



Fujifilm Business Innovation New Zealand FY23 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)

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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 2023 reporting period covering FY22 data (1 April 2022-31 March 2023).

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.

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 will be 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: [FBNZ SUSTIANBILITY 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.

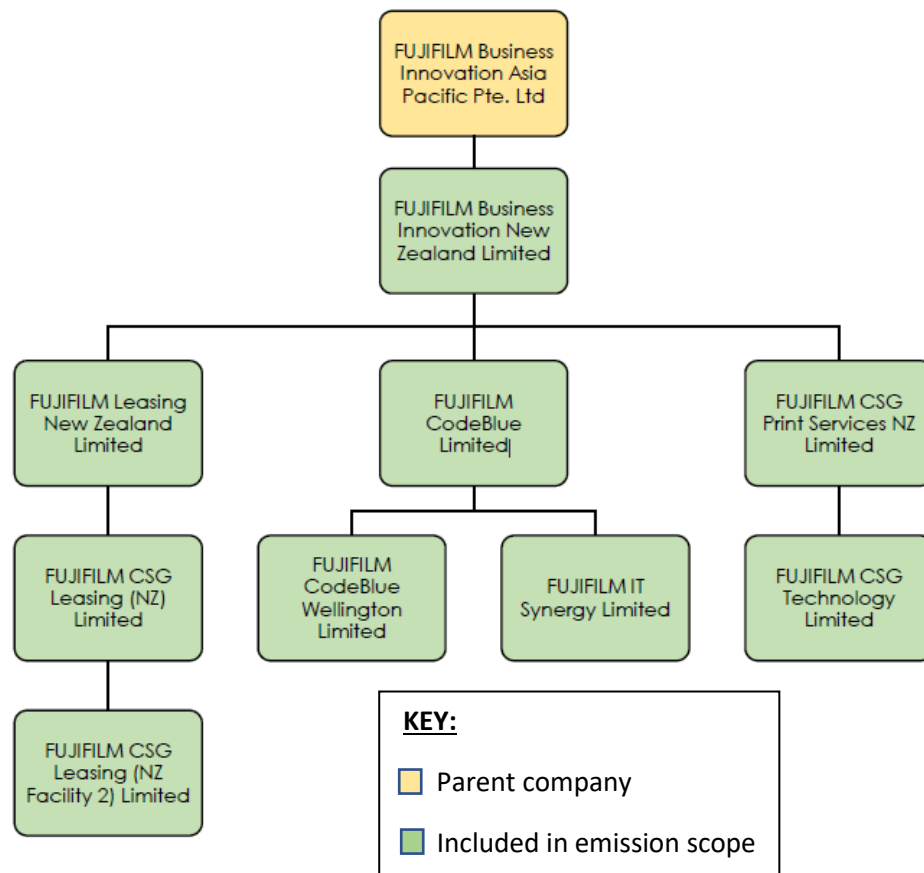
Chapter 2: Organisational boundaries

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 includes CodeBlue operations as outlined in the diagram below. CodeBlue, although a separate entity, is fully integrated into the sight locations and emission portfolio of FBNZ.



New Zealand Corporate Structure as at March 2023



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:

Emission Scope and category
Total Scope 1 emissions
ISO 14064-1: 2018 Category 1
Transport Fuel Regular petrol
Transport Fuel Premium petrol
Transport Fuel Diesel
LPG
Refrigerant 410A
Refrigerant R32
Total Scope 2 emissions
ISO 14064-1: 2018 Category 2
Facilities Total
Electric car charging
Total Scope 3 emissions
ISO 14064-1: 2018 Category 3
Air travel international long Business
Air travel international long Economy
Air travel international long Premium Economy
Air travel international short Economy
Air travel international short Business
Air travel international short Premium Economy
Air travel Domestic Economy
Total taxi
Total freight emissions
Total Courier Post emissions
ISO 14064-1: 2018 Category 4
Total power T&D losses
Total Waste to landfill
Water supply
WFH Default

Significance criteria

The inclusion of emission sources is based on meeting the following criteria:

- Materiality – If emission source is material, it is to be included
- Influence – If FUJIFILM can influence the reduction of the emission source it will be included
- Data quality – If accurate data can be obtained it will be included
- Data Availability – If data can be captured it will be included

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.
- 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 \(AR5\)](#):
- 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.

