Greenhouse Gas Inventory

Report FY25



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Executive Summary

MOVE Logistics Group Limited is one of New Zealand's largest end-to-end logistics experts, freight forwarders 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 covers the measurement period of 1 July 2024 to 30 June 2025 (FY25).

As detailed in our report, during FY25 MOVE Logistics Group Limited's total emissions decreased, compared to both the base year (FY22) and the previous year (FY24). A shift to an asset light model, along with a focus on reducing the age of the fleet and an increase in the use of different modes of transport such as rail as well as lower customer demand because of the lower economic activity in New Zealand, have resulted in a reduction of category 1 and category 4 emissions. Emissions in all categories decreased except for Category 5 which saw a slight increase due to more freight forwarding activity.

Table 1 below contains a high-level summary of our emissions for FY25. A more detailed breakdown can be found in table 7.

Table 1: Inventory Summary

ISO Category	GHG Protocol category	FY22 tCO_{2e}. (Base Year)	FY23 tCO_{2e}.	FY24 tCO_{2e}.	FY25 tCO_{2e}.	Change compared with base year (%)
Category 1	Scope 1	48,361.84	41,939.14	35,064.91	33,005.05	(31.8%)
Category 2[1]	Scope 2	592.20	514.85	261.57	298.77	(49.5%)
Category 3	Scope 3	1,110.17	1,210.68	984.22	687.68	(38.1%)
Category 4		55,856.74	52,867.42	44,785.72	44,374.48	(20.6%)
Category 5		0	49.59	52.02	54.60	100%
TOTAL direct emissions		48,361.84	41,939.14	35,064.91	33,005.05	(31.8%)
TOTAL indirect emissions		57,559.11	54,642.54	46,083.53	45,415.53	(21.1%)
TOTAL emissions		**105,920.95**	**96,581.68**	**81,148.44**	**78,420.58**	**(26.0%)**

[1] Emissions are reported using a location-based methodology.

FY25 in summary

- Our total reported emissions have continued to decrease in FY25 by 26% compared with our FY22 base year.
- Our category 1 emissions continued to decrease in FY25, driven by the ongoing downturn in the New Zealand economy leading to reduced customer activity. There is a continued shift to an asset light model and the use of contractors. As well as the ongoing focus on the reduction of older fleet and consideration as to whether they are replaced.
- Our category 2 emissions remained consistent with FY24 slight increase which is reflective of increased electricity costs.
- Our category 3 emissions decreased again in FY25 due to proactively encouraging the use of technology over travel for meetings, where possible.
- Approximately one-third of our Category 4 emissions data is derived from spend-based calculations, using average emissions factors aligned with industry standards. In FY25, overall spending was lower than in our base year, reflecting broader economic downturns and ongoing cost-reduction efforts.

Introduction

This GHG inventory report is a complete and accurate account of the GHG emissions that can be directly attributed to MOVE Logistic Group's operations within the declared boundary and scope for the reporting period, utilising all available sources of data.

MOVE's reporting processes and emissions categorisation is consistent with international standards and protocols and this inventory report has been prepared in accordance with:

- ISO 14064-1:2018

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 FY25 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, and warehouses, with a dedicated team of over 800 employees.

The company's national network includes 39 branches, warehouses, depots, crossdocks and support offices, 500+ trucks and 96k 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 applies the operational control consolidation approach. This means we aggregate the emissions from MOVE Logistics Group Limited and its subsidiary companies into a single MOVE value.

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.

Figure 1 shows what has been included in the context of the overall structure. Table 2 gives 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.

The organisational chart also identifies the in-scope companies for this inventory report on the basis of day-to-day operational control the MOVE Logistics Group has with these companies.

