

FedEx Corporation

2024 CDP Corporate Questionnaire 2024

Word version

Important: this export excludes unanswered questions

This document is an export of your organization's CDP questionnaire response. It contains all data points for questions that are answered or in progress. There may be questions or data points that you have been requested to provide, which are missing from this document because they are currently unanswered. Please note that it is your responsibility to verify that your questionnaire response is complete prior to submission. CDP will not be liable for any failure to do so.

[Terms of disclosure for corporate questionnaire 2024 - CDP](#)

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C1. Introduction

(1.1) In which language are you submitting your response?

Select from:

☒ English

(1.2) Select the currency used for all financial information disclosed throughout your response.

Select from:

☒ USD

(1.3) Provide an overview and introduction to your organization.

(1.3.2) Organization type

Select from:

☒ Publicly traded organization

(1.3.3) Description of organization

FedEx Corporation ("FedEx") was incorporated in Delaware on October 2, 1997 to serve as the parent holding company and provide strategic direction to the FedEx portfolio of companies. FedEx provides customers and businesses worldwide with a broad portfolio of transportation, e-commerce, and business services, offering integrated business solutions utilizing its flexible, efficient, and intelligent global network. Our website is located at fedex.com. Detailed information about our services, e-commerce tools and solutions, and environmental, social, and governance ("ESG") initiatives can be found on our website. In addition, we make our Annual Reports on Form 10-K, Quarterly Reports on Form 10-Q, Current Reports on Form 8-K, and all exhibits and amendments to such reports available, free of charge, through our website, as soon as reasonably practicable on the day they are filed with or furnished to the SEC. The Investor Relations page of our website, investors.fedex.com, contains a significant amount of information about FedEx, including our SEC filings and financial and other information for investors. The information that we post on the Investor Relations page of our website could be deemed to be material information. We encourage investors, the media, and others interested in FedEx to visit this website from time to time, as information is updated and new information is posted.

[Fixed row]

(1.4) State the end date of the year for which you are reporting data. For emissions data, indicate whether you will be providing emissions data for past reporting years.

(1.4.1) End date of reporting year

05/31/2023

(1.4.2) Alignment of this reporting period with your financial reporting period

Select from:

☒ Yes

(1.4.3) Indicate if you are providing emissions data for past reporting years

Select from:

☒ Yes

(1.4.4) Number of past reporting years you will be providing Scope 1 emissions data for

Select from:

☒ 2 years

(1.4.5) Number of past reporting years you will be providing Scope 2 emissions data for

Select from:

☒ 2 years

(1.4.6) Number of past reporting years you will be providing Scope 3 emissions data for

Select from:

☒ 2 years

[Fixed row]

(1.4.1) What is your organization's annual revenue for the reporting period?

90155000000

(1.5) Provide details on your reporting boundary.

	Is your reporting boundary for your CDP disclosure the same as that used in your financial statements?
	Select from: <input checked="" type="checkbox"/> Yes

[Fixed row]

(1.6) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?

ISIN code - bond

(1.6.1) Does your organization use this unique identifier?

Select from:

☒ No

ISIN code - equity

(1.6.1) Does your organization use this unique identifier?

Select from:

☒ Yes

(1.6.2) Provide your unique identifier

US31428X1063

CUSIP number

(1.6.1) Does your organization use this unique identifier?

Select from:

☒ Yes

(1.6.2) Provide your unique identifier

31428X 10 6

Ticker symbol

(1.6.1) Does your organization use this unique identifier?

Select from:

☒ Yes

(1.6.2) Provide your unique identifier

FDX

SEDOL code

(1.6.1) Does your organization use this unique identifier?

Select from:

☒ Yes

(1.6.2) Provide your unique identifier

2142784 US

LEI number

(1.6.1) Does your organization use this unique identifier?

Select from:

☒ No

D-U-N-S number

(1.6.1) Does your organization use this unique identifier?

Select from:

☒ Yes

(1.6.2) Provide your unique identifier

003141970

Other unique identifier

(1.6.1) Does your organization use this unique identifier?

Select from:

☒ No

[Add row]

(1.7) Select the countries/areas in which you operate.

Select all that apply

☒ United States of America

(1.21) For which transport modes will you be providing data?

Select all that apply

☒ Light Duty Vehicles (LDV)

☒ Heavy Duty Vehicles (HDV)

- ☒ Rail
- ☒ Aviation

(1.24) Has your organization mapped its value chain?

(1.24.1) Value chain mapped

Select from:

- ☒ Yes, we have mapped or are currently in the process of mapping our value chain

(1.24.2) Value chain stages covered in mapping

Select all that apply

- ☒ Upstream value chain
- ☒ Downstream value chain

(1.24.3) Highest supplier tier mapped

Select from:

- ☒ Tier 3 suppliers

(1.24.4) Highest supplier tier known but not mapped

Select from:

- ☒ All supplier tiers known have been mapped

(1.24.7) Description of mapping process and coverage

In 2024, we mapped our value chain in preparation for a double materiality assessment. Value chain activities included upstream; downstream; and and our own operations with regional considerations as appropriate.

[Fixed row]

(1.24.1) Have you mapped where in your direct operations or elsewhere in your value chain plastics are produced, commercialized, used, and/or disposed of?

	Plastics mapping	Value chain stages covered in mapping
	<div>Select from:</div> <div><input checked="" type="checkbox"/> Yes, we have mapped or are currently in the process of mapping plastics in our value chain</div>	<div>Select all that apply</div> <div><input checked="" type="checkbox"/> Upstream value chain</div> <div><input checked="" type="checkbox"/> Downstream value chain</div>

[Fixed row]

C2. Identification, assessment, and management of dependencies, impacts, risks, and opportunities

(2.1) How does your organization define short-, medium-, and long-term time horizons in relation to the identification, assessment, and management of your environmental dependencies, impacts, risks, and opportunities?

Short-term

(2.1.1) From (years)

0

(2.1.3) To (years)

1

(2.1.4) How this time horizon is linked to strategic and/or financial planning

Our Enterprise Risk Management (ERM) program establishes a unified framework for ensuring consistency in the identification, reporting, and management of key risks across our business and value chain, including ESG risks. Our ERM process employs a consultative approach to collect input from senior leadership teams at each operating company, enabling the identification and prioritization of core business risks. These risks are subsequently categorized into five groups—External, Strategic, Operational, Financial, and Technology—based on their potential financial effects, the likelihood of occurrence within the upcoming fiscal year, and the amount of residual risk to the enterprise. Our ERM process is embedded in our strategic financial planning process and provides a platform to facilitate the integration of short-, medium-, and long-term risk information in business decision making. Risks necessitating Board-level awareness are communicated to the Board and its Audit and Finance Committee at least annually, while significant risks are reported on a quarterly basis.

Medium-term

(2.1.1) From (years)

1

(2.1.3) To (years)

5

(2.1.4) How this time horizon is linked to strategic and/or financial planning

See above answer.

Long-term

(2.1.1) From (years)

5

(2.1.2) Is your long-term time horizon open ended?

Select from:

☒ Yes

(2.1.4) How this time horizon is linked to strategic and/or financial planning

Our long-term risk horizon is typically anything longer than 5 years. In most cases, that would typically be less than 10 years, but in some cases it might even be longer, depending on the type of risk being assessed.

[Fixed row]

(2.2) Does your organization have a process for identifying, assessing, and managing environmental dependencies and/or impacts?

(2.2.1) Process in place

Select from:

☒ Yes

(2.2.2) Dependencies and/or impacts evaluated in this process

Select from:

☒ Impacts only

(2.2.4) Primary reason for not evaluating dependencies and/or impacts

Select from:

☒ Other, please specify :In summer of 2024, we completed a Double Materiality Assessment that identified our Impacts, Risks and Opportunities. As a result of the DMA, we will be conducting a LEAP assessment to further understand our dependencies.

(2.2.5) Explain why you do not evaluate dependencies and/or impacts and describe any plans to do so in the future

We are currently building out the capacity to identify, assess, and manage environmental dependencies, and intend to do so in the next 2 years as we prepare for CSRD compliance.

[Fixed row]

(2.2.1) Does your organization have a process for identifying, assessing, and managing environmental risks and/or opportunities?

	Process in place	Risks and/or opportunities evaluated in this process	Is this process informed by the dependencies and/or impacts process?
	Select from: <input checked="" type="checkbox"/> Yes	Select from: <input checked="" type="checkbox"/> Both risks and opportunities	Select from: <input checked="" type="checkbox"/> Yes

[Fixed row]

(2.2.2) Provide details of your organization’s process for identifying, assessing, and managing environmental dependencies, impacts, risks, and/or opportunities.

Row 1

(2.2.2.1) Environmental issue

Select all that apply

- ☒ Climate change

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

- ☒ Impacts
- ☒ Risks
- ☒ Opportunities

(2.2.2.3) Value chain stages covered

Select all that apply

- ☒ Direct operations
- ☒ Upstream value chain

(2.2.2.4) Coverage

Select from:

- ☒ Full

(2.2.2.5) Supplier tiers covered

Select all that apply

- ☒ Tier 1 suppliers

(2.2.2.7) Type of assessment

Select from:

- ☒ Qualitative and quantitative

(2.2.2.8) Frequency of assessment

Select from:

- ☒ Annually

(2.2.2.9) Time horizons covered

Select all that apply

- ☒ Short-term
- ☒ Medium-term
- ☒ Long-term

(2.2.2.10) Integration of risk management process

Select from:

- ☒ Integrated into multi-disciplinary organization-wide risk management process

(2.2.2.11) Location-specificity used

Select all that apply

- ☒ Site-specific
- ☒ National

(2.2.2.12) Tools and methods used

Enterprise Risk Management

- ☒ COSO Enterprise Risk Management Framework
- ☒ Enterprise Risk Management

International methodologies and standards

- ☒ ISO 14001 Environmental Management Standard

Other

- ☒ Desk-based research
- ☒ Internal company methods
- ☒ Materiality assessment

(2.2.2.13) Risk types and criteria considered

Acute physical

- ☒ Tornado
- ☒ Wildfires
- ☒ Cold wave/frost
- ☒ Cyclones, hurricanes, typhoons
- ☒ Heavy precipitation (rain, hail, snow/ice)
- ☒ Flood (coastal, fluvial, pluvial, ground water)
- ☒ Storm (including blizzards, dust, and sandstorms)
- ☒ Other acute physical risk, please specify :**Earthquakes**

Chronic physical

- ☒ Increased severity of extreme weather events

Policy

- ☒ Changes to international law and bilateral agreements
- ☒ Changes to national legislation
- ☒ Lack of mature certification and sustainability standards

Market

- ☒ Availability and/or increased cost of certified sustainable material
- ☒ Availability and/or increased cost of raw materials
- ☒ Changing customer behavior
- ☒ Uncertainty in the market signals

Reputation

- ☒ Increased partner and stakeholder concern and partner and stakeholder negative feedback

Technology

- ☒ Transition to lower emissions technology and products
- ☒ Unsuccessful investment in new technologies

Liability

- ☒ Exposure to litigation
- ☒ Non-compliance with regulations

(2.2.2.14) Partners and stakeholders considered

Select all that apply

- | | |
|--|---|
| <input checked="" type="checkbox"/> Customers | <input checked="" type="checkbox"/> Local communities |
| <input checked="" type="checkbox"/> Employees | |
| <input checked="" type="checkbox"/> Investors | |
| <input checked="" type="checkbox"/> Suppliers | |
| <input checked="" type="checkbox"/> Regulators | |

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:

- ☒ No

(2.2.2.16) Further details of process

FedEx maintains an Enterprise Risk Management (ERM) process to identify and report the top enterprise risks to the Company. The ERM process uses a consultative approach that solicits input from the senior leadership teams to identify and prioritize the main business risks across the enterprise. These risks are classified into five categories (External, Strategic, Operational, Financial and Compliance), and are prioritized based on likely financial impact (across predefined monetary ranges), the probability of occurrence within the next fiscal year, and the level of current controls in place to manage those risks. These top risks are determined through our annual risk assessment process using industry research, surveys and workshops. The surveys and workshops facilitate discussions focused on identified risks as well as emerging risks that need to be considered. The surveys and workshops are also used to rate the likelihood and impact on a scale of 1 – 5. The results of the surveys and workshops provide an initial ranking of the top enterprise risks. Then, the Risk Committee meets to review the results of the risk assessment process and to finalize the top enterprise risks and trends. Risks that require Board level awareness are shared with the Board and Audit Committee on at least an annual basis, and significant changes to the risk environment are shared quarterly. Climate change related risks and opportunities, such as the potential for severe weather disruption or regulatory and reputational risks, are assessed as part of our annual risk assessment process, and we continue to closely monitor social views, geopolitical concerns, and regulations across the globe. Our ERM process is embedded in our strategic financial planning process, and provides a platform to facilitate integration of short, medium, and long-term risk information in business decision-making. This risk assessment includes review by senior level management with oversight from our Board of Directors. Depending on the type of business risks identified through this process, specific contingency plans and strategies are formulated either at the enterprise- or company-level to minimize potential adverse impacts to FedEx business operations. The ERM process, which follows the Committee of Sponsoring Organizations of the Treadway Commission (COSO) framework, has the flexibility to assess risks at both the company- and asset-level. “Company-level” business risks routinely identified through the ERM process that may be affected by climate change include regulations that could impact our ability to operate in certain markets, and brand reputational risks as public awareness grows around the environmental impacts of transportation logistics services.

[Add row]

(2.2.7) Are the interconnections between environmental dependencies, impacts, risks and/or opportunities assessed?

(2.2.7.1) Interconnections between environmental dependencies, impacts, risks and/or opportunities assessed

Select from:

☒ Yes

(2.2.7.2) Description of how interconnections are assessed

Climate change related risks and opportunities, such as the potential for severe weather disruption or regulatory and reputational risks, are assessed as part of our annual risk assessment process, and we continue to closely monitor social views, geopolitical concerns, and regulations across the globe. Our ERM process is embedded in our strategic financial planning process and provides a platform to facilitate integration of short, medium, and long-term risk information in business decision-making. The interconnections between environmental dependencies, impacts, risks and opportunities are routinely identified through the ERM process. These cover items that may be affected by climate change, including dependencies like regulations that could impact our ability to operate in certain markets, and brand reputational risks as public awareness grows around the environmental impacts of transportation logistics services.

[Fixed row]

(2.3) Have you identified priority locations across your value chain?

(2.3.1) Identification of priority locations

Select from:

☒ No, but we plan to within the next two years

(2.3.7) Primary reason for not identifying priority locations

Select from:

☒ Lack of internal resources, capabilities, or expertise (e.g., due to organization size)

(2.3.8) Explain why you do not identify priority locations

Due to our size and nature of our operations it is difficult evaluate all locations. We are currently investigating various tools to help us identify these priority locations and anticipate being able to identify these locations in the next two years.

[Fixed row]

(2.4) How does your organization define substantive effects on your organization?

Risks

(2.4.1) Type of definition

Select all that apply

- ☒ Qualitative
- ☒ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

- ☒ Other, please specify :Our Enterprise Risk Management (ERM) process scoring methodology.

(2.4.3) Change to indicator

Select from:

- ☒ Absolute increase

(2.4.5) Absolute increase/ decrease figure

1

(2.4.6) Metrics considered in definition

Select all that apply

- ☒ Frequency of effect occurring
- ☒ Time horizon over which the effect occurs
- ☒ Likelihood of effect occurring

(2.4.7) Application of definition

Our Enterprise Risk Management (ERM) process defines a substantive impact for climate-related risks in the same manner for all business risks assessed through the process; namely by prioritizing those risks based on likely financial impact, the probability of occurrence within the next fiscal year, and the level of current controls in place to manage those risks. FedEx maintains an ERM program to identify and report the top enterprise risks to the Company. These top risks are determined through our annual risk assessment process using industry research, surveys and workshops. The surveys and workshops facilitate discussions focused on identified risks as well as emerging risks that need to be considered. The surveys and workshops are also used to rate the likelihood and impact on a scale of 1 – 5. The results of the surveys and work-shops provide an initial ranking of the top enterprise risks. Then, the Risk Committee meets to review the results of the risk assessment process and to finalize the top enterprise risks and trends. Risks that require Board level awareness are shared with the Board and Audit Committee on at least an annual basis, and significant changes to the risk environment are shared quarterly. Climate change related risks and opportunities at FedEx are assessed as part of our annual risk assessment process, and we continue to closely monitor social views, geopolitical concerns, and regulations across the globe. FedEx's Chief Sustainability Officer participates in our Enterprise Risk Management Executive Council.

Opportunities

(2.4.1) Type of definition

Select all that apply

- ☒ Qualitative
- ☒ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

- ☒ Other, please specify :Our Enterprise Risk Management (ERM) process scoring methodology.

(2.4.3) Change to indicator

Select from:

- ☒ Absolute increase

(2.4.5) Absolute increase/ decrease figure

1

(2.4.6) Metrics considered in definition

Select all that apply

- ☑ Frequency of effect occurring
- ☑ Time horizon over which the effect occurs
- ☑ Likelihood of effect occurring

(2.4.7) Application of definition

Our Enterprise Risk Management (ERM) process defines a substantive impact for climate-related risks in the same manner for all business risks assessed through the process; namely by prioritizing those risks based on likely financial impact, the probability of occurrence within the next fiscal year, and the level of current controls in place to manage those risks. FedEx maintains an ERM program to identify and report the top enterprise risks to the Company. These top risks are determined through our annual risk assessment process using industry research, surveys and workshops. The surveys and workshops facilitate discussions focused on identified risks as well as emerging risks that need to be considered. The surveys and workshops are also used to rate the likelihood and impact on a scale of 1 – 5. The results of the surveys and work-shops provide an initial ranking of the top enterprise risks. Then, the Risk Committee meets to review the results of the risk assessment process and to finalize the top enterprise risks and trends. Risks that require Board level awareness are shared with the Board and Audit Committee on at least an annual basis, and significant changes to the risk environment are shared quarterly. Climate change related risks and opportunities at FedEx are assessed as part of our annual risk assessment process, and we continue to closely monitor social views, geopolitical concerns, and regulations across the globe. FedEx's Chief Sustainability Officer participates in our Enterprise Risk Management Executive Council.

[Add row]

C3. Disclosure of risks and opportunities

(3.1) Have you identified any environmental risks which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

Climate change

(3.1.1) Environmental risks identified

Select from:

☒ Yes, both in direct operations and upstream/downstream value chain

Plastics

(3.1.1) Environmental risks identified

Select from:

☒ No

(3.1.2) Primary reason why your organization does not consider itself to have environmental risks in your direct operations and/or upstream/downstream value chain

Select from:

☒ Environmental risks exist, but none with the potential to have a substantive effect on our organization

(3.1.3) Please explain

In early FY25, we completed a Double Materiality Assessment. This assessment leveraged both internal stakeholders across the enterprise and a third-party AI platform to access a wider set of external data and perspectives. While this assessment found various impacts, risks and opportunities associated with plastics, they were deemed immaterial for our organization.

[Fixed row]

(3.1.1) Provide details of the environmental risks identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.1.1.1) Risk identifier

Select from:

☒ Risk1

(3.1.1.3) Risk types and primary environmental risk driver

Acute physical

☒ Storm (including blizzards, dust and sandstorm)

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☒ Direct operations

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☒ United States of America

(3.1.1.9) Organization-specific description of risk

Given the broad and global scope of our operations and our susceptibility to global macroeconomic trends, we are particularly vulnerable to the physical risks of climate change that could affect all of humankind, such as shifts in weather patterns and world ecosystems. While we operate several integrated networks with assets distributed throughout the world, there are concentrations of key assets within our networks that are exposed to adverse weather conditions or localized risks from natural disasters such as tornados and floods. The loss of a key location such as our Memphis or Indianapolis Hub or one of our information technology centers could cause a significant disruption to our operations and cause us to incur significant costs to re-establish or relocate these functions.

(3.1.1.11) Primary financial effect of the risk

Select from:

☒ Increased indirect [operating] costs

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☒ Short-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☒ Likely

(3.1.1.14) Magnitude

Select from:

☒ Medium-high

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

While we cannot predict the effect such risk might have on our cost structure or our operating results, it is reasonably possible, however, that it could impose material costs on us. For instance, around 2.4 million packages are processed through the Memphis World Hub every day (that volume is significantly higher during peak holiday seasons), representing approximately 40% of total global FedEx Express package volumes. Obviously, a prolonged severe weather disruption at such an important location could have significant impact on our revenues, and on our reputation as a reliable logistics service provider.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☒ No

(3.1.1.26) Primary response to risk

Policies and plans

☒ Other policies or plans, please specify :Network contingency plans

(3.1.1.27) Cost of response to risk

0

(3.1.1.28) Explanation of cost calculation

We entered 0 in the “Cost of response to risk” field to satisfy CDP’s disclosure requirement, as the costs associated with managing this risk driver are embedded in our general business resilience contingency planning program, which we do not disclose for competitive reasons.

(3.1.1.29) Description of response

FedEx has more than 50 years of experience proactively addressing situations such as severe weather events. We are adept at implementing contingency plans at a moment’s notice and can make the necessary network adjustments to minimize impacts to our customers. FedEx employs a staff of 15 meteorologists who help manage risks associated with global weather patterns. They note weather anomalies which could impact operations, and notify leadership at impacted operating companies, who can then activate contingency operating plans. This forward posture helps us sustain safe and reliable operations through weather events and quickly resume operations.

Climate change

(3.1.1.1) Risk identifier

Select from:

☒ Risk2

(3.1.1.3) Risk types and primary environmental risk driver

Policy

☒ Other policy risk, please specify :Increased U.S. and international regulation regarding greenhouse gas (GHG) emissions, especially related to aircraft & vehicle fleets, including potential carbon taxes/pricing, and accelerated asset purchasing requirements.

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☒ Direct operations

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☒ United States of America

(3.1.1.9) Organization-specific description of risk

Increased U.S. and international regulation regarding greenhouse gas (GHG) emissions, especially related to aircraft & vehicle fleets, including potential carbon taxes/pricing, accelerated asset purchasing requirements, and restrictions on ability to operate in certain markets.

