



Fujifilm Business Innovation New Zealand FY22 Greenhouse Gas Report & Inventory

Prepared in accordance with ISO14064-1:2018

In preparation of verification for reasonable level of assurance (Scope 1 and 2) and limited level of assurance (Scope 3)

Date: 31st October 2022

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Chapter 1: General description of the organisation goals and inventory objectives

Introduction and reporting period

This report is prepared in conformance to ISO14064-1:2018. It serves as a representation of Fujifilm New Zealand's (FBNZ) Greenhouse Gas (GHG) summary for the 2021 reporting period covering FY22 data (1 April 2021-31 March 2022).

Company profile and description of the reporting organisation

In terms of corporate profile, FBNZ is a sales subsidiary of Fujifilm, which is wholly owned by FUJIFILM Holdings Corporation. It is governed by Fujifilm Asia Pacific, based in Singapore.

FBNZ's primary products and services are:

- Multi-function printing technologies and software
- Production printing technologies and software
- Information management software
- Workflow software
- Business process outsourcing services

As a New Zealand business and industry leader, FBNZ helps customers of all sizes and in all fields, ranging from graphic arts and agriculture to manufacturing, education and healthcare, and the government sector, to solve complex document-related issues and streamline their workflows and processes. Headquartered in Auckland, in FY22 it had approximately 778 (596 EFTS) employees based at 23 locations, serving customers nationwide.

Report uses, availability, and dissemination

In terms of primary uses, this report has been prepared towards GHG inventory verification and aligned with Climate Leaders Coalition 2022 Statement requirements, and potential emission

offsetting. The electricity and fuel use reported in the verified data will inform our parent company's reporting. Verified data will also be published in our annual Sustainability report. However, alongside the annual sustainability report, this report may provide detailed information for other users wishing to know greater depths of insight relating to GHG emissions for the company. The verification statement will be available upon request.

The GHG inventory has been verified by McHugh & Shaw Limited to reasonable assurance for scope 1 and 2 emissions and limited assurance for scope 3. The verification is to the mandatory requirements of ISO 14064-1:2018 using the verification protocol outlined in ISO 14061-3:2019.

Additional information

Further publicly available sustainability information providing background to the GHG emissions discussion here may be found in the FBNZ 2020 - 2021 Sustainability Report, available here: <https://www.fujifilm.com/fbnz/en/sustainability/sustainability-report>

Report preparation and responsibility

The report has been updated by the Sustainability Manager Jess Smit and suppliers as noted. Queries or feedback related to this report may be directed to

Shm-fbnz-sustainability@fujifilm.com

Areas of ISO14064-1:2018 that do not apply in the company's context are explicitly noted in the Appendix as non-applicable for avoidance of doubt by reviewers.