Figure 1 MOVE Logistics Group organisational chart

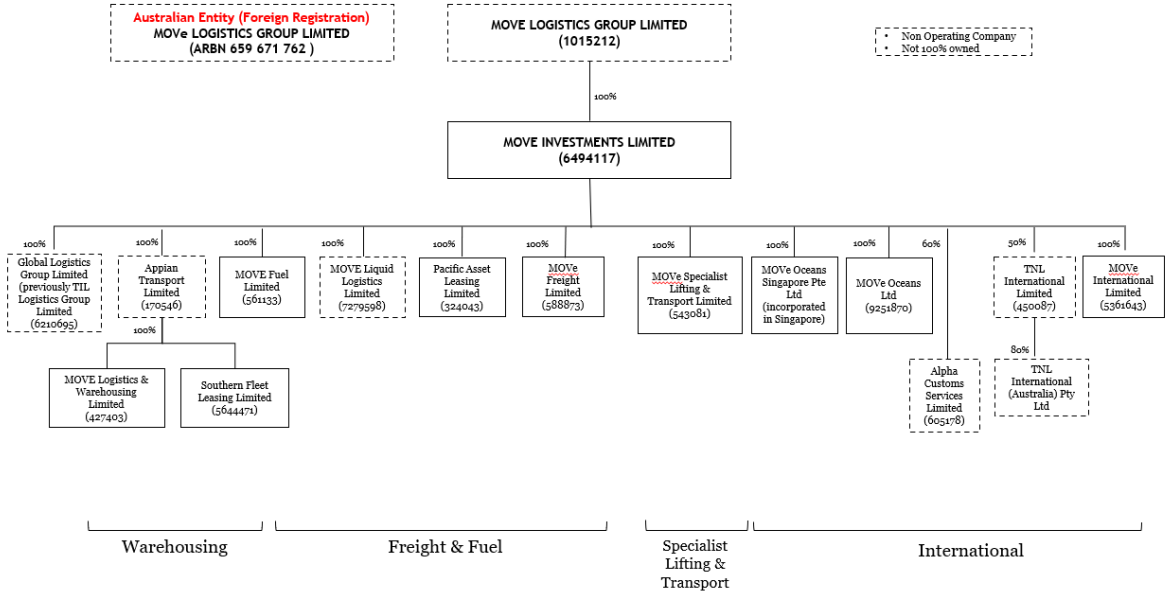


Table 2: Brief description of business units, sites and locations included in this emissions inventory.

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, Invercargil	Transport
MOVE Freight	49 Waingawa Road, Carterton	Transport
MOVE Freight	11 Sheffield Street, Riverlands	Transport
MOVE Fuel	31 Chapmans Road, Christchurch	Transport
MOVE Fuel	2/20 Port Road, Wellington	Transport
MOVE Logistics & Warehousing	1460 Omahu Road, Hastings	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	25 Ha Cres, Auckland	Warehousing and Transport
MOVE Logistics & Warehousing	1460 Omahu Road, Hastings	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 Specialist lifting and Transport	134 Plunket Avenue, Auckland	Transport
MOVE Specialist lifting and Transport	15 Keith Hay Drive, Auckland	Transport

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:

Table 3: ISO categories included in report.

ISO Category	Subcategory
Category 1 – Direct emissions that are operationally controlled by MOVE	Mobile combustion emissions relating to non biogenic fuels
	Fugitive emissions including refrigerant losses from truck and trailer cooling units
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

A full list of exclusions and reasoning is included in table 6.

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 Diligent ESG software database and reviewed by the Group Finance Manager and AP Manager.
- Emission factors and conversion factors in Diligent ESG are maintained by Diligent.
- 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.

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 Diligent ESG with emissions factors and Global Warming Potentials provided by Diligent. Global Warming Potentials (GWP) from the IPCC fifth assessment report (AR5) are the preferred GWP conversion.

Where applicable, unit conversions applied when processing the activity data has been disclosed.

There are systems and procedures in place that will ensure applied quantification methodologies will continue in future GHG emissions inventories.

Emission factors

Emissions were calculated using the New Zealand Ministry for the Environment 2025 detailed guidance emission factors, apart from those listed in table 4.

Table 4: Emission factor sources

Category	Subcategory	Emission source	Reference
Category 1	Mobile combustion – Marine Gas oil and Marine Fuel oil	DEFRA/DECC	2025 UK Government GHG Conversion Factors for Company Reporting
Category 4	Purchased goods and services – Rail freight	Kiwi rail supplier specific emissions factor	2025 – Kiwi Rail
Category 4	Purchased goods and services – spend based	Auckland Council, Market Economics	Market Economics Limited, 2023: Consumption emission modelling report prepared for Auckland Council
Category 4	Capital goods	Auckland Council, Market Economics	Market Economics Limited, 2023: Consumption emission modelling report prepared for Auckland Council
Category 4	Upstream Transportation and distribution	Auckland Council, Market Economics	Market Economics Limited, 2023: Consumption emission modelling report prepared for Auckland Council
Category 4	Waste – Recycling	DEFRA/DECC	2025 UK Government GHG Conversion Factors for Company Reporting

Reporting period and base year

The current reporting period is the financial year ended 30 June 2025 (FY25).