(3.1.1.11) Primary financial effect of the risk

Select from:

☒ Constraint to growth

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☒ Long-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☒ Likely

(3.1.1.14) Magnitude

Select from:

☒ Medium

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Increased regulation and reporting obligations regarding GHG emissions, especially aircraft or vehicle engine emissions, could impose substantial taxes, fees, and other costs on us. These include an increase in the cost of the fuel and other energy we purchase, investments required to obtain electricity capacity, and capital and impairment costs associated with updating or replacing our aircraft, vehicles, or infrastructure prematurely. Until the timing, scope, and extent of such possible regulation becomes known, we cannot predict its effect on our cost structure or our operating results. It is reasonably possible, however, that it could materially increase our operating expenses and have an adverse direct or indirect effect on our business.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☒ No

(3.1.1.26) Primary response to risk

Engagement

☒ Engage with regulators/policy makers

(3.1.1.27) Cost of response to risk

0

(3.1.1.28) Explanation of cost calculation

We entered 0 in the “Cost of response to risk” field to satisfy CDP’s disclosure requirement, as the costs associated with managing this risk driver are embedded in our general business resilience contingency planning program, which we do not disclose for competitive reasons.

(3.1.1.29) Description of response

Addressing regulatory risk to decarbonize our operations through our 2040 carbon neutral goal, combined with proactive public policy advocacy on our environmental practices and priorities through industry associations and coalitions like A4A and SAFE, as well as directly engaging policymakers

Climate change

(3.1.1.1) Risk identifier

Select from:

☒ Risk3

(3.1.1.3) Risk types and primary environmental risk driver

Technology

☒ Transition to lower emissions technology and products

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☒ Direct operations

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☒ United States of America

(3.1.1.9) Organization-specific description of risk

We may be unable to achieve or demonstrate progress for our global carbon neutral operations by calendar 2040 goal.

(3.1.1.11) Primary financial effect of the risk

Select from:

☒ Brand damage

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☒ Long-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☒ About as likely as not

(3.1.1.14) Magnitude

Select from:

☒ Medium-high

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

These risks and uncertainties include, but are not limited to: our ability to successfully implement our business strategy, effectively respond to changes in market dynamics and achieve the anticipated benefits and associated cost savings of such strategies and actions; the availability and cost of, and our ability to acquire, alternative fuel vehicles, alternative fuels, fuel-efficient aircraft, global electrical charging infrastructure and requisite power grid capacity, off-site renewable energy, and other materials and components, many of which are not presently in existence or available at scale to meet the required global and regulatory demand creating intense competition that may significantly increase the costs; unforeseen production, design, operational, and technological difficulties; the outcome of research efforts and future technology developments, including the ability to scale projects and technologies on a commercially competitive basis such as carbon sequestration and/or other related processes; compliance with, and changes or additions to, global and regional regulations, taxes, charges, mandates, or requirements relating to GHG emissions, carbon costs, or climate-related goals; labor-related regulations and requirements that restrict or prohibit our ability to impose requirements on third parties who provide contracted transportation for our transportation networks; the availability of incentives to enhance the production and affordability of alternative fuel vehicles, alternative fuels, global electrical charging infrastructure and requisite power grid capacity, and other materials and components; adapting products to customer preferences and customer acceptance of sustainable supply chain solutions and potentially increased prices for our services; and the actions of competitors and competitive pressures. Purchase of carbon offset credits to meet our 2040 carbon neutral operations goal could add significant fluctuating annualized costs due to the uncertain price of carbon and any voluntary or regulatory schemes to offset emissions, lead to increased regulatory attention, and inhibit the development of other carbon reduction approaches that we may otherwise pursue. There also is a risk that any voluntary carbon offset credits purchased, even if accepted by regulators, could be viewed by third parties as not sufficiently reflecting real, verifiable, and additional GHG reductions, leading to reputational harm.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☒ No

(3.1.1.26) Primary response to risk

Policies and plans

☒ Develop a climate transition plan

(3.1.1.27) Cost of response to risk

0

(3.1.1.28) Explanation of cost calculation

We entered 0 in the "Cost of response to risk" field to satisfy CDP's disclosure requirement, as the costs associated with managing this risk driver are embedded in our general business resilience contingency planning program, which we do not disclose for competitive reasons.

(3.1.1.29) Description of response

We continue to enhance our climate transition planning so we can better forecast the risks and costs associated with our 2040 goal.
[Add row]

(3.5) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?

Select from:

☒ Yes

(3.5.1) Select the carbon pricing regulation(s) which impact your operations.

Select all that apply

☒ EU ETS

☒ UK ETS

☒ Other ETS, please specify

(3.5.2) Provide details of each Emissions Trading Scheme (ETS) your organization is regulated by.

EU ETS

(3.5.2.1) % of Scope 1 emissions covered by the ETS

0.71

(3.5.2.2) % of Scope 2 emissions covered by the ETS

0

(3.5.2.3) Period start date

06/01/2022

(3.5.2.4) Period end date

05/31/2023

(3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

111558

(3.5.2.8) Verified Scope 2 emissions in metric tons CO2e

0

(3.5.2.9) Details of ownership

Select from:

☒ Other, please specify :FedEx-operated aircraft within the EU (i.e. intra-EU)

(3.5.2.10) Comment

The CO2e emissions data discussed here refers only to FedEx-operated aircraft within the EU (i.e. intra-EU).

UK ETS

(3.5.2.1) % of Scope 1 emissions covered by the ETS

0.11

(3.5.2.2) % of Scope 2 emissions covered by the ETS

0

(3.5.2.3) Period start date

06/01/2022

(3.5.2.4) Period end date

05/31/2023

(3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

16603

(3.5.2.8) Verified Scope 2 emissions in metric tons CO2e

0

(3.5.2.9) Details of ownership

Select from:

☒ Other, please specify :The CO2 emissions data discussed here refers only to FedEx-operated aircraft covered by the UK ETS.

(3.5.2.10) Comment

The CO2e emissions data discussed here refers only to FedEx-operated aircraft covered by the UK ETS.

Other ETS, please specify

(3.5.2.1) % of Scope 1 emissions covered by the ETS

19.16

(3.5.2.2) % of Scope 2 emissions covered by the ETS

0

(3.5.2.3) Period start date

01/01/2023

(3.5.2.4) Period end date

12/31/2023

(3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

3028179

(3.5.2.8) Verified Scope 2 emissions in metric tons CO2e

0

(3.5.2.9) Details of ownership

Select from:

☒ Other, please specify :FedEx-operated aircraft

(3.5.2.10) Comment

The CO2e emissions data discussed here refers only to FedEx-operated aircraft covered by the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

[Fixed row]

(3.5.4) What is your strategy for complying with the systems you are regulated by or anticipate being regulated by?

FedEx has implemented a multi-faceted strategy to reduce the impact of our aviation emissions. Tactics include an extensive investment strategy to upgrade to newer, more fuel-efficient aircraft, operational controls, and comprehensive fuel use tracking system to employ the most efficient procedures and collaboration with agencies to improve flight procedures and support air traffic modernization. This is supplemented by FedEx participation in initiatives to bring additional sustainable aviation fuel to market and pursue opportunities to advance FedEx use of alternative fuel. These voluntary efforts support FedEx progress towards its aviation-specific emissions reduction target. Additionally, FedEx fully complies with applicable systems. For example, in accordance with the inclusion of aviation in the obligations of the intra-EU/European Economic Area (EEA) scope of the EU ETS, FedEx monitors fuel usage and emissions for applicable flights. Each year, relevant data has been 3rd party verified to demonstrate continued compliance. As required, our compliance efforts include purchasing and surrendering allowances, when necessary.

FedEx also implemented an emissions monitoring plan to meet the requirements of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) program developed by the International Civil Aviation Organization (ICAO), a specialized agency of the United Nations. Like a number of U.S. airlines, FedEx actively supported our industry association in helping FAA implement CORSIA. In light of CORSIA’s objective to complement technology, operations, infrastructure and sustainable aviation fuel efforts and assist global airlines in meeting the goal of carbon-neutral growth after 2020, FedEx submitted its first monitoring report and is preparing for the carbon offsetting obligations of CORSIA. FedEx recognizes the EU ETS, CORSIA and other carbon related regional or local taxes & fees as both opportunities and liabilities given our global growth plans. FedEx will continue to deploy methods to continually improve our fleet efficiencies, make advances in our operations and use of technology as well as support global aviation infrastructure improvements to mitigate any potentially adverse impacts. FedEx has the following goals: 30% of jet fuel from alternative fuels by 2030, 100% electric FedEx parcel pickup and delivery vehicle fleet by 2040 and global carbon neutral operations by 2040.

(3.6) Have you identified any environmental opportunities which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

	Environmental opportunities identified
Climate change	Select from: <input checked="" type="checkbox"/> Yes, we have identified opportunities, and some/all are being realized

[Fixed row]

(3.6.1) Provide details of the environmental opportunities identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.6.1.1) Opportunity identifier

Select from:
☒ Opp1

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Resource efficiency

- ☒ Increased efficiency of production and/or distribution processes

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

- ☒ Direct operations

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

- ☒ United States of America

(3.6.1.8) Organization specific description

Network 2.0 is a multi-year effort to improve the efficiency with which FedEx picks up, transports, and delivers parcels and freight. The implementation of our innovative Network 2.0 model is designed to reduce our station footprint, increase pickup-and-delivery (PUD) route efficiency, and optimize our enterprise linehaul networks. Tricolor, the fundamental redesign of our air network announced in December 2023, complements our structural transformation efforts and will enhance the efficiency of the FedEx air network. Our investment in and pursuit of a more efficient network and operations support our efforts to create a more connected and sustainable future. Throughout our 50-year history, we have demonstrated our capabilities to reduce environmental impacts by achieving operational synergies such as improving the efficiency of our fleet, reducing miles driven, and minimizing route redundancies.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

- ☒ Reduced indirect (operating) costs

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

- ☒ Long-term
- ☒ The opportunity has already had a substantive effect on our organization in the reporting year

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☒ Very likely (90–100%)

(3.6.1.12) Magnitude

Select from:

☒ High

(3.6.1.13) Effect of the opportunity on the financial position, financial performance and cash flows of the organization in the reporting period

Please reference our latest 10-k filing for details on this effort.

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

We are firmly on track to achieve our 4 billion FY 2025 DRIVE cost savings target compared to the FY 2023 baseline. We expect another 2 billion to follow from Network 2.0.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☒ No

(3.6.1.24) Cost to realize opportunity

0

(3.6.1.25) Explanation of cost calculation

We entered 0 in the “Cost to realize opportunity” field to satisfy CDP’s disclosure requirement. Please reference our latest 10-k filing for further discussion on this effort.

(3.6.1.26) Strategy to realize opportunity

For more than 50 years, we built networks that have created a differentiated and unmatched portfolio of services while continuously evolving to meet the changing needs of our customers and the market. With the recent significant growth of e-commerce and as our service mix continues to shift to deferred services, we are continuing to evolve to improve our operational efficiency and enhance profitability through one FedEx, Network 2.0 (our multi-year effort to improve the efficiency with which FedEx picks up, transports, and delivers packages in the U.S. and Canada), and DRIVE (our comprehensive program to improve long-term profitability). We are building a simplified experience to better serve our customers with enhanced capabilities and transforming to operate with more flexibility, efficiency, and intelligence. We have implemented Network 2.0 in more than 50 locations in the U.S. and began the phased transition of all legacy FedEx Ground operations and personnel in Canada to Federal Express surface operations in April 2024. As we optimize our network under Network 2.0, Federal Express will continue to utilize both employee couriers and contracted service providers in U.S. surface operations using a market-by-market approach. Additionally, in 2024 we announced Tricolor, the redesign of the Federal Express international air network as part of the DRIVE program to improve efficiency and asset utilization.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☒ Opp2

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Resource efficiency

☒ Use of more efficient modes of transport

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☒ Direct operations

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☒ United States of America

(3.6.1.8) Organization specific description

Vehicle Electrification - Across FedEx, we aim to create an efficient and sustainable fleet tailored to our operational needs. Our global fleet comprises over 200,000 motorized vehicles, across various vehicle classes, including pickup-and-delivery vehicles, long-haul trucks, forklifts, airport ground services equipment, and other off-road vehicles. Electrifying each class of vehicles brings unique opportunities and challenges driven by performance and operational requirements, as well as supply chain, infrastructure, and availability considerations. We also recognize the need for further technological advances, such as commercial use electric vehicles, battery enhancements, and smart charging software, to enable large-scale fleet electrification.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☒ Reduced indirect (operating) costs

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☒ Long-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☒ Likely (66–100%)

(3.6.1.12) Magnitude

Select from:

☒ Medium

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

While we cannot predict the effect opportunity might have on our future revenues, it is reasonably possible, however, that it could be material, particularly in reducing our fuel costs.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☒ No

(3.6.1.24) Cost to realize opportunity

0

(3.6.1.25) Explanation of cost calculation

We entered 0 in the “Cost to realize opportunity” field to satisfy CDP’s disclosure requirement, as we do not disclose the costs associated with this effort for competitive reasons.

(3.6.1.26) Strategy to realize opportunity

We plan to transition the entire FedEx parcel pickup-and-delivery fleet to zero tailpipe emissions electric vehicles by calendar 2040, using a phased approach to replace existing vehicles. Network 2.0 and one FedEx will require a significantly altered pickup-and-delivery vehicle mix to meet the operational needs of the new network service model. Accordingly, we may not be able to achieve our previously disclosed goal of 50% of owned Federal Express pickup-and-delivery fleet purchases being electric by calendar 2025. However, we remain committed to our goal of 100% of owned Federal Express pickup-and-delivery fleet purchases being electric by 2030. We continue to review our owned Federal Express pickup-and-delivery purchase goals to determine our best path towards carbon neutral operations in calendar 2040. As we work to transition our entire pickup-and-delivery fleet to zero-tailpipe emission vehicles, we are collaborating with local equipment manufacturers to introduce electric vehicles into new markets while deploying additional electric vehicles in existing markets. In 2023, we expanded our use of electric vehicles to make deliveries in Malaysia, Chile, Mexico, India, and the United Arab Emirates, and conducted electric vehicle trials in Singapore. We are working with strategic regional manufacturers to expand electric vehicle deployment to new markets across our global operations as part of our phased pickup-and-delivery electrification approach. As we work toward electrifying our vehicle fleet, making sure we can have adequate charging infrastructure available at our facilities is a priority. Our vehicles and facilities teams are working with power utilities, government officials at all levels, and regulatory agencies to plot a path forward. We have already built over 1,000 charging stations across our global facilities to support the electrification of our own pickup and delivery fleet and the electric vehicle transition of contracted service providers. Additionally, we are crafting a comprehensive strategy to expedite the transition to electric vehicles for contracted service providers while rolling out essential infrastructure at our facilities to meet their charging needs. To implement the large-scale charging infrastructure required for our operations, we are collaborating closely with local utility companies and regulators to strategically plan for and meet the additional grid capacity challenges.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☒ Opp3

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Resource efficiency

- ☒ Use of more efficient modes of transport

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

- ☒ Direct operations

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

- ☒ United States of America

(3.6.1.8) Organization specific description

Sustainable Fuels, Aircraft Modernization and fuel conservation - At FedEx, we are working to minimize the environmental footprint of our aircraft fleet through fuel conservation, airline route optimization, and the exploration of more sustainable or efficient transportation options within our extensive network.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

- ☒ Reduced indirect (operating) costs

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

- ☒ Long-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

- ☒ Likely (66–100%)

(3.6.1.12) Magnitude

Select from:

☒ Medium

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

While we cannot predict the effect opportunity might have on our future revenues, it is reasonably possible, however, that it could be material, particularly in reducing our fuel costs.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☒ No

(3.6.1.24) Cost to realize opportunity

0

(3.6.1.25) Explanation of cost calculation

We entered 0 in the “Cost to realize opportunity” field to satisfy CDP’s disclosure requirement, as we do not disclose the costs associated with this effort for competitive reasons.

(3.6.1.26) Strategy to realize opportunity

Since 2005, we reduced our overall aircraft emissions intensity by 29%, primarily due to our ongoing FedEx Fuel Sense and aircraft modernization initiatives. Overall, in 2023, the Fuel Sense program achieved savings of over 11 million gallons of jet fuel and our modernization initiatives resulted in savings of 136 million gallons of jet fuel. We are dedicated to modernizing our fleet of nearly 700 aircraft to reduce costs, enhance reliability and operational adaptability, improve fuel efficiency, and minimize emissions. We continue to replace older aircraft with more fuel-efficient models to reduce GHG emissions, air pollution, and local noise pollution. We are currently scheduled to take delivery of two Boeing 777F, 14 Boeing 767F, 10 ATR-72 600F, and 31 Cessna 408 aircraft by the end of 2026. Delays could impact these timelines. We plan to retire our entire MD-11 fleet by the end of 2028. Additionally, in 2024 we made the decision to permanently retire from service 22 Boeing 757-200 aircraft and seven related engines to align with the plans of Federal Express to modernize its aircraft fleet, improve its global network, and better align air network capacity to match current and anticipated shipment volumes. The majority of our emissions footprint is associated with FedEx jet fuel usage, and we have established a goal of obtaining 30% of our annual jet fuel usage from blends of alternative fuel by calendar 2030. While FedEx works extensively to conserve jet fuel and modernize our air fleet, our carbon neutral ambition relies on reducing emissions with sustainable aviation fuel and carbon sequestration to remove and store excess carbon. Advancing these nascent technologies and markets requires extensive collaboration with industry, academia, non-governmental organizations, and governments. To accelerate sustainable aviation fuel solutions, we are proud members of the Aviation Sector working group of the First Movers Coalition, a global

initiative dedicated to decarbonizing challenging industrial sectors, including the aviation industry. We also advocate for responsible policies and incentives to advance alternative fuel technologies, expedite global sustainable aviation fuel production, and enhance the availability and affordability of low-carbon fuel. We acknowledge the complexities faced by the aviation industry in achieving large-scale sustainable aviation fuel deployment and recognize the potential need for additional solutions to enhance efficiency.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☒ Opp4

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Resource efficiency

☒ Move to more energy/resource efficient buildings

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☒ Direct operations

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☒ United States of America

(3.6.1.8) Organization specific description

Facility Efficiency - We work to support the long-term health and well-being of our business, the planet, and the communities in which we operate through the sustainable operations of our more than 5,000 air and ground hubs, local stations, freight service centers, and retail locations.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☒ Reduced indirect (operating) costs

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☒ Long-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☒ Likely (66–100%)

(3.6.1.12) Magnitude

Select from:

☒ Medium

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

While we cannot predict the effect opportunity might have on our future revenues, it is reasonably possible, however, that it could be material, particularly in reducing our utility costs.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☒ No

(3.6.1.24) Cost to realize opportunity

0

(3.6.1.25) Explanation of cost calculation

We entered 0 in the “Cost to realize opportunity” field to satisfy CDP’s disclosure requirement, as we do not disclose the costs associated with this effort for competitive reasons.

(3.6.1.26) Strategy to realize opportunity

As we support electric vehicle deployment and charging infrastructure, our energy demand will increase. In response to this challenge, we are intensifying our efforts to responsibly manage our facility energy use and procure off-site renewable energy. Our approach to innovating operations involves continued investments in energy efficiency and management, renewable energy procurement, facility resiliency, environmental compliance and waste reduction, among other initiatives. For new facilities, we integrate energy efficiency specifications and explore on-site renewable energy generation options into the design. We adopt the Leadership in Energy and Environmental Design (“LEED”) standard in the U.S. and the Building Research Establishment Environmental Assessment Method (“BREEAM”) in Europe as guiding principles for designing efficient facilities when appropriate. In total FedEx has 46 LEED-certified facilities and 13 BREEAM-certified facilities across our global operations. FedEx invests in both on-site renewable energy generation and external procurement of renewable energy, which enables us to execute larger projects. Given the complexity of grid systems, different real estate models, utility markets, and a varied regulatory landscape, the viability of on-site renewable energy differs by facility. The importance of facility resiliency is increasing due to the physical risks of climate change and the strain of electrification on the grid. FedEx is conducting pilot tests of various technologies to provide backup power to our facilities. Natural gas generators, combined heat and power systems, and fuel cell technologies can be used to create microgrids that support building resiliency.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☒ Opp5

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Markets

☒ Stronger competitive advantage

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☒ Downstream value chain

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☒ United States of America

(3.6.1.8) Organization specific description

Sustainable Customer Solutions - We recognize that transporting goods for our customers can lead to environmental impacts through emissions and waste generation. We are working to develop more sustainable packaging products and tools to help our customers make more sustainable decisions.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☒ Increased revenues resulting from increased demand for products and services

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☒ Long-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☒ More likely than not (50–100%)

(3.6.1.12) Magnitude

Select from:

☒ Medium-low

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

While we cannot predict the effect opportunity might have on our future revenues, it is reasonably possible, however, that it could be material, particularly in generating new streams of revenue associated with these efforts.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☒ No

(3.6.1.24) Cost to realize opportunity

0

(3.6.1.25) Explanation of cost calculation

We entered 0 in the “Cost to realize opportunity” field to satisfy CDP’s disclosure requirement, as we do not disclose the costs associated with this effort for competitive reasons.

