FedEx Corporation - Climate Change 2023

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C0. Introduction

C0.1

(C0.1) Give a general description and introduction to your organization.

Headquartered in Memphis, Tennessee FedEx Corporation (FedEx) provides a broad portfolio of transportation, e-commerce, and business services through our operating companies. By competing collectively, operating collaboratively, and innovating digitally, we are building the network for what's next. We are committed to connecting people and possibilities across the world responsibly and resourcefully. Our operating principles, coupled with the size and scale of our network, allow us to remain flexible while positioning us to produce superior financial returns for our stockholders. Every day. Our extensive global reach, along with our employee base of over half a million people enables us to connect a vast majority of the world's gross domestic product. . Our company's positive impact extends far beyond pallets and parcels and we play an important role in the U.S. and global economies by supporting customers, including small business customers, and team members across the world. Our network of more than 700 aircraft and more than 215,000 motorized vehicles , and more than 5,000 hubs and facilities help deliver approximately 15 million shipments each day. In FY22 we reported $93 billion in revenues.

FedEx Express invented express transportation and remains the industry's global leader, providing rapid, reliable, time-definite delivery to more than 220 countries and territories, connecting markets that comprise more than 99% of the world's gross domestic product. Unmatched air route authorities and transportation infrastructure, combined with leading-edge information technologies, make FedEx Express the world's largest express transportation company, providing fast and reliable delivery of more than 5.5 million packages each business day. The FedEx Express business segment which operates road transportation networks and delivers documents, parcels and freight to over 200 countries and territories.

FedEx Ground is a leading North American provider of ground small-package delivery services, providing service to the U.S. and Canada. FedEx Home Delivery®, the industry's first ground service dedicated to residential delivery, is available from FedEx Ground and provides seven days a week service to more than 50% of the U.S. population. FedEx Ground® Economy is a ground service that specializes in the consolidation and delivery of high volumes of low-weight, less time-sensitive business-to-consumer packages.

FedEx Freight is a leading U.S. provider of less-than-truckload (LTL) freight services across all lengths of haul. FedEx Freight handles more than 100,000 shipments each day.

FedEx Office provides reliable service and access to printing and shipping. Services include copying and digital printing, professional finishing, signs, computer rental, and corporate print solutions.

FedEx Logistics provides a full suite of supply chain solutions, specialty transportation, cross border e-commerce technology services, customs brokerage, and trade management tools and data.

FedEx Services provides sales, marketing, information technology, communications, customer service, technical support, billing and collections services for U.S. customers of our major business units and certain back-office functions that support our other companies.

FedEx Dataworks, is an organization within FedEx that uses data science and machine learning to help make shipping more efficient.

C0.2

(C0.2) State the start and end date of the year for which you are reporting data and indicate whether you will be providing emissions data for past reporting years.

Reporting year

Start date
June 1 2021

End date
May 31 2022

Indicate if you are providing emissions data for past reporting years
No

Select the number of past reporting years you will be providing Scope 1 emissions data for
<Not Applicable>

Select the number of past reporting years you will be providing Scope 2 emissions data for
<Not Applicable>

Select the number of past reporting years you will be providing Scope 3 emissions data for
<Not Applicable>

C0.3

(C0.3) Select the countries/areas in which you operate.
United States of America

C0.4

(C0.4) Select the currency used for all financial information disclosed throughout your response.

USD

C0.5

(C0.5) Select the option that describes the reporting boundary for which climate-related impacts on your business are being reported. Note that this option should align with your chosen approach for consolidating your GHG inventory.

Financial control

C-TO0.7/C-TS0.7

(C-TO0.7/C-TS0.7) For which transport modes will you be providing data?

Heavy Duty Vehicles (HDV)

Aviation

C0.8

(C0.8) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?

Indicate whether you are able to provide a unique identifier for your organization	Provide your unique identifier

C1. Governance

C1.1

(C1.1) Is there board-level oversight of climate-related issues within your organization?

Yes

C1.1a

(C1.1a) Identify the position(s) (do not include any names) of the individual(s) on the board with responsibility for climate-related issues.

Position of individual or committee	Responsibilities for climate-related issues
Board-level committee	The Governance, Safety, and Public Policy Committee of the FedEx Board of Directors (board level committee) assists the Board in overseeing our Corporate Social Responsibility (CSR) initiatives, including those related to climate change.

C1.1b

(C1.1b) Provide further details on the board's oversight of climate-related issues.

Frequency with which climate-related issues are a scheduled agenda item	Governance mechanisms into which climate-related issues are integrated	Scope of board-level oversight	Please explain
Scheduled – some meetings	Reviewing and guiding strategy Overseeing the setting of corporate targets Monitoring progress towards corporate targets	<Not Applicable>	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 board.

C1.1d

(C1.1d) Does your organization have at least one board member with competence on climate-related issues?

	Board member(s) have competence on climate-related issues	Criteria used to assess competence of board member(s) on climate-related issues	Primary reason for no board-level competence on climate-related issues	Explain why your organization does not have at least one board member with competence on climate-related issues and any plans to address board-level competence in the future
Row 1	Yes	We have board members who are CEOs of their companies and responsible for their climate-related endeavors. And, there is board-level oversight of climate-related issues within the organization.	<Not Applicable>	<Not Applicable>

C1.2

(C1.2) Provide the highest management-level position(s) or committee(s) with responsibility for climate-related issues.

Position or committee

Chief Sustainability Officer (CSO)

Climate-related responsibilities of this position

Developing a climate transition plan
Implementing a climate transition plan
Integrating climate-related issues into the strategy
Conducting climate-related scenario analysis
Setting climate-related corporate targets
Monitoring progress against climate-related corporate targets
Managing public policy engagement that may impact the climate
Assessing climate-related risks and opportunities
Managing climate-related risks and opportunities

Coverage of responsibilities

<Not Applicable>

Reporting line
Other, please specify (Legal)

Frequency of reporting to the board on climate-related issues via this reporting line
Annually

Please explain

C1.3

(C1.3) Do you provide incentives for the management of climate-related issues, including the attainment of targets?

	Provide incentives for the management of climate-related issues	Comment
Row 1	Yes	

C1.3a

(C1.3a) Provide further details on the incentives provided for the management of climate-related issues (do not include the names of individuals).

Entitled to incentive
Chief Sustainability Officer (CSO)

Type of incentive
Monetary reward

Incentive(s)
Bonus - % of salary

Performance indicator(s)
Other (please specify) (Emissions reduction project)

Incentive plan(s) this incentive is linked to
Short-Term Incentive Plan

Further details of incentive(s)
Payouts to executives under our annual incentive plan are impacted by individual performance goals, which include CSR goals such as those described below.
Achievement of targets related to fuel/energy savings (and associated emissions reductions, including greenhouse gases) are factored into performance
appraisal of the CSO who oversees teams of those activities.

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan

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Entitled to incentive
Corporate executive team

Type of incentive
Monetary reward

Incentive(s)
Bonus - % of salary

Performance indicator(s)
Other (please specify) (Emissions reduction project)

Incentive plan(s) this incentive is linked to
Short-Term Incentive Plan

Further details of incentive(s)
Payouts to executive officers under our Annual Incentive Compensation (AIC) program are based on the achievement of corporate financial performance objectives. In addition, each executive officer has individual performance objectives established at the beginning of each fiscal year that are designed to further the company's business objectives and strategies.

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan

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Entitled to incentive
Management group

Type of incentive
Monetary reward

Incentive(s)
Bonus - % of salary

Performance indicator(s)
Other (please specify) (Emissions reduction project)

Incentive plan(s) this incentive is linked to
Short-Term Incentive Plan

Further details of incentive(s)
Achievement of targets related to fuel/energy savings (and associated emissions reductions, including greenhouse gases) are factored into performance
appraisals of the responsible managers who oversee those activities, and are therefore tied directly to the variable compensation levels of those managers.
This includes the managers at our operating companies who directly manage our fuel/energy reduction initiatives such as our Fuel Sense program at FedEx
Express or GREEN Site program at FedEx Freight.

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan

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Entitled to incentive
Energy manager

Type of incentive
Monetary reward

Incentive(s)
Bonus - % of salary

Performance indicator(s)
Other (please specify) (Emissions reduction project)

Incentive plan(s) this incentive is linked to
Short-Term Incentive Plan

Further details of incentive(s)
Achievement of targets related to fuel/energy savings (and associated emissions reductions, including greenhouse gases) are factored into performance
appraisals of the responsible managers who oversee those activities, and are therefore tied directly to the variable compensation levels of those managers.
This includes the managers at our operating companies who directly manage our fuel/energy

reduction initiatives such as our Fuel Sense program at FedEx Express or GREEN Site program at FedEx Freight.

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan

C2. Risks and opportunities

C2.1

(C2.1) Does your organization have a process for identifying, assessing, and responding to climate-related risks and opportunities?

Yes

C2.1a

(C2.1a) How does your organization define short-, medium- and long-term time horizons?

	From (years)	To (years)	Comment
Short-term	1	3	
Medium-term	3	5	
Long-term	5		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.

C2.1b

(C2.1b) How does your organization define substantive financial or strategic impact on your business?

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 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 at FedEx are assessed as part of our annual risk assessment process, and we continue to closely monitor social views, geopo-

litical concerns, and regulations across the globe. FedEx's Chief Sustainability Officer participates in our Enterprise Risk Management Executive Council.

C2.2

(C2.2) Describe your process(es) for identifying, assessing and responding to climate-related risks and opportunities.

