissions Category and Emissions Source	Category 1 • Mobile Combustion Category 2 • Purchased electricity (location-based)	Category 3 • Upstream freight • Business Travel • Employee Commuting Category 4 • Waste generated in operations • Fuel- and energy-related activities • Purchased Goods & services • Capital goods Category 5 • Investments

The Inventory Report provides information about the greenhouse gas emissions ('GHG') of MOVE Logistics Group Limited for the year ended 30 June 2026 and is based on historical information. This information is stated in accordance with the requirements of ISO 14064 – Part 1: 2018 Specification for quantification and reporting of greenhouse gas emissions (ISO 14064-1:2018). Our assurance scope was the year end 30 June 2026 emissions, the financial year end 30 June 2023 and 2022 emissions have been reported by MOVE Logistics Group Limited for comparative purposes and were assured by another practitioner at that time. In previous engagements, Opportune has provided assurance over the 30 June 2024 GHG report, and 30 June 2025 GHG Disclosures within the MOVE Logistics Group Climate statements, the results of which have also been included in the 30 June 2026 report for comparative purposes.

Exclusions

Our assurance opinion covers the information published within the GHG Inventory Report (Pages 1 – 17, and 22 – 25) excluding any references to GHG emission reductions or GHG emission reduction targets (Pages 18 – 21).

Reasonable Assurance Opinion

In our opinion, the **Emissions List 1** emissions disclosed within MOVE Logistics Group Limited's Inventory Report for the year ended 30 June 2026 has been prepared, in all material respects, in accordance with the requirements of ISO 14064-1:2018.

Limited Assurance Conclusion

Based on the procedures we have performed and the evidence we have obtained, nothing has come to our attention that causes us to

believe that MOVE Logistics Group Limited's **Emissions List 2** emissions disclosed within the Inventory Report for the year ended 30 June 2026 is not prepared, in all material respects, in accordance with the requirements of ISO 14064-1:2018.

MOVE Logistics Group Limited's Responsibilities

MOVE Logistics Group Limited is responsible for the preparation of the Inventory Report in accordance with the ISO 14064-1:2018. This responsibility includes the design, implementation and maintenance of internal control relevant to the preparation of an Inventory Report that is free from material misstatement, whether due to fraud or error.

Our Responsibility

Reasonable assurance for Emissions List 1

Our responsibility is to express whether, in our opinion **Emissions List 1** emissions within the Inventory Report for the period 1 July 2025 to 30 June 2026 have been prepared, in all material respects in accordance with the ISO 14064-1:2018.

Limited assurance for Emissions List 2

Our responsibility is to form a conclusion whether, based on the procedures performed, anything has come to our attention that causes us to believe that the **Emissions List 2** emissions within the Inventory Report for the period 1 July 2025 to 30 June 2026 have not been prepared, in all material respects, in accordance with the ISO 14064-1:2018.

We conducted our engagement in accordance with International Standard on Assurance Engagements (New Zealand) 3410*: Assurance Engagements on Greenhouse Gas Statements ('ISAE (NZ) 3410')*, issued by the New Zealand Auditing and Assurance Standards Board. That standard requires that we plan and perform this engagement to obtain reasonable and limited assurance about whether the Inventory Report is free from material misstatement.

Reasonable Assurance

A reasonable assurance engagement undertaken in accordance with ISAE (NZ) 3410 involves performing procedures to obtain evidence about the quantification of emissions and related information in the Inventory Report. The nature, timing and extent of procedures selected depend on the assurance practitioner's judgement, including the assessment of the risks of material misstatement, whether due to fraud or error, in the Inventory Report. In making those risk assessments, we will consider internal control relevant to MOVE Logistics Group Limited's preparation of the Inventory Report. A reasonable assurance engagement also includes:

- Assessing the suitability in the circumstances of MOVE Logistics Group Limited's use of ISO 14064-1:2018, as the basis for preparing the Inventory Report;
- Evaluating the appropriateness of quantification methods used, and the reasonableness of estimates made by MOVE Logistics Group Limited; and
- Evaluating the overall presentation of the Inventory Report.

We believe that the evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Limited Assurance

A limited assurance engagement undertaken in accordance with ISAE (NZ) 3410 involves assessing the suitability in the circumstances of MOVE Logistics Group Limited's use of ISO 14064-1:2018 as the basis for the preparation of the **Emissions List 2** emissions of the GHG Inventory, assessing the risks of material misstatement whether due to fraud or error, responding to the assessed risks as necessary in the circumstances, and evaluating the overall presentation of the Inventory Report. A limited assurance engagement is substantially less in scope than a reasonable assurance engagement in relation to both the risk assessment procedures, including an understanding of internal control, and the procedures performed in response to the assessed risks.

Our engagement includes such procedures as we consider necessary in the circumstances, including, but not limited to:

- A review of adherence to the principles and requirements outlined in ISO 14064-1:2018, which includes a consideration of completeness;
- Obtaining an understanding of the process of compiling and validating information received from data owners for inclusion in the Inventory Report;
- Review of material quantitative data, including corroborative enquiry and examination of selected supported documentation and calculations;
- Comparing the Inventory Report to the reporting requirements of ISO 14064-1:2018; and
- Reviewing the contents of the Inventory Report against the findings of our work and, as necessary, providing recommendations for improvement.

Inherent Limitations

Non-financial information, such as that included in MOVE Logistics Group Limited's Inventory Report, is subject to more inherent limitations than financial information, given both its nature and the methods used and assumptions applied in determining, calculating and sampling or estimating such information. Specifically, GHG quantification is subject to inherent uncertainty because of incomplete scientific knowledge used to determine emissions factors and the values needed to combine emissions of different gases.

Our Independence and Quality Management

We have complied with the independence and other ethical requirements of Professional and Ethical Standard 1: *Code of Ethics for Assurance Practitioners* issued by the New Zealand Auditing and Assurance Standards Board, which is founded on fundamental principles of integrity, objectivity, professional competence and due care, confidentiality and professional behaviour.

Our firm does not perform any other services for MOVE Logistics Group Limited.

The firm applies Professional and Ethical Standard 3: *Quality Management for Firms that Perform Audits or Reviews of Financial Statements, or Other Assurance Engagements* issued by the New Zealand Auditing and Assurance Standards Board, and accordingly maintains a comprehensive system of quality management including documented policies and procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

Use of Report

Our assurance report is made solely to MOVE Logistics Group Limited in accordance with the terms of our engagement. Our work has been undertaken so that we might state to MOVE Logistics Group Limited those matters we have been engaged to state in this assurance report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than MOVE Logistics Group Limited for our work, for this assurance report, or for the conclusions we have reached.



Andrew Douglas
Director
Opportune
New Zealand

24 August 2026