(3.6.1.26) Strategy to realize opportunity

Our more sustainable packaging choices, such as a Reusable Pak, give our customers more choice and control in reducing the waste associated with their shipping, while still offering the protection and performance they expect from FedEx supplied packaging. FedEx-branded cardboard packaging is almost 100% recyclable and composed of 9% to 23% recycled content. During 2023, 45% of FedEx-branded packaging was third-party certified, and 99% of all paper purchased by FedEx Office was from vendors with responsible forest-management practices. Our FedEx Sustainability Insights (“FSI”) tool gives our customers and suppliers access to estimated CO2e emissions data associated with their FedEx shipments, from the individual package to account levels, enabling them to understand their environmental impact and drive informed supply chain decisions. Internally, we use this data to assess progress and identify improvement areas. FSI is third-party verified to adhere to the GHG Protocol and Global Logistics Emissions Council framework. In 2024, FSI launched globally and is currently available in over 100 markets and translated in 34 languages. Additionally, U.S.-based customers can now forecast future emissions using FSI through a new commercialized portal. This enables customers to estimate their potential CO2e emissions through predictive modeling capabilities and helps inform customers about their carbon footprint so they can make more sustainable choices. For additional information on the ways we are minimizing our impact on the environment, see fedex.com/en-us/sustainability.html

[Add row]

C4. Governance

(4.1) Does your organization have a board of directors or an equivalent governing body?

(4.1.1) Board of directors or equivalent governing body

Select from:

☒ Yes

(4.1.2) Frequency with which the board or equivalent meets

Select from:

☒ More frequently than quarterly

(4.1.3) Types of directors your board or equivalent is comprised of

Select all that apply

☒ Executive directors or equivalent

☒ Independent non-executive directors or equivalent

(4.1.4) Board diversity and inclusion policy

Select from:

☒ Yes, and it is publicly available

(4.1.5) Briefly describe what the policy covers

The Board seeks a diverse blend of experience and perspectives, institutional knowledge, and personal chemistry, and directors who will provide sound and prudent guidance with respect to all of the Company's operations and interests. We also are committed to having a Board whose membership reflects a diversity of gender, race, ethnicity, age, and background.

(4.1.6) Attach the policy (optional)

(4.1.1) Is there board-level oversight of environmental issues within your organization?

Climate change

(4.1.1.1) Board-level oversight of this environmental issue

Select from:

☒ Yes

Biodiversity

(4.1.1.1) Board-level oversight of this environmental issue

Select from:

☒ No, but we plan to within the next two years

(4.1.1.2) Primary reason for no board-level oversight of this environmental issue

Select from:

☒ Lack of internal resources, capabilities, or expertise (e.g., due to organization size)

(4.1.1.3) Explain why your organization does not have board-level oversight of this environmental issue

After completing a Double Materiality Assessment in early FY25, Biodiversity was deemed material for CSRD reporting. Our team is now building out capacity to manage and report on our Biodiversity impacts, risks, and opportunities.

[Fixed row]

(4.1.2) Identify the positions (do not include any names) of the individuals or committees on the board with accountability for environmental issues and provide details of the board's oversight of environmental issues.

Climate change

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

- ☒ Board-level committee

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

- ☒ Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

- ☒ Other policy applicable to the board, please specify :Committee Charter

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

- ☒ Scheduled agenda item in some board meetings – at least annually

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

- ☒ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities
- ☒ Approving corporate policies and/or commitments

(4.1.2.7) Please explain

The Governance, Safety, and Public Policy Committee of the FedEx Board of Directors assists the Board in overseeing our Corporate Social Responsibility (CSR) initiatives, including those related to climate change. At least annually, the committee reviews and discusses CSR and sustainability strategies and programs with senior leadership, including our Chief Sustainability Officer (CSO). The CSO has the opportunity to review the annual FedEx ESG Report and progress against sustainability goals with the Committee.

[Fixed row]

(4.2) Does your organization's board have competency on environmental issues?

Climate change

(4.2.1) Board-level competency on this environmental issue

Select from:

☒ Yes

(4.2.2) Mechanisms to maintain an environmentally competent board

Select all that apply

☒ Consulting regularly with an internal, permanent, subject-expert working group

[Fixed row]

(4.3) Is there management-level responsibility for environmental issues within your organization?

Climate change

(4.3.1) Management-level responsibility for this environmental issue

Select from:

☒ Yes

Biodiversity

(4.3.1) Management-level responsibility for this environmental issue

Select from:

☒ No, but we plan to within the next two years

(4.3.2) Primary reason for no management-level responsibility for environmental issues

Select from:

- ☒ Not an immediate strategic priority

(4.3.3) Explain why your organization does not have management-level responsibility for environmental issues

Biodiversity was deemed a material issue during a double materiality assessment completed in early FY25. We are currently assessing and building out the capacity for this issue.

[Fixed row]

(4.3.1) Provide the highest senior management-level positions or committees with responsibility for environmental issues (do not include the names of individuals).

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

- ☒ Chief Sustainability Officer (CSO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

- ☒ Assessing environmental dependencies, impacts, risks, and opportunities
- ☒ Assessing future trends in environmental dependencies, impacts, risks, and opportunities
- ☒ Managing environmental dependencies, impacts, risks, and opportunities

Policies, commitments, and targets

- ☒ Monitoring compliance with corporate environmental policies and/or commitments
- ☒ Measuring progress towards environmental corporate targets
- ☒ Setting corporate environmental policies and/or commitments
- ☒ Setting corporate environmental targets

Strategy and financial planning

- ☒ Developing a climate transition plan
- ☒ Implementing a climate transition plan
- ☒ Implementing the business strategy related to environmental issues

(4.3.1.4) Reporting line

Select from:

- ☒ Other, please specify :General Counsel and Secretary

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

- ☒ Annually

(4.3.1.6) Please explain

The CSO sits within our legal department. They oversee all of our environmental performance initiatives. They meet with the Governance, Safety, and Public Policy Committee at least annually to discuss climate related risks and performance.

[Add row]

(4.5) Do you provide monetary incentives for the management of environmental issues, including the attainment of targets?

Climate change

(4.5.1) Provision of monetary incentives related to this environmental issue

Select from:

- ☒ No, and we do not plan to introduce them in the next two years

(4.5.3) Please explain

Payouts to executives under our annual incentive plan are impacted by individual performance goals which cover a multitude of variables around business performance.

[Fixed row]

(4.6) Does your organization have an environmental policy that addresses environmental issues?

	Does your organization have any environmental policies?
	Select from: <input checked="" type="checkbox"/> Yes

[Fixed row]

(4.6.1) Provide details of your environmental policies.

Row 1

(4.6.1.1) Environmental issues covered

Select all that apply

☒ Climate change

(4.6.1.2) Level of coverage

Select from:

☒ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

☒ Direct operations

(4.6.1.4) Explain the coverage

Our environmental policy covers the direct operations of the entire enterprise. It includes the integration of environmental responsibilities and considerations into daily operations and business decision-making processes as well as the improvement of employee environmental performance through detailed policies and procedures, training and recognition of excellence.

(4.6.1.5) Environmental policy content

Environmental commitments

☒ Commitment to comply with regulations and mandatory standards

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

☒ No, but we plan to align in the next two years

(4.6.1.7) Public availability

Select from:

☒ Publicly available

(4.6.1.8) Attach the policy

CSR Policies _ FedEx.pdf

[Add row]

(4.10) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

(4.10.1) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

Select from:

☒ Yes

(4.10.2) Collaborative framework or initiative

Select all that apply

☒ Other, please specify :First Movers Coalition

(4.10.3) Describe your organization's role within each framework or initiative

We are proud members of the Aviation Sector working group of the First Movers Coalition. This global initiative is dedicated to decarbonizing challenging industrial sectors, including the aviation industry, and signaling market demand for green technologies. We also advocate for responsible policies and incentives to advance alternative fuel technologies, expedite global SAF production, and enhance the availability and affordability of low-carbon fuel.

[Fixed row]

(4.11) In the reporting year, did your organization engage in activities that could directly or indirectly influence policy, law, or regulation that may (positively or negatively) impact the environment?

(4.11.1) External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the environment

Select all that apply

☒ Yes, we engaged directly with policy makers

☒ Yes, we engaged indirectly through, and/or provided financial or in-kind support to a trade association or other intermediary organization or individual whose activities could influence policy, law, or regulation

(4.11.2) Indicate whether your organization has a public commitment or position statement to conduct your engagement activities in line with global environmental treaties or policy goals

Select from:

☒ No, but we plan to have one in the next two years

(4.11.5) Indicate whether your organization is registered on a transparency register

Select from:

☒ Yes

(4.11.6) Types of transparency register your organization is registered on

Select all that apply

☒ Mandatory government register

(4.11.7) Disclose the transparency registers on which your organization is registered & the relevant ID numbers for your organization

FedExPAC files monthly and year-end reports with the Federal Election Commission (“FEC”), which are publicly available on the FEC website here, using the Committee ID# C00068692

(4.11.8) Describe the process your organization has in place to ensure that your external engagement activities are consistent with your environmental commitments and/or transition plan

In March 2021, FedEx announced a goal to take our global operations carbon neutral by 2040. This goal is ambitious, given our industry and scale, and is aligned with the spirit of the net zero ambitions of the Paris Agreement. To underscore the seriousness with which FedEx is approaching this goal and the challenges of climate change, FedEx Executive Chairman and founder Frederick W. Smith testified in front of the House Committee on Transportation and Infrastructure at the hearing “The Business Case for Climate Solutions” in March 2021. Additionally, the FedEx government affairs team met directly with members of U.S. Congress to educate them about the FedEx 2040 carbon neutral operations goal and the pathways towards meeting this goal following the announcement and Mr. Smith’s testimony. Sustainability and climate policy that positively impacts the transportation and logistics industry remains a critical component of our advocacy strategy today. FedEx works with various government and industry organizations to lobby for various proposals and initiatives that address climate challenges, particularly as it relates to FedEx and the transportation ecosystem. On occasion, the views of FedEx are not completely aligned with those of other members in external organizations in which we hold membership. Given the variety of policy topics relevant to our company, FedEx focuses engagement with individual membership organizations on the topic areas where their convening power is strongest. For instance, we may focus our engagement with a broad trade association towards specific subgroups focused on expanding international trade and channel more of our sustainability engagement towards another organization altogether. In instances where there is a lack of alignment on a particular policy position, we continue to utilize our in-house government affairs resources to independently advance the positions that we hold as a company that are not reflected by a trade association. This kind of direct policymaker engagement, in lieu of relying on trade associations, has been a hallmark of FedEx government engagement since the company’s founding in the 1970s.

[Fixed row]

(4.11.1) On what policies, laws, or regulations that may (positively or negatively) impact the environment has your organization been engaging directly with policy makers in the reporting year?

Row 1

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

Sustainable Aviation Fuel (SAF) Blenders Credit

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Energy and renewables

☒ Alternative fuels

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ National

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☒ United States of America

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☒ Support with minor exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

FedEx is supportive of the SAF blenders tax credit as adopted in the Inflation Reduction Act, and has supported extending the credit beyond 2024. We also support the Administration's SAF Grand Challenge announced in April 2022. The initiatives identified in this plan will help develop sufficient regional SAF supply chains and incentivize the production of SAF to help the industry meet its target production goal of 3B gallons of SAF by 2030.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

- ☒ Ad-hoc meetings
- ☒ Regular meetings
- ☒ Discussion in public forums
- ☒ Responding to consultations
- ☒ Submitting written proposals/inquiries
- ☒ Participation in working groups organized by policy makers

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

- ☒ No, we have not evaluated

Row 2

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

SEC Proposed Rule: The Enhancement and Standardization of Climate-Related Disclosures for Investors (File No. S7-10-22)

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

- ☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Transparency and due diligence

- ☒ Corporate environmental reporting

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

- ☒ National

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

- ☒ United States of America

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

- ☒ Support with major exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

We recognize that climate change matters are of significant interest to public company investors and are supportive of new and enhanced disclosure regarding climate change that provides investors with decision-useful information for understanding how companies are impacted by climate change and the steps they are taking to combat climate change. We support the Commission's efforts to seek enhancements to climate change disclosures. In our June 11, 2021 letter, we urged the Commission to continue to rely on a principles-based approach tied to traditional concepts of materiality expressed by the Supreme Court that generally guide disclosures under the federal securities laws and to avoid both overly broad and prescriptive disclosure requirements for climate-related disclosures. We also expressed our view that climate-related disclosures should be furnished, not filed, in one or more separate reports and on a different schedule from annual or quarterly reports due to the timeframe on which such information is available as well as liability considerations. The rule is stayed pending the outcome of litigation.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

- ☒ Submitting written proposals/inquiries

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 3

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

Refuel EU

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Energy and renewables

☒ Alternative fuels

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ Regional

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☒ Europe

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☒ Support with major exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

The uptake of sustainable aviation fuels (SAF) by airlines remains very limited particularly due to its lack of adequate capacity supply and high cost relative to conventional aviation fuel. We therefore support policy measures that set the conditions to quickly scale up both SAF production and market uptake in the EU (as well as globally) and that create a marketplace that will allow airlines to have access to commercially viable sustainable alternative fuels. It is also imperative that the EU policy focus on boosting SAF supply that satisfies international standards for qualifying SAF. As provided for in the ReFuelEU Aviation proposal, competition with food and feed supply both in terms of land use and the fuel base used must indeed be avoided, together with other negative impacts such as deforestation. To achieve these goals, we are calling for: Public funding for production sites as well as incentives to reduce OPEX costs for operators (e.g. through Carbon Contracts for Difference) The recognition of SAF under the Net Zero Industrial Act (NZIA) as well as under EU ETS The possibility to overachieve the SAF target from an operator perspective A market driven force to ensure that the SAF system is efficient The introduction of a book & claim system in order to avoid complex fuel transports and to set market impulses for SAF, increasing the use of sustainable fuel where suppliers, carriers and forwarders can invest in sustainable fuels and benefit from emission reductions in their carbon accounting.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☒ Ad-hoc meetings

☒ Regular meetings

☒ Discussion in public forums

☒ Responding to consultations

☒ Submitting written proposals/inquiries

☒ Participation in voluntary government programs

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 4

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

CORSIA

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Financial mechanisms (e.g., taxes, subsidies, etc.)

☒ Emissions trading schemes

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ Global

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

- ☒ Support with minor exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

In general, we support ICAO member state's adoption of CORSIA and mutual recognition of member state's programs. The first phase of the CORSIA program requires member states to provide data to set a sufficient baseline for determining future offsets. In light of the impact of the COVID-19 pandemic, in 2021, ICAO revised the baseline to only require reporting from CY 2019. While we supported the continued application of the 2019 baseline, in September 2022, ICAO agreed to a revised baseline of 85% of 2019 emissions.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

- ☒ Ad-hoc meetings ☒ Participation in working groups organized by policy makers
- ☒ Regular meetings
- ☒ Responding to consultations
- ☒ Submitting written proposals/inquiries
- ☒ Participation in voluntary government programs

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

- ☒ No, we have not evaluated

Row 5

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

EU ETS

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Financial mechanisms (e.g., taxes, subsidies, etc.)

☒ Emissions trading schemes

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ Regional

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☒ Europe

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☒ Oppose

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

FedEx supports CORSIA, as adopted by ICAO. Once CORSIA is fully implemented by the ICAO member states, an operator's compliance with its regulator's program should be accepted by the other ICAO member states, including the EU, to avoid duplication in CO2 emissions accounting. In the interim, FedEx complies with the EU ETS program for its intra-EU operations, but like other U.S. carriers, will be statutorily prohibited from complying with the EU ETS if the EU expands the

program to include U.S.-EU operations. For these reasons, we oppose expansion of the EU ETS program to include these flights. In addition, the proposed revision of EU ETS for aviation will heavily increase the cost of operating as a result of the progressive phasing out of free allowances and the drastic reduction of the tradeable allowances. This financial impact will be aggravated by the expected soaring of ETS carbon price. In the absence of clean aviation technology alternatives in the short and mid-term, these measures will only have a limited effect on reducing CO2 emissions unless the revenues of EU ETS are thoroughly and specifically earmarked for the decarbonisation of aviation. FedEx is hence calling for the revenues from EU ETS for aviation to be directly invested to support aviation's sustainability, particularly towards the scaling up and fast deployment of sustainable aviation fuels (SAF) as mentioned above.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

- ☒ Ad-hoc meetings
- ☒ Discussion in public forums
- ☒ Participation in working groups organized by policy makers
- ☒ Responding to consultations
- ☒ Submitting written proposals/inquiries

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

- ☒ No, we have not evaluated

Row 6

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

UK ETS

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Financial mechanisms (e.g., taxes, subsidies, etc.)

☒ Emissions trading schemes

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ Regional

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☒ Europe

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☒ Oppose

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

FedEx supports CORSIA, as adopted by ICAO. Once CORSIA is fully implemented by the ICAO member states, an operator's compliance with its regulator's program should be accepted by the other ICAO member states, including the UK, to avoid duplication in CO2 emissions accounting. In the interim, FedEx complies with the UK ETS program for its intra-UK-EU operations.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

- ☒ Ad-hoc meetings
- ☒ Regular meetings
- ☒ Discussion in public forums
- ☒ Responding to consultations
- ☒ Submitting written proposals/inquiries
- ☒ Participation in working groups organized by policy makers

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

- ☒ No, we have not evaluated

Row 7

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

ETD

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

- ☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Financial mechanisms (e.g., taxes, subsidies, etc.)

☒ Carbon taxes

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ Regional

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☒ Europe

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☒ Oppose

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

Unwarranted or excessive taxation on international air transport has a negative impact on economic and social development, without necessarily decreasing GHG emissions.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☒ Ad-hoc meetings

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-

related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 8

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

Air Traffic modernization - single european sky

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Other

☒ Transport infrastructure

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ Regional

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☒ Europe

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

- ☒ Support with minor exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

Europe's airspace is congested and inefficient, resulting in higher costs, more delays and greater emissions than is necessary or acceptable. A modernization of European airspace to reorganize and improve it, called Single European Sky (SES) has been on the drawing board for almost 20 years. By establishing more efficient flightpaths, the SES could cut aviation emissions from 10 to 12% thereby significantly contributing to the EU's sustainability goals. However, the latest legislative developments on SES are not sufficient enough. The reasons are complex but are rooted in politics rather than technological development. Issues around airspace sovereignty and the willingness of national air navigation service providers (ANSPs) to reform have delayed the much-needed improvements that Europe's citizens deserve.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

- ☒ Ad-hoc meetings

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

- ☒ No, we have not evaluated

Row 9

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

ETS for ground transport

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Financial mechanisms (e.g., taxes, subsidies, etc.)

☒ Emissions trading schemes

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ Regional

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☒ Europe

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☒ Support with major exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

In the context of the national transposition of ETS II which introduces a new separate emission trading system for road transport and buildings in the EU, we call upon Member States to ensure that revenue from mandatory offsetting credits paid by operators and reserved for climate measures under that scheme should be earmarked to incentivize and support the decarbonization of road transport. In the interest of road transport's and road transport users' competitiveness in the EU, we

support the principle that ETS II should be postponed until 2028 if energy prices are above EUR 90/tonne. We equally support the new price stability mechanism whereby 20 million additional allowances should be released in case the price of an allowance rises above EUR 45. Double or triple CO2 charging/taxation under other CO2 schemes should also be avoided so that operators do not end up paying the same tons of CO2 emissions several times. That would add heavy financial burden upon operators and increased pressure on supply chains in an already challenging economic context given the rising cost of energy.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

- ☒ Ad-hoc meetings
- ☒ Regular meetings
- ☒ Responding to consultations
- ☒ Provided funding or in-kind support
- ☒ Submitting written proposals/inquiries
- ☒ Participation in working groups organized by policy makers

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

- ☒ No, we have not evaluated

Row 10

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

Alternative Fuel Infrastructure Regulation

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Energy and renewables

☒ Alternative fuels

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ Regional

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☒ Europe

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☒ Support with minor exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

We support the ambitious timelines deployment in the EU of an adequate alternative fuel infrastructure - including electric public recharging with adequate grid and power output for the fast-charging of LDVs and HDVs. This is critical to provide transport operators the level of legal and operational certainty to further test and/or invest in alternatively-fueled vehicles.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☒ Regular meetings

☒ Submitting written proposals/inquiries

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 11

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

Modal Shift

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Other

☒ Transport infrastructure

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ Regional

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☒ Europe

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☒ Support with minor exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

As of June 2024; it is important to stress that the EU did not adopt any proposal yet on this topic. The European Commission proposed a review of the Combined Transport Directive however Member States did not reach any common position at this stage. Transport operators only – particularly intermodal transport operators such as express companies - have the ability to determine what modes they should use for their operations and how these can be combined, in light of their own operational constraints and model, and customer service expectations. A planning and/or reporting obligation for EU and/or for Member States would be highly detrimental if it aimed to force modal shift, while all transport modes are complementary and one mode cannot necessarily be replaced by another. Certain modes should not be favored to the disadvantage of the others. The EU and Member States should further incentivize the greening of all individual modes of transport and should further develop their complementarity. In this regard, the EU and Member States should focus on supporting and facilitating industry initiatives to develop innovative and sustainable co-modality solutions. For instance, FedEx is supporting the CAREX project which seeks to develop a high-speed rail alternative to air transport between the major European cargo airports.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☒ Ad-hoc meetings

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 12

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

CO2 Calculator for Logistics

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Transparency and due diligence

☒ Corporate environmental reporting

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ Regional

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☒ Europe

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

- ☒ Support with minor exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

FedEx supports the announced principle of the CountEmissionsEU initiative to set out a consistent and common framework to calculate and report transport-related GHG emissions in the EU. FedEx supports establishing a common GHG calculation and reporting framework based on GLEC. GLEC has been used by transport operators for many years and operators have developed measuring tools based on these standards. Building upon existing standards while setting more accurate implementation parameters would favor the acceptance and use of a global approach to GHG calculation and reporting in the EU.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

- ☒ Ad-hoc meetings
- ☒ Participation in working groups organized by policy makers

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

- ☒ No, we have not evaluated

Row 13

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

EV Grants

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Financial mechanisms (e.g., taxes, subsidies, etc.)

☒ Subsidies on products or services

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ National

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☒ United States of America

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☒ Support with minor exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

We support federal funding for continuing research and development/deployment of heavy-duty (Class 6,7,8) electric vehicles.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☒ Regular meetings

☒ Ad-hoc meetings

- ☒ Discussion in public forums
- ☒ Responding to consultations
- ☒ Submitting written proposals/inquiries

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

- ☒ No, we have not evaluated

Row 14

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

EV Incentives

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

- ☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Financial mechanisms (e.g., taxes, subsidies, etc.)