Value chain stage(s) covered
Direct operations

Risk management process
Integrated into multi-disciplinary company-wide risk management process

Frequency of assessment
More than once a year

Time horizon(s) covered
Short-term
Medium-term
Long-term

Description 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 at each major operating company 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 operating 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. Our strategies for addressing those risks include proactive public policy and external stakeholder engagement, and implementing our "Reduce, Replace, Revolutionize" strategy to minimize the environmental impacts of our operations. An example of how we are addressing transitional risks such as regulations that could impact our ability to operate in certain markets or the cost to operate is our goal to achieve carbon neutrality for our global operations by 2040. On our path to carbon neutral operations, we have committed more than $2 billion over the next sev-

eral years to support initiatives designed to make FedEx operations more sustainable across our aviation and vehicle fleets and at our facilities. For instance, our goal is to transition the entire FedEx parcel pickup and delivery (PUD) fleet to zero tailpipe emission vehicles by 2040, which will enable us to reduce our emissions and thus reduce transitional risk should there be regulatory change related to carbon emissions. “Asset-level” risks identified and assessed through the ERM process include potential service disruptions arising from physical risks such as severe weather events (or other natural disasters). 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 hurricanes or floods. The loss of a key location such as our Memphis World Hub or one of our information technology centers could cause a significant disruption to our operations and cause us to incur significant costs to reestablish or relocate these functions. FedEx has over 50 years of experience in proactively addressing situations, such as severe weather events, that can occur at any given time anywhere in the world; we are adept at implementing contingency plans at a moment’s notice and we have the flexibility within our system to make the necessary adjustments to minimize the impact to our customers.

Value chain stage(s) covered
Upstream

Risk management process
Integrated into multi-disciplinary company-wide risk management process

Frequency of assessment
Annually

Time horizon(s) covered
Short-term

Description of process
Our ERM process also evaluates upstream value chains such as risks for independent service providers for pickup and delivery and line haul transportation at FedEx Ground, FedEx Express, FedEx Freight and FedEx Custom Critical. The vast majority of our reported Scope 3 GHG emissions comes from these suppliers. For instance, the regulatory risks associated with climate change identified above could impact the costs we pay for those services, as well as the ability of those service providers to operate in those markets. Another example relates to the fuel we source for our transportation fleets. We must purchase large quantities of fuel to operate our aircraft and vehicles, and the price and availability of fuel can be unpredictable and beyond our control. Any climate change-related regulatory or physical risks affecting the availability and cost of that fuel supply would have a direct effect on our ability to operate.

C2.2a

(C2.2a) Which risk types are considered in your organization's climate-related risk assessments?

	Relevance & inclusion	Please explain
Current regulation	Relevant, always included	The impact of existing and potential regulations, including those related to climate change, is factored into our standard ERM process. In particular, regulations regarding GHG emissions from our more than 700 aircraft and more than 210,000 vehicles could impose substantial costs on our ability to ship our customers’ packages and freight. Potential costs include an increase in the price of the fuel and other energy we purchase and capital costs associated with updating or replacing our aircraft or vehicles. Regulations could also limit our ability to service our customers, especially in dense urban markets where congestion is an issue. The potential impacts of such risks are analyzed as part of our overall regulatory risk assessment, and are not specifically broken out for climate related regulations. For example, in 2009, the European Commission approved the extension of the European Union Emissions Trading Scheme (“ETS”) for GHG emissions to the airline industry. Under this decision, all FedEx Express flights that are wholly within the European Union are now covered

	Relevance & inclusion	Please explain
		by the ETS requirements, and each year we are required to purchase emission allowances in an amount equal to the carbon dioxide emissions from such flights. Also, in 2016, the ICAO passed a resolution adopting the Carbon Offsetting and Reduction Scheme for International Aviation ("CORSIA"), which is a global, market-based emissions offset program to encourage carbon-neutral growth beyond 2020. In March 2019 the FAA issued notice of a CORSIA program permitting U.S. carriers to submit emissions data on a voluntary basis. After receiving approval from FAA, FedEx began monitoring emissions for this program. Data reported will be used to set the initial emissions baseline, and beginning in calendar 2021 carriers subject to the requirements of CORSIA will be responsible for purchasing and retiring carbon credits to offset emissions in excess of the initial baseline. In response to the creation of the CORSIA program, in December 2017, the EU adopted a proposal which indefinitely excludes from the Emissions Trading System (ETS) flights operating fully or partly outside the EU and gradually reduces the number of aviation allowances from calendar 2021. ICAO continues to develop details regarding implementation, but compliance with CORSIA will increase FedEx operating costs.
Emerging regulation	Relevant, always included	The impact of existing and potential regulations, including those related to climate change, is factored into our standard ERM process. For example, in July 2016, the U.S. Environmental Protection Agency ("EPA") issued a finding that aircraft engine GHG emissions cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare. This finding is a regulatory prerequisite to the EPA's adoption of a new certification standard for aircraft emissions. In the past, the U.S. Congress has also considered bills that would regulate GHG emissions, and some form of federal climate change legislation is possible in the future, which may potentially increase our operating costs. Under the Biden administration, the U.S, has rejoined the Paris climate accord, an agreement among 197 countries to reduce GHG emissions. However, specific legislative outcomes and future U.S. policy regarding GHG emissions, on CORSIA and on other GHG regulation, remain uncertain.
Technology	Relevant, sometimes included	The impact of technological innovations/developments on our operations and on demand for our services is factored into our standard ERM process. However, those impacts are not typically directly correlated with climate change, although in some instances there may be an indirect correlation, e.g. the potential disruption to our operations from the loss of one of our information technology centers due a severe weather event related to climate change. That being said, the potential impacts that other risk categories discussed here have an indirect impact on potential technological improvements or innovations that support the transition to a lower-carbon, energy-efficient economic system. For instance, the regulatory environment we face operating large vehicle fleets in jurisdictions implementing regulations to encourage the use of low emission alternative fuel vehicles could have a significant impact on our ability to operate in those markets.
Legal	Relevant, always included	The impact of legal and regulatory risks, including those related to climate change, is factored into our standard ERM process. These could include lawsuits by regulatory agencies or environmental activists related to the GHG emissions we generate from our network of more than 700 aircraft and more than 210,000 vehicles . The potential impacts of such risks are analyzed as part of our overall regulatory risk assessment, and not specifically broken out for climate-related legal actions.
Market	Relevant, always included	Market-related risks are consistently assessed and prioritized through our ERM and other risk management processes. Our businesses depend on our strong reputation and the value of the FedEx brand. The FedEx brand name and our corporate reputation are powerful sales and marketing tools, and we devote significant resources to promoting and protecting them. These risks could include shifting customer preference for less carbon-intensive shipping services, which could reduce demand for our high-margin services like overnight express shipping that depends on our 700 aircraft. The potential impacts of such risks are analyzed as part of our overall market-related risk assessment, and not specifically broken out for climate-related market risks.
Reputation	Relevant, always included	Our businesses depend on our strong reputation and the value of the FedEx brand. The FedEx brand name and our corporate reputation are powerful sales and marketing tools, and we devote significant resources to promoting and protecting them. Damage to our reputation and loss of brand equity could reduce demand for our services and thus have an adverse effect on our financial condition, liquidity and results of operations, as well as require additional resources to rebuild our reputation and restore the value of our brand. As stated above, increased awareness and any adverse publicity in the global marketplace about the GHGs emitted by companies in the airline and transportation industries could harm our reputation and reduce customer demand for our carbon-intensive transportation logistics services, especially our air express services that rely on our 690 aircraft, but also our ground and freight services that rely on our more than 215,000 motorized vehicle fleet. The potential impacts of such risks are analyzed as part of our overall reputational risk assessment, and not specifically broken out for climate-related reputational risks.
Acute physical	Relevant, always included	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. These risks could negatively impact our transportation logistics networks by restricting ac-

	Relevance & inclusion	Please explain
		cess to our main hub and distribution centers, as well as preventing our more than 700 aircraft and more than 210,000 vehicles from operating. The potential impacts of such risks are analyzed as part of our overall reputational risk assessment, and broken out for climate-related reputational risks. 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 tornadoes and floods. The loss of a key location such as our Memphis super 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. Moreover, resulting economic dislocations, including supply chain and fuel disruptions, could adversely impact demand for our services.
Chronic physical	Relevant, sometimes included	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. These risks could negatively impact our transportation logistics networks by restricting access to our main hub and distribution centers, as well as preventing our more than 700 aircraft and more than 210,000 vehicles from operating. While our ERM process solicits input on risks for the following fiscal year's financial planning, most of the high-priority risks assessed through that process are longer-term in nature, and are used for longer-range strategic planning and mitigation purposes. Chronic physical risks such as increased frequency of extreme weather events like heatwaves, wildfires, flooding, and severe tropical and winter storms could cause significant ongoing disruptions to our transportation logistics networks and potentially adversely affect our ability to serve our customers over the long-term.

C2.3

(C2.3) Have you identified any inherent climate-related risks with the potential to have a substantive financial or strategic impact on your business?

Yes

C2.3a

(C2.3a) Provide details of risks identified with the potential to have a substantive financial or strategic impact on your business.

Identifier

Risk 1

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Acute physical	Storm (including blizzards, dust, and sandstorms)

Primary potential financial impact

Increased indirect (operating) costs

Climate risk type mapped to traditional financial services industry risk classification

<Not Applicable>

Company-specific description

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 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.

Time horizon
Short-term

Likelihood
Likely

Magnitude of impact
Medium-high

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
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 2.6 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. In FY22 our average revenue per FedEx Express package shipped in the US was $20.15. 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.

Cost of response to risk

Description of response and explanation of cost calculation
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.

For example, in advance of our "peak" holiday shipping season in the winter of 2022-2023, we undertook pre-season preparation and hosted preparation calls to ensure our people and facilities were prepared ahead of the increased peak season shipping volumes as well as any winter weather disruptions we may face. We conducted daily conference calls to ensure all operational stakeholder teams were engaged and addressed any identified needs ahead of the holiday season. While peak season successfully ended in January 2023, we had to utilize the winter weather operations planning to prepare for three rounds of winter weather over four days. These three weather events moved across the southern and central U.S. impacting operations at Memphis, TN, Indianapolis, IN, and Alliance, TX sort locations. The FedEx meteorology team began monitoring this event days earlier and offered daily updates to the changing forecast and offering detailed hourly forecasts which led to key decisions by the operations team to minimize the impact to the FedEx network.

The three weather events brought a mix of freezing rain, ice pellets, and snow to the region, and as a result, numerous contingency plans were activated such as adding additional sorting operations and leveraging our FedEx Ground and FedEx Freight operating companies to maintain our customers' critical supply chains.