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 Diligent ESG[2]. The calculations and methodologies are reviewed by the Group Finance Manager and this report is approved for publication by the Chief Financial Officer. The Group Finance Manager is responsible for overall emissions inventory measurement and reduction performance, as well as reporting to management.

The data collection and review processes are outlined in table 12 (appendix A).

Diligent ESG software uses a calculation methodology for quantifying GHG emissions inventory using emission source activity data multiplied by the GHG emissions factors.

For calculating spend based emissions (purchased goods and services and capital goods) dollar spend figures are converted to tonnes of CO_{2e} using Market Economics Limited, 2023: Consumption emission modelling report prepared for Auckland Council. Emissions from the use of KiwiRail services are calculated using a supplier specific emissions factor relating to tonne of freight moved per KM on the rail network. The tCO_{2e} figures are entered into Diligent ESG.

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 meaning data availability and commercial sensitivity can inhibit how some information is provided by third parties.

Table 12 in Appendix A gives the details of the uncertainty assessment.

[2] Diligent ESG is a carbon accounting “software as a service” system.

Summary of emission source inclusions

Table 5: 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 6 have been identified and excluded from this inventory.

Table 6: Exclusions

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.

There were no historical recalculations were conducted as part of this FY25 inventory report.

In FY24 newer spend based emission factors became available, and we have applied these to our Category 4: Purchased Goods and Services and Capital Goods. The emission factors used previously were from 2014 and did not take inflation into account. The emission factor change resulted in a significantly different result for the reported activities. To ensure that a like for like comparison is possible, the FY22 (base year) and FY23 Purchased goods and services, and Capital Goods emissions have been restated.

In FY23 the DEFRA emissions factor for marine fuel oil was incorrectly applied to the use of marine gas oil for our Category 1 – direct emissions. One month of fuel use for the subsidiary 12

MOVE Investments was missed from the FY23 report. These have been corrected and the emissions from these sources in FY23 have been restated in the FY24 report.

In FY22 and FY23 some hotel night stays had the incorrect country and therefore the emissions factor applied. There were also some long and short haul international flights that were recorded incorrectly. This has been corrected in the data that is published for those years in FY24.

FY25 GHG inventory analysis

Emissions by ISO category

GHG emissions for MOVE relative to the current reporting period are detailed below in table 7. There is a decrease of total tCO_{2e} of 26% compared to the base year. We have seen significant reductions across all categories in FY25 compared with base year, as well as prior year. Category 1 direct emissions with a 32% reduction compared to base year being the more material impact in terms of tCO_{2e} and Category 4, indirect emissions from purchased goods & services – spend base with just under 40% reduction due to cost out initiatives.

Table 7: Emissions by ISO category

ISO Category	Subcategory	FY22 tCO_{2e}.	FY23 tCO_{2e}.	FY24 tCO_{2e}.	FY25 tCO_{2e}.	Current performance (%)	Commentary
Category 1	Mobile Combustion	48,227.35	41,886.40	35,057.39	33,005.05	(31.6%)	Mobile combustion emissions have decreased due to lower customer demand because of the 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 fleet and an increase in the use of different modes of transport e.g. rail. There is also a focus to optimise our operations through technology, reducing empty loads and improving route efficiency.
	Fugitive Emissions	134.4903	52.7384	7.5242	0.00	(100.0%)	No refrigerant losses were reported in FY25 due to loss of customer.
Category 2	Purchased & used electricity	592.2	514.85	261.57	298.77	(49.5%)	The reduction from base year is reflective of a higher level of renewable electricity in the NZ electricity grid mix which has resulted in the reduction to emissions. FY25 remains consistent with prior year with a slight increase.
Category 3	Business Travel	422.83	522.26	396.28	173.92	(58.9%)	There was active encouragement over FY25 to use technology over travel where practical.