- ☒ Subsidies on products or services

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ National

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☒ United States of America

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☒ Support with minor exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

We support the expansion of manufacturers tax credits for commercial electric vehicles to incentivize their production to meet the demand for commercial EVs as part of fleet electrification efforts, as described in the Green Vans Act.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☒ Regular meetings

☒ Participation in working groups organized by policy makers

☒ Submitting written proposals/inquiries

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 15

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

EV Charging infrastructure

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Other

☒ Transport infrastructure

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ National

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☒ United States of America

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

- ☒ Support with minor exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

We advocate for efficient and timely permitting procedures for installing charging infrastructure, as well as adapting existing incentives for charging infrastructure to reflect the current realities of installation costs and availability in order to make them more useable to support commercial fleet electrification efforts.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

- ☒ Ad-hoc meetings
- ☒ Participation in working groups organized by policy makers
- ☒ Responding to consultations

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

- ☒ No, we have not evaluated

Row 16

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

Agricultural carbon markets

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Financial mechanisms (e.g., taxes, subsidies, etc.)

☒ Carbon offsets

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ National

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☒ United States of America

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☒ Support with minor exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

We expressed support for the development of agriculture-based carbon markets, as outlined in the Growing Climate Solutions Act of 2021.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☒ Ad-hoc meetings

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 17

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

Aircraft GHG emissions standards in U.S.

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Energy and renewables

☒ Energy efficiency requirements

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ National

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☒ United States of America

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☒ Support with minor exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

In general, FedEx supported the U.S. Environmental Protection Agency and U.S. Federal Aviation Administration's adoption of the 2017 ICAO Aircraft Greenhouse Gas Emissions Standards and the completion of these rulemakings.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☒ Regular meetings

☒ Ad-hoc meetings

☒ Participation in working groups organized by policy makers

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 18

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

EU Due Diligence - Corp. Sustainability Due Diligence

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Transparency and due diligence

☒ Corporate environmental reporting

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ Regional

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☒ Europe

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☒ Neutral

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

- ☒ Regular meetings
- ☒ Participation in working groups organized by policy makers
- ☒ Submitting written proposals/inquiries

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

- ☒ No, we have not evaluated

Row 19

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

CBAM

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

- ☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Financial mechanisms (e.g., taxes, subsidies, etc.)

- ☒ Carbon taxes

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ Regional

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☒ United States of America

☒ Europe

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☒ Support with major exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

We take note of the objective of the CBAM proposal to address the risk of 'carbon leakage' and to contribute to the EU's climate objectives, and appreciate the gradual implementation schedule that has been laid out by the European Commission. However, the potential extension by 2026 of the scope of CBAM to transportation services, and (2) its administrative impact and associated liabilities with regards to the border process, require additional clarification. Any extension of CBAM to transportation services would indeed have a significant impact on operating costs as all flights arriving to the EU would then be covered, and may not be consistent with ICAO CORSIA standards and recommended practices. Additionally, any extension of CBAM to finished and semi-finished products, would trigger an exponential increase of the goods brought into the EU under this scheme. If such an extension were considered in the future, it would be of utmost importance to ensure that border processes are fit for purpose and leave the movement of goods undisrupted while adequately addressing carbon leakage in line with the EU's carbon neutrality goals.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☒ Ad-hoc meetings

☒ Participation in working groups organized by policy makers

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 20

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

CSRD

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Transparency and due diligence

☒ Verification and audits

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ Regional

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☒ Europe

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☒ Neutral

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 21

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

CO2 emissions for HDVs

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Energy and renewables

- ☒ Minimum energy efficiency requirements

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

- ☒ Regional

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

- ☒ Europe

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

- ☒ Support with minor exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

The new legislation on HDV emissions expands the current scope to cover almost all trucks (including vocational vehicles, such as garbage lorries, tippers or concrete mixers as of 2035), urban buses and long-distance buses (above 7.5 tonnes) as well as trailers (an unpowered vehicle towed by a motor vehicle). In 2027, the Commission will review the expansion of the scope also to small lorries.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

- ☒ Regular meetings
- ☒ Ad-hoc meetings
- ☒ Submitting written proposals/inquiries

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 22

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

CO2 Emissions for Cars & Vans

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Energy and renewables

☒ Minimum energy efficiency requirements

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ Regional

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☒ Europe

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☒ Support with minor exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

Under the new regulation, ambitious targets are set to reduce CO2 emissions compared to 2019 levels by: 45% from 1 January 2030; 65% from 1 January 2035; 90% from 1 January 2040 onwards. To reach climate neutrality, renewable transport fuels need to become more widely available in the EU, and this should be incentivised in an appropriate manner. As a priority, these fuels must be made available in sufficient amounts for those hard-to-abate sectors where alternative decarbonisation options are not currently available, such as aviation and maritime, as well as for the existing stock of vehicles, including heavy-duty vehicles, given their long lifespan. In 2027, the Commission will review the effectiveness and impact of the regulation. The Commission will assess a possible methodology for registering heavy-duty vehicles running exclusively on CO2 neutral fuels, in conformity with EU law and climate neutrality objectives, a methodology for the determination of full lifecycle CO2 emissions of new heavy-duty vehicles, the role of sustainable renewable fuels in the transition to climate neutrality, and the role of a carbon correction factor.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☒ Regular meetings

☒ Ad-hoc meetings

☒ Submitting written proposals/inquiries

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 23

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

Federal Acquisition Regulation proposed rule: Minimizing the risk of climate change in Federal Acquisitions

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Transparency and due diligence

☒ Corporate environmental reporting

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ National

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☒ United States of America

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☒ Support with major exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

We recognize that climate change matters are of significant interest to our customers, communities we serve, as well as our investors. We have supported new and enhanced disclosures regarding climate change that provides our customers and investors with decision-useful information for understanding how companies are impacted by climate change and the steps they are taking to combat climate change, to include supporting the Securities Exchange Commission's recent efforts to seek enhancements to climate change disclosures. Given the extensive voluntary reporting on climate change by major federal contractors like FedEx, as well as the SEC's on-going rulemaking that would apply to many major and significant federal contractors, we supported our trade associations suggestion to the FARC to pause this effort and wait for the SEC to publish its final rule. Such a pause would avoid creating duplicative, burdensome, and confusing reporting requirements, and allow for further deliberation and stakeholder engagement on the specific concerns noted with this proposal. This rule has not been finalized.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

- ☒ Regular meetings
- ☒ Ad-hoc meetings
- ☒ Submitting written proposals/inquiries

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

- ☒ No, we have not evaluated

Row 24

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Energy and renewables

☒ Minimum energy efficiency requirements

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ National

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☒ United States of America

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☒ Support with major exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

It will be for manufacturers to decide which technologies they use to achieve these targets (e.g. electrification, hydrogen fuel cells or hydrogen in internal combustion vehicles) as the new legislation is technology-neutral.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

- ☒ Regular meetings
- ☒ Ad-hoc meetings
- ☒ Participation in working groups organized by policy makers

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

FedEx is working towards a goal of carbon neutral operations globally by 2040. While supporting policies that help scale the transportation industry's access to and affordability of the sustainable technologies to help reach this goal, we also encourage policymakers to adopt consistent and pragmatic approaches to sustainability-related regulation across jurisdictions to avoid fragmentation and unnecessary redundancy. Successful engagement involves educating policymakers about our perspectives.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

- ☒ No, we have not evaluated

Row 25

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

EV Subsidies - ARENA

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

- ☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Financial mechanisms (e.g., taxes, subsidies, etc.)

- ☒ Subsidies on products or services

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ National

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☒ Australia

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☒ Support with no exceptions

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☒ Other, please specify :N/a

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

N/A

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

[Add row]

(4.11.2) Provide details of your indirect engagement on policy, law, or regulation that may (positively or negatively) impact the environment through trade associations or other intermediary organizations or individuals in the reporting year.

Row 1

(4.11.2.1) Type of indirect engagement

Select from:

☒ Indirect engagement via a trade association

(4.11.2.4) Trade association

North America

☒ Other trade association in North America, please specify :Business Roundtable

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☒ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☒ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☒ No, we did not attempt to influence their position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

In 2020, the Business Roundtable (BRT) released a new set of guiding principles on climate change, calling on corporations to lead by example in endorsing sound policies to encourage innovation and significantly reduce GHG emissions in support of the objectives of the Paris Agreement. BRT supports the scientific consensus around climate change and that human activity is contributing to this change. As BRT states, "We are committed to supporting our governments in delivering on their commitments under the Paris Agreement on climate change." The FedEx Chief Sustainability Officer consulted in the development of the organization's 2020 sustainability report and policy principles alongside representatives from other BRT member companies. Additionally, FedEx regularly participates in annual updates to this report, among other reporting activities for the organization. In addition, FedEx was a signatory to the BRT's Statement on the Purpose of a Corporation.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 2

(4.11.2.1) Type of indirect engagement

Select from:

☒ Indirect engagement via a trade association

(4.11.2.4) Trade association

Europe

☒ Confederation of British Industry (CBI)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☒ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☒ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☒ No, we did not attempt to influence their position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

The CBI supports the UK's ambition to be net zero by 2050. The CBI believes that business and government must align on the climate challenge and work collaboratively across industries to decarbonise supply chains. The CBI believe that a net zero future offers opportunities for significant economic growth, export opportunities and cost savings. The CBI looks to represent the position of businesses in debates around net zero.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 3

(4.11.2.1) Type of indirect engagement

Select from:

☒ Indirect engagement via a trade association

(4.11.2.4) Trade association

Global

☒ International Air Transport Association

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☒ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☒ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☒ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

FedEx actively participates in relevant committees of IATA. IATA members have committed to working across the aviation industry and with government leaders in a positive partnership to achieve net-zero carbon emissions by 2050. We are proactively working on the efforts to reduce GHGs from aviation at both the national A4A and International Air Transport Association. Through our participation in A4A, FedEx supported the development of a CO2 emissions standard, the ICAO Committee on Aviation Environmental Protection's recommended standard, and its adoption by the U.S. EPA and FAA into national law. FedEx has also publicly supported IATA led-advocacy efforts advancing the commercialization and deployment of SAFs in the aviation industry.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 4

(4.11.2.1) Type of indirect engagement

Select from:

☒ Indirect engagement via a trade association

(4.11.2.4) Trade association

Asia and Pacific

☒ Japan Business Federation (Keidanren)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☒ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☒ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☒ No, we did not attempt to influence their position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

Keidanren promotes its environmental policies with member companies and organizations. One of them is called “Challenge Zero” in which over 130 companies and organizations have endorsed the “Declaration on Challenge Zero” by June 2020 and announced over 300 innovation challenges for development of net zero emission technologies (including transition technologies), their deployment, and finance for companies actively engaged in these challenges. Keidanren also calls for “Actions by the Business Community on Long-term Global Warming Countermeasures” up to 2050, which is the target year of the Japanese government for carbon neutrality. To materialize it, Keidanren adopted “Keidanren Carbon Neutral Action Plan” in 2021 of which follow-up report was issued in April 2024. Private companies and organizations will proactively demonstrate their stance and long-term vision both domestically and internationally for global warming countermeasures through 2050. The FedEx 2040 goal for global carbon neutral operations is 10 years ahead of Keidanren's goal, but our plans are consistent with Keidanren's high-level approach and objectives.

(4.11.2.11) Indicate if you have evaluated whether your organization’s engagement is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 5

(4.11.2.1) Type of indirect engagement

Select from:

☒ Indirect engagement via a trade association

(4.11.2.4) Trade association

North America

☒ National Association of Manufacturers

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☒ Climate change

(4.11.2.6) Indicate whether your organization’s position is consistent with the organization or individual you engage with

Select from:

☒ Unknown

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☒ No, we did not attempt to influence their position

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 6

(4.11.2.1) Type of indirect engagement

Select from:

☒ Indirect engagement via a trade association

(4.11.2.4) Trade association

North America

☒ US Chamber of Commerce

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☒ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☒ Mixed

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☒ No, we did not attempt to influence their position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

The U.S. Chamber of Commerce has undertaken a major shift in its approach to climate change and related policy. In January 2021, the organization announced an update to its "Position on Climate Change," which included support for a market-based approach to accelerate GHG emissions reductions across the U.S. economy and support for climate-related R&D amid an urgent need for action. It states that it supports U.S. participation in the Paris Agreement. FedEx engages with the Chamber on a variety of policy issues. Sustainability is not a key area of our engagement with the Chamber. FedEx holds a seat on the U.S. Chamber of Commerce Board of Directors.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 7

(4.11.2.1) Type of indirect engagement

Select from:

☒ Indirect engagement via a trade association

(4.11.2.4) Trade association

North America

☒ Other trade association in North America, please specify :Airlines for America

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☒ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☒ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☒ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

Members of A4A have committed to working across the aviation industry and with government leaders in a positive partnership to achieve net-zero carbon emissions by 2050. FedEx actively participates in relevant committees of A4A. Members of A4A have committed to working across the aviation industry and with government leaders in a positive partnership to achieve net-zero carbon emissions by 2050. We are proactively working on efforts to reduce GHGs from aviation at both the national and international level. Nationally, FedEx advocates for the adoption of international standards developed at ICAO, including the timely implementation of CORSIA as well as ICAO's 2017 standards and recommended practices for aircraft greenhouse gas emissions. FedEx has also publicly supported A4A-led advocacy efforts advancing the commercialization and deployment of SAFs in the aviation industry.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 8

(4.11.2.1) Type of indirect engagement

Select from:

☒ Indirect engagement via a trade association

(4.11.2.4) Trade association

North America

☒ Other trade association in North America, please specify :American Trucking Associations

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☒ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☒ Mixed

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☒ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

ATA's mission is to serve and represent the U.S. trucking industry with a single, united voice to influence policies beneficial to the industry; promote safety on America's highways; improve the industry's image, efficiency, and competitiveness; educate the public about the critical role trucking plays in the economy; research significant industry issues all while striving for a healthy business environment. ATA advocates for science-based laws and regulations to maintain and protect the environment, and to the greatest extent possible, ensure uniformity across all levels of government. FedEx is a member of the Board of Directors of the American Trucking Associations (ATA). FedEx has a representative on the ATA's Energy and Environment Policy Committee. FedEx engaged ATA for support of first-ever GHG emissions and fuel efficiency regulations for all commercial vehicles in the U.S. before legislative passage and regulatory stakeholder engagement, of which FedEx was an active, and ongoing, member.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 9

(4.11.2.1) Type of indirect engagement

Select from:

☒ Indirect engagement via a trade association

(4.11.2.4) Trade association

North America

☒ Other trade association in North America, please specify :Electrification Coalition

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☒ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☒ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☒ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

In January 2021, FedEx became a founding member of the Electrification Coalition Business Council (ECBC), which connects industry leaders with the Electrification Coalition's nationwide network of policy experts, advocates and programs to collaborate on the development of pragmatic policies and actions that will expedite the transition to an electrified transportation future. The ECBC will work with the Electrification Coalition to advance the policies and programs that support the deployment of electric vehicles and charging infrastructure on a mass scale. The ECBC includes leading companies in vehicle manufacturing, charging equipment manufacturing, transportation systems, rideshare technologies and systems, logistics, fleet transition and consumer adoption.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 10

(4.11.2.1) Type of indirect engagement

Select from:

☒ Indirect engagement via a trade association

(4.11.2.4) Trade association

North America

☒ Other trade association in North America, please specify :Securing America's Energy Future (SAFE)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☒ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☒ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☒ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

Our Executive Chairman Frederick W. Smith, serves as co-chair of Securing America's Future Energy (SAFE) Energy Security Leadership Council, Through SAFE's Energy Security Leadership Council (ESLC), we've worked with business and military leaders to support a comprehensive, long-term policy to reduce U.S. oil dependence and improve energy security. Through his role as co-chair of SAFE's ESLC, Mr. Smith has actively called for reduced energy consumption and increased efficiency, increasing alternative fuel vehicles, and increasing energy security by diversifying the U.S. transportation network away from an over-reliance on imported oil.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 11

(4.11.2.1) Type of indirect engagement

Select from:

☒ Indirect engagement via a trade association

(4.11.2.4) Trade association

Europe

☒ Other trade association in Europe, please specify :European Express Association (EEA)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☒ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☒ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☒ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

The EEA and the express industry are committed to fostering a more sustainable world. The industry continuously improves its network operations by renewing its fleets of planes and vehicles with the most advanced and efficient technologies. Operating as efficiently as possible is critical to express, both from an environmental and cost perspective. FedEx is consistent with the EEA's approach to transportation and the environment in terms of principles, though individual approaches may vary from member to member.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 12

(4.11.2.1) Type of indirect engagement

Select from:

☒ Indirect engagement via a trade association

(4.11.2.4) Trade association

Global

☒ Other global trade association, please specify :World Road Transport Organisation (IRU)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☒ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☒ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☒ No, we did not attempt to influence their position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

In 2019, the IRU published its 2050 Decarbonization Vision for decarbonising commercial road transport. FedEx has set more aggressive goals for electrification of its pickup and delivery fleet and for carbon neutrality than the IRU, but we are generally aligned on objectives and industry approach.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 13

(4.11.2.1) Type of indirect engagement

Select from:

☒ Indirect engagement via a trade association

(4.11.2.4) Trade association

Global

☒ Other global trade association, please specify :Coalition for Reimagining Mobility

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☒ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☒ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☒ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

Launched in 2021, the Coalition for Reimagined Mobility (ReMo) is a global coalition of industry, government and academic leaders shaping policy for more equitable and sustainable solutions that leverage technology to improve the movement of people and goods around the world. Included in this vision is standardized data exchange across supply chains and in the broader freight system, which can drive the industry towards a more resilient future with dramatically reduced freight sector emissions. FedEx Exec. Chairman Fredrick W. Smith is a Commissioner of the group.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 14

(4.11.2.1) Type of indirect engagement

Select from:

☒ Indirect engagement via other intermediary organization or individual

(4.11.2.2) Type of organization or individual

Select from:

☒ University or other educational institution

(4.11.2.3) State the organization or position of individual

Yale Center for Natural Carbon Capture (Yale University)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☒ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☒ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☒ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

In 2021, FedEx helped establish the Yale Center for Natural Carbon Capture. Yale's pioneering research in natural carbon capture strategies will advance long-term carbon removal methods that companies across many industries will need to meet their decarbonization goals. Their work will help inform projects available on the market as well as help to strengthen the standards for natural carbon credits. While our donation to Yale will not result in the direct provision of carbon credits, the goal is to create a more robust pipeline of science to identify solutions for mitigating and capturing carbon, adding supply to the marketplace for credits in the future. With Yale's leading research, we hope that these techniques can bolster the availability and durability of high-quality natural carbon removal strategies at scale. While

aggressive emissions reduction efforts take precedence, the public and private sectors also need to pursue all avenues to identify other necessary climate solutions, like natural carbon capture, that will help the world reach its climate goals.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 15

(4.11.2.1) Type of indirect engagement

Select from:

☒ Indirect engagement via other intermediary organization or individual

(4.11.2.2) Type of organization or individual

Select from:

☒ Non-Governmental Organization (NGO) or charitable organization

(4.11.2.3) State the organization or position of individual

World Resources Institute

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☒ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☒ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

- ☒ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

Since 2010, FedEx and the World Resources Institute (WRI) have been working to transform major public transportation systems across the world. Our Mobility and Accessibility Program (MAP) is directly responding to growing congestion, pollution, and sprawl in megacities by reducing carbon emissions, improving safety, and providing reliable, affordable transportation. Beyond environmental benefit, this work promotes mobility and accessibility, enabling people to seize opportunities in jobs, education, and the marketplace.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

- ☒ No, we have not evaluated

Row 16

(4.11.2.1) Type of indirect engagement

Select from:

- ☒ Indirect engagement via other intermediary organization or individual

(4.11.2.2) Type of organization or individual

Select from:

- ☒ Non-Governmental Organization (NGO) or charitable organization

(4.11.2.3) State the organization or position of individual

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☒ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☒ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☒ No, we did not attempt to influence their position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

Starting in 2022, FedEx began supporting EIT Climate-KIC's Sustainable Cities Mobility Challenge to launch active mobility transportation projects in European cities. In 2023, four cities in Turkey, the UK, Spain, and Finland implemented sustainable mobility solutions. In 2024, five more cities in the UK, Spain, Portugal, and the Netherlands were awarded grants to implement their solutions this calendar year.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 17

(4.11.2.1) Type of indirect engagement

Select from:

- ☒ Indirect engagement via other intermediary organization or individual

(4.11.2.2) Type of organization or individual

Select from:

- ☒ Non-Governmental Organization (NGO) or charitable organization

(4.11.2.3) State the organization or position of individual

RMI (formerly Rocky Mountain Institute)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

- ☒ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

- ☒ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

- ☒ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

With GridUp, FedEx and the logistics industry benefit when utilities proactively invest in the grid, reducing interconnection times and accelerating deployment of charging infrastructure, helping FedEx reach our goal of 100% PUD EV purchases. Third Derivative has start-ups focused on commercializing innovations in aviation, sustainable fuels, electrification, and carbon capture.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 18

(4.11.2.1) Type of indirect engagement

Select from:

☒ Indirect engagement via other intermediary organization or individual

(4.11.2.2) Type of organization or individual

Select from:

☒ Non-Governmental Organization (NGO) or charitable organization

(4.11.2.3) State the organization or position of individual

Pyxera Global

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☒ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☒ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☒ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

Since 2022, Pyxera Global has collaborated with FedEx Supply Chain and FedEx Cares to explore how logistics can drive circularity. Our 2023 e-waste pilot tested using existing infrastructure to divert electronics from landfills for reuse, repair, refurbishment, resale, or recycling. The pilot's design, data, and impact assessment were published in Powering Sustainability through Circular Logistics.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

Row 19

(4.11.2.1) Type of indirect engagement

Select from:

☒ Indirect engagement via other intermediary organization or individual

(4.11.2.2) Type of organization or individual

Select from:

☒ Non-Governmental Organization (NGO) or charitable organization

(4.11.2.3) State the organization or position of individual

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☒ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☒ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☒ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

Pembina discovered utilities in Ontario (and other provinces) were just starting to plan for the rise in charging infrastructure needs. By leveraging their Canada-wide network, Pembina will partner with regulators, particularly the Ontario Energy Board, to provide actionable data that addresses the barriers to rapid electrification. This will enable fleet electrification for freight companies like FedEx more quickly.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☒ No, we have not evaluated

[Add row]

(4.12) Have you published information about your organization's response to environmental issues for this reporting year in places other than your CDP response?