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.

Comment

C2.4

(C2.4) Have you identified any climate-related opportunities with the potential to have a substantive financial or strategic impact on your business?

Yes

C2.4a

(C2.4a) Provide details of opportunities identified with the potential to have a substantive financial or strategic impact on your business.

Identifier

Opp1

Where in the value chain does the opportunity occur?

Direct operations

Opportunity type

Resource efficiency

Primary climate-related opportunity driver

Use of more efficient modes of transport

Primary potential financial impact

Reduced indirect (operating) costs

Company-specific description

FedEx operates a fleet of more than 215,000 owned and contracted vehicles around the world, most of which are in the USA. These vehicles consume a significant amount of fuel each year, e.g. more than 309 million gallons in FY22 alone. FedEx therefore envisioned and first called for fuel efficiency/greenhouse gas legislation and regulation which help it accomplish two endeavors: (1) improve the fuel economy of FedEx fleet vehicles while also reducing the GHGs emitted; and, (2) create an environment in which manufacturers would be encouraged to produce new, clean technology vehicles for FedEx, including hybrid-electric, all-electric, alternative fuel, fuel cells, etc. In addition, it would improve and benefit all commercial vehicle operators in the U.S. This legislation passed with FedEx support. Subsequently, the U.S. Environmental Protection Agency and the Department of Transportation’s National Highway Traffic Safety Administration jointly finalized standards for medium- and heavy-duty vehicles that would improve fuel efficiency and cut carbon pollution to reduce the impacts of climate change, while bolstering energy security and spurring manufacturing innovation. The final phase two program promotes a new generation of cleaner, more fuel-efficient trucks by encouraging the development and deployment of new and advanced cost-effective technologies. The product of four years of extensive testing and research, the vehicle and engine performance standards would cover model years 2018-2027 for certain trailers and model years 2021-2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO2 emissions by approximately 1.1 billion metric tons, save vehicle owners fuel costs of about $170 billion, and reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program.

Time horizon

Long-term

Likelihood
Likely

Magnitude of impact
Medium-low

Are you able to provide a potential financial impact figure?
Yes, an estimated range

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)

Potential financial impact figure – maximum (currency)

Explanation of financial impact figure
While we can't accurately predict the effect this opportunity might have on future cost savings, given the significant variables, it's possible that it could be significant. The potential financial impact figures provided above are based on estimated fuel savings (in gallons) that we have realized through the FedEx Express "Reduce, Replace, Revolutionize" approach to vehicle fuel efficiency over the last five fiscal years. These saving are primarily driven by the "Replace" component of that strategy, and estimated using the average vehicle fuel cost per gallon as reported in the respective Annual Reports. The minimum figure was based on the estimated fuel savings from FY16 (2017 Global Citizenship Report) using the amount of fuel saved in FY16 from the FedEx Express Reduce, Replace, Revolutionize vehicle fuel efficiency program (21,433,384 gallons) multiplied by the average vehicle fuel cost ($2.24/gallon) as reported in our 2016 Annual Report. The maximum figure was based on the estimate for FY22 (2023 ESG Report) by multiplying the FY22 fuel savings from the FedEx Express Reduce, Replace, Revolutionize vehicle fuel efficiency program (34,400,000 gallons) by the average vehicle fuel cost across the enterprise ($2.47/gallon) as reported in our 2022 Annual Report. In lieu of any reliable way to estimate the future financial impacts related to this opportunity, we believe this is the best proxy to satisfy CDP's disclosure requirement.

Cost to realize opportunity

Strategy to realize opportunity and explanation of cost calculation
FedEx actively participates in the political process to promote and protect the economic future of the company, our stockholders, and employees. We ethically promote legislative and regulatory actions that further business objectives and attempt to protect FedEx from unreasonable, unnecessary or burdensome legislative or regulatory actions. FedEx was actively involved in the EPA's stakeholder engagement process, providing comments to the proposed GHG Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles. The legislation passed with FedEx support and finalized standards were introduced to improve fuel efficiency. The most recent phase two program promoted a new generation of cleaner fuel-efficient trucks and presented an opportunity to improve the national fleet. FedEx was the first transportation logistics company to call upon the development of these standards.

We entered 0 in the "Cost to realize opportunity" field to satisfy CDP's disclosure requirement, as the costs associated with advocating for this opportunity are embedded in our general public policy engagement initiatives and our overall sustainability strategy, which we do not disclose for competitive reasons.

Comment

Identifier
Opp2

Where in the value chain does the opportunity occur?
Direct operations

Opportunity type
Resilience

Primary climate-related opportunity driver
Other, please specify (Increased reliability and potential reputational benefits)

Primary potential financial impact
Other, please specify (Increased reliability of supply chain and ability to operate under various conditions)

Company-specific description
Given the broad and global scope of our operations across more than 220 countries and territories and our susceptibility to global macro-economic 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 tornadoes and floods. The loss of a key location such as our 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. Moreover, resulting economic dislocations, including supply chain and fuel disruptions, could adversely impact demand for our services. Consequently, FedEx has over 50 years of experience in proactively addressing situations, such as severe weather events, that can occur at any given time anywhere in the world; we are adept at implementing contingency plans at a moment's notice and we have the flexibility within our system to make the necessary adjustments to minimize the impact to our customers. The outcome of this contingency planning capability means that FedEx is in the position to restore operations and resume services promptly following natural disaster situations like severe weather events. This in turn allows us to serve our customers as quickly as possible while ensuring the security for their shipments, thereby enhancing our brand reputation. Furthermore, our skill in responding quickly, efficiently and on a global scale makes FedEx one of the companies called upon to deliver disaster or emergency relief and medical supplies during times of crisis. This in turn enhances our brand reputation among other key stakeholders like NGOs and government agencies. During FY22, FedEx Cares, our community giving and volunteering platform provided humanitarian relief for several weather events.

Time horizon
Short-term

Likelihood
Likely

Magnitude of impact
Medium-high

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
While we cannot quantify the effect this opportunity might have on our revenues, it is reasonably possible, however, that it could be material, in particular as it relates to protecting our revenues from a severe weather event disruption. For instance, around 2.6 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. In FY22 our average revenue per FedEx Express package shipped in the US was $20.15.

Cost to realize opportunity

Strategy to realize opportunity and explanation of cost calculation
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.

For example, in advance of our “peak” holiday shipping season in the winter of 2022-2023, we undertook pre-season preparation and hosted preparation calls to ensure our people and facilities were prepared ahead of the increased peak season shipping volumes as well as any winter weather disruptions we may face. We conducted daily conference calls to ensure all operational stakeholder teams were engaged and addressed any identified needs ahead of the holiday season. While peak season successfully ended in January 2023, we had to utilize the winter weather operations planning to prepare for three rounds of winter weather over four days. These three weather events moved across the southern and central U.S. impacting operations at Memphis, TN, Indianapolis, IN, and Alliance, TX sort locations. The FedEx meteorology team began monitoring this event days earlier and offered daily updates to the changing forecast and offering detailed hourly forecasts which led to key decisions by the operations team to minimize the impact to the FedEx network.

The three weather events brought a mix of freezing rain, ice pellets, and snow to the region, and as a result, numerous contingency plans were activated such as adding additional sorting operations and leveraging our FedEx Ground and FedEx Freight operating companies to maintain our customers’ critical supply chains.

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

Comment

Identifier
Opp3

Where in the value chain does the opportunity occur?
Downstream

Opportunity type
Products and services

Primary climate-related opportunity driver
Shift in consumer preferences

Primary potential financial impact
Increased revenues resulting from increased demand for products and services

Company-specific description
More than ever, customers and investors are looking to do business with companies that demonstrate strong sustainability performance. Increasingly, customers, shareowners and other stakeholders are requesting information and data on our citizenship programs. For example, in FY22 we provided more than 3,250 Customer Emission Calculator reports to over 750 enterprise customers. These reports inform customers of the carbon footprint resulting from our logistics services and help 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. In 2022, we also responded to 87 customer requests for the CDP Supply Chain questionnaire. In 2022,we launched the FedEx Sustainability Insights Engine. The FedEx Sustainability Insights Engine tool includes emis-

sions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Time horizon
Long-term

Likelihood
Unlikely

Magnitude of impact
Medium-low

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
While we cannot predict the effect opportunity might have on our future revenues, it is reasonably possible, however, that it could be material. While it is difficult to quantify the financial impact of such an intangible opportunity, we would anticipate that it would have a relatively low impact on demand for our services, based on customer research that indicates CSR/sustainability ranks relatively low on the list of purchase decision factors for shipping services.

Cost to realize opportunity

Strategy to realize opportunity and explanation of cost calculation
Our strategies for addressing this opportunity include proactive external stakeholder engagement (especially customer-facing), and implementing our "Reduce, Replace, Revolutionize" strategy. We reduce or eliminate impacts from activities and operations. We replace assets that can be improved. And, we revolutionize operations by applying new innovative technologies. An example of a customer offering is our Customer Emissions Calculator (CEC) tool, which creates a report with the customer's total shipping emissions and weight. The report offers emissions data broken out by operating company, transportation mode and scope classification, and which provides ton-miles or kg-kilometers by operating company. The methodology for our calculator is consistent with the World Resources Institute Greenhouse Gas Protocol. Emissions are calculated based on the weight, distance, service type and routing associated with the shipment. This information helps customers better address their sustainability concerns, improve reporting, and optimize their shipping habits. In FY22 we provided more than 3,250 CEC reports to over 750 enterprise customers. We also have resources for customers to reduce their environmental footprints through service selection, packaging, etc. In 2022, we launched the FedEx Sustainability Engine tool from the CEC.

We entered 0 in the "Cost to realize opportunity" field to satisfy CDP's disclosure requirement. The costs associated with managing this risk driver are embedded in our general customer engagement initiatives and our overall sustainability strategy, which we do not disclose for competitive reasons.

Comment

C3. Business Strategy

C3.1

(C3.1) Does your organization's strategy include a climate transition plan that aligns with a 1.5°C world?