GHGs		Scientific formula	GWP (AR6)
Nitrous Oxide		N2O	273
Methane		CH4	29
Carbon Dioxide		CO2	1
Sulphur hexafluoride		SF6	23500
Nitrogen trifluoride		NF3	16100
Hydrofluorocarbon		HFC-32	677
Hydrofluorocarbon		CHF125	3170
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/	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	0.00000354	0.0000422
LPG	1.64	0.00164	0.0016	0.0000391	0.0000015
Scope 2 Factors					
Total facilities	0.0742	0.0000742	0.000117	0.0000028	0.0000002
Electric car charging using purchased grid electricity	0.0742	0.0000742	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	0.0086	0.0000086	0.0000107	0.0000003	2.10E-08
Sea freight	0.0465	4.64677E-05	0.00002	0.000000006	0.00000027
Rail freight	0.0272	0.0000272	0.000028	0.00000005	0.0000004
Road freight	0.135	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
Water supply	3.785	0.0000607	n/a	n/a	n/a
Road Mainfreight Partner Carrier (Truck Classes 3&5)	0.10490000	0.0001049	unknown	unknown	unknown
WFH Default	0.446	0.000446	n/a	n/a	n/a

Base year GHG inventory

Originally the base year was set as FY17 (1 April 2017 to 31 March 2018) as this was the first year reasonably complete data was available for the company's operations. In 2022 during the 1 April 2022 to 31 March 2023 reporting year, FUJIFILM has reset the base year to FY19 (1 April 2019 to 31 March 2020) for the following reasons:

- Structural changes to the organisational boundaries to include integration of CSG business and CodeBlue
- This was the first inventory that was 3rd party verified

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.

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.
- 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.

- 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.

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.
- 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.

Chapter 5: Quantified GHG inventory of emissions

Emissions intensity per FTE (n =708) is 2.07 tonnes of CO₂e inclusive of all emissions scopes noted below.

Please note: a base year comparison of emissions can be found at the end of this report in Appendix 2.

Emission Scope	Amount	Unit	KG CO ₂ -e /unit	Tonnes CO ₂ -e / Unit	Tonnes CO ₂ /unit	Tonnes CH ₄ /unit	Tonnes N ₂ O/unit	Tonnes NF ₃ /unit	Tonnes SF ₆ /unit	Tonnes HFC /unit	Tonnes PFC /unit
Total Scope 1 emissions	422823.68	Litres	1041484.80	1041.48480	995.24	11.58	33.57	0	0	0	0
ISO 14064-1: 2018 Category 1											
Transport Fuel Regular petrol	395518.71	Litres	972976.03	972.97603	929.47	10.92	31.52284119	0	0	0	0
Transport Fuel Premium petrol	23531.39	Litres	58357.85	58.35785	55.77	0.65	1.884864339	0	0	0	0
Transport Fuel Diesel	3773.58	Litres	10150.93	10.15093	10.00	0.01	0.159245076	0	0	0	0
LPG	0	KG	0	0	0	0	0	0	0	0	0
Refrigerant 410A	0	kg	0	0	0	0	0	0	0	0	0
Refrigerant R32	0	kg	0	0	0	0	0				
Total Scope 2 emissions	1544112.52	kWh	114573.15	114.57315	180.66	4.323515	0.308822504	0	0	0	0
ISO 14064-1: 2018 Category 2											
Facilities Total	1524319.02	kWh	113104.47	113.10447	178.35	4.268093	0.304863804	0	0	0	0
Electric car charging	19793.5	kWh	1468.68	1.46868	2.32	0.055422	0.003958700	0	0	0	0
Total Scope 3 emissions	3170641.60		252548.57	252.55	115.83	13.21	2.33	0	0	0	0
ISO 14064-1: 2018 Category 3											
Total Air travel	682896.09	PKM	96720.30	96.72030	93.54	0.50	2.18	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	92778.45	PKM	7236.72	7.23672	7.14	0.001	0.09	0	0	0	0
Air travel international long Premium Economy	8408.8015	PKM	1051.10	1.05	1.04	0.0001	0.01	0	0	0	0
Air travel international short Economy	77961.26	PKM	6236.90	6.23690	6.16	0.0008	0.08	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	5048.49958	PKM	408.93	0.41	0.40	0.00005	0.01	0	0	0	0
Air travel Domestic Economy	498699.08	PKM	81786.65	81.78665	78.79	0.50	1.99	0	0	0	0
Total taxi	3783.04	KM	851.18	0.85118	0.84	0.0011	0.02	0	0	0	0
Total freight emissions	877894.67	Tonnes/KM	106950.72	106.95	5.14	0.01	0.10	0	0	0	0
Sea freight	0.00	Tonnes/KM	0	0	0	0	0	0	0	0	0
Cook Strait Ferry	28427.32	Tonnes/KM	1725.538627	1.725538627	0.5685465	0.000170564	0.007675378	0	0	0	0
Rail freight	163198.27	Tonnes/KM	4438.99	4.4389928	4.57	0.008159913	0.07	0	0	0	0
Road freight	0.00	Tonnes/KM	0.00	0.0000000	0.00	0	0.00	0	0	0	0
Road Mainfreight Partner Carrier (Truck Classes 1&2)	42554.20	Tonnes/KM	16549.33	16.54933	0	0	0	0	0	0	0
Road: Mainfreight Truck Classes 1&2	228042	Tonnes/KM	42894.62	42.89462	0	0	0	0	0	0	0
Road: Mainfreight Truck Class 3-5	411252.00	Tonnes/KM	40878.45	40.87845	0	0	0	0	0	0	0
Road Mainfreight Partner Carrier (Truck Classes 3-5)	4421.29	Tonnes/KM	463.79	0.46379356	0	0	0.032010699				
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	1524319.02	kWh	13109.14	13.10914	16.3102135	0.46	0.03	0	0	0	0
Total Waste <small>note that some sites where data was unavailable had to be extrapolated and added after this calculation based on overall location averages</small>	59150.91	KG	12244.24	12.24	0	12.24	0	0	0	0	0
Waste (General) with landfill gas recovery	59150.91	KG	12244.24	12.24	0	12.24	0	0	0	0	0
Waste (General) without landfill gas recovery	0	KG	0.00	0.00	0	0.00	0	0	0	0	0
Water supply	708.00	Per capita	2679.78	2.67978	0	0	0.032010699				
WFH Default	19200.00	Days per year	8563.20	8.5632	0	0	0.032010699				
Total Emissions	5137577.795		1408606.521	1408.607	1291.727784	29.12	36.21	0.00	0.00	0.00	0.00