Select from:

☒ Yes

(4.12.1) Provide details on the information published about your organization's response to environmental issues for this reporting year in places other than your CDP response. Please attach the publication.

Row 1

(4.12.1.1) Publication

Select from:

☒ In mainstream reports, in line with environmental disclosure standards or frameworks

(4.12.1.2) Standard or framework the report is in line with

Select all that apply

☒ GRI

☒ TCFD

(4.12.1.3) Environmental issues covered in publication

Select all that apply

☒ Climate change

(4.12.1.4) Status of the publication

Select from:

☒ Complete

(4.12.1.5) Content elements

Select all that apply

☒ Strategy

☒ Governance

☒ Emission targets

☒ Emissions figures

☒ Public policy engagement

☒ Content of environmental policies

(4.12.1.6) Page/section reference

1-44

(4.12.1.7) Attach the relevant publication

FedEx_2024_ESG_Report.pdf

(4.12.1.8) Comment

Our 2024 ESG Report is our latest public disclosure on climate related performance.
[Add row]

C5. Business strategy

(5.1) Does your organization use scenario analysis to identify environmental outcomes?

Climate change

(5.1.1) Use of scenario analysis

Select from:

☒ No, but we plan to within the next two years

(5.1.3) Primary reason why your organization has not used scenario analysis

Select from:

☒ Lack of internal resources, capabilities, or expertise (e.g., due to organization size)

(5.1.4) Explain why your organization has not used scenario analysis

In preparation for CSRD compliance we are currently building out the internal capacity to conduct regular climate scenario analysis.

[Fixed row]

(5.2) Does your organization's strategy include a climate transition plan?

(5.2.1) Transition plan

Select from:

☒ No, but we are developing a climate transition plan within the next two years

(5.2.15) Primary reason for not having a climate transition plan that aligns with a 1.5°C world

Select from:

☒ No standardized procedure

(5.2.16) Explain why your organization does not have a climate transition plan that aligns with a 1.5°C world

Our decarbonization strategy has been influenced by climate-related risks and opportunities, and we are developing a climate transition plan within two years. We are awaiting sectorial guidance from SBTi and are monitoring the ongoing changes to their guidance.

[Fixed row]

(5.3) Have environmental risks and opportunities affected your strategy and/or financial planning?

(5.3.1) Environmental risks and/or opportunities have affected your strategy and/or financial planning

Select from:

☒ Yes, both strategy and financial planning

(5.3.2) Business areas where environmental risks and/or opportunities have affected your strategy

Select all that apply

☒ Products and services

☒ Upstream/downstream value chain

☒ Investment in R&D

☒ Operations

[Fixed row]

(5.3.1) Describe where and how environmental risks and opportunities have affected your strategy.

Products and services

(5.3.1.1) Effect type

Select all that apply

☒ Risks

☒ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☒ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Climate related risks and opportunities, such as emerging regulations that can result in increased fuel costs or restrictions on our ability to operate in certain markets, could have significant financial implications for FedEx, and has influenced our strategy in short, medium, and long-term time horizons. While we work to make every FedEx experience outstanding, we recognize that transporting goods for our customers can lead to environmental impacts through emissions and waste generation. We incorporate circularity principles into our package design by increasing recycled material inputs, which reduces GHG emissions upstream, enhances the reusability of our packaging, and reduces waste generation downstream. Our more sustainable packaging choices, such as a Reusable Pak, give our customers more choice and control in reducing the waste associated with their shipping, while still offering the protection and performance they expect from FedEx supplied packaging. Our focus on digital innovations intends to deliver smarter, more efficient supply chains for everyone. One such innovation is FedEx Sustainability Insights (FSI). This tool gives our customers and suppliers access to estimated CO2e emissions data associated with their FedEx shipments, from the individual package to account levels, empowering them to understand their environmental impact and drive informed supply chain decisions. Internally, we use this data to assess progress and identify improvement areas along our roadmap to carbon neutral operations. FSI is third-party verified to adhere to the GHG Protocol and Global Logistics Emissions Council framework. In FY24, FSI launched globally and is currently available in over 100 markets and translated in 34 languages. Since July 2023, over 7,000 customers generated emissions reports from FSI, either directly on www.fedex.com or with the help of their sales representative. Additionally, U.S.-based customers can now forecast future emissions using FSI through a new commercialized portal. This enables customers to estimate their potential CO2e emissions through predictive modeling capabilities and helps inform customers about their carbon footprint so they can make more sustainable choices. Global expansion of FSI continues to demonstrate our commitment to sustainability and provide businesses with valuable insights to enhance their environmental practices on an expanding global scale.

Upstream/downstream value chain

(5.3.1.1) Effect type

Select all that apply

☒ Risks

☒ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☒ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Risks and opportunities related to the growing customer interest in sustainability has influenced our supply chain and value chain strategy in the short-term time horizon. Across our global business, we work to identify and manage critical supply chain risks through robust, enterprise-wide policies and procedures. Our Sourcing organization's Supplier Relationship Management (SRM) team leads efforts to improve the sustainability practices of those suppliers critically dependent to our business success. For instance, our Sourcing team conducts regular supplier screenings to evaluate sustainability performance and work with suppliers on any necessary improvements. Our most substantial decisions are the inclusion of sustainability related questionnaires in our requests for qualifications and proposal score categories, sustainability-related contract language in our key supplier contracts, and sustainability criteria in our key supplier scorecard. In 2023, we published the FedEx Supplier Code of Conduct, which outlines the specific expectations and guidelines that FedEx has for its suppliers. We expect all suppliers to commit to the principles and standards included in the Supplier Code, encompassing a wide range of subjects, such as workplace health, safety, and security; human rights and the prevention of human trafficking; equal opportunity and anti-harassment; conflicts of interest; environment and sustainability; and data security and privacy, among other areas.

Investment in R&D

(5.3.1.1) Effect type

Select all that apply

☒ Risks

☒ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☒ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Climate related risks and opportunities from a potential shift in customer preferences that could affect revenues resulting from increased or decreased demand for products and services have influenced our "Investment in R&D". In addition, regulatory risks associated with emerging climate regulations could impact the costs we pay for those services as well as our ability to operate in certain markets around the world. The most substantial decision made due to opportunities presented is reducing our CO2e emissions and innovating last mile delivery. Progressing towards our goals requires bold action supported by strategic investment, so, in 2021, we designated an initial 2 billion investment for operational GHG reduction initiatives and carbon sequestration solutions research. Additionally, we were the first North

American transportation and logistics company to offer our own sustainability bonds, and our Sustainability Bond Framework outlines our commitment to leading principles and guidelines. FedEx continues to co-create with purpose by supporting additional collaborative initiatives to scale future solutions and support carbon reduction. For example, we provided grant funding to Third Derivative, RMI's climate tech accelerator program, in support of innovative and equitable transportation infrastructure solutions at scale. Additionally, alongside some of the world's largest institutional investors and nearly 30 corporations, we participate in the TPG Rise Climate fund, one of the world's largest private equity funds dedicated to investing in and scaling climate solutions around the world. FedEx has also invested over 1 million since 2021 to help RMI develop GridUp, the world's first public EV planning data platform and grid-planning toolkit, specifically designed for utilities and regulators to meet the anticipated demand for vehicle electrification.

Operations

(5.3.1.1) Effect type

Select all that apply

- ☒ Risks
- ☒ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

- ☒ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Given the broad and global scope of our operations, we are susceptible to the physical risks of climate change, such as shifts in weather patterns and world ecosystems. Climate change can heighten our exposure to transition risks associated with new or more stringent GHG emissions regulations, increased stakeholder scrutiny and litigation, and shifting market demand. We have 50 years of experience in proactively addressing difficult situations, such as severe weather events, and are adept at implementing contingency plans at a moment's notice. Our network's inherent flexibility and resiliency enable us to minimize operational disruptions, thereby maintaining customer trust associated with the FedEx brand. Our team of in-house meteorologists monitors global weather patterns to inform our operational decisions. In 2023, we also launched an enhanced machine-learning model, which incorporates variables such as weather patterns and traffic conditions, to estimate delivery time more accurately for our customers and continue our efforts to build the world's most flexible, efficient, and intelligent network. We aim to achieve carbon neutral operations by 2040, encompassing Scope 1 and 2 emissions across our global operations and Scope 3 emissions from contracted transportation. To decarbonize what's possible in our own operations, we have interim goals for PUD EV purchases and sustainable fuel procurement, in addition to proactive initiatives and programs to reduce our environmental impact. Early modeling of our future carbon footprint suggests that we could reduce our emissions by nearly half through current and planned decarbonization efforts. It is important to note that these preliminary calculations are based on our legacy operating model and will be revised after completing the one FedEx transition and fully implementing Network 2.0. Progressing towards our goals requires bold action supported by strategic investment, so, in 2021, we designated an initial 2 billion investment for operational GHG reduction initiatives and carbon sequestration solutions research. Additionally, we were the first North American transportation and logistics company to offer our own sustainability bonds, and our Sustainability Bond Framework outlines our commitment

to leading principles and guidelines. As a result of our sustainability efforts, we reduced our carbon dioxide equivalent (CO2e) emissions intensity on a revenue basis by 48% between FY09 and FY23, while volume grew by 121%.
[Add row]

(5.3.2) Describe where and how environmental risks and opportunities have affected your financial planning.

Row 1

(5.3.2.1) Financial planning elements that have been affected

Select all that apply

- ☒ Direct costs
- ☒ Capital expenditures
- ☒ Capital allocation
- ☒ Assets

(5.3.2.2) Effect type

Select all that apply

- ☒ Risks
- ☒ Opportunities

(5.3.2.3) Environmental issues relevant to the risks and/or opportunities that have affected these financial planning elements

Select all that apply

- ☒ Climate change

(5.3.2.4) Describe how environmental risks and/or opportunities have affected these financial planning elements

Climate related risks and opportunities have influenced our capital expenditures, direct costs, assets, and capital allocation financial planning. To that end, our most impactful business decision has been to commit more than 2 billion over the next several years to support initiatives designed to make FedEx operations more sustainable across our aviation and vehicle fleets and at our facilities, in support of our goal to achieve carbon neutrality for our global operations by 2040. We maintain a comprehensive capital authorization process that involves our Board of Directors and includes reviewing capital requests from our operating companies

and allocating available capital across the enterprise based on needs and acceptable investment returns. Climate-related risks and opportunities prioritized through our ERM process influence the degree to which those capital expenditures are allocated for specific items, e.g. aircraft and vehicle fleet modernization. We are dedicated to modernizing our fleet of more than 700 aircraft to reduce costs, enhance reliability and operational adaptability, improve fuel efficiency, and minimize emissions. In FY23, our modernization initiatives resulted in savings of 136 million gallons of jet fuel and the prevention of 1.3 million metric tons of CO2e. We continue to replace older aircraft with more fuel-efficient models to reduce GHG emissions, air pollution, and local noise pollution. With efficiency in mind, we actively seek additional opportunities to move flight hours to these newer, fuel-efficient planes. This focus and commitment have helped drive a 29% reduction in the overall emissions intensity of our fleet since 2005. Between FY24 and FY26, we are currently scheduled to take delivery of two Boeing 777F, 14 Boeing 767F, 10 ATR-72 600F, and 31 Cessna 408 aircraft. In 2023, we completed the retirement of our MD-10 fleet, and plan to retire our entire MD-11 fleet by the end of FY28. In 2024, we made the decision to permanently retire from service 22 Boeing 757-200 aircraft to align with plans to modernize our aircraft fleet and better align air network capacity to match current and anticipated shipment volumes.

[Add row]

(5.4) In your organization’s financial accounting, do you identify spending/revenue that is aligned with your organization’s climate transition?

	Identification of spending/revenue that is aligned with your organization’s climate transition
	Select from: <input checked="" type="checkbox"/> No, and we do not plan to in the next two years

[Fixed row]

(5.5) Does your organization invest in research and development (R&D) of low-carbon products or services related to your sector activities?

(5.5.1) Investment in low-carbon R&D

Select from:

☒ Yes

(5.5.2) Comment

On May 4, 2021, FedEx Corporation (“FedEx”) issued the first sustainability bond by a North American transportation and logistics company as a continued commitment to our Environmental, Social, and Governance (“ESG”) strategy and goal of carbon neutral operations by 2040. Our sustainability bond framework (the “Framework”) of eligible investments is aligned with key elements of this strategy, which includes environmental sustainability innovations, a sustainable supply chain, a diverse and inclusive workplace, and the robust giving and volunteering platform known as FedEx Cares. We have aligned our ESG initiatives with our company’s mission and values and embedded them into our systems and our culture. We further discuss our ESG strategies, goals, and programs in our annual ESG Report, which references indicators from the Global Reporting Initiative Standards. In addition, the ESG Report contains disclosures in alignment with applicable industry standards from the Sustainability Accounting Standards Board and the Task Force on Climate-related Financial Disclosures. Our Framework provides guidelines in four key areas: use of proceeds, process for project evaluation and selection, management of proceeds, and reporting. Pursuant to the Framework, our look-back period for eligible projects is 36 months prior to May 4, 2021, the date of the sustainability bond issuance. As of May 31, 2023, we allocated 634 million, or approximately 89% of the 715 million¹ net proceeds from our sustainability bond offering and an additional 81 million was allocated during fiscal 2024. As of May 15, 2024, we have fully allocated the 715 million¹ net proceeds. As stated in last year’s report, we intended to fully allocate the net proceeds to eligible projects that incurred expenditures between June 1, 2018 and May 31, 2023; however, due to our DRIVE business optimization plan to drive efficiencies and improve the company’s long-term profitability announced in the first quarter of fiscal 2023, and one FedEx and Network 2.0, which were announced in the fourth quarter of fiscal 2023, we did not fully allocate the net proceeds until May 15, 2024. See <https://www.fedex.com/en-us/sustainability/financing.html> for more information.

[Fixed row]

(5.5.8) Provide details of your organization’s investments in low-carbon R&D for transport-related activities over the last three years.

Row 1

(5.5.8.1) Activity

Select all that apply

- ☒ Light Duty Vehicles (LDV)
- ☒ Heavy Duty Vehicles (HDV)
- ☒ Aviation

(5.5.8.2) Technology area

Select from:

- ☒ Unable to disaggregate by technology area

(5.5.8.7) Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

On May 4, 2021, FedEx Corporation (“FedEx”) issued the first sustainability bond by a North American transportation and logistics company as a continued commitment to our Environmental, Social, and Governance (“ESG”) strategy and goal of carbon neutral operations by 2040. Our sustainability bond framework (the “Framework”) of eligible investments is aligned with key elements of this strategy, which includes environmental sustainability innovations, a sustainable supply chain, a diverse and inclusive workplace, and the robust giving and volunteering platform known as FedEx Cares. We have aligned our ESG initiatives with our company’s mission and values and embedded them into our systems and our culture. We further discuss our ESG strategies, goals, and programs in our annual ESG Report, which references indicators from the Global Reporting Initiative Standards. In addition, the ESG Report contains disclosures in alignment with applicable industry standards from the Sustainability Accounting Standards Board and the Task Force on Climate-related Financial Disclosures. Our Framework provides guidelines in four key areas: use of proceeds, process for project evaluation and selection, management of proceeds, and reporting. Pursuant to the Framework, our look-back period for eligible projects is 36 months prior to May 4, 2021, the date of the sustainability bond issuance. As of May 31, 2023, we allocated 634 million, or approximately 89% of the 715 million net proceeds from our sustainability bond offering and an additional 81 million was allocated during fiscal 2024. As of May 15, 2024, we have fully allocated the 715 million net proceeds. As stated in last year’s report, we intended to fully allocate the net proceeds to eligible projects that incurred expenditures between June 1, 2018 and May 31, 2023; however, due to our DRIVE business optimization plan to drive efficiencies and improve the company’s long-term profitability announced in the first quarter of fiscal 2023, and one FedEx and Network 2.0, which were announced in the fourth quarter of fiscal 2023, we did not fully allocate the net proceeds until May 15, 2024. See <https://www.fedex.com/en-us/sustainability/financing.html> for more information.

[Add row]

(5.10) Does your organization use an internal price on environmental externalities?

	Use of internal pricing of environmental externalities	Primary reason for not pricing environmental externalities	Explain why your organization does not price environmental externalities
	Select from: <input checked="" type="checkbox"/> No, and we do not plan to in the next two years	Select from: <input checked="" type="checkbox"/> Lack of internal resources, capabilities, or expertise (e.g., due to organization size)	Environmental externalities are partly considered through our ERM process and we do not currently have a pricing system in place.

[Fixed row]

(5.11) Do you engage with your value chain on environmental issues?

	Engaging with this stakeholder on environmental issues	Environmental issues covered
Suppliers	Select from: <input checked="" type="checkbox"/> Yes	Select all that apply <input checked="" type="checkbox"/> Climate change
Customers	Select from: <input checked="" type="checkbox"/> Yes	Select all that apply <input checked="" type="checkbox"/> Climate change
Investors and shareholders	Select from: <input checked="" type="checkbox"/> Yes	Select all that apply <input checked="" type="checkbox"/> Climate change
Other value chain stakeholders	Select from: <input checked="" type="checkbox"/> Yes	Select all that apply <input checked="" type="checkbox"/> Climate change

[Fixed row]

(5.11.1) Does your organization assess and classify suppliers according to their dependencies and/or impacts on the environment?

Climate change

(5.11.1.1) Assessment of supplier dependencies and/or impacts on the environment

Select from:

☒ Yes, we assess the dependencies and/or impacts of our suppliers

(5.11.1.2) Criteria for assessing supplier dependencies and/or impacts on the environment

Select all that apply

☒ Contribution to supplier-related Scope 3 emissions

(5.11.1.3) % Tier 1 suppliers assessed

Select from:

☒ Less than 1%

(5.11.1.4) Define a threshold for classifying suppliers as having substantive dependencies and/or impacts on the environment

FedEx defines the threshold for determining suppliers as whether they can provide goods and services that meet our 2040 ESG goals and targets.

(5.11.1.5) % Tier 1 suppliers meeting the thresholds for substantive dependencies and/or impacts on the environment

Select from:

☒ Less than 1%

(5.11.1.6) Number of Tier 1 suppliers meeting the thresholds for substantive dependencies and/or impacts on the environment

7

[Fixed row]

(5.11.2) Does your organization prioritize which suppliers to engage with on environmental issues?

Climate change

(5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

☒ Yes, we prioritize which suppliers to engage with on this environmental issue

(5.11.2.2) Criteria informing which suppliers are prioritized for engagement on this environmental issue

Select all that apply

☒ Material sourcing

☒ Procurement spend

☒ Product safety and compliance

- ☒ Regulatory compliance
- ☒ Reputation management
- ☒ Business risk mitigation

(5.11.2.4) Please explain

FedEx's criteria is based on suppliers that support its 2040 ESG goals and targets. These criteria are used during the initial assessment of contracts and our yearly scoring of suppliers using an internal scoring system.

[Fixed row]

(5.11.5) Do your suppliers have to meet environmental requirements as part of your organization's purchasing process?

Climate change

(5.11.5.1) Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process

Select from:

- ☒ Yes, environmental requirements related to this environmental issue are included in our supplier contracts

(5.11.5.2) Policy in place for addressing supplier non-compliance

Select from:

- ☒ No, we do not have a policy in place for addressing non-compliance

(5.11.5.3) Comment

FedEx assesses potential suppliers that provide goods and services that support its 2040 ESG goals and targets. These include suppliers that support its emission reduction goals and fleet conversion. FedEx is currently developing policies for non-compliance in the form of corrective action plans to improve supplier ESG performance.

[Fixed row]

(5.11.6) Provide details of the environmental requirements that suppliers have to meet as part of your organization's purchasing process, and the compliance measures in place.

Climate change

(5.11.6.1) Environmental requirement

Select from:

☒ Environmental disclosure through a public platform

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

☒ Second-party verification

☒ Supplier scorecard or rating

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:

☒ Less than 1%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:

☒ Less than 1%

(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement

Select from:

☒ None

(5.11.6.8) % tier 1 supplier-related scope 3 emissions attributable to the suppliers in compliance with this environmental requirement

Select from:

☒ None

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:

☒ Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:

☒ 76-99%

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply

- ☒ Assessing the efficacy and efforts of non-compliant supplier actions through consistent and quantified metrics
- ☒ Developing quantifiable, time-bound targets and milestones to bring suppliers back into compliance
- ☒ Providing information on appropriate actions that can be taken to address non-compliance

(5.11.6.12) Comment

FedEx conducts annual internal scorecard assessments to evaluate whether suppliers are engaging in activities that align with FedEx's ESG (Environmental, Social, and Governance) goals. FedEx collaborates with platforms to assess and rate suppliers' ESG policies. If suppliers are found to be out of compliance, FedEx will assign corrective action plans in order to improve performance.

[Add row]

(5.11.7) Provide further details of your organization's supplier engagement on environmental issues.