Row 1

Climate transition plan

No, but our strategy has been influenced by climate-related risks and opportunities, and we are developing a climate transition plan within two years

Publicly available climate transition plan

<Not Applicable>

Mechanism by which feedback is collected from shareholders on your climate transition plan

<Not Applicable>

Description of feedback mechanism

<Not Applicable>

Frequency of feedback collection

<Not Applicable>

Attach any relevant documents which detail your climate transition plan (optional)

<Not Applicable>

Explain why your organization does not have a climate transition plan that aligns with a 1.5°C world and any plans to develop one in the future

Currently, SBTI is developing science-based target setting methods, tools and guidance for shipping companies. With the recent change to the SBTi methodology, we are waiting for the sector guidance to be updated so that we are able to utilize that approach, for instance the Sectoral Decarbonization Approach Transport tool.

Explain why climate-related risks and opportunities have not influenced your strategy

<Not Applicable>

C3.2

(C3.2) Does your organization use climate-related scenario analysis to inform its strategy?

	Use of climate-related scenario analysis to inform strategy	Primary reason why your organization does not use climate-related scenario analysis to inform its strategy	Explain why your organization does not use climate-related scenario analysis to inform its strategy and any plans to use it in the future
Row 1	No, but we anticipate using qualitative and/or quantitative analysis in the next two years	Important but not an immediate priority	We have a goal to have our operations be carbon neutral by 2040 goal. We have the desire to set SBT, and a climate scenario analysis will be needed.

C3.3

(C3.3) Describe where and how climate-related risks and opportunities have influenced your strategy.

	Have climate-related risks and opportunities influenced your strategy in this area?	Description of influence
Products and services	Yes	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. One of the key steps we announced toward reaching our goal of achieving carbon neutrality for our global operations by 2040 includes working with customers to offer end-to-end sustainability for their supply chains through carbon-neutral shipping offerings and sustainable packaging solutions. Recognizing the need for sustainable products and services, we created the Customer Emissions Calculator (CEC) tool. The creation of this tool is our most substantial strategic decision related to the ability of our customers to manage the sustainability impacts of our products and services, as it provides customer emissions information resulting from our logistics services, helping customers better address their sustainability concerns, improve reporting, and analyze and optimize their shipping habits. In FY22 we provided more than 3,250 CEC reports to over 750 enterprise customers. Recently, we have launched a new tool, The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services. The impact of these opportunities has influenced FedEx in the short, medium, and long term time horizon as we are testing and applying innovative solutions to reduce the use of traditional vehicles and expand electric vehicles, autonomous devices, and other last mile delivery options.
Supply chain and/or value chain	Yes	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 proposals in core categories, sustainability-related contract language in our key supplier contracts, and sustainability criteria in our key supplier scorecards. During FY22, we screened 94% of potential and current Sourcing-managed suppliers with sustainability RFx questions. To further our supplier sustainability efforts, we include sustainability-related contract language in our new or amended contracts and the expectation to uphold the FedEx Code of Conduct. This language addresses supplier performance in environmental, social, labor, and human rights areas. Our SRM team also requires that all our Sourcing-managed suppliers provide their full business continuity and disaster recovery plans. These plans are evaluated through a robust process which the FedEx Vendor Risk Management team helped to design. Through this process, FedEx is able to mitigate those supply chain risks as it relates to climate change, cybersecurity, financials, and many other identified factors. The suppliers are scored at least annually on what they have provided to ensure the plans have been provided, discussed, and tested. Another area that could be impacted is the ability of our aircraft and vehicle suppliers to help us comply with future climate-related regulations. We work with those suppliers through our "Reduce, Replace, Revolutionize" approach to sustainability to develop and implement aircraft and vehicle innovations to address those risks.
Investment in R&D	Yes	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 in reducing our CO2e emissions and fuel cost has been the increased focus on last mile delivery innovation. An example of an investment in R&D that has been influenced by climate related risks and

	Have climate-related risks and opportunities influenced your strategy in this area?	Description of influence
		opportunities is our City Logistics pilot program in Europe, which seeks to identify the best mobility solutions for different types of urban centers found across the region. We are testing a variety of solutions to create a toolbox that can be tailored to meet each city's circumstances and needs. Our urban solutions include electric vehicles, autonomous devices, bicycles, and potentially public transit systems. Our approach allows us to demonstrate the business case of our mobility solutions and our ability to effectively deploy these solutions. We also consider the collaboration we undertake with our aircraft and vehicle suppliers through the "Revolutionize" component of our sustainability strategy as our "Investments in R&D", even though the R&D investments are undertaken by those suppliers. Examples here include the development, field-testing and adoption of alternative-fuel and advanced technologies in both our aviation and vehicle fleets, which we believe will play a critical part in reducing global GHG emissions in the transportation sector. These initiatives have been spurred on by the long-term risks/opportunities identified related to regulations and reputation identified through our ERM process.
Operations	Yes	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 operations strategy. 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. To that end, we announced a goal to achieve carbon neutrality for our global operations by 2040. To achieve that goal, we are committing more than $2 billion over the next several years to support initiatives designed to make FedEx operations more sustainable. For instance, by 2040, we have a goal that the entire FedEx parcel pickup and delivery (PUD) fleet will be zero-emission electric vehicles. This will be accomplished through phased programs to replace existing vehicles. By 2025, we would like 50% of FedEx Express global PUD vehicle purchases will be electric, rising to 100% of all purchases by 2030, subject to availability. Our strategies for achieving this goal include implementing our "Reduce, Replace, Revolutionize" approach to sustainability. We reduce or eliminate impacts from activities and operations. We replace assets that can be improved. And, we revolutionize operations by applying new innovative technologies. As a part of the "Reduce" component of our approach, we also have operational programs that help reduce fuel and energy use such as more efficient aircraft and vehicle routing. In particular, our FedEx Fuel Sense program identifies efficiencies across our aviation operations, saving an estimated 13 million gallons of jet fuel in FY22, avoiding more than 125,139 metric tons of CO2e. The "Replace" component includes upgrading our aircraft to more efficient models - such as the Boeing 767 Freighters, which are about 30% more fuel efficient than the MD10s they replace. In FY22 alone, the aircraft fleet modernization program saved more than 150 million gallons of fuel, avoiding more than 1.4 million metric tons of CO2e emissions, which is 11% of the emissions generated by our aircraft in FY22. The "Revolutionize" aspect of our strategy is heavily influenced by long-term considerations. Included here is our goal to transition our global PUD fleet to electric vehicles by 2040.

C3.4

(C3.4) Describe where and how climate-related risks and opportunities have influenced your financial planning.

	Financial planning elements that have been influenced	Description of influence
Row 1	Capital expenditures Capital allocation	Climate related risks and opportunities have influenced our capital expenditures 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. For instance, by 2040, we have a goal that the entire FedEx parcel pickup and delivery (PUD) fleet will be zero-emission electric vehicles. This will be accomplished through phased programs to replace exist-

	Financial planning elements that have been influenced	Description of influence
		ing vehicles. By 2025, we would like 50% of FedEx Express global PUD vehicle purchases will be electric, rising to 100% of all purchases by 2030. 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. The need to reduce carbon or other greenhouse gas emissions have influenced our capital expenditures and capital allocation financial planning. For instance, our aircraft fleet modernization program, which was accelerated in 2013, has enabled us to avoid significant GHG emissions by replacing less fuel-efficient aircraft with more efficient models. In FY22 alone, the aircraft fleet modernization program saved more than 150 million gallons of fuel and avoided more than 1.4 million metric tons of CO2e emissions. The impact of savings from aircraft fleet modernization driven by the potential risk of increased operating costs applies towards the short and medium-term time horizon. We continue to replace our older aircraft with more fuel-efficient models that help reduce GHG emissions, air pollution, and local noise. By the end of FY23, we plan to retire our entire MD-10-30 fleet and we recently accelerated the retirement of our MD-11 fleet by the end of FY28. In FY22, we took delivery of four Boeing 777 Freighter aircraft and plan to deploy an additional six Boeing 777 Freighter aircraft between FY23 and FY25. Similarly, we took delivery of 12 Boeing 767 Freighter aircraft in FY22, and plan to deploy an additional 27 between FY23 and FY25. The Boeing 767 Freighter is about 30% more fuel efficient than the MD-10s they replace. In FY22, we took delivery of four new factory-built ATR 72-600F aircraft for shorter feeder routes to replace our aging ATR aircraft. We plan to deploy an additional 19 ATR 72-600F aircraft between FY23 and FY26. We took delivery of our first Cessna 408 SkyCourier cargo aircraft in spring 2022, with plans to deploy an additional 44 Cessna 408 SkyCourier aircraft between FY23 and FY26.

C3.5

(C3.5) 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	Indicate the level at which you identify the alignment of your spending/revenue with a sustainable finance taxonomy
Row 1	No, but we plan to in the next two years	<Not Applicable>

C4. Targets and performance

C4.1

(C4.1) Did you have an emissions target that was active in the reporting year?

Intensity target

C4.1b

(C4.1b) Provide details of your emissions intensity target(s) and progress made against those target(s).