	Employee Commuting	687.08	687.7	574.58	505.54	(26.4%)	There continues to be a decrease in employee numbers in FY25. Consistent with each prior year and with initiatives within the business to reduce cost.
	Upstream transport	0.26	0.72	13.36	8.21	3057.7%	In FY24 the categorisation of spend based emissions was reviewed and this now reflects a more accurate picture.
Category 4	Capital goods	40.83	141.65	30.19	1.47	(96.4%)	Due to recessionary factors and our move to an asset light model CAPEX spending in FY25 was deferred where possible.
	Purchased goods & services – spend based	19,383.76	17,930.65	13,715.62	11,680.05	(39.7%)	Due to recessionary factors steps were taken to rationalise OPEX spending. We had cost out initiatives to reduce operating expenses throughout FY25.
	Purchased goods & services – contractor fuel	19,998.41	20,021.43	18,495.78	20,201.35	1.0%	Increase in contractor fuel from base year and prior year is reflective of movement to owner driver model vs owned fleet.
	Waste	494.7	349.26	213.27	143.47	(71.0%)	Emissions from waste have reduced due to increased waste segregation and more accurate data reporting.
	Fuel and energy related activities	15,939.04	14,424.43	12,330.86	12,348.12	(22.5%)	Well to tank emissions have decreased, reflective of a shift to an asset light model and increased use of contractors. FY25 remains consistent with prior year.
Category 5	Investments	0.00	49.59	52.02	54.6	100.0%	Emissions from investments were first reported in FY23 and saw slight increase year on year.
TOTAL EMISSIONS		**105,920.95**	**96,581.68**	**81,148.44**	**78,420.55**	**-26.0%**	

Emissions by greenhouse gas type

Table 8: FY25 greenhouse gas emissions by greenhouse gas

Scope	CO2	CH4	N2O	CO2e
Category 1	32,506.50	60.93	437.63	
Category 2 (location based)	290.05	8.17	0.55	
Categories 3, 4 and 5	32,332.25	172.42	283.16	12,328.94

Emissions over time

Figure two shows graphically the change in emissions, by ISO category over time since the FY22 base year
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Figure 2: Emissions by ISO category over time.

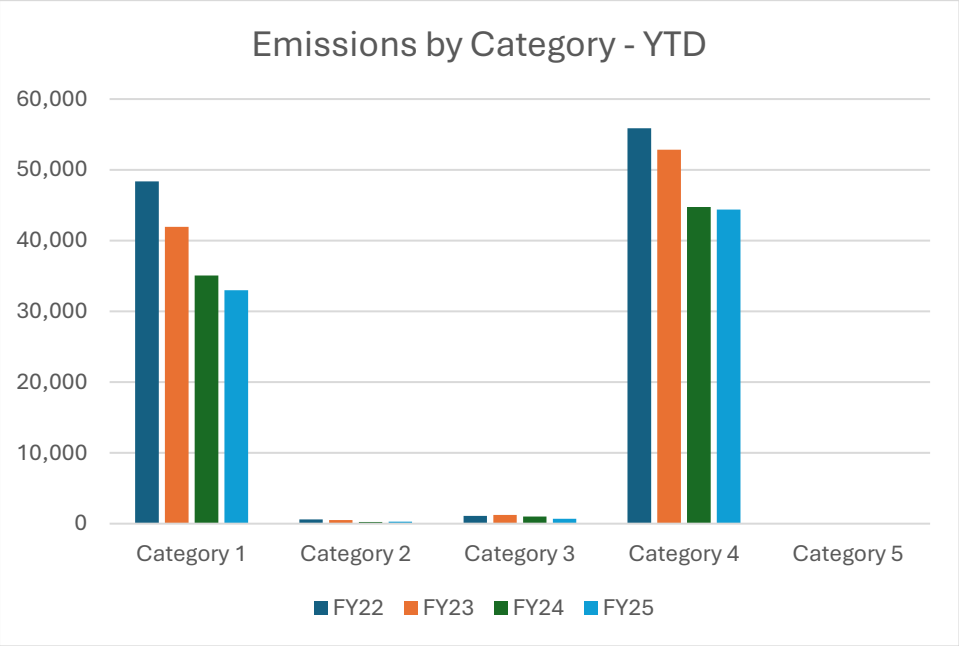
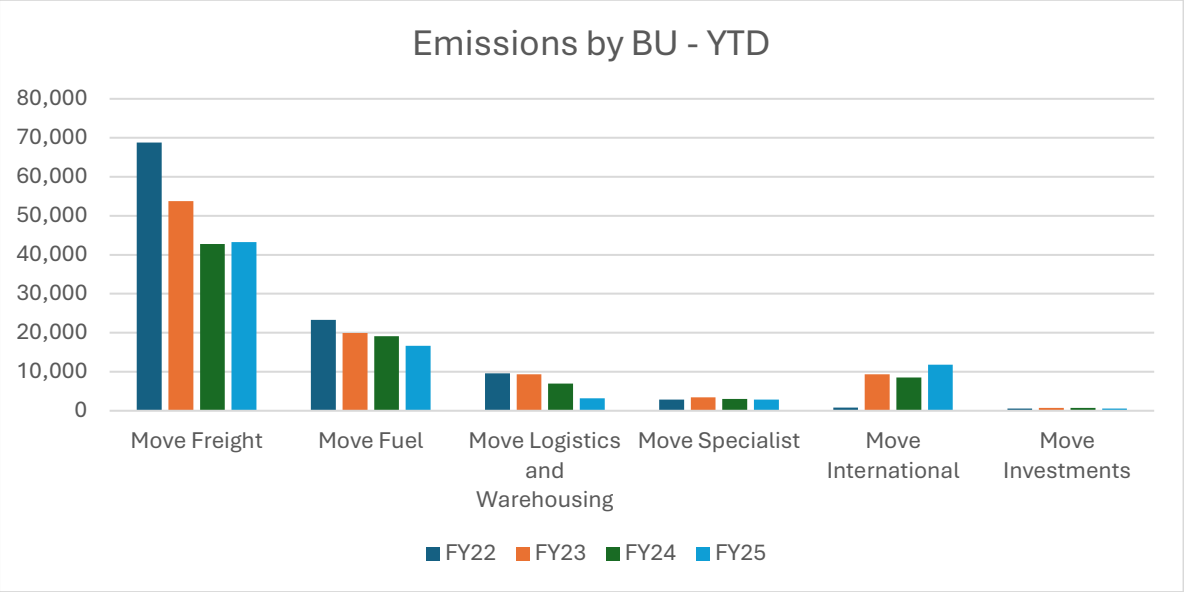