Climate change

(5.11.7.2) Action driven by supplier engagement

Select from:

- ☒ Emissions reduction

(5.11.7.3) Type and details of engagement

Information collection

- ☒ Collect GHG emissions data at least annually from suppliers

Innovation and collaboration

- ☒ Collaborate with suppliers on innovations to reduce environmental impacts in products and services
- ☒ Collaborate with suppliers on innovative business models and corporate renewable energy sourcing mechanisms
- ☒ Collaborate with suppliers to develop reuse infrastructure and reuse models
- ☒ Invest jointly with suppliers in R&D of relevant low-carbon technologies

(5.11.7.4) Upstream value chain coverage

Select all that apply

- ☒ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

- ☒ Less than 1%

(5.11.7.6) % of tier 1 supplier-related scope 3 emissions covered by engagement

Select from:

- ☒ None

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

FedEx engages its suppliers on climate change by assessing environmental impact and GHG emissions by third-party platforms and conducting an annual internally coordinated assessment of suppliers. 100% of targeted score carded suppliers are asked questions, including environmental sustainability, using our supplier scorecard. We have increased the percentage of suppliers engaged year over year to reach all of our key suppliers.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☒ Yes, please specify the environmental requirement :Assessing environmental impact and GHG emissions

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

☒ Unknown

[Add row]

(5.11.9) Provide details of any environmental engagement activity with other stakeholders in the value chain.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☒ Customers

(5.11.9.2) Type and details of engagement

Education/Information sharing

☒ Share information on environmental initiatives, progress and achievements

(5.11.9.3) % of stakeholder type engaged

Select from:

☒ 100%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☒ None

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

A key pillar of our strategy to meet our 2040 carbon neutral goal is "co-creating with purpose". We do this by engaging with all our stakeholders, including our customers, to identify opportunities (FSI, Surveys upon request)

(5.11.9.6) Effect of engagement and measures of success

We are always in constant communication with our customers. Through those regular touchpoints we receive feedback on their priorities on how we can support their own sustainability initiatives and goals.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☒ Investors and shareholders

(5.11.9.2) Type and details of engagement

Education/Information sharing

☒ Share information on environmental initiatives, progress and achievements

(5.11.9.3) % of stakeholder type engaged

Select from:

☒ 100%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☒ None

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

Raters and Rankers verification and regular investor meetings

(5.11.9.6) Effect of engagement and measures of success

We receive investor feedback in communication sessions about their connection to their investment strategies and our business. These sessions allow us share our risk mitigation efforts and long term strategy that demonstrates the risks we may expect in the future. We also incorporate their feedback to help drive enhancements to governance practices and wider strategic focus.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☒ Other value chain stakeholder, please specify :Academic and research institutions, nongovernmental organizations, and conservation groups

(5.11.9.2) Type and details of engagement

Innovation and collaboration

☒ Collaborate with stakeholders on innovations to reduce environmental impacts in products and services

(5.11.9.3) % of stakeholder type engaged

Select from:

☒ Less than 1%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☒ None

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

Reaching our FedEx enterprise goal to achieve carbon neutral global operations by 2040 will take innovation and collective action. To help deliver a more sustainable future, FedEx supports global initiatives with academic and research institutions, nongovernmental organizations, and conservation groups around the world. From the 100 million donation to help establish the Yale Center for Natural Carbon Capture to helping launch the world's first electric vehicle data platform with RMI, we are working with communities around the world to reduce pollution, congestion, and CO2 emissions.

(5.11.9.6) Effect of engagement and measures of success

Since 2010, FedEx helped plant 5.5 million trees; helped 23 million residents in Mexico, Brazil, China, and India find better access to high-quality mass transit while avoiding over 1 million MTCO₂e; and, engaged over 5,000 team members in volunteering their time to plant trees and support urban ecosystem conservation. FedEx supports public transit and active mobility projects around the world with the World Resources Institute and EIT Climate-KIC; helped launch RMI's GridUp, a state-of-the-art tool to help utilities forecast power demand from vehicle electrification; supported 200 clean-tech start-ups raise over 1.4 billion via Third Derivative; and launched the Circular Supply Chain Coalition with Pyxera Global, exploring how logistics can drive a more circular economy.

[Add row]

C6. Environmental Performance - Consolidation Approach

(6.1) Provide details on your chosen consolidation approach for the calculation of environmental performance data.

Climate change

(6.1.1) Consolidation approach used

Select from:

☒ Financial control

(6.1.2) Provide the rationale for the choice of consolidation approach

Due to the size, scale and nature of our business, the Financial Control approach provides us with the most accurate approach to climate change performance data.

Plastics

(6.1.1) Consolidation approach used

Select from:

☒ Financial control

(6.1.2) Provide the rationale for the choice of consolidation approach

Plastics reporting follows the same consolidation approach as our Climate Change performance data.

Biodiversity

(6.1.1) Consolidation approach used

Select from:

☒ Financial control

(6.1.2) Provide the rationale for the choice of consolidation approach

Per SBTN guidance, our Biodiversity reporting will match the same consolidation approach as GHG emissions reporting.
[Fixed row]

C7. Environmental performance - Climate Change

(7.1) Is this your first year of reporting emissions data to CDP?

Select from:

☒ No

(7.1.1) Has your organization undergone any structural changes in the reporting year, or are any previous structural changes being accounted for in this disclosure of emissions data?

	Has there been a structural change?
	Select all that apply <input checked="" type="checkbox"/> No

[Fixed row]

(7.1.2) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?

	Change(s) in methodology, boundary, and/or reporting year definition?
	Select all that apply <input checked="" type="checkbox"/> No

[Fixed row]

(7.2) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.

Select all that apply

☒ The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)

(7.3) Describe your organization's approach to reporting Scope 2 emissions.

(7.3.1) Scope 2, location-based

Select from:

☒ We are reporting a Scope 2, location-based figure

(7.3.2) Scope 2, market-based

Select from:

☒ We are reporting a Scope 2, market-based figure

(7.3.3) Comment

Based on a comprehensive assessment performed for FY17, we determined the difference between Location- and Market-based Scope 2 emissions is de minimis at the present time. However, in future years we intend to report both location-based and market-based Scope 2 emissions to align with reporting requirements.

[Fixed row]

(7.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, Scope 2 or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure?

Select from:

☒ Yes

(7.4.1) Provide details of the sources of Scope 1, Scope 2, or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure.

Row 1

(7.4.1.1) Source of excluded emissions

Fuel use from emergency back-up generators and a few forklifts at non-hub locations

(7.4.1.2) Scope(s) or Scope 3 category(ies)

Select all that apply

☒ Scope 1

(7.4.1.3) Relevance of Scope 1 emissions from this source

Select from:

☒ Emissions are not relevant

(7.4.1.10) Explain why this source is excluded

The emissions from these sources have not been reported as they contribute to less 1% of our overall Scope 1 emissions.

(7.4.1.11) Explain how you estimated the percentage of emissions this excluded source represents

Based upon fuel records.

Row 2

(7.4.1.1) Source of excluded emissions

FedEx Office stores where electricity usage is bundled with the facility leases, and at some international subsidiaries that have been recently acquired.

(7.4.1.2) Scope(s) or Scope 3 category(ies)

Select all that apply

☒ Scope 2 (location-based)

☒ Scope 2 (market-based)

(7.4.1.4) Relevance of location-based Scope 2 emissions from this source

Select from:

☒ Emissions are not relevant

(7.4.1.5) Relevance of market-based Scope 2 emissions from this source

Select from:

☒ Emissions are not relevant

(7.4.1.10) Explain why this source is excluded

The emissions from these sources have not been reported as they contributed to less than 1% of our overall Scope 2 emissions.

(7.4.1.11) Explain how you estimated the percentage of emissions this excluded source represents

Reviewed electricity usage per location.

[Add row]

(7.5) Provide your base year and base year emissions.

Scope 1

(7.5.1) Base year end

05/31/2009

(7.5.2) Base year emissions (metric tons CO2e)

14101552.0

(7.5.3) Methodological details

Our Scope 1 emissions account for our direct energy use and fuel consumption in our fleet and facilities.

Scope 2 (location-based)

(7.5.1) Base year end

05/31/2009

(7.5.2) Base year emissions (metric tons CO₂e)

1065689.0

(7.5.3) Methodological details

Based on comprehensive assessment, we determined the difference between Location- and Market-based Scope 2 emissions is de minimis at the present time. Therefore, we are reporting the same value for each metric for FY21–FY23.

Scope 2 (market-based)

(7.5.1) Base year end

05/31/2017

(7.5.2) Base year emissions (metric tons CO₂e)

1094867.0

(7.5.3) Methodological details

Based on comprehensive assessment, we determined the difference between Location- and Market-based Scope 2 emissions is de minimis at the present time. Therefore, we are reporting the same value for each metric for FY21–FY23.

Scope 3 category 4: Upstream transportation and distribution

(7.5.1) Base year end

05/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

3020239

(7.5.3) Methodological details

Our Scope 3 contracted transportation emissions include those from (1) fuel used by FedEx Ground independent contractors, (2) fuel used by FedEx Freight contractors in Canada, (3) allocated portion of fuel burned by commercial interline aircraft carriers in support of FedEx Express international shipping, and (4) contracted intermodal rail. For (1) and (2), the emissions calculations are based on fuel we provide directly to those suppliers or which we track through the use of fuel purchase credit cards, and apply the same emissions calculation methodology we described for Scope 1 above. The emissions data for (3) is provided to us by our commercial interline aircraft carriers using an allocation methodology developed by the International Air Transport Association (IATA). For (4), the emissions calculations are based on information provided by our suppliers.

Scope 3 category 6: Business travel

(7.5.1) Base year end

05/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

79054.0

(7.5.3) Methodological details

Our third-party business travel service provider estimated Scope 3 emissions associated with commercial air travel undertaken by our team members in FY19.
[Fixed row]

(7.6) What were your organization's gross global Scope 1 emissions in metric tons CO2e?

Reporting year

(7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

15804636

(7.6.3) Methodological details

Our Scope 1 emissions encompass emissions associated with our fleet, including aircraft and vehicles, and facilities. We use a fuel based approach to calculate these emissions.

Past year 1

(7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

17113617

(7.6.2) End date

05/31/2022

(7.6.3) Methodological details

Our Scope 1 emissions encompass emissions associated with our fleet, including aircraft and vehicles, and facilities. We use a fuel based approach to calculate these emissions.

Past year 2

(7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

16659841

(7.6.2) End date

05/31/2021

(7.6.3) Methodological details

Our Scope 1 emissions encompass emissions associated with our fleet, including aircraft and vehicles, and facilities. We use a fuel based approach to calculate these emissions.

[Fixed row]

(7.7) What were your organization's gross global Scope 2 emissions in metric tons CO2e?

Reporting year

(7.7.1) Gross global Scope 2, location-based emissions (metric tons CO2e)

918981

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e) (if applicable)

918981

(7.7.4) Methodological details

Based on a comprehensive assessment performed for FY17, we determined the difference between Location- and Market-based Scope 2 emissions is de minimis at the present time. Therefore, we are reporting the same value in the "Scope 2, location-based" and "Scope 2, market-based" fields.

Past year 1

(7.7.1) Gross global Scope 2, location-based emissions (metric tons CO2e)

864711

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e) (if applicable)

864711

(7.7.3) End date

05/31/2022

(7.7.4) Methodological details

Scope 2 values were incorrectly keyed in last year's response and used in scoring of CDP response. For reporting purposes, the correct value for Scope 2 (location and market-based) is 864,711. Based on a comprehensive assessment performed for FY17, we determined the difference between Location- and Market-based Scope 2 emissions is de minimis at the present time. Therefore, we are reporting the same value in the "Scope 2, location-based" and "Scope 2, market-based" fields.

Past year 2

(7.7.1) Gross global Scope 2, location-based emissions (metric tons CO2e)

935792

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e) (if applicable)

935792

(7.7.3) End date

05/31/2021

(7.7.4) Methodological details

Based on a comprehensive assessment performed for FY17, we determined the difference between Location- and Market-based Scope 2 emissions is de minimis at the present time. Therefore, we are reporting the same value in the "Scope 2, location-based" and "Scope 2, market-based" fields.
[Fixed row]

(7.8) Account for your organization's gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

(7.8.1) Evaluation status

Select from:

☒ Relevant, not yet calculated

(7.8.5) Please explain

Given the variety of goods and services that we purchase for our business and the complexity associated with estimating the embedded carbon for those items, we have not had the opportunity to estimate these emissions yet.

Capital goods

(7.8.1) Evaluation status

Select from:

☒ Relevant, not yet calculated

(7.8.5) Please explain

Given the variety of goods and services that we purchase for our business and the complexity associated with estimating the embedded carbon for those items, we have not had the opportunity to estimate these emissions yet.

Fuel-and-energy-related activities (not included in Scope 1 or 2)

(7.8.1) Evaluation status

Select from:

☒ Relevant, not yet calculated

(7.8.5) Please explain

To date, we have only disclosed tank-to-wheel (TTW) emissions in our annual emissions disclosure. We look to include this emissions category in our FY24 reporting.

Upstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

4728108

(7.8.3) Emissions calculation methodology

Select all that apply

- ☒ Fuel-based method
- ☒ Distance-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

Includes emissions from: (1) fuel sold by FedEx Ground to independent pickup and delivery and linehaul contractors through on-site fueling facilities or purchased by independent linehaul contractors through retail outlets using fleet fuel cards, (2) fuel used by FedEx Freight contractors in Canada, (3) allocated portion of fuel used by commercial interline aircraft carriers in support of FedEx Express international shipping, (4) fuel used by FedEx Express feeder aircraft contract operators, and (5) contracted intermodal rail at FedEx Freight and FedEx Ground.

Waste generated in operations

(7.8.1) Evaluation status

Select from:

- ☒ Relevant, not yet calculated

(7.8.5) Please explain

Given the variety of waste materials generated and the complexity associated with estimating the associated carbon for those materials, we have not had the opportunity to estimate these emissions yet.

Business travel

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

79690

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Distance-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

Our third-party business travel service provider estimated Scope 3 emissions associated with commercial air travel undertaken by our team members in FY23.

Employee commuting

(7.8.1) Evaluation status

Select from:

☒ Relevant, not yet calculated

(7.8.5) Please explain

Given the scale and geographic diversity of our workforce and the complexity associated with estimating the carbon associated with their commuting, we have not had the opportunity to estimate these emissions yet.

Upstream leased assets

(7.8.1) Evaluation status

Select from:

☒ Relevant, not yet calculated

(7.8.5) Please explain

Given the scale and variety of upstream leased assets we use for our business and the complexity associated with estimating the embedded carbon for those items, we have not had the opportunity to estimate these emissions yet.

Downstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Please explain

Our main services - delivering customers' packages and freight - do not result in any significant emissions by our customers. However, we aim to inform customers of the carbon footprint resulting from our transportation logistics services through the FedEx Sustainability Insights (FSI) tool, which can estimate our enterprise customers' Scope 3 carbon emissions by taking FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and applying industry standard CO2 fuel burn factors. As a result, customers are empowered with the knowledge necessary to decrease their shipping-related emissions and to pay for associated carbon offsets through their preferred organizations.

Processing of sold products

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Please explain

Our main services - delivering customers' packages and freight - do not result in any significant emissions by our customers. However, we aim to inform customers of the carbon footprint resulting from our transportation logistics services through the FedEx Sustainability Insights (FSI) tool, which can estimate our enterprise

customers' Scope 3 carbon emissions by taking FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and applying industry standard CO2 fuel burn factors. As a result, customers are empowered with the knowledge necessary to decrease their shipping-related emissions and to pay for associated carbon offsets through their preferred organizations.

Use of sold products

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Please explain

Our main services - delivering customers' packages and freight - do not result in any significant emissions by our customers. However, we aim to inform customers of the carbon footprint resulting from our transportation logistics services through the FedEx Sustainability Insights (FSI) tool, which can estimate our enterprise customers' Scope 3 carbon emissions by taking FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and applying industry standard CO2 fuel burn factors. As a result, customers are empowered with the knowledge necessary to decrease their shipping-related emissions and to pay for associated carbon offsets through their preferred organizations.

End of life treatment of sold products

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Please explain

Our main services - delivering customers' packages and freight - do not result in any significant emissions by our customers. However, we aim to inform customers of the carbon footprint resulting from our transportation logistics services through the FedEx Sustainability Insights (FSI) tool, which can estimate our enterprise customers' Scope 3 carbon emissions by taking FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and applying industry standard CO2 fuel burn factors. As a result, customers are empowered with the knowledge necessary to decrease their shipping-related emissions and to pay for associated carbon offsets through their preferred organizations.

Downstream leased assets

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Please explain

The emissions previously reported in this category were miss categorized and have now been allocated to Upstream Transportation and Logistics.

Franchises

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Please explain

FedEx does not operate a franchised business model.

Investments

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Please explain

FedEx is not a financial institution and therefore does not have any relevant emissions related to investments in the reporting year that are not already included in Scope 1 or 2.

Other (upstream)

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Please explain

Does not apply based upon our business.

Other (downstream)

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Please explain

Does not apply based upon our business.

[Fixed row]

(7.8.1) Disclose or restate your Scope 3 emissions data for previous years.

	End date	Scope 3: Upstream transportation and distribution (metric tons CO2e)	Scope 3: Business travel (metric tons CO2e)
Past year 1	05/31/2022	4198753	70250
Past year 2	05/31/2021	3807407	45345

[Fixed row]

(7.9) Indicate the verification/assurance status that applies to your reported emissions.

	Verification/assurance status
Scope 1	<i>Select from:</i> <input checked="" type="checkbox"/> Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	<i>Select from:</i> <input checked="" type="checkbox"/> Third-party verification or assurance process in place
Scope 3	<i>Select from:</i> <input checked="" type="checkbox"/> No third-party verification or assurance

[Fixed row]

(7.9.1) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

Row 1

(7.9.1.1) Verification or assurance cycle in place

Select from:

☒ Annual process

(7.9.1.2) Status in the current reporting year

Select from:

☒ Complete

(7.9.1.3) Type of verification or assurance

Select from:

☒ Limited assurance

(7.9.1.4) Attach the statement

FedEx_FY23_Emissions_Verification_Statement.pdf

(7.9.1.5) Page/section reference

1-2

(7.9.1.6) Relevant standard

Select from:

☒ Corporate GHG verification guidelines from ERT

(7.9.1.7) Proportion of reported emissions verified (%)

100

[Add row]

(7.9.2) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

Row 1

(7.9.2.1) Scope 2 approach

Select from:

☒ Scope 2 location-based

(7.9.2.2) Verification or assurance cycle in place

Select from:

☒ Annual process

(7.9.2.3) Status in the current reporting year

Select from:

☒ Complete

(7.9.2.4) Type of verification or assurance

Select from:

☒ Limited assurance

(7.9.2.5) Attach the statement

FedEx_FY23_Emissions_Verification_Statement.pdf

(7.9.2.6) Page/ section reference

1-2

(7.9.2.7) Relevant standard

Select from:

☒ Corporate GHG verification guidelines from ERT

(7.9.2.8) Proportion of reported emissions verified (%)

100

[Add row]

(7.10) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Select from:

☒ Decreased

(7.10.1) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year.

Change in renewable energy consumption

(7.10.1.1) Change in emissions (metric tons CO2e)

9783

(7.10.1.2) Direction of change in emissions

Select from:

☒ Decreased

(7.10.1.3) Emissions value (percentage)

1

(7.10.1.4) Please explain calculation

As we are reporting the same value for our Location-based and Market-based Scope 2 emissions, the actual CO2e emission reductions resulting from our onsite solar electricity generation are not reflected in our reported FY23 Scope 2 emissions data. In reality, our on-site solar electricity generation (see the Data Appendix section of our 2024 ESG Report at <https://www.fedex.com/en-us/sustainability/reports.html>) helped avoid 9,783 metric tons CO2e. Across our operating companies, 34 FedEx locations generate on-site renewable energy, and we are evaluating additional opportunities to purchase off-site renewable energy.

Other emissions reduction activities

(7.10.1.1) Change in emissions (metric tons CO2e)

2354029

(7.10.1.2) Direction of change in emissions

Select from:

☒ Decreased

(7.10.1.3) Emissions value (percentage)

13

(7.10.1.4) Please explain calculation

Collectively, our most impactful sustainability initiatives, not including renewable energy or fuel cell energy, helped us avoid more than 2.3 million metric tons of greenhouse gas emissions in FY23 (see the Data Appendix section of our 2024 ESG Report at <https://www.fedex.com/en-us/sustainability/reports.html>). This represents approximately 13% of our FY23 Scope 1 & 2 emissions.

[Fixed row]

(7.10.2) Are your emissions performance calculations in 7.10 and 7.10.1 based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Select from:

☒ Location-based

(7.12) Are carbon dioxide emissions from biogenic carbon relevant to your organization?

Select from:

☒ Yes

(7.12.1) Provide the emissions from biogenic carbon relevant to your organization in metric tons CO2.

	CO2 emissions from biogenic carbon (metric tons CO2)	Comment
	196632	n/a

[Fixed row]

(7.15) Does your organization break down its Scope 1 emissions by greenhouse gas type?

Select from:

☒ Yes

(7.15.1) Break down your total gross global Scope 1 emissions by greenhouse gas type and provide the source of each used global warming potential (GWP).

Row 1

(7.15.1.1) Greenhouse gas

Select from:

☒ CO2

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

15655314

(7.15.1.3) GWP Reference

Select from:

☒ IPCC Sixth Assessment Report (AR6 - 100 year)

Row 2

(7.15.1.1) Greenhouse gas

Select from:

☒ CH4

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

3969

(7.15.1.3) GWP Reference

Select from:

☒ IPCC Sixth Assessment Report (AR6 - 100 year)

Row 3

(7.15.1.1) Greenhouse gas

Select from:

☒ N2O

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

145353

(7.15.1.3) GWP Reference

Select from:

☒ IPCC Sixth Assessment Report (AR6 - 100 year)

[Add row]

(7.16) Break down your total gross global Scope 1 and 2 emissions by country/area.

	Scope 1 emissions (metric tons CO2e)	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
United States of America	15804636	918981	918981

[Fixed row]

(7.17) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

Select all that apply

☒ By activity

(7.17.3) Break down your total gross global Scope 1 emissions by business activity.

	Activity	Scope 1 emissions (metric tons CO2e)
Row 1	<i>Air</i>	12536072
Row 2	<i>Road</i>	2900838
Row 3	<i>Facilities (nat gas and heating oil)</i>	367727

[Add row]

(7.19) Break down your organization's total gross global Scope 1 emissions by sector production activity in metric tons CO2e.