Target reference number

Int 1

Is this a science-based target?
No, but we anticipate setting one in the next two years

Target ambition
<Not Applicable>

Year target was set
2011

Target coverage
Business division

Scope(s)
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Intensity metric
Other, please specify (Pounds of CO2 per available-ton-mile)

Base year
2005

Intensity figure in base year for Scope 1 (metric tons CO2e per unit of activity)
0.00068

Intensity figure in base year for Scope 2 (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 1: Purchased goods and services (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 2: Capital goods (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 5: Waste generated in operations (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 6: Business travel (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 7: Employee commuting (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 8: Upstream leased assets (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 10: Processing of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 11: Use of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 13: Downstream leased assets (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 14: Franchises (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 15: Investments (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Other (upstream) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Other (downstream) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for total Scope 3 (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for all selected Scopes (metric tons CO2e per unit of activity)
0.00068

% of total base year emissions in Scope 1 covered by this Scope 1 intensity figure
82

% of total base year emissions in Scope 2 covered by this Scope 2 intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 1: Purchased goods and services covered by this Scope 3, Category 1: Purchased goods and services intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 2: Capital goods covered by this Scope 3, Category 2: Capital goods intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) covered by this Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution covered by this Scope 3, Category 4: Upstream transportation and distribution intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 5: Waste generated in operations covered by this Scope 3, Category 5: Waste generated in operations intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 6: Business travel covered by this Scope 3, Category 6: Business travel intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 7: Employee commuting covered by this Scope 3, Category 7: Employee commuting intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 8: Upstream leased assets covered by this Scope 3, Category 8: Upstream leased assets intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution covered by this Scope 3, Category 9: Downstream transportation and distribution intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 10: Processing of sold products covered by this Scope 3, Category 10: Processing of sold products intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 11: Use of sold products covered by this Scope 3, Category 11: Use of sold products intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products covered by this Scope 3, Category 12: End-of-life treatment of sold products intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 13: Downstream leased assets covered by this Scope 3, Category 13: Downstream leased assets intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 14: Franchises covered by this Scope 3, Category 14: Franchises intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 15: Investments covered by this Scope 3, Category 15: Investments intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Other (upstream) covered by this Scope 3, Other (upstream) intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Other (downstream) covered by this Scope 3, Other (downstream) intensity figure
<Not Applicable>

% of total base year emissions in Scope 3 (in all Scope 3 categories) covered by this total Scope 3 intensity figure
<Not Applicable>

% of total base year emissions in all selected Scopes covered by this intensity figure
82

Target year
2030

Targeted reduction from base year (%)
30

Intensity figure in target year for all selected Scopes (metric tons CO2e per unit of activity) [auto-calculated]

% change anticipated in absolute Scope 1+2 emissions
30

% change anticipated in absolute Scope 3 emissions
0

Intensity figure in reporting year for Scope 1 (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 2 (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 1: Purchased goods and services (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 2: Capital goods (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 5: Waste generated in operations (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 6: Business travel (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 7: Employee commuting (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 8: Upstream leased assets (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 10: Processing of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 11: Use of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 13: Downstream leased assets (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 14: Franchises (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 15: Investments (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Other (upstream) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Other (downstream) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for total Scope 3 (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for all selected Scopes (metric tons CO2e per unit of activity)
0.0005

Does this target cover any land-related emissions?
No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

% of target achieved relative to base year [auto-calculated]

Target status in reporting year
Underway

Please explain target coverage and identify any exclusions
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 2025, and we revised this target upwards to a 30% reduction in 2011 and extended it from 2020 to 2030. 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. In addition to delays in the planned retirement of older aircraft, we have also experienced delays in our access to sustainable aviation fuel and have had to put on hold several new Fuel Sense projects to help our team members remain focused on safety during the pandemic. Despite these challenges, we have still reduced our aircraft emissions intensity by 27% since 2005. Our aircraft modernization and FedEx Fuel Sense programs saved more than 13 million gallons of fuel and have avoided more than 125, 139 metric tons of carbon dioxide equivalent (CO2e) emissions in FY22 alone. Please Note: In prior years, we reported the values in the “Intensity figure in base year...”, the “Intensity figure in target year...”, and the “and the “Intensity figure in reporting year...” fields in lbs of CO2 per available-ton-mile flown, which is how this goal is reported elsewhere. To comply with CDP’s reporting requirements, we are converting these intensity metrics into metric tons of CO2 per available ton-mile flown in this year’s response.

Plan for achieving target, and progress made to the end of the reporting year
We continue with our Our aircraft modernization and FedEx Fuel Sense programs.

List the emissions reduction initiatives which contributed most to achieving this target
<Not Applicable>

C4.2

(C4.2) Did you have any other climate-related targets that were active in the reporting year?
Target(s) to increase low-carbon energy consumption or production

C4.2a

(C4.2a) Provide details of your target(s) to increase low-carbon energy consumption or production.

Target reference number
Low 1

Year target was set
2020

Target coverage
Business activity

Target type: energy carrier
Other, please specify (Jet fuel)

Target type: activity
Consumption

Target type: energy source
Renewable energy source(s) only

Base year
2020

Consumption or production of selected energy carrier in base year (MWh)
0

% share of low-carbon or renewable energy in base year
0

Target year
2030

% share of low-carbon or renewable energy in target year
30

% share of low-carbon or renewable energy in reporting year
0

% of target achieved relative to base year [auto-calculated]

Target status in reporting year
Underway

Is this target part of an emissions target?
Our target to obtain 30% of jet fuel from alternative fuels by 2030 supports our overall "Reduce, Replace, Revolutionize" approach to sustainability however is not part of the previously reported aircraft emissions intensity target.

Is this target part of an overarching initiative?
No, it's not part of an overarching initiative

Please explain target coverage and identify any exclusions
As the impacts of climate change continue to increase, we understand that we must do more to reduce our emissions than is possible through our Fuel Sense and aircraft fleet modernization programs. Our investments in alternative fuel sources underscore our commitment to reduce our emissions further.

Plan for achieving target, and progress made to the end of the reporting year

As part of our climate commitments, we are collaborating with our industry, government agencies, academia, and alternative fuel suppliers to seek development of viable, cost-effective alternative fuels that reduce our own emissions and support the uptake of alternative fuels throughout the aviation industry.

List the actions which contributed most to achieving this target
<Not Applicable>

C4.2c

(C4.2c) Provide details of your net-zero target(s).

Target reference number
NZ1

Target coverage
Company-wide

Absolute/intensity emission target(s) linked to this net-zero target
Int1

Target year for achieving net zero
2040

Is this a science-based target?
No, but we anticipate setting one in the next two years

Please explain target coverage and identify any exclusions
Building on our longstanding commitment to sustainability, in early 2021 we set a goal to achieve carbon neutrality for our global operations by 2040.

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. For instance, across our aviation fleet, we will continue to invest in our Fuel Sense initiatives, modernize our aircraft, and utilize alternative fuels to reduce emissions.

Our goal is to transition the entire FedEx parcel pickup and delivery (PUD) fleet to zero emission vehicles by 2040. We will use a phased approach to replace existing vehicles.

Do you intend to neutralize any unabated emissions with permanent carbon removals at the target year?
Yes

Planned milestones and/or near-term investments for neutralization at target year
By 2025, we would like 50% of FedEx Express global PUD vehicle purchases to be electric, rising to 100% of all purchases by 2030

Planned actions to mitigate emissions beyond your value chain (optional)
We have pledged $100 million to help establish the Yale Center for Natural Carbon Capture and its research into methods of carbon sequestration at scale, with an initial focus to help offset GHG emissions equivalent to current airline emissions.

C4.3

(C4.3) 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.

Yes

C4.3a

(C4.3a) 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	8	
To be implemented*	12	15236
Implementation commenced*	10	1633
Implemented*	12	13541199
Not to be implemented		

C4.3b

(C4.3b) Provide details on the initiatives implemented in the reporting year in the table below.

Initiative category & Initiative type
Please select

Estimated annual CO2e savings (metric tonnes CO2e)
3414

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 2 (location-based)
Scope 2 (market-based)

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)

Investment required (unit currency – as specified in C0.4)

Payback period
1-3 years

Estimated lifetime of the initiative
Please select

Comment

C4.3c

(C4.3c) What methods do you use to drive investment in emissions reduction activities?

Method	Comment
Financial optimization calculations	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.

Method	Comment
Compliance with regulatory requirements/standards	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.
Other	Occasionally we explore opportunities to invest in emissions reduction initiatives if a significant customer service enhancement, reputational or brand recognition benefit can be gained.

C4.5

(C4.5) Do you classify any of your existing goods and/or services as low-carbon products?

No

C5. Emissions methodology

C5.1

(C5.1) Is this your first year of reporting emissions data to CDP?

No

C5.1a

(C5.1a) 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?

Row 1

Has there been a structural change?

No

Name of organization(s) acquired, divested from, or merged with

<Not Applicable>

Details of structural change(s), including completion dates

<Not Applicable>

C5.1b

(C5.1b) 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?	Details of methodology, boundary, and/or reporting year definition change(s)
Row 1	No	<Not Applicable>

C5.2

(C5.2) Provide your base year and base year emissions.

Scope 1

Base year start
June 1 2008

Base year end
May 31 2009

Base year emissions (metric tons CO2e)
14101552

Comment

Scope 2 (location-based)

Base year start
June 1 2008

Base year end
May 31 2009

Base year emissions (metric tons CO2e)
1065689

Comment

Scope 2 (market-based)

Base year start
June 1 2016

Base year end
May 31 2017

Base year emissions (metric tons CO2e)
1094867

Comment
We first started reporting a "Market-based" Scope 2 emissions number in our 2018 Global Citizenship Report for our 2017 fiscal year.

Scope 3 category 1: Purchased goods and services

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 2: Capital goods

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 3: Fuel-and-energy-related activities (not included in Scope 1 or 2)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 4: Upstream transportation and distribution

Base year start
June 1 2018

Base year end
May 31 2019

Base year emissions (metric tons CO2e)
2817829

Comment
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 5: Waste generated in operations

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 6: Business travel

Base year start
June 1 2018

Base year end
May 31 2019

Base year emissions (metric tons CO2e)
79054

Comment

Our third-party business travel service provider estimated Scope 3 emissions associated with commercial air travel undertaken by our team members in FY22.

Scope 3 category 7: Employee commuting

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 8: Upstream leased assets

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 9: Downstream transportation and distribution

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 10: Processing of sold products

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 11: Use of sold products

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 12: End of life treatment of sold products

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 13: Downstream leased assets

Base year start

June 1 2018

Base year end

May 31 2019

Base year emissions (metric tons CO2e)

202410

Comment

This includes the emissions from the FedEx Express feeder aircraft contract operators who lease aircraft from FedEx Express. The emissions calculations are based on the fuel we provide directly to those operators.

Scope 3 category 14: Franchises

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 15: Investments

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3: Other (upstream)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3: Other (downstream)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

C5.3

(C5.3) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.