Figure three shows a comparison of total emissions over time by business units. Emissions have decreased in MOVE Logistics and Warehousing due to the transport division being amalgamated into MOVE Freight to increase efficiencies for our customers, this is reflective in the slight increase for MOVE Freight. The increase in emissions for MOVE International in FY23 is reflective of the start of the Trans-Tasman shipping service, in FY25 we moved to larger, faster vessel which has meant increased movement & capacity. Emissions have stayed consistent for MOVE Specialist Lifting and Transport and MOVE Investments.

Figure 2: Emissions by business unit over time.



Emissions intensity

Emissions intensity is a measure of carbon emissions in relation to a suitable business metric. Table 9 below shows MOVE's emission intensity over time.

Table 8: Emissions intensity

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

Emission intensity for warehouse capacity (m^2) has increased due to significant drop in warehouse capacity in FY25, as well as the increase in FTE emission intensity which reflective of the decrease in team member number. This aligns with the downturn in economy and cost saving initiatives.

Emission reduction targets

MOVE is committed to managing and reducing our emissions to do our part towards a lower carbon world. Table10 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.

Table 9: Emission reduction targets

Target	Baseline period	Target Date	Categories covered	Target % reduction	Emissions
Scope 1 & 2 Absolute	2022	2030	Scope 1 & 2	-42%	Baseline = 48954.0 Target = 288393.3
Scope 3 Absolute	2022	2030	Scope 3	-42%	Baseline = 56966.9 Target = 33040.8

Emission reduction projects

To achieve the targets as set out in table 10, specific projects have been identified and are detailed in table 11 below.

Table 10: Emission reduction projects

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	30/06/2026	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	30/06/2026	Reduced 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	30/06/2026	Reduced purchased goods and services emissions from behaviour changes and efficiency improvements	None anticipated	n/a
	Invest in Multimodal operations including rail options to take trucks off the road. Trains will deliver goods more efficiently than trucks.	Executive Team - MOVE Freight	31/12/2025	Reduced fuel consumption.	Increased category 4 emissions from rail	Work with supplier to determine the carbon impact of rail compared to road freight

	Implement and optimise the new TMS technology	TMS project team, Freight Team, Logistics & Warehousing Team	30/06/2026	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 FY25 this PV array generated 110.177MWh of electricity. This was consumed by the building and resulted in 8.21tCO_{2e} of avoided category 2 emissions.