	Gross Scope 1 emissions, metric tons CO2e	Comment
Transport services activities	15804636	<i>All of our Scope 1 emissions are associated with our Sector Production activity</i>

[Fixed row]

(7.20) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.

Select all that apply

☒ By activity

(7.20.3) Break down your total gross global Scope 2 emissions by business activity.

	Activity	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Row 1	<i>Purchased electricity</i>	918512	918512
Row 2	<i>Purchased heating</i>	460	460
Row 3	<i>Purchased cooling</i>	9	9

[Add row]

(7.21) Break down your organization's total gross global Scope 2 emissions by sector production activity in metric tons CO2e.

	Scope 2, location-based, metric tons CO2e	Scope 2, market-based (if applicable), metric tons CO2e	Comment
Transport services activities	918981	918981	<i>All of our Scope 2 emissions are associated with our sector production activity.</i>

[Fixed row]

(7.22) Break down your gross Scope 1 and Scope 2 emissions between your consolidated accounting group and other entities included in your response.

Consolidated accounting group

(7.22.1) Scope 1 emissions (metric tons CO2e)

15804636

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

918981

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

918981

(7.22.4) Please explain

All reported emissions are covered by our consolidated accounting group.

All other entities

(7.22.1) Scope 1 emissions (metric tons CO2e)

0

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

0

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

0

(7.22.4) Please explain

All reported emissions are covered by our consolidated accounting group.

[Fixed row]

(7.23) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?

Select from:

☒ No

(7.26) Allocate your emissions to your customers listed below according to the goods or services you have sold them in this reporting period.

Row 1

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

174.0978

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO₂e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their

packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 2

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

9.1716

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 3

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

90.9271

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 4

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

423.1

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 5

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

10.88

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 6

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

151.92

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO₂e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 7

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

7423.53

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific

package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 8

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

319.42

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 9

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

3813.17

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 10

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

3063.6989

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 11

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

153.7134

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 12

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

1366.2293

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO₂e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 13

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1979.0961

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 14

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

57.5588

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific

package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 15

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 16**(7.26.1) Requesting member**

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

0.0232

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 17

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

0.0012

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 18

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

0.0546

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 19

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

232.239

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 20

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

8.5729

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 21

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

152.398

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 22

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 23**(7.26.1) Requesting member**

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

28.4947

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 24

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

215.1026

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 25

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

4728.8547

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 26

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

113.0897

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 27

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

2124.0642

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO₂e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their

packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 28

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1413.548

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 29

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

41.7759

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 30

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

681.8945

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 31

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

32623.7331

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 32

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1299.3698

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 33

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

40565.8906

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific

package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 34

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

788.3073

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 35

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 36

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

313.6047

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 37

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

28336.9858

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 38

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

608.3309

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 39

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

15363.0919

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 40

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

29167.2776

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO₂e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their

packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 41

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1013.9967

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 42

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

23544.4831

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 43

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

99.1916

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 44

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

6.0691

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 45

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

57.0528

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 46

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

3669.281

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific

package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 47

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

93.4128

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 48

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

2188.057

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 49

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

30.0732

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 50

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1.4424

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 51

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

36.0878

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO₂e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 52

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

44.316

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 53

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1.8507

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific

package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 54

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 55**(7.26.1) Requesting member**

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

191.4523

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 56

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

7.1033

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 57

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

114.8042

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 58

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

625.7397

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 59

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

15.6308

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 60

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

280.9914

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 61

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 62**(7.26.1) Requesting member**

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1880.2946

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 63

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

34550.4302

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 64

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

408.1333

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 65

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

20.3391

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 66

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

408.2422

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO₂e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their

packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 67

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

21143.755

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 68

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

578.8202

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 69

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

20798.3895

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 70

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

730.9822

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 71

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

41.6307

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 72

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

218.8311

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific

package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 73

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

0.7751

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 74

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

(7.26.9) Emissions in metric tonnes of CO2e

0.0309

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No**Row 75****(7.26.1) Requesting member**

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3**(7.26.3) Scope 3 category(ies)**

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

0.4124

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 76

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

225.9434

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 77

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

9.5254

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 78

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

151.8264

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO₂e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their

packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 79

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

702.8686

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 80

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

32.2504

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 81

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

824.7489

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 82

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

16.3565

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 83

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

0.2327

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 84

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

23.0788

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific

package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 85

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

35.5707

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 86

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 87**(7.26.1) Requesting member**

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

22.3077

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 88

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

25114.9469

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 89

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1120.8812

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 90

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

16188.503

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 91

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

203.6993

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO₂e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their

packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 92

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

7.7836

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 93

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

87.371

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 94

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

6387.9776

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 95

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

271.2755

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 96

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

4152.7833

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO₂e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 97

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

6388.4675

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific

package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 98

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

211.9093

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 99

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

3937.68

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 100

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

12261.7085

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 101

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

534.9941

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 102

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

9580.7599

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 103

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

2821.5623

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 104

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

190.9805

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific

package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 105

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 106**(7.26.1) Requesting member**

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

37801.5626

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 107

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1180.2473

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 108

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

19287.1921

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 109

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

35123.5169

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 110

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1790.7192

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 111

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

32472.8138

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 112

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 113**(7.26.1) Requesting member**

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

875.9504

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 114

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

6103.9653

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 115

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

3188.3008

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 116

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

169.7161

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 117

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

2642.6927

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO₂e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their

packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 118

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

363.0281

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 119

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

21.7452

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 120

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

244.8492

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 121

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

5961.873

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 122

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

227.6399

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 123

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

7127.1518

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific

package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 124

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

5.0621

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 125

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 126

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

3.538

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 127

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

26.1178

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 128

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

0.8909

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 129

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

8.0377

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 130

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

2509.5361

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their

packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 131

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

102.8566

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 132

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1319.5183

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 133

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

4498.965

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 134

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

198.9456

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 135

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

1841.3854

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 136

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

20825.9951

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific

package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 137

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

491.8393

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 138

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

27292.8797

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 139

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

18767.6111

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 140

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

669.0397

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 141

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

9366.8729

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 142

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

3.23

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 143

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

0.1428

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific

package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 144

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 145**(7.26.1) Requesting member**

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

18523.397

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 146

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

541.2355

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 147

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

11760.5252

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 148

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

34677.1185

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 149

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

610.372

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 150

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

20212.1304

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 151

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 152**(7.26.1) Requesting member**

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1183.0778

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 153

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

23900.9522

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 154

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

103.4553

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 155

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

16.8101

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 156

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

133.583

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO₂e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their

packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 157

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1.8234

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 158

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

0.0805

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 159

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1.3426

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 160

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

19.3321

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 161

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1.1521

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 162

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

10.1151

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific

package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 163

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

27496.14

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 164

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 165

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

0

(7.26.9) Emissions in metric tonnes of CO2e

19685.32

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 166

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

923.4415

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 167

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

53.7961

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 168

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

1583.0192

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 169

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 170

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

8.6818

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 171

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

158.0134

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 172

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

0.0303

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 173

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

0.0007

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 174

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

23.741

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO₂e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their

packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 175

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

2685.1126

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 176

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

73.8993

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 177

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1097.7933

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 178

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

7096.9244

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 179

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

313.0967

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 180

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

2295.9485

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific

package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 181

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

10902.8728

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 182

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 183**(7.26.1) Requesting member**

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

7315.6285

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 184

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

556.42

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 185

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

28.3405

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 186

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

208.8884

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 187

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

6367.9379

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their

packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 188

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

262.4576

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 189

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

2145.5463

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 190

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

374.4859

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 191

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

24.8478

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 192

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

354.9088

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO₂e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 193

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

4914.54

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific

package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 194

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

365.87

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 195

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

7577.56

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 196

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

70.6153

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 197

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1.1158

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 198

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

24.0585

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO₂e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 199

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

39.8436

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 200

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1.4152

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific

package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 201

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 202**(7.26.1) Requesting member**

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

3830.4515

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 203

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

206.1396

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 204

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1133.1917

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 205

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

0.7898

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 206

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

0.0317

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 207

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

0.3822

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 208

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 209

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1.9867

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 210

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

11.9023

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 211

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1.24

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 212

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

0.0465

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 213

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

1.94

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO₂e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their

packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 214

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

18.03

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 215

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

0.3334

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 216

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

5.87

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 217

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

10.0698

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 218

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

0.4048

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 219

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

5.6699

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific

package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 220

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

320.1636

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 221

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 222

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

127.1057

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 223

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

154.4391

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 224

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

5.688

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 225

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

38.4283

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 226

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

14.642

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO₂e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their

packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 227

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

0.3196

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 228

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

5.2072

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 229

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

2545.71

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 230

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

107

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 231

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

769.29

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO₂e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 232

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

441.16

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific

package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 233

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

13.52

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 234

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

363.27

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 235

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

70.9509

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 236

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

4.291

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 237

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

74.5887

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO₂e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 238

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1245.991

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 239

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

782.6555

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific

package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 240

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 241**(7.26.1) Requesting member**

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

20.0851

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 242

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1.0433

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 243

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

5.7516

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 244

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

447.8862

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 245

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

9.8339

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 246

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

175.5584

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 247

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 248**(7.26.1) Requesting member**

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

86.5454

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 249

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

648.0928

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 250

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

162.34

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 251

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

4.23

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 252

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

128.75

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO₂e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their

packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 253

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

2233.0443

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 254

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

65.7709

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 255

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

994.0658

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 256

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1.3608

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 257

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO₂e

0.0425

(7.26.11) Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO₂e" column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 258

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1.0795

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific

package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 259

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

1449.6086

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 260

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 261**(7.26.1) Requesting member**

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Other allocation method, please specify :Please reference major sources of emissions column

(7.26.9) Emissions in metric tonnes of CO2e

454.2183

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

Row 262

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Allocation based on another physical factor

(7.26.9) Emissions in metric tonnes of CO2e

40.54

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Row 263

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Allocation based on another physical factor

(7.26.9) Emissions in metric tonnes of CO2e

8.88

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Row 264

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Allocation based on another physical factor

(7.26.9) Emissions in metric tonnes of CO₂e

8.72

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO₂e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO₂ fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Row 265

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Allocation based on another physical factor

(7.26.9) Emissions in metric tonnes of CO2e

126.11

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Row 266

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Allocation based on another physical factor

(7.26.9) Emissions in metric tonnes of CO2e

5.52

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Row 267

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Allocation based on another physical factor

(7.26.9) Emissions in metric tonnes of CO2e

53.34

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Row 268

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Allocation based on another physical factor

(7.26.9) Emissions in metric tonnes of CO2e

72.01

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Row 269

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Allocation based on another physical factor

(7.26.9) Emissions in metric tonnes of CO2e

3.21

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Row 270

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Allocation based on another physical factor

(7.26.9) Emissions in metric tonnes of CO2e

186.19

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Row 271

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Allocation based on another physical factor

(7.26.9) Emissions in metric tonnes of CO2e

3132.59

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Row 272

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Allocation based on another physical factor

(7.26.9) Emissions in metric tonnes of CO2e

177.98

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Row 273

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Allocation based on another physical factor

(7.26.9) Emissions in metric tonnes of CO2e

2079.96

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Row 274

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Allocation based on another physical factor

(7.26.9) Emissions in metric tonnes of CO2e

132.25

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Row 275

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Allocation based on another physical factor

(7.26.9) Emissions in metric tonnes of CO2e

33.51

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Row 276

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☒ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☒ Category 4: Upstream transportation and distribution

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Allocation based on another physical factor

(7.26.9) Emissions in metric tonnes of CO2e

27.87

(7.26.11) Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 123 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights to allocate our emissions to our customers. FedEx Sustainability Insights is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. FedEx Sustainability Insights includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

[Add row]

(7.27) What are the challenges in allocating emissions to different customers, and what would help you to overcome these challenges?

Row 1

(7.27.1) Allocation challenges

Select from:

☒ We face no challenges

[Add row]

(7.28) Do you plan to develop your capabilities to allocate emissions to your customers in the future?

(7.28.1) Do you plan to develop your capabilities to allocate emissions to your customers in the future?

Select from:

☒ Yes

(7.28.2) Describe how you plan to develop your capabilities

We use FedEx Sustainability Insights (FSI) to generate emissions allocations for our customers. We have a team that works to improve that tool. They work closely with our Corporate Social Responsibility team that oversees ESG reporting to ensure best practices for emissions calculations are followed.

[Fixed row]

(7.29) What percentage of your total operational spend in the reporting year was on energy?

Select from:

☒ More than 5% but less than or equal to 10%

(7.30) Select which energy-related activities your organization has undertaken.

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	Select from: <input checked="" type="checkbox"/> Yes

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of purchased or acquired electricity	Select from: <input checked="" type="checkbox"/> Yes
Consumption of purchased or acquired heat	Select from: <input checked="" type="checkbox"/> Yes
Consumption of purchased or acquired steam	Select from: <input checked="" type="checkbox"/> No
Consumption of purchased or acquired cooling	Select from: <input checked="" type="checkbox"/> Yes
Generation of electricity, heat, steam, or cooling	Select from: <input checked="" type="checkbox"/> Yes

[Fixed row]

(7.30.1) Report your organization's energy consumption totals (excluding feedstocks) in MWh.

Consumption of fuel (excluding feedstock)

(7.30.1.1) Heating value

Select from:

☒ HHV (higher heating value)

(7.30.1.2) MWh from renewable sources

59563

(7.30.1.3) MWh from non-renewable sources

64023885

(7.30.1.4) Total (renewable and non-renewable) MWh

64083448

Consumption of purchased or acquired electricity

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

2456113

(7.30.1.4) Total (renewable and non-renewable) MWh

2456113

Consumption of purchased or acquired heat

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

14583

(7.30.1.4) Total (renewable and non-renewable) MWh

14583

Consumption of purchased or acquired cooling

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

25

(7.30.1.4) Total (renewable and non-renewable) MWh

25

Consumption of self-generated non-fuel renewable energy

(7.30.1.2) MWh from renewable sources

29722

(7.30.1.4) Total (renewable and non-renewable) MWh

29722

Total energy consumption

(7.30.1.2) MWh from renewable sources

89285

(7.30.1.3) MWh from non-renewable sources

66494606

(7.30.1.4) Total (renewable and non-renewable) MWh

66583891
[Fixed row]

(7.30.6) Select the applications of your organization's consumption of fuel.

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	Select from: <input checked="" type="checkbox"/> Yes
Consumption of fuel for the generation of heat	Select from: <input checked="" type="checkbox"/> No
Consumption of fuel for the generation of steam	Select from: <input checked="" type="checkbox"/> No
Consumption of fuel for the generation of cooling	Select from: <input checked="" type="checkbox"/> No
Consumption of fuel for co-generation or tri-generation	Select from: <input checked="" type="checkbox"/> No

[Fixed row]

(7.30.7) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Sustainable biomass

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.3) MWh fuel consumed for self-generation of electricity

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

Other biomass

(7.30.7.1) Heating value

Select from:

☒ HHV

(7.30.7.2) Total fuel MWh consumed by the organization

59563.36

(7.30.7.3) MWh fuel consumed for self-generation of electricity

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

(7.30.7.8) Comment

Includes all biodiesel blends

Other renewable fuels (e.g. renewable hydrogen)

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.3) MWh fuel consumed for self-generation of electricity

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

Coal

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.3) MWh fuel consumed for self-generation of electricity

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

Oil

(7.30.7.1) Heating value

Select from:

☒ HHV

(7.30.7.2) Total fuel MWh consumed by the organization

3306

(7.30.7.3) MWh fuel consumed for self-generation of electricity

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

(7.30.7.8) Comment

Includes facility heating oil

Gas

(7.30.7.1) Heating value

Select from:

☒ HHV

(7.30.7.2) Total fuel MWh consumed by the organization

2045555

(7.30.7.3) MWh fuel consumed for self-generation of electricity

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

(7.30.7.8) Comment

Includes CNG and natural gas

Other non-renewable fuels (e.g. non-renewable hydrogen)

(7.30.7.1) Heating value

Select from:

☒ HHV

(7.30.7.2) Total fuel MWh consumed by the organization

61975022

(7.30.7.3) MWh fuel consumed for self-generation of electricity

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

(7.30.7.8) Comment

Includes jet kerosene, diesel, motor gasoline, propane

Total fuel

(7.30.7.2) Total fuel MWh consumed by the organization

64083448

(7.30.7.3) MWh fuel consumed for self-generation of electricity

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

[Fixed row]

(7.30.9) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.

Electricity

(7.30.9.1) Total Gross generation (MWh)

29722

(7.30.9.2) Generation that is consumed by the organization (MWh)

29722

(7.30.9.3) Gross generation from renewable sources (MWh)

29722

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

29722

Heat

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

Steam

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

Cooling

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

[Fixed row]

(7.30.14) Provide details on the electricity, heat, steam, and/or cooling amounts that were accounted for at a zero or near-zero emission factor in the market-based Scope 2 figure reported in 7.7.

Row 1

(7.30.14.1) Country/area

Select from:

☒ United States of America

(7.30.14.2) Sourcing method

Select from:

☒ None (no active purchases of low-carbon electricity, heat, steam or cooling)

[Add row]

(7.30.15) Provide details on the average emission factor used for all transport movements per mode that directly source energy from the grid.

Row 1

(7.30.15.1) Category

Select from:

☒ LDV

(7.30.15.2) Emission factor unit

Select from:

☒ gCO₂e/kWh

(7.30.15.3) Average emission factor: unit value

0

(7.30.15.4) Comment

We do not have any transport movements that directly source energy from the grid.

Row 2

(7.30.15.1) Category

Select from:

☒ HDV

(7.30.15.2) Emission factor unit

Select from:

☒ gCO2e/kWh

(7.30.15.3) Average emission factor: unit value

0

(7.30.15.4) Comment

We do not have any transport movements that directly source energy from the grid.

Row 3

(7.30.15.1) Category

Select from:

☒ Rail

(7.30.15.2) Emission factor unit

Select from:

☒ gCO2e/kWh

(7.30.15.3) Average emission factor: unit value

0

(7.30.15.4) Comment

We do not have any transport movements that directly source energy from the grid.

[Add row]

(7.30.16) Provide a breakdown by country/area of your electricity/heat/steam/cooling consumption in the reporting year.

United States of America

(7.30.16.1) Consumption of purchased electricity (MWh)

2008456.17

(7.30.16.2) Consumption of self-generated electricity (MWh)

29722

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

25

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

2038203.17

[Fixed row]

(7.36) Provide any efficiency metrics that are appropriate for your organization's transport products and/or services.

Row 1

(7.36.1) Activity

Select from:

☒ Aviation

(7.36.2) Metric figure

0.192027

(7.36.3) Metric numerator

Select from:

☒ Liters of fuel

(7.36.4) Metric denominator

Select from:

☒ Other, please specify :Available ton miles

(7.36.5) Metric numerator: Unit total

4778885873

(7.36.6) Metric denominator: Unit total

24886538316

(7.36.7) % change from last year

-3.34

(7.36.8) Please explain

Aviation energy efficiency metric is based on data from FedEx Express which is the operating company responsible for our aviation fleet and air operations.

Row 3

(7.36.1) Activity

Select from:

☒ Heavy Duty Vehicles (HDV)

(7.36.2) Metric figure

0.303517

(7.36.3) Metric numerator

Select from:

☒ Liters of fuel

(7.36.4) Metric denominator

Select from:

☒ Other, please specify :Miles driven

(7.36.5) Metric numerator: Unit total

308464775

(7.36.6) Metric denominator: Unit total

1016301616

(7.36.7) % change from last year

4.76

(7.36.8) Please explain

HDV energy efficiency metric reported in this question is based on vehicle data from FedEx Express operating company.
[Add row]

(7.45) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.

Row 1

(7.45.1) Intensity figure

0.000185498

(7.45.2) Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)

16723617

(7.45.3) Metric denominator

Select from:

☒ unit total revenue

(7.45.4) Metric denominator: Unit total

90155000000

(7.45.5) Scope 2 figure used

Select from:

☒ Location-based

(7.45.6) % change from previous year

3.52

(7.45.7) Direction of change

Select from:

☒ Decreased

(7.45.8) Reasons for change

Select all that apply

☒ Other emissions reduction activities

☒ Change in revenue

(7.45.9) Please explain

We saw a decrease in our intensity metric primarily because of efficiencies related to our aircraft modernization effort.

[Add row]

(7.51) What are your primary intensity (activity-based) metrics that are appropriate to your emissions from transport activities in Scope 1, 2, and 3?

LDV

(7.51.1) Scopes used for calculation of intensities

Select from:

☒ Report just Scope 1

(7.51.2) Intensity figure

0

(7.51.3) Metric numerator: emissions in metric tons CO2e

0

(7.51.4) Metric denominator: unit

Select from:

☒ t.mile

(7.51.5) Metric denominator: unit total

0

(7.51.6) % change from previous year

0

(7.51.7) Please explain any exclusions in your coverage of transport emissions in selected category, and reasons for change in emissions intensity.

Zero was provided to meet disclosure requirement. LDV fuel usage is covered by HDV data as EPA Smartway does not distinguish vehicle type.

HDV

(7.51.1) Scopes used for calculation of intensities

Select from:

☒ Report just Scope 1

(7.51.2) Intensity figure

0.000310849

(7.51.3) Metric numerator: emissions in metric tons CO2e

769011

(7.51.4) Metric denominator: unit

Select from:

☒ t.mile

(7.51.5) Metric denominator: unit total

2473906951

(7.51.6) % change from previous year

-50

(7.51.7) Please explain any exclusions in your coverage of transport emissions in selected category, and reasons for change in emissions intensity.

This intensity figure is based on Smart Way data for FedEx Express in US and Canada and only includes CO2 information.