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
 - 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
 - facilities review and closing of unnecessary site locations such as relocating the CGR location to Landing Drive and Nugent street.
- 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 1: 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 mid FY23, 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 FY22 report is set for release end FY23. Please note, this is only a snapshot report and only reports on emission scopes overall. Anyone can request a full report for further information. For verification purposes, the unpublished report will be provided alongside this report.

Appendix 2: Base year comparison

Emission Scope and category	April 2022 -March 2023 tCO2e	Base line April 2019 - March 2020 tCO2e
Total Scope 1 emissions	1041.484804	781.0280028
ISO 14064-1: 2018 Category 1		
Transport Fuel Regular petrol	972.9760266	762.651729
Transport Fuel Premium petrol	58.3578472	7.9012255
Transport Fuel Diesel	10.1509302	10.4750483
LPG	0	Not measured
Refrigerant 410A	0	Not measured
Refrigerant R32	0	Not measured
Total Scope 2 emissions	114.573149	146.7367814
ISO 14064-1: 2018 Category 2		
Facilities Total	113.1044713	144.8486568
Electric car charging	1.4686777	1.888124603
Total Scope 3 emissions	252.5485685	513.6677064
ISO 14064-1: 2018 Category 3		
Air travel international long Business	0	44.78925
Air travel international long Economy	7.236719178	81.3396716
Air travel international long Premium Economy	1.051100188	3.481326
Air travel international short Economy	6.23690061	12.77138987
Air travel international short Business	0	4.347718
Air travel international short Premium Economy	0.408928466	0.74304
Air travel Domestic Economy	81.78664888	89.365107
Total taxi	0.851184599	141.0261256
Total freight emissions	106.9507244	111.5336251
Total Courier Post emissions	11.43	47.66
ISO 14064-1: 2018 Category 4		
Total power T&D losses	13.10914357	10.97113675
Total Waste to landfill	12.24423854	74.117078
Water supply	2.67978	Not measured
WFH Default	8.5632	Not measured
Total Emissions	1408.606521	1441.432491