Emissions reduction results

Figures 4 and 5 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. The blue line is a graphical representation of table 11. Currently we have made emission reduction plans out to 2030.

Our FY25 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. There has been a fleet optimisation project undertaken on the back of decreased transport activity.

Figure 3: Category 1 & 2 emissions against target.

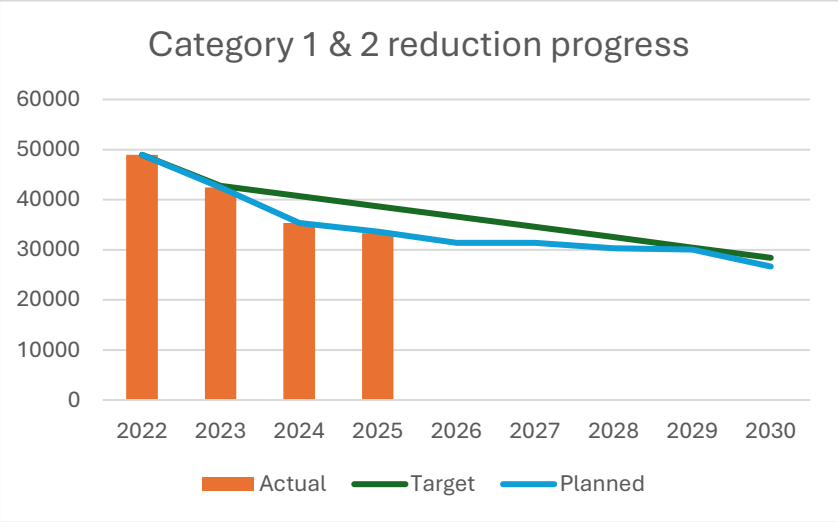
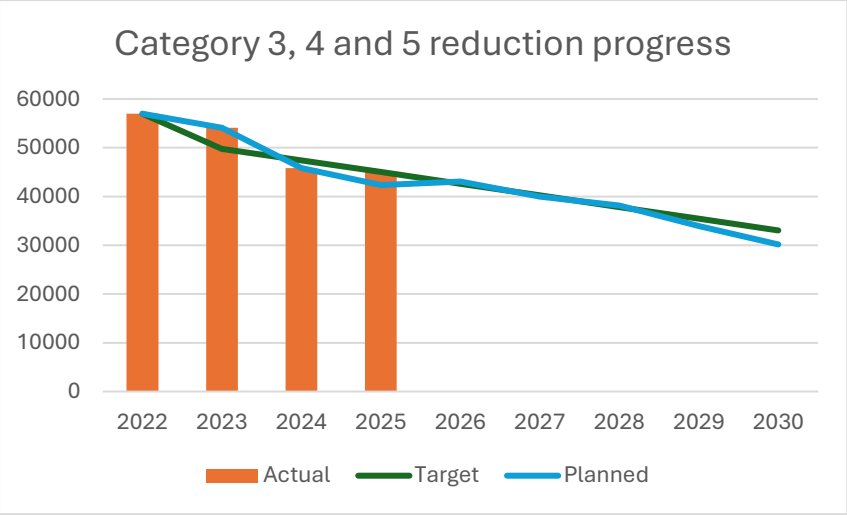


Figure 4: Category 3, 4 & 5 emissions against target.


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:

- 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.

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.

Table 12 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.

Table 11: 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	Overview of activity data and evidence	Explanation of uncertainties or assumptions around your data and evidence	Use of default and average emissions factors

	sink subcategory			
	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**	

Appendix B - GHG storage and liabilities

GHG stocks held on site

Refrigerants and fuels may be stored on site, but their accidental leakage or release could result in a substantial increase of emissions for that period. Refrigerants such as HFCs, PFCs and SF6 are GHGs with high global warming potentials, so material volumes of these or fuel are reported as potential liabilities.

Table 12: GHG stocks held.

GHG gas stock held	Quantity	Unit	Potential liability (tCO_2e)
R-134a	1	kilograms	1.3
R-404A	169.13	kilograms	102.27
R-452A	47.8	kilograms	663.16
Total potential liability			766.72

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