Rail

(7.51.1) Scopes used for calculation of intensities

Select from:

☒ Report Scope 1 + 2 + 3 (category 4)

(7.51.2) Intensity figure

0

(7.51.3) Metric numerator: emissions in metric tons CO2e

0

(7.51.4) Metric denominator: unit

Select from:

☒ t.mile

(7.51.5) Metric denominator: unit total

0

(7.51.6) % change from previous year

0

(7.51.7) Please explain any exclusions in your coverage of transport emissions in selected category, and reasons for change in emissions intensity.

Zero was input to meet CDP's disclosure requirement. Rail data is provided by third party providers and we are not able to provide intensity figures.

Aviation

(7.51.1) Scopes used for calculation of intensities

Select from:

☒ Report just Scope 1

(7.51.2) Intensity figure

0.000503729

(7.51.3) Metric numerator: emissions in metric tons CO₂e

12536072

(7.51.4) Metric denominator: unit

Select from:

☒ t.mile

(7.51.5) Metric denominator: unit total

24886538316

(7.51.6) % change from previous year

-2

(7.51.7) Please explain any exclusions in your coverage of transport emissions in selected category, and reasons for change in emissions intensity.

The intensity figure reported only included FedEx Express as it is the only operating company with aircraft. The Metric denominator value is actually available-ton-miles flown, however that is not a drop-down option in the CDP online system, so we are selecting the "t.mile" option. FedEx Express saw a 2% decrease in aviation intensity figure. This can be largely attributed to aircraft modernization and fuel efficiency efforts

ALL

(7.51.1) Scopes used for calculation of intensities

Select from:

☒ Report just Scope 1

(7.51.2) Intensity figure

0

(7.51.3) Metric numerator: emissions in metric tons CO2e

0

(7.51.4) Metric denominator: unit

Select from:

☒ t.mile

(7.51.5) Metric denominator: unit total

0

(7.51.6) % change from previous year

0

(7.51.7) Please explain any exclusions in your coverage of transport emissions in selected category, and reasons for change in emissions intensity.

Zero was provided in response to intensity figure, metric numerator: emissions in metric tons CO2e, metric denominator: unit total, and in % change from previous year in order to meet CDP disclosure requirements. An overall intensity metric is not feasible at this time due to the various intensity metrics used internally across the enterprise

[Fixed row]

(7.52) Provide any additional climate-related metrics relevant to your business.

Row 1

(7.52.1) Description

Select from:

☒ Waste

(7.52.2) Metric value

565168

(7.52.3) Metric numerator

Total waste generated (metric tons)

(7.52.4) Metric denominator (intensity metric only)

N/a

(7.52.5) % change from previous year

8

(7.52.6) Direction of change

Select from:

☒ Decreased

(7.52.7) Please explain

We continue to work to identify efficiency are reduce waste in our operations.

Row 2

(7.52.1) Description

Select from:

☒ Other, please specify :Electric Vehicles

(7.52.2) Metric value

7136

(7.52.3) Metric numerator

Total Electric Vehicles

(7.52.4) Metric denominator (intensity metric only)

N/a

(7.52.5) % change from previous year

50

(7.52.6) Direction of change

Select from:

☒ Increased

(7.52.7) Please explain

We are continuing to invest in EVs across our operations and are making progress towards our goal to have an 100% EV parcel PUD fleet by 2040.
[Add row]

(7.53) Did you have an emissions target that was active in the reporting year?

Select all that apply

☒ Intensity target

☒ No target

(7.53.2) Provide details of your emissions intensity targets and progress made against those targets.

Row 1

(7.53.2.1) Target reference number

Select from:

☒ Int 1

(7.53.2.2) Is this a science-based target?

Select from:

☒ No, and we do not anticipate setting one in the next two years

(7.53.2.5) Date target was set

05/31/2011

(7.53.2.6) Target coverage

Select from:

☒ Business division

(7.53.2.7) Greenhouse gases covered by target

Select all that apply

☒ Carbon dioxide (CO2)

(7.53.2.8) Scopes

Select all that apply

☒ Scope 1

(7.53.2.11) Intensity metric

Select from:

☒ Other, please specify

(7.53.2.12) End date of base year

05/31/2005

(7.53.2.13) Intensity figure in base year for Scope 1 (metric tons CO2e per unit of activity)

0.00068

(7.53.2.33) Intensity figure in base year for all selected Scopes (metric tons CO2e per unit of activity)

0.0006800000

(7.53.2.34) % of total base year emissions in Scope 1 covered by this Scope 1 intensity figure

82

(7.53.2.54) % of total base year emissions in all selected Scopes covered by this intensity figure

82

(7.53.2.55) End date of target

05/31/2025

(7.53.2.56) Targeted reduction from base year (%)

30

(7.53.2.57) Intensity figure at end date of target for all selected Scopes (metric tons CO2e per unit of activity)

0.0004760000

(7.53.2.58) % change anticipated in absolute Scope 1+2 emissions

30

(7.53.2.60) Intensity figure in reporting year for Scope 1 (metric tons CO2e per unit of activity)

0.00049

(7.53.2.80) Intensity figure in reporting year for all selected Scopes (metric tons CO2e per unit of activity)

0.0004900000

(7.53.2.81) Land-related emissions covered by target

Select from:

☒ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.2.82) % of target achieved relative to base year

93.14

(7.53.2.83) Target status in reporting year

Select from:

☒ Underway

(7.53.2.85) Explain target coverage and identify any exclusions

This target covers Scope 1 emissions related to our owned and operated aircraft. This does not include emissions related to employee travel, interline aircraft or feeder aircraft operations.

(7.53.2.86) Target objective

In 2008, we announced an ambitious goal to reduce aircraft emissions intensity on an available-ton-mile flown by 20% from a 2005 baseline by 2020, and we revised this target upwards to a 30% reduction in 2011 and extended it from 2020 to 2025. In previous year's CDP response this was misstated as 2030.

(7.53.2.87) Plan for achieving target, and progress made to the end of the reporting year

While we made significant progress toward this goal over the last decade, a global increase in volume—exacerbated by the COVID-19 pandemic—caused some older aircraft, which were planned for retirement, to remain in service longer than planned and has led us to fall short of our target to date. We are dedicated to modernizing our fleet of nearly 700 aircraft to reduce costs, enhance reliability and operational adaptability, improve fuel efficiency, and minimize emissions. Along with our 70 Fuel Sense aircraft fuel-savings initiatives, we continue to replace older aircraft with more fuel-efficient models to reduce GHG emissions, air pollution, and local noise pollution. We are currently scheduled to take delivery of two Boeing 777F, 14 Boeing 767F, 10 ATR-72 600F, and 31 Cessna 408 aircraft by the end of 2026. Delays could impact these timelines. We plan to retire our entire MD-11 fleet by the end of 2028. Additionally, in 2024 we made the decision to permanently retire from service 22 Boeing 757-200 aircraft and seven related engines to align with the plans of Federal Express to modernize its aircraft fleet, improve its global network, and better align air network capacity to match current and anticipated shipment volumes. With these initiatives we expect that we will achieve this goal in FY24.

(7.53.2.88) Target derived using a sectoral decarbonization approach

Select from:

☒ No

[Add row]

(7.53.3) Explain why you did not have an emissions target, and forecast how your emissions will change over the next five years.

(7.53.3.1) Primary reason

Select from:

☒ We are planning to introduce a target in the next two years

(7.53.3.2) Five-year forecast

Not available

(7.53.3.3) Please explain

In June 2024 we completed a consolidation of many of many of our operating companies into FedEx Express Corporation. As part of this consolidating we will have to re-benchmark our emissions for the current fiscal year and are unable to provide forecasted emissions until the baseline is complete.

[Fixed row]

(7.54) Did you have any other climate-related targets that were active in the reporting year?

Select all that apply

☒ Net-zero targets

(7.54.3) Provide details of your net-zero target(s).

Row 1

(7.54.3.1) Target reference number

Select from:

☒ NZ1

(7.54.3.2) Date target was set

03/03/2021

(7.54.3.3) Target Coverage

Select from:

☒ Organization-wide

(7.54.3.4) Targets linked to this net zero target

Select all that apply

☒ Low1

(7.54.3.5) End date of target for achieving net zero

12/31/2040

(7.54.3.6) Is this a science-based target?

Select from:

☒ No, but we anticipate setting one in the next two years

(7.54.3.8) Scopes

Select all that apply

☒ Scope 1

☒ Scope 2

☒ Scope 3

(7.54.3.9) Greenhouse gases covered by target

Select all that apply

☒ Methane (CH₄)

☒ Nitrous oxide (N₂O)

☒ Carbon dioxide (CO₂)

☒ Perfluorocarbons (PFCs)

☒ Hydrofluorocarbons (HFCs)

☒ Sulphur hexafluoride (SF₆)

☒ Nitrogen trifluoride (NF₃)

(7.54.3.10) Explain target coverage and identify any exclusions

This target covers our Scope 1 and 2 emissions and scope 3 contracted transportation emissions.

(7.54.3.11) Target objective

Carbon Neutral in our operations by 2040

(7.54.3.12) Do you intend to neutralize any residual emissions with permanent carbon removals at the end of the target?

Select from:

☒ Yes

(7.54.3.13) Do you plan to mitigate emissions beyond your value chain?

Select from:

☒ No, we do not plan to mitigate emissions beyond our value chain

(7.54.3.14) Do you intend to purchase and cancel carbon credits for neutralization and/or beyond value chain mitigation?

Select all that apply

☒ No, we do not plan to purchase and cancel carbon credits for neutralization and/or beyond value chain mitigation

(7.54.3.15) Planned milestones and/or near-term investments for neutralization at the end of the target

By 2030, we intend to have 100% of FedEx Express global PUD vehicle purchases to be electric.

(7.54.3.17) Target status in reporting year

Select from:

☒ Underway

(7.54.3.19) Process for reviewing target

Progress towards are target is reported annually in our ESG Report. Our Board of Director is also updated at least annually on progress.

[Add row]

(7.55) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases.

Select from:

☒ Yes

(7.55.1) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e (only for rows marked *)
Under investigation	1	<i>Numeric input</i>
Implementation commenced	6	2363812

[Fixed row]

(7.55.2) Provide details on the initiatives implemented in the reporting year in the table below.

Row 1

(7.55.2.1) Initiative category & Initiative type

Transportation

☒ Company fleet vehicle efficiency

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

429663

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☒ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☒ Voluntary

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☒ 6-10 years

(7.55.2.9) Comment

This includes FedEx fuel sense savings for our aircraft and FedEx Express vehicle efficiencies.

Row 2

(7.55.2.1) Initiative category & Initiative type

Transportation

☒ Company fleet vehicle replacement

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

1319067

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☒ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☒ Voluntary

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☒ 3-5 years

(7.55.2.9) Comment

We are dedicated to modernizing our fleet of more than 700 aircraft to reduce costs, enhance reliability and operational adaptability, improve fuel efficiency, and minimize emissions. In FY23, our modernization initiatives resulted in savings of 136 million gallons of jet fuel and the prevention of 1.3 million metric tons of CO2e.

Row 3

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in buildings

☒ Building Energy Management Systems (BEMS)

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

164149

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☒ Scope 1

☒ Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☒ Voluntary

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☒ Ongoing

(7.55.2.9) Comment

Our approach to innovating operations involves continued investments in energy efficiency and management, renewable energy procurement, facility resiliency, environmental compliance, and waste reduction, among other initiatives. As part of our commitment to continually improve our facilities' environmental performance, in FY23, 570 FedEx Express sites maintained compliance with the ISO 14001 environmental management system standard, spanning 26 countries / territories.

Row 4

(7.55.2.1) Initiative category & Initiative type

Low-carbon energy generation

☒ Solar PV

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

9783

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☒ Scope 2 (location-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☒ Voluntary

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☒ Ongoing

(7.55.2.9) Comment

Generated on-and off-site solar energy at 34 global locations across our operating companies

Row 5

(7.55.2.1) Initiative category & Initiative type

Transportation

☒ Other, please specify :Intermodal rail usage

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

441150

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

- ☒ Scope 1
- ☒ Scope 3 category 4: Upstream transportation & distribution

(7.55.2.4) Voluntary/Mandatory

Select from:

- ☒ Voluntary

(7.55.2.8) Estimated lifetime of the initiative

Select from:

- ☒ Ongoing

(7.55.2.9) Comment

Savings include fuel and emission savings from intermodal rail usage at FedEx Freight and FedEx Ground only.
[Add row]

(7.55.3) What methods do you use to drive investment in emissions reduction activities?

Row 1

(7.55.3.1) Method

Select from:

- ☒ Other

(7.55.3.2) Comment

Occasionally we explore opportunities to invest in emissions reduction initiatives if a significant customer service enhancement, reputational or brand recognition benefit can be gained.

Row 3

(7.55.3.1) Method

Select from:

☒ Financial optimization calculations

(7.55.3.2) Comment

As part of our standard financial investment decision making processes, we factor in the cost savings and other financial benefits (e.g. tax incentives) associated with investing in more fuel/energy efficient technologies in our aircraft and vehicle fleet and operations.

Row 4

(7.55.3.1) Method

Select from:

☒ Compliance with regulatory requirements/standards

(7.55.3.2) Comment

Active and potential regulations such as the EU ETS and pending regulations such as the U.S. EPA / Department of Transportation's action to promulgate greenhouse gas emission / fuel economy regulations for commercial vehicles could help drive our investments in more fuel-efficient aircraft and vehicles in order to comply with regulatory obligations and take advantage of the associated fuel cost savings from operating more efficient transportation assets. This can also drive investments in carbon offsets. For example, in accordance with the inclusion of aviation in the obligations of the intra-EU/European Economic Area (EEA) scope of the EU ETS, FedEx monitors fuel usage and emissions for applicable flights. Each year, relevant data has been 3rd party verified to demonstrate continued compliance. As required, our compliance efforts include purchasing and surrendering allowances, when necessary. FedEx also implemented an emissions monitoring plan to meet the requirements of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) program developed by the International Civil Aviation Organization (ICAO), a specialized agency of the United Nations. Like a number of U.S. airlines, FedEx actively supported our industry association in helping FAA implement CORSIA. In light of CORSIA's objective to complement technology, operations, infrastructure and sustainable aviation fuel efforts and assist global airlines in meeting the goal of carbon-neutral growth after 2020, FedEx submitted its first monitoring report and is preparing for the carbon offsetting obligations of

CORSIA. FedEx recognizes the EU ETS, CORSIA and other carbon related regional or local taxes & fees as both opportunities and liabilities given our global growth plans. FedEx will continue to deploy methods to continually improve our fleet efficiencies, make advances in our operations and use of technology as well as support global aviation infrastructure improvements to mitigate any potentially adverse impacts.

[Add row]

(7.73) Are you providing product level data for your organization's goods or services?

Select from:

☒ No, I am not providing data

(7.74) Do you classify any of your existing goods and/or services as low-carbon products?

Select from:

☒ No

(7.75) Provide tracking metrics for the implementation of low-carbon transport technology over the reporting year.

Row 1

(7.75.1) Activity

Select from:

☒ Light Duty Vehicles (LDV)

(7.75.2) Metric

Select from:

☒ Fleet adoption

(7.75.3) Technology

Select from:

☒ Battery electric vehicle (BEV)

(7.75.4) Metric figure

7136

(7.75.5) Metric unit

Select from:

☒ Units

(7.75.6) Explanation

Across FedEx, there were 7,136 electric vehicles in the global fleet in FY23 when including forklifts, airport ground service equipment, and delivery trucks for a total global fleet. This is up from 3,552 in FY22. On our path to carbon neutrality, we are committing more than 2 billion over the next several years to support initiatives designed to make FedEx operations more sustainable across our aviation and vehicle fleets and at our facilities. Our goal is to transition the entire FedEx parcel pickup and delivery (PUD) fleet to zero emission vehicles by 2040.

[Add row]

(7.79) Has your organization canceled any project-based carbon credits within the reporting year?

Select from:

☒ No

C10. Environmental performance - Plastics

(10.1) Do you have plastics-related targets, and if so what type?

(10.1.1) Targets in place

Select from:

☒ No, and we do not plan to within the next two years

(10.1.3) Please explain

After completing a double materiality assessment in early FY25, plastics was not deemed a material topic. We continue to explore efficiencies and reduce waste throughout our value chain, including plastics.

[Fixed row]

(10.2) Indicate whether your organization engages in the following activities.

Production/commercialization of plastic polymers (including plastic converters)

(10.2.1) Activity applies

Select from:

☒ No

(10.2.2) Comment

N/a

Production/commercialization of durable plastic goods and/or components (including mixed materials)

(10.2.1) Activity applies

Select from:

☒ No

(10.2.2) Comment

N/a

Usage of durable plastics goods and/or components (including mixed materials)

(10.2.1) Activity applies

Select from:

☒ No

(10.2.2) Comment

N/a

Production/commercialization of plastic packaging

(10.2.1) Activity applies

Select from:

☒ Yes

(10.2.2) Comment

While we work to make every FedEx experience outstanding, we recognize that transporting goods for our customers can lead to environmental impacts through emissions and waste generation. We incorporate circularity principles into our package design by increasing recycled material inputs, which reduces GHG emissions upstream, enhances the reusability of our packaging, and reduces waste generation downstream. Our more sustainable packaging choices, such as a Reusable Pak, give our customers more choice and control in reducing the waste associated with their shipping, while still offering the protection and performance they expect from FedEx supplied packaging.

Production/commercialization of goods/products packaged in plastics

(10.2.1) Activity applies

Select from:

☒ No

(10.2.2) Comment

N/a

Provision/commercialization of services that use plastic packaging (e.g., food services)

(10.2.1) Activity applies

Select from:

☒ No

(10.2.2) Comment

N/a

Provision of waste management and/or water management services

(10.2.1) Activity applies

Select from:

☒ No

(10.2.2) Comment

N/a

Provision of financial products and/or services for plastics-related activities

(10.2.1) Activity applies

Select from:

☒ No

(10.2.2) Comment

N/a

Other activities not specified

(10.2.1) Activity applies

Select from:

☒ No

(10.2.2) Comment

N/a

[Fixed row]

(10.5) Provide the total weight of plastic packaging sold and/or used and indicate the raw material content.

Plastic packaging sold

(10.5.1) Total weight during the reporting year (Metric tons)

4891.19

(10.5.2) Raw material content percentages available to report

Select all that apply

☒ % virgin fossil-based content

☒ % virgin renewable content

- ☒ % pre-consumer recycled content
- ☒ % post-consumer recycled content

(10.5.3) % virgin fossil-based content

89

(10.5.4) % virgin renewable content

0

(10.5.5) % pre-consumer recycled content

5

(10.5.6) % post-consumer recycled content

6

(10.5.7) Please explain

Plastics packaging data is based on the total weight of plastics purchased from our suppliers.
[Fixed row]

(10.5.1) Indicate the circularity potential of the plastic packaging you sold and/or used.

Plastic packaging sold

(10.5.1.1) Percentages available to report for circularity potential

Select all that apply

- ☒ % reusable
- ☒ % technically recyclable

(10.5.1.2) % of plastic packaging that is reusable

50

(10.5.1.3) % of plastic packaging that is technically recyclable

50

(10.5.1.5) Please explain

Approximately half of our plastic purchased is associated with our Poly Paks and Padded Paks. Both of these packaging items are technically reusable and recyclable.

[Fixed row]

C11. Environmental performance - Biodiversity

(11.2) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

	Actions taken in the reporting period to progress your biodiversity-related commitments
	Select from: <input checked="" type="checkbox"/> No, we are not taking any actions to progress our biodiversity-related commitments, but we plan to within the next two years

[Fixed row]

(11.3) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?
	Select from: <input checked="" type="checkbox"/> No, we do not use indicators, but plan to within the next two years

[Fixed row]

(11.4) Does your organization have activities located in or near to areas important for biodiversity in the reporting year?

	Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity	Comment
Legally protected areas	Select from: <input checked="" type="checkbox"/> Not assessed	<i>We are currently building out the capacity to manage and assess our impacts, risks and opportunities associated with Biodiversity.</i>
UNESCO World Heritage sites	Select from: <input checked="" type="checkbox"/> Not assessed	<i>We are currently building out the capacity to manage and assess our impacts, risks and opportunities associated with Biodiversity.</i>
UNESCO Man and the Biosphere Reserves	Select from: <input checked="" type="checkbox"/> Not assessed	<i>We are currently building out the capacity to manage and assess our impacts, risks and opportunities associated with Biodiversity.</i>
Ramsar sites	Select from: <input checked="" type="checkbox"/> Not assessed	<i>We are currently building out the capacity to manage and assess our impacts, risks and opportunities associated with Biodiversity.</i>
Key Biodiversity Areas	Select from: <input checked="" type="checkbox"/> Not assessed	<i>We are currently building out the capacity to manage and assess our impacts, risks and opportunities associated with Biodiversity.</i>
Other areas important for biodiversity	Select from: <input checked="" type="checkbox"/> Not assessed	<i>We are currently building out the capacity to manage and assess our impacts, risks and opportunities associated with Biodiversity.</i>

[Fixed row]

C13. Further information & sign off

(13.1) Indicate if any environmental information included in your CDP response (not already reported in 7.9.1/2/3, 8.9.1/2/3/4, and 9.3.2) is verified and/or assured by a third party?

	Other environmental information included in your CDP response is verified and/or assured by a third party	Primary reason why other environmental information included in your CDP response is not verified and/or assured by a third	Explain why other environmental information included in your CDP response is not verified and/or assured by a third party
	Select from: <input checked="" type="checkbox"/> No, and we do not plan to obtain third-party verification/assurance of other environmental information in our CDP response within the next two years	Select from: <input checked="" type="checkbox"/> Not an immediate strategic priority	<i>As we continue to prepare for CSRD compliance we are building out the systems and processes for more widespread assurance.</i>

[Fixed row]

(13.3) Provide the following information for the person that has signed off (approved) your CDP response.

(13.3.1) Job title

Chief Sustainability Officer

(13.3.2) Corresponding job category

Select from:

☒ Chief Sustainability Officer (CSO)

[Fixed row]