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

C6. Emissions data

C6.1

(C6.1) What were your organization's gross global Scope 1 emissions in metric tons CO2e?

Reporting year

Gross global Scope 1 emissions (metric tons CO2e)
17113617

Start date
<Not Applicable>

End date
<Not Applicable>

Comment

C6.2

(C6.2) Describe your organization's approach to reporting Scope 2 emissions.

Row 1

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

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

Comment

C6.3

(C6.3) What were your organization's gross global Scope 2 emissions in metric tons CO2e?

Reporting year

Scope 2, location-based
1112035002

Scope 2, market-based (if applicable)
1112035002

Edit: These Scope 2 values were incorrectly keyed and used in scoring of CDP response. For reporting purposes, the correct value for Scope 2 (location and market-based) is 864,711.

Start date
<Not Applicable>

End date
<Not Applicable>

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. Therefore, we are reporting the same value in the "Scope 2, location-based" and "Scope 2, market-based" fields.

C6.4

(C6.4) 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?
Yes

C6.4a

(C6.4a) 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.

Source of excluded emissions
Fuel use from emergency back-up generators and a few forklifts at non-hub locations.

Scope(s) or Scope 3 category(ies)
Scope 1

Relevance of Scope 1 emissions from this source
Please select

Relevance of location-based Scope 2 emissions from this source
<Not Applicable>

Relevance of market-based Scope 2 emissions from this source
<Not Applicable>

Relevance of Scope 3 emissions from this source
<Not Applicable>

Date of completion of acquisition or merger
<Not Applicable>

Estimated percentage of total Scope 1+2 emissions this excluded source represents
<Not Applicable>

Estimated percentage of total Scope 3 emissions this excluded source represents
<Not Applicable>

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.

Explain how you estimated the percentage of emissions this excluded source represents
<Not Applicable>

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.

Scope(s) or Scope 3 category(ies)
Scope 2 (location-based)

Relevance of Scope 1 emissions from this source
<Not Applicable>

Relevance of location-based Scope 2 emissions from this source
Emissions are not relevant

Relevance of market-based Scope 2 emissions from this source
<Not Applicable>

Relevance of Scope 3 emissions from this source
<Not Applicable>

Date of completion of acquisition or merger
<Not Applicable>

Estimated percentage of total Scope 1+2 emissions this excluded source represents

Estimated percentage of total Scope 3 emissions this excluded source represents
<Not Applicable>

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.

Explain how you estimated the percentage of emissions this excluded source represents
Reviewed electricity usage per location.

C6.5

(C6.5) Account for your organization's gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

Evaluation status
Relevant, not yet calculated

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

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

Evaluation status
Relevant, not yet calculated

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

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)

Evaluation status
Relevant, not yet calculated

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

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.

Upstream transportation and distribution

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

3102852

Emissions calculation methodology

Supplier-specific method

Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

Please explain

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.

Waste generated in operations

Evaluation status

Relevant, not yet calculated

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

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

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)
70250

Emissions calculation methodology
Distance-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain
Our third-party business travel service provider estimated Scope 3 emissions associated with commercial air travel undertaken by our team members in FY22.

Employee commuting

Evaluation status
Relevant, not yet calculated

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

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

Evaluation status
Relevant, not yet calculated

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

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

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

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 Carbon Calculator 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

Evaluation status

Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

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 Carbon Calculator 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

Evaluation status

Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

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 Carbon Calculator 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

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

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 Carbon Calculator 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

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)

Emissions calculation methodology
Fuel-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain
This includes the emissions from the FedEx Express feeder aircraft contract operators who lease aircraft from FedEx Express. The emissions calculations are based on the fuel we provide directly to those operators, and apply the same emissions calculation methodology we described for Scope 1 above.

Franchises

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
FedEx does not operate a franchised business model.

Investments

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

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)

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
Does not apply based upon our business.

Other (downstream)

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
Does not apply based upon our business.

C6.7

(C6.7) Are carbon dioxide emissions from biogenic carbon relevant to your organization?
Yes

C6.7a

(C6.7a) Provide the emissions from biogenic carbon relevant to your organization in metric tons CO2.

	CO2 emissions from biogenic carbon (metric tons CO2)	Comment
Row 1	220993	

C6.10

(C6.10) 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.

Intensity figure
0.000192257

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)
17978328

Metric denominator
unit total revenue

Metric denominator: Unit total
93512000000

Scope 2 figure used
Location-based

% change from previous year
8.26

Direction of change
Decreased

Reason(s) for change
Other emissions reduction activities
Change in revenue

Please explain
Increase in revenue

C-TS6.15

(C-TS6.15) What are your primary intensity (activity-based) metrics that are appropriate to your emissions from transport activities in Scope 1, 2, and 3?

HDV

Scopes used for calculation of intensities
Report just Scope 1

Intensity figure
0.000616782

Metric numerator: emissions in metric tons CO2e
1783615

Metric denominator: unit
t.mile

Metric denominator: unit total
2891806455

% change from previous year
38

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.

Aviation

Scopes used for calculation of intensities
Report just Scope 1

Intensity figure
0.000512302

Metric numerator: emissions in metric tons CO2e
13419627

Metric denominator: unit
t.mile

Metric denominator: unit total
26194756528

% change from previous year
11

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 1% decrease in aviation intensity figure. This can be largely attributed to aircraft modernization and fuel efficiency efforts under our “Reduce, Replace, Revolutionize” approach to sustainability.

ALL

Scopes used for calculation of intensities
Report just Scope 1

Intensity figure
0

Metric numerator: emissions in metric tons CO2e
0

Metric denominator: unit
t.mile

Metric denominator: unit total
0

% change from previous year
0

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.

C7. Emissions breakdowns

C7.1

(C7.1) Does your organization break down its Scope 1 emissions by greenhouse gas type?

Yes

C7.1a

(C7.1a) Break down your total gross global Scope 1 emissions by greenhouse gas type and provide the source of each used greenhouse warming potential (GWP).

Greenhouse gas	Scope 1 emissions (metric tons of CO2e)	GWP Reference
CO2	16947988	IPCC Fifth Assessment Report (AR5 – 100 year)
CH4	4700	IPCC Fifth Assessment Report (AR5 – 100 year)
N2O	160929	IPCC Fifth Assessment Report (AR5 – 100 year)

C7.2

(C7.2) Break down your total gross global Scope 1 emissions by country/area/region.

Country/area/region	Scope 1 emissions (metric tons CO2e)
United States of America	10195556
Other, please specify (Rest of World)	6906127

C7.3

(C7.3) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

By activity

C7.3c

(C7.3c) Break down your total gross global Scope 1 emissions by business activity.

Activity	Scope 1 emissions (metric tons CO2e)
Air	13532053
Road	3211785
Facilities (nat gas and heating oil)	369778

C-CE7.4/C-CH7.4/C-CO7.4/C-EU7.4/C-MM7.4/C-OG7.4/C-ST7.4/C-TO7.4/C-TS7.4

(C-CE7.4/C-CH7.4/C-CO7.4/C-EU7.4/C-MM7.4/C-OG7.4/C-ST7.4/C-TO7.4/C-TS7.4) 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	Net Scope 1 emissions , metric tons CO2e	Comment
Cement production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Chemicals production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Coal production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Electric utility activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Metals and mining production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (upstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (midstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (downstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Steel production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport OEM activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport services activities	17113617	<Not Applicable>	

C7.5

(C7.5) Break down your total gross global Scope 2 emissions by country/area/region.

Country/area/region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
United States of America	1103936960	1103936960
Other, please specify (Rest of the World)	8098042	8098042

C7.6

(C7.6) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.

By activity

C7.6c

(C7.6c) 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)
Total Facility Energy Use	1112035002	1112035002

C7.7

(C7.7) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?

No

C-CE7.7/C-CH7.7/C-CO7.7/C-MM7.7/C-OG7.7/C-ST7.7/C-TO7.7/C-TS7.7

(C-CE7.7/C-CH7.7/C-CO7.7/C-MM7.7/C-OG7.7/C-ST7.7/C-TO7.7/C-TS7.7) 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
Cement production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Chemicals production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Coal production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Metals and mining production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (upstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (midstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (downstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Steel production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport OEM activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport services activities	864711	864711	

C7.9

(C7.9) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Increased

C7.9a

(C7.9a) 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 emissions (metric tons CO2e)	Direction of change in emissions	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	8897	Increased	0.05	Across our operating companies, 29 FedEx locations generate on-site and off-site renewable energy, and we are evaluating additional opportunities to purchase off-site renewable energy.
Other emissions reduction activities	2746700	Decreased	15.6	Collectively, our most impactful sustainability initiatives, not including renewable energy or fuel cell energy, helped us avoid more than 2.7 million metric tons of greenhouse gas emissions in FY22 (see the Data Appendix section of our 2023 ESG Report. This represents approximately 19.0% of our FY22 Scope 1 & 2 emissions. The calculation for this is (2,746,700/17595633)*100= 15.6%. For example, our long-standing FedEx Fuel Sense program identifies efficiencies across aviation operations by drawing on the insights and ideas of front-line team members and experts who contribute to a culture of fuel-saving behavior. A total of 70 projects have been identified since the program began in 2006, and 961.4 million gallons of jet fuel have been saved since then as well. Collectively, FedEx Fuel Sense programs in FY22, and avoided more than 125,139 metric tons of CO2e emissions.
Divestment		<Not Applicable>		
Acquisitions		<Not Applicable>		
Mergers		<Not Applicable>		
Change in output		<Not Applicable>		
Change in methodology		<Not Applicable>		
Change in boundary		<Not Applicable>		
Change in physical operating conditions		<Not Applicable>		
Unidentified		<Not Applicable>		
Other		<Not Applicable>		

C7.9b

(C7.9b) Are your emissions performance calculations in C7.9 and C7.9a based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Location-based

C8. Energy

C8.1

(C8.1) What percentage of your total operational spend in the reporting year was on energy?