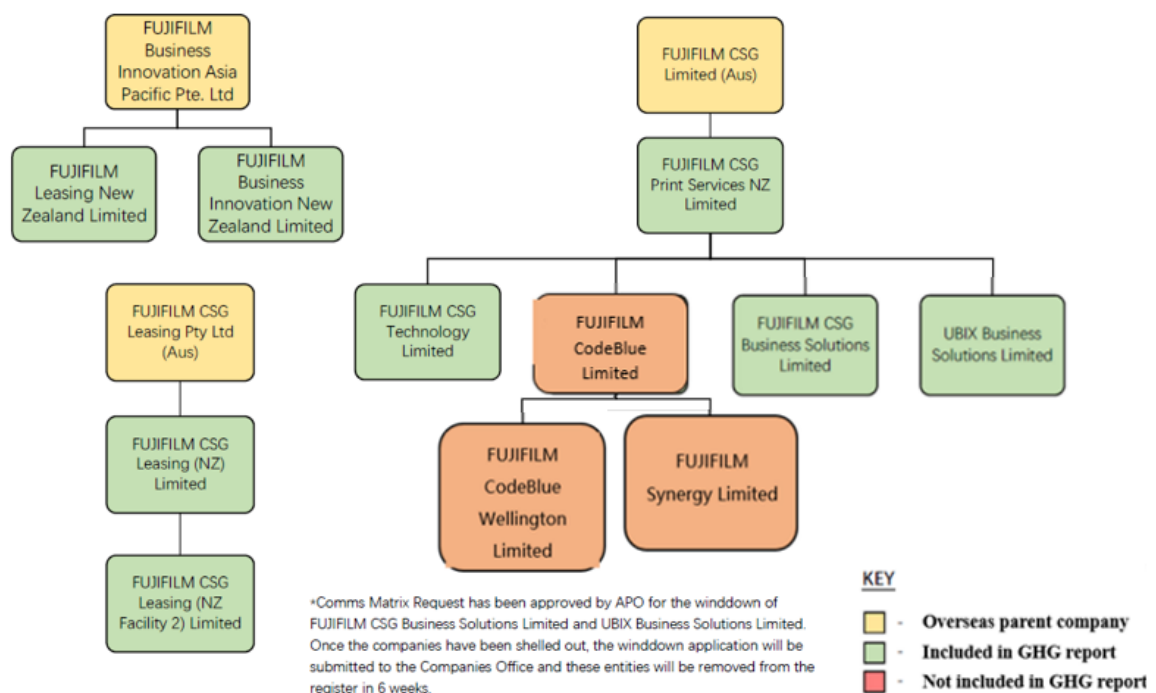
Chapter 2: Organisational boundaries

For the purposes of both reporting and verification of GHG emissions, the FBNZ organisational boundaries are defined by its nationwide operations in New Zealand, including its leased offices, wholly leased warehouses, leased fleet vehicles, and third-party logistics suppliers. It does not include third party dealers or resellers.

FBNZ is limited to FUJIFILM Business Innovation operation and exclude all CodeBlue operations as outlined in the diagram below. This is because most of these factions are dormant and non-operational and set to be phased out over the next year.



NZ Corporate Structure as of 20 July 2022



Chapter 3: Reporting boundaries

For the purposes of both reporting and verification of GHG emissions, the FBNZ reporting boundaries are defined as follows for operations in New Zealand:

- Scope 1: fuel (by category)
- Scope 2: facilities and electric car charging
- Scope 3: air travel (by category without Radiative forcing), refrigerants gas loss (from air conditioning), waste, taxi/Uber travel, T&D losses, and third-party logistics suppliers (by category)

For verification purposes, the following assumptions about the GHG emissions inventory should be noted respective to FBNZ operations to date:

- The operational control approach has been used for quantification
- The quantification method is activity data and emission factors
- There have been no GHG emission removals
- CO₂ and CO₂e are the metrics tracked
(HFCs, PFCs, etc.) and are thereby represented as zero here for verification purposes.
Most of these are unlikely to apply to the FBNZ operating context.
- Non-biogenic, biogenic anthropogenic, and biogenic non-anthropogenic emissions are not applicable (e.g., there are no company activities such as composting on site or the burning of biomass that would generate biogenic emissions.)
- Upstream supply chain emissions (e.g., getting product into the country) are out of scope for FBNZ and tracked at the Fujifilm/FUJIFILM parent level
- FBNZ reports electricity and fuel use to our parent company in Japan and it is unclear whether they use that data in their reporting or whether there is double counting .

- Baseline year has been set as FY17 as this is the first year where robust and reasonably complete data was available for the company's operations. The baseline year was not reset or restated with the acquisition of CSG. There was no data available for CSG back to the 2018 year. The result of the acquisition has seen a absorption of the CSG business with little impact on emissions. GWP values used in this report are derived from Ministry for Environment (MFE) or Courier Post as provided. GWPs used by the MFE are based on the IPCC Fifth Assessment Report (AR5):

GHGs	Scientific formula	GWP (AR5)
Nitrous Oxide	N2O	265
Methane	CH4	28
Carbon Dioxide	CO2	1
Sulphur hexafluoride	SF6	23,500
Nitrogen trifluoride	NF3	16,100
Hydrofluorocarbon	HFC-32	677
Hydrofluorocarbon	CHF125	3,170
Perfluorocarbon	PFC	6,630 - 11,100

- Greenhouse gas emissions factors are based on MFE as noted below:

Emission scope	KG CO2-e/unit	Tonnes CO2-e / Unit	Tonnes CO2/unit	Tonnes CH4/unit	Tonnes N2O/unit
Scope 1 Factors					
Transport Fuel Regular petrol	2.46	0.00246	0.00235	0.0000276	0.0000797
Transport Fuel Premium petrol	2.48	0.00248	0.00237	0.0000277	0.0000801
Transport Fuel Diesel	2.69	0.00269	0.00265	0.0000354	0.0000422
LPG	1.64	0.00164	0.0016	0.0000391	0.0000015
Scope 2 Factors					
Total facilities	0.12	0.00012	0.000117	0.0000028	0.0000002
Electric car charging using purchased grid electricity	0.12	0.00012	0.000117	0.0000028	0.0000002
Scope 3 Factors					
Air travel international long Business	0.227	0.000227	0.000225	0.00000002	0.0000002
Air travel international long Economy	0.078	0.000078	0.000077	0.00000001	0.0000001
Air travel international long Premium Economy	0.125	0.000125	0.000124	0.00000001	0.0000001
Air travel international short Economy	0.08	0.00008	0.000079	0.00000001	0.0000001
Air travel international short Business	0.12	0.00012	0.000119	0.00000001	0.0000001
Air travel international short Premium Economy	0.081	0.000081	0.00008	0.00000001	0.0000001
Air travel Domestic Economy	0.164	0.000164	0.000158	0.0000001	0.0000004
Waste (General) with landfill gas recovery	0.207	0.000207	n/a	0.000207	n/a
Waste (General) without landfill gas recovery	0.647	0.000647	n/a	0.000647	n/a
Taxi travel	0.225	0.000225	0.000221	0.0000003	0.0000004
T&D losses electricity	0.011	0.000011	0.0000107	0.0000003	2.10E-08
Sea freight	0.046467705	4.64677E-05	0.00002	0.000000006	0.00000027
Rail freight	0.0272	0.0000272	0.000028	0.00000005	0.00000004
Road freight	0.104890523	0.000104891	0.000133	0.0000002	0.0000002
Cook Straight Ferry (Mainfreight)	0.0607	0.0000607	unknown	unknown	unknown
Road Mainfreight Partner Carrier (Truck Classes 1&2)	0.3889	0.0003889	unknown	unknown	unknown
Road: Mainfreight Truck Classes 1&2	0.1881	0.0001881	unknown	unknown	unknown
Road: Mainfreight Truck Class 3-5	0.0994	0.0000994	unknown	unknown	unknown
Courier Post provided by courier Post	0.50580000	0.00050580	unknown	unknown	unknown
	CHF32	CHF125			Total GWP
refrigerants 410A		50%	50%		2,088.00
refrigerants R32		100%			677

- Electricity is reported using a location-based approach
- Indirect emissions were originally determined for the first reporting year FY17 and ongoing revision via the stakeholder engagement method which is part of the Sustainability Report process.
- Downstream use of products by customers (Section 5.2.4, item e) and downstream emissions from leased products is outside the scope of this inventory and not reported. Consideration may be given to this in the future when data is available. Unlikelihood of obtaining accurate energy/emissions data from several thousand customers

Base year GHG inventory review

A review of the base year GHG inventory will be undertaken as necessary in the event of:

- structural changes in reporting or organisational boundaries, or
- changes in calculation methodologies or emission factors, or
- the discovery of significant errors.

Base-year recalculations shall be documented in subsequent GHG inventories.

The base year was not recalculated with the acquisition of CSG in 2020 because we inquired not major changes in our portfolio. The integration process was also not completed within one financial year and was not concluded until end FY21 start FY22. A base year review will be conducted end FY22 and reported in next year's report.

Exclusions

The following emissions sources have been omitted from our report for the reasons as noted:

- Islington is out of reporting scope for us. It is not listed as a site of operation for FBNZ and is largely used as a workshop space for cannibalisation. It is relatively small and insignificant with only

3 staff members. It is owned and operated by Mainfreight through which we utilise a small area for refurbishment work.

- Tracking of water usage at three main sites located in Auckland have shown that the emissions related to water usage in the previous year is minimal and has very little to no impact on our overall carbon footprint. Due to the nature of our rental sites, the process of tracking and getting access to water usage invoices for the each of the smaller branches has proven to be inefficient and, in some cases where the building is shared between several organisations, shared meters, or no meters, is not practical or possible. Although we have tried throughout the reporting year to address these barriers, there was no cost-efficient solution. This is further complicated as our new shared head office location is unable to provide us with the required data. Water use tracking at remaining major sites will continue.
- Fuel claims made by employees for business travel and staff use of personal vehicles for business travel (reimbursed)-- outside fuel card use tracked for fleet vehicles—as this is not common company practice.
- Employee accommodation claims from business travel by employees is excluded as this is not a common company practice and most trips are day trips.
- Waste that is collected for smaller sites and/or in less urbanised locations by a council kerbside service (as no data is available for this), data for sites with kerbside collection has been extrapolated.
- Electricity and other emissions from staff working from home office (e.g., Covid-19) due to diversity of living situations, operational circumstances, and lack of data availability. However, we are currently working on a reporting structure that will enable us to track working from home emissions in our FY23 report.