More than 5% but less than or equal to 10%

C8.2

(C8.2) 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)	Yes
Consumption of purchased or acquired electricity	Yes
Consumption of purchased or acquired heat	Yes
Consumption of purchased or acquired steam	No
Consumption of purchased or acquired cooling	Yes
Generation of electricity, heat, steam, or cooling	Yes

C8.2a

(C8.2a) Report your organization's energy consumption totals (excluding feedstocks) in MWh.

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	HHV (higher heating value)	62378	69327242	69389620
Consumption of purchased or acquired electricity	<Not Applicable>	0	2455278	2455278
Consumption of purchased or acquired heat	<Not Applicable>	0	0	0
Consumption of purchased or acquired steam	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired cooling	<Not Applicable>	0	24	24
Consumption of self-generated non-fuel renewable energy	<Not Applicable>	28426	<Not Applicable>	28426
Total energy consumption	<Not Applicable>			

C8.2b

(C8.2b) 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	Yes
Consumption of fuel for the generation of heat	No
Consumption of fuel for the generation of steam	No
Consumption of fuel for the generation of cooling	No
Consumption of fuel for co-generation or tri-generation	No

C8.2c

(C8.2c) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Sustainable biomass

Heating value
Please select

Total fuel MWh consumed by the organization
0

MWh fuel consumed for self-generation of electricity
0

MWh fuel consumed for self-generation of heat
0

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment

Other biomass

Heating value
HHV

Total fuel MWh consumed by the organization
62378

MWh fuel consumed for self-generation of electricity
0

MWh fuel consumed for self-generation of heat
0

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment
Includes all of our Biodiesel Blends

Other renewable fuels (e.g. renewable hydrogen)

Heating value
Please select

Total fuel MWh consumed by the organization
0

MWh fuel consumed for self-generation of electricity
0

MWh fuel consumed for self-generation of heat
0

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment

Coal

Heating value
Please select

Total fuel MWh consumed by the organization
0

MWh fuel consumed for self-generation of electricity
0

MWh fuel consumed for self-generation of heat
0

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment

Oil

Heating value
HHV

Total fuel MWh consumed by the organization
2233.33

MWh fuel consumed for self-generation of electricity
0

MWh fuel consumed for self-generation of heat
0

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment

Gas

Heating value
HHV

Total fuel MWh consumed by the organization
2070009

MWh fuel consumed for self-generation of electricity
0

MWh fuel consumed for self-generation of heat
0

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment
Includes CNG, LNG, Natural gas

Other non-renewable fuels (e.g. non-renewable hydrogen)

Heating value
HHV

Total fuel MWh consumed by the organization
67255000

MWh fuel consumed for self-generation of electricity
0

MWh fuel consumed for self-generation of heat
0

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment
Includes Jet kerosene Diesel, Motor gasoline, Propane

Total fuel

Heating value
HHV

Total fuel MWh consumed by the organization
69327242

MWh fuel consumed for self-generation of electricity
0

MWh fuel consumed for self-generation of heat
0

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment

C8.2d

(C8.2d) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.

	Total Gross generation (MWh)	Generation that is consumed by the organization (MWh)	Gross generation from renewable sources (MWh)	Generation from renewable sources that is consumed by the organization (MWh)
Electricity	50080	50080	28426	28426
Heat	0	0	0	0
Steam	0	0	0	0
Cooling	0	0	0	0

C8.2e

(C8.2e) 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 C6.3.

Country/area of low-carbon energy consumption
Please select

Sourcing method
None (no active purchases of low-carbon electricity, heat, steam or cooling)

Energy carrier
<Not Applicable>

Low-carbon technology type
<Not Applicable>

Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)
<Not Applicable>

Tracking instrument used
<Not Applicable>

Country/area of origin (generation) of the low-carbon energy or energy attribute
<Not Applicable>

Are you able to report the commissioning or re-powering year of the energy generation facility?
<Not Applicable>

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)
<Not Applicable>

Comment
We selected the “None (no purchases of low-carbon electricity, heat, steam or cooling)” drop-down option in the “Sourcing method” field to satisfy CDP’s reporting requirement as we are reporting the same value for Location-based and Market-based Scope 2 emissions in C6.3. 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 for both metrics in this response. However in reality some of our North American and European locations utilize a mixture of low carbon electricity from a range of sources including on-site/off-site solar (both with and without energy attribute certificates, Guarantees of Origin, and Renewable Energy Certificates). In FY22, 24,157,688 MKWh of solar electricity was obtained through Power Purchase Agreements, however, these initiatives have not impacted our reported Scope 2 emissions which are based on average grid emissions. As noted previously, we determined the difference between Location- and Market based Scope 2 emissions is de minimis at the present time and therefore are reporting the same value for both metrics in FY22.

C-TS8.2f

(C-TS8.2f) Provide details on the average emission factor used for all transport movements per mode that directly source energy from the grid.

Category	Emission factor unit	Average emission factor: unit value	Comment
HDV	gCO2/kWh	0	We do not have any transport movements that directly source energy from the grid.

C8.2g

(C8.2g) Provide a breakdown by country/area of your non-fuel energy consumption in the reporting year.

C-TS8.5

(C-TS8.5) Provide any efficiency metrics that are appropriate for your organization’s transport products and/or services.

Activity
Heavy Duty Vehicles (HDV)

Metric figure
0.298315

Metric numerator
Liters of fuel

Metric denominator
Other, please specify (Miles driven)

Metric numerator: Unit total
320818225

Metric denominator: Unit total
1075433826

% change from last year
1.06

Please explain
HDV energy efficiency metric reported in this question is based on vehicle data from FedEx Express operating company.

Activity
Aviation

Metric figure
0.196092

Metric numerator
Liters of fuel

Metric denominator
Other, please specify (Available ton miles)

Metric numerator: Unit total
5136587142

Metric denominator: Unit total
26194756528

% change from last year
-0.13

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.

C9. Additional metrics

C9.1

(C9.1) Provide any additional climate-related metrics relevant to your business.

C-TO9.3/C-TS9.3

(C-TO9.3/C-TS9.3) Provide tracking metrics for the implementation of low-carbon transport technology over the reporting year.

Activity
Heavy Duty Vehicles (HDV)

Metric
Fleet adoption

Technology
Battery electric vehicle (BEV)

Metric figure
372

Metric unit
Units

Explanation
Across FedEx, 372 electric vehicles were added (net) to the global fleet in FY22 when including forklifts, airport ground service equipment, and delivery trucks for a total global fleet of more than 3,552 electric vehicles.

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. We will use a phased approach to replace existing vehicles. For example, by 2025, we would like 50% of FedEx Express global PUD vehicle purchases will be electric, rising to 100% of all purchases by 2030, subject to availability.

We strive to employ the most advanced vehicle technologies to efficiently and safely move packages across our networks. By leveraging advancements in the zero emission vehicle market, we have created a long-term strategy to transition our pickup, delivery, and support vehicle fleets to zero emission technologies. While the impacts of COVID-19 slowed our procurement of electric vehicles and construction of charging infrastructure in FY22, FedEx Express is continuing its acquisition of zero emission vehicles with our agreement to purchase 500 electric vehicles from General Motors' BrightDrop and reserved production for an additional 2,000, and we remain committed to our goal for a zero emission vehicle future for our parcel PUD fleet .

C-CE9.6/C-CG9.6/C-CH9.6/C-CN9.6/C-CO9.6/C-EU9.6/C-MM9.6/C-OG9.6/C-RE9.6/C-ST9.6/C-TO9.6/C-TS9.6

(C-CE9.6/C-CG9.6/C-CH9.6/C-CN9.6/C-CO9.6/C-EU9.6/C-MM9.6/C-OG9.6/C-RE9.6/C-ST9.6/C-TO9.6/C-TS9.6) Does your organization invest in research and development (R&D) of low-carbon products or services related to your sector activities?

	Investment in low-carbon R&D	Comment
Row 1	No	

C10. Verification

C10.1

(C10.1) Indicate the verification/assurance status that applies to your reported emissions.

	Verification/assurance status
Scope 1	Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	Third-party verification or assurance process in place
Scope 3	No third-party verification or assurance

C10.1a

(C10.1a) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
FedEx_FY22_Emissions_Verification_Statement.pdf
FedEx_FY22_Emissions_Verification_Statement.pdf

Page/ section reference

Relevant standard
Corporate GHG verification guidelines from ERT

Proportion of reported emissions verified (%)
100

C10.1b

(C10.1b) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

Scope 2 approach
Scope 2 location-based

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
FedEx_FY22_Emissions_Verification_Statement.pdf

FedEx_FY22_Emissions_Verification_Statement.pdf

Page/ section reference

Relevant standard
Corporate GHG verification guidelines from ERT

Proportion of reported emissions verified (%)
100

C10.2

(C10.2) Do you verify any climate-related information reported in your CDP disclosure other than the emissions figures reported in C6.1, C6.3, and C6.5?
Yes

C10.2a

(C10.2a) Which data points within your CDP disclosure have been verified, and which verification standards were used?

Disclosure module verification relates to	Data verified	Verification standard	Please explain
C11. Carbon pricing	Other, please specify (Carbon credit purchase)	VCS (Verified Carbon Standard) and Gold Standard	We have established an internal process to monitor our annual ETS emissions and participate in voluntary offsetting. We purchase carbon offset credits that are verified through Verified Carbon Standard (VCS) and Gold Standard.

C11. Carbon pricing

C11.1

(C11.1) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?
Yes

C11.1a

(C11.1a) Select the carbon pricing regulation(s) which impacts your operations.
EU ETS

C11.1b

(C11.1b) Complete the following table for each of the emissions trading schemes you are regulated by.

EU ETS

% of Scope 1 emissions covered by the ETS
1.03

% of Scope 2 emissions covered by the ETS
0

Period start date
June 1 2022

Period end date
December 31 2022

Allowances allocated

Allowances purchased

Verified Scope 1 emissions in metric tons CO2e
175832

Verified Scope 2 emissions in metric tons CO2e
0

Details of ownership
Other, please specify ((FedEx-operated aircraft within the EU (i.e. intra-EU))

Comment
The CO2 emissions data discussed here refers only to FedEx-operated aircraft within the EU (i.e. intra-EU).