- Both emissions from customer use of products sold (owned machines) and emissions from lease of assets (leased machines) are excluded as they are out of scope.

Chapter 4: Uncertainties

Due to data collection issues outside of our control, there are instances where data must be extrapolated for some sites during the reporting period. These include aspects as follows:

- Landfill emissions at some sites had poor vendor data reporting and data had to be extrapolated using averages for some months. Also, there are some smaller sites that have council waste collection for which data is unavailable.
- Facilities' energy use data, due to the nature of some branches being located at shared sites, cannot be obtained and data has been extrapolated according to the area and type of site for those where data is unattainable e.g., branch, print hub, or warehouse.

For further details regarding which data sources includes extrapolation, please refer to the data tables in the next chapter.

With the above in mind, every effort has been made to ensure an accurate portrayal of operational activities GHG emissions, and uncertainties are unlikely to affect accuracy of GHG data for these categories. Data collection for other areas is robust.

- There is some uncertainty around the emission factors used, further information on this is available in the MFE (August 2022) guidance.

Chapter 5: Quantified GHG inventory of emissions

Emission Scope	Amount	Unit	KG CO2-e /unit	Tonnes CO2-e / Unit	Tonnes CO2/unit	Tonnes CH4/unit	Tonnes N2O/unit	Tonnes NF3 /unit	Tonnes SF6 /unit	Tonnes HFC /unit	Tonnes PFC /unit
Total Scope 1 emissions	367991.58	Litres	911080.39	911.08039	864.00	10.11	29.24	0	0	0	0
ISO 14064-1: 2018 Category 1											
Transport Fuel Regular petrol	363189.55	Litres	893446.29	893.44629	853.50	10.02	28.94620714	0	0	0	0
Transport Fuel Premium petrol	2961.95	Litres	7345.64	7.34564	7.02	0.08	0.237252195	0	0	0	0
Transport Fuel Diesel	1315.08	Litres	3537.57	3.53757	3.48	0.00	0.055496376	0	0	0	0
LPG	525	KG	861	0.861	0	0	0	0	0	0	0
Refrigerant 410A	0	kg	0	0	0	0	0	0	0	0	0
Refrigerant R32	8.7	kg	5889.9	5.8899	5.8899	0	0	0	0	0	0
Total Scope 2 emissions		kWh	235809.22	235.80922	229.91	5.502215	0.393015375	0	0	0	0
ISO 14064-1: 2018 Category 2											
Facilities Total	1946239.87	kWh	233548.78	233.54878	227.71	5.449472	0.389247974	0	0	0	0
Electric car charging	18837.003	kWh	2260.44	2.26044	2.20	0.052744	0.003767401	0	0	0	0
Total Scope 3 emissions	3304093.40		208743.79	202.85389	97.47	19.92	1.84	0	0	0	0
ISO 14064-1: 2018 Category 3											
Total Air travel	450669.18	PKM	69968.62	69.96862	67.49	0.41	1.66	0	0	0	0
Air travel international long Business	0	PKM	0.00	0.00	0.00	0.000	0.00	0	0	0	0
Air travel international long Economy	35255.93	PKM	2749.96	2.74996	2.71	0.000	0.04	0	0	0	0
Air travel international long Premium Economy	0	PKM	0.00	0.00	0.00	0.0000	0.00	0	0	0	0
Air travel international short Economy	10822.81	PKM	865.82	0.86582	0.86	0.0001	0.01	0	0	0	0
Air travel international short Business	0	PKM	0.00	0.00	0.00	0.0000	0.00	0	0	0	0
Air travel international short Premium Economy	0	PKM	0.00	0.00	0.00	0.00000	0.00	0	0	0	0
Air travel Domestic Economy	404590.44	PKM	66352.83	66.35283	63.93	0.40	1.62	0	0	0	0
Total taxi	5422.00	KM	1219.95	1.21995	1.20	0.0016	0.02	0	0	0	0
Total freight emissions	787778.45	Tonnes/KM	79911.57	79.91157	7.95	0.012245544	0.11	0	0	0	0
Sea freight	848.99	Tonnes/KM	39.45047396	0.039450474	0.016979739	5.09392E-06	0.000229226	0	0	0	0
Cook Strait Ferry	22310.46	Tonnes/KM	1354.245225	1.354245225	0.4462093	0.000133863	0.006023826	0	0	0	0
Rail freight	124661.32	Tonnes/KM	3390.79	3.390780	3.49	0.006233066	0.05	0	0	0	0
Road freight	30062.39	Tonnes/KM	3153.26	3.1532598	4.00	0.006012478	0.06	0	0	0	0
Road Mainfreight Partner Carrier (Truck Classes 1&2)	663.32	Tonnes/KM	257.96	0.25796	0	0	0	0	0	0	0
Road: Mainfreight Truck Classes 1&2	125797.17	Tonnes/KM	23662.45	23.66245	0	0	0	0	0	0	0
Road: Mainfreight Truck Class 3-5	483434.79	Tonnes/KM	48053.42	48.05342	0	0	0	0	0	0	0
Total Courier Post emissions	22597.86477	QTY	11430.000000	11.430000	0	0	0	0	0	0	0
ISO 14064-1: 2018 Category 4											
Total power T&D losses	1946239.87	kWh	21408.64	21.40864	20.8247666	0.58	0.04	0	0	0	0
Total Waste		KG	18915.11	18.92	0	18.92	0	0	0	0	0
<small>note that some sites where data was unavailable had to be extrapolated and added after this calculation based on overall location average</small>											
Waste (General) with landfill gas recovery	91377.34	KG	18915.11	18.92	0	18.92	0	0	0	0	0
recovery	0	KG	0.00	0.00	0	0.00	0	0	0	0	0
Total Emissions			1355633.411	1349.743511	1197.274151	35.53	31.47	0.00	0.00	0.00	0.00

Emissions intensity per FTE (n = 596) is 2.3 tons of CO₂e inclusive of all emissions scopes noted above.

Chapter 6: GHG reduction initiatives and internal performance tracking

Through the reporting period (end FY22), the following assumptions and practices can be noted for verification purposes:

- Energy data is collected monthly, but GHG data is consolidated and reported on an annual basis due to the complexity of data collection, calculation methodology, as well as periodic update of emissions factors by organisations like NZ Ministry for the Environment. The annual approach is deemed the most ideal for completeness and accuracy.
- Year-to-date and Year-on-Year emissions performance can then be submitted to the Senior Leadership Team.
- Thus far, GHG reduction initiatives have included any/all the following depending on operational circumstances:
 - Minimisation of flying (even pre-COVID-19)
 - Shift of fleet vehicles to lower emissions options and/or electric vehicles where suitable/feasible
 - Local, short-distance transport shifts to Uber vs. Taxi (which widely make use of lower-emissions hybrid vehicles)
 - Energy efficiency and saving initiatives in offices
 - Freight movement efficiency initiatives/modal shifts
 - Waste-to-landfill minimisation/diversion
 - Waste / recycling education for employees
- Other increase may have been inadvertently realised through organisational restructures and related changes in headcount and shifts in growth rates for different parts of the business (e.g., MFDs. vs. Digital solutions) as well as expansion in the scope of our carbon footprint profile.

Appendix: ISO14064-1:2018 areas that are non-applicable to FBNZ reporting context/already reported elsewhere

The following areas/criteria have been reviewed per ISO14064-1:2018 section 9 and are deemed not applicable to the FBNZ reporting context:

- Section 9.3.3. *(Please note there is no contractual arrangement for electricity and no offsets or carbon credits to report.)*

Additionally, disclosures relating to the following areas are detailed in the 2021/22 Sustainability Report set for release late 2022, which may be referenced alongside this GHG Report for further information: Section 9.3.2, items c, d, e, h, i. Due to a major constrain in resources our FY20 Sustainability report will be combined and reported alongside our FY21 report set for publication later this year. For verification purposes, the unpublished report will be provided alongside this report.