C11.1d

(C11.1d) 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 meth-

ods 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.

C11.2

(C11.2) Has your organization canceled any project-based carbon credits within the reporting year?

Yes

C11.2a

(C11.2a) Provide details of the project-based carbon credits canceled by your organization in the reporting year.

Project type

Other, please specify (Ozone Depleting Substances)

Type of mitigation activity

Emissions reduction

Project description

Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

7500

Purpose of cancellation

Voluntary offsetting

Are you able to report the vintage of the credits at cancellation?

Please select

Vintage of credits at cancellation

<Not Applicable>

Were these credits issued to or purchased by your organization?

Purchased

Credits issued by which carbon-crediting program

ACR (American Carbon Registry)

Method(s) the program uses to assess additionality for this project

Please select

Approach(es) by which the selected program requires this project to address reversal risk

Please select

Potential sources of leakage the selected program requires this project to have assessed

Please select

Provide details of other issues the selected program requires projects to address

Comment

Project type

Other, please specify (diverting organic waste from landfill disposal to composting)

Type of mitigation activity
Emissions reduction

Project description
India Clean City

Credits canceled by your organization from this project in the reporting year (metric tons CO2e)
7590

Purpose of cancellation
Voluntary offsetting

Are you able to report the vintage of the credits at cancellation?
Please select

Vintage of credits at cancellation
<Not Applicable>

Were these credits issued to or purchased by your organization?
Purchased

Credits issued by which carbon-crediting program
Other private carbon crediting program, please specify (Verra)

Method(s) the program uses to assess additionality for this project
Please select

Approach(es) by which the selected program requires this project to address reversal risk
Please select

Potential sources of leakage the selected program requires this project to have assessed
Please select

Provide details of other issues the selected program requires projects to address

Comment

Project type
Biomass energy

Type of mitigation activity
Emissions reduction

Project description

Credits canceled by your organization from this project in the reporting year (metric tons CO2e)
6566

Purpose of cancellation
Voluntary offsetting

Are you able to report the vintage of the credits at cancellation?
Please select

Vintage of credits at cancellation
<Not Applicable>

Were these credits issued to or purchased by your organization?
Purchased

Credits issued by which carbon-crediting program
Other private carbon crediting program, please specify (Verra)

Method(s) the program uses to assess additionality for this project
Please select

Approach(es) by which the selected program requires this project to address reversal risk
Please select

Potential sources of leakage the selected program requires this project to have assessed
Please select

Provide details of other issues the selected program requires projects to address

Comment

Project type
Landfill gas

Type of mitigation activity
Emissions reduction

Project description

Credits canceled by your organization from this project in the reporting year (metric tons CO2e)
9660

Purpose of cancellation
Voluntary offsetting

Are you able to report the vintage of the credits at cancellation?
Please select

Vintage of credits at cancellation
<Not Applicable>

Were these credits issued to or purchased by your organization?
Purchased

Credits issued by which carbon-crediting program
CAR (The Climate Action Reserve)

Method(s) the program uses to assess additionality for this project
Please select

Approach(es) by which the selected program requires this project to address reversal risk
Please select

Potential sources of leakage the selected program requires this project to have assessed
Please select

Provide details of other issues the selected program requires projects to address

Comment

Project type
Other, please specify (Landfill gas & Energy efficiency: own generation)

Type of mitigation activity
Emissions reduction

Project description

Credits canceled by your organization from this project in the reporting year (metric tons CO2e)
9661

Purpose of cancellation
Voluntary offsetting

Are you able to report the vintage of the credits at cancellation?
Please select

Vintage of credits at cancellation
<Not Applicable>

Were these credits issued to or purchased by your organization?
Purchased

Credits issued by which carbon-crediting program
CAR (The Climate Action Reserve)

Method(s) the program uses to assess additionality for this project
Please select

Approach(es) by which the selected program requires this project to address reversal risk
Please select

Potential sources of leakage the selected program requires this project to have assessed
Please select

Provide details of other issues the selected program requires projects to address

Comment

C11.3

(C11.3) Does your organization use an internal price on carbon?
No, and we do not currently anticipate doing so in the next two years

C12. Engagement

C12.1

(C12.1) Do you engage with your value chain on climate-related issues?
Yes, our suppliers
Yes, our customers/clients
Yes, other partners in the value chain

C12.1a

(C12.1a) Provide details of your climate-related supplier engagement strategy.

Type of engagement
Information collection (understanding supplier behavior)

Details of engagement
Collect GHG emissions data at least annually from suppliers
Collect other climate related information at least annually from suppliers

% of suppliers by number
100

% total procurement spend (direct and indirect)
42

% of supplier-related Scope 3 emissions as reported in C6.5
0

Rationale for the coverage of your engagement
% of suppliers by number refers to 100% of our key managed suppliers. Similar to many other companies, we segment our supplier base so our Sourcing & Procurement (S&P) team can provide an appropriate level of engagement with specific key managed critical suppliers that drive material impact for S&P spend categories and FedEx operations. We engage with these suppliers in strategic areas including environmental sustainability (which covers a variety of sustainability issues including climate change) to ensure alignment and support of our enterprise values and goals. With this approach, we are able to focus our efforts with key suppliers that yield the most impactful results and value in our supply chain. All of our key S&P-managed suppliers are asked questions involving environmental sustainability using our supplier scorecard. Our supplier scorecard metrics contain environmental sustainability questions (which cover a variety of sustainability issues including climate change) that evaluates our suppliers' performance.

Impact of engagement, including measures of success
The measures of success include increased engagement and collaboration between category managers and key managed suppliers that generate robust discussions and ideation to help meet enterprise sustainability goals. As a result, there is greater alignment and focus on meeting corporate goals, such as our goal to achieve carbon neutrality for our global operations by 2040. These goals are incorporated in category strategies and reviewed during supplier annual business reviews. Our requests for qualifications and proposals include sustainability-related questionnaires. In FY22, we screened 97% of potential and current Sourcing-managed suppliers.

Comment
We entered 0 in the "% Scope 3 emissions as reported in C6.5" field to satisfy CDP's disclosure requirement. We did not report any Scope 3 emissions data in the "Purchased goods and services" row in C6.5. 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. The response in the "% total procurement spend (direct and indirect)" field refers to the percentage of all S&P-managed supplier spend that these key managed suppliers generated in FY22.

C12.1b

(C12.1b) Give details of your climate-related engagement strategy with your customers.

C12.1d

(C12.1d) Give details of your climate-related engagement strategy with other partners in the value chain.

FedEx is a founding member of the Sustainable Purchasing Leadership Council (SPLC) and continues active participation in SPLC. For additional information on sustainable procurement, please see Our supply chain section (page 12) and the Our planet section (pages 13 - 23) of our 2023 ESG Report.

C12.2

(C12.2) Do your suppliers have to meet climate-related requirements as part of your organization's purchasing process?

No, and we do not plan to introduce climate-related requirements within the next two years

C12.3

(C12.3) Does your organization engage in activities that could either directly or indirectly influence policy, law, or regulation that may impact the climate?

Row 1

External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

Yes, we engage directly with policy makers

Yes, our membership of/engagement with trade associations could influence policy, law, or regulation that may impact the climate

Yes, we fund organizations or individuals whose activities could influence policy, law, or regulation that may impact the climate

Does your organization have a public commitment or position statement to conduct your engagement activities in line with the goals of the Paris Agreement?

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

Attach commitment or position statement(s)

<Not Applicable>

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

Primary reason for not engaging in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

<Not Applicable>

Explain why your organization does not engage in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

<Not Applicable>

C12.3a

(C12.3a) On what policy, law, or regulation that may impact the climate has your organization been engaging directly with policy makers in the reporting year?

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

Sustainable Aviation Fuel (SAF) Blenders Credit

Category of policy, law, or regulation that may impact the climate

Climate change mitigation

Focus area of policy, law, or regulation that may impact the climate

Renewable energy generation

Policy, law, or regulation geographic coverage

National

Country/area/region the policy, law, or regulation applies to
United States of America

Your organization's position on the policy, law, or regulation
Support with minor exceptions

Description of engagement with policy makers
We have directly engaged with members of congress and their staff, as well as through trade associations, to advocate for incentives to increase the production of sustainable aviation fuels (SAFs) over the past six years.

Details of exceptions (if applicable) 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 regnional 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.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

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)

Category of policy, law, or regulation that may impact the climate
Climate change mitigation

Focus area of policy, law, or regulation that may impact the climate
Climate-related reporting

Policy, law, or regulation geographic coverage
National

Country/area/region the policy, law, or regulation applies to
United States of America

Your organization's position on the policy, law, or regulation
Support with major exceptions

Description of engagement with policy makers
FedEx Corp. submitted a comment letter to the SEC in June 2022 on this proposed rule as well as a comment letter in June 2021 on a related request for public input.

Details of exceptions (if applicable) 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.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

Specify the policy, law, or regulation on which your organization is engaging with policy makers
Refuel EU

Category of policy, law, or regulation that may impact the climate
Climate change mitigation

Focus area of policy, law, or regulation that may impact the climate
Renewable energy generation

Policy, law, or regulation geographic coverage
Regional

Country/area/region the policy, law, or regulation applies to
EU12

Your organization's position on the policy, law, or regulation
Support with major exceptions

Description of engagement with policy makers
Direct engagement with EU institutions and national governments

Details of exceptions (if applicable) 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 satisifies international standards for qualifiying 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.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

Specify the policy, law, or regulation on which your organization is engaging with policy makers
CORSIA

Category of policy, law, or regulation that may impact the climate
Carbon pricing, taxes, and subsidies

Focus area of policy, law, or regulation that may impact the climate
Emissions trading schemes

Policy, law, or regulation geographic coverage
Global

Country/area/region the policy, law, or regulation applies to
<Not Applicable>

Your organization's position on the policy, law, or regulation
Support with minor exceptions

Description of engagement with policy makers
Direct engagement with various government authorities and trade associations

Details of exceptions (if applicable) 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 recongition 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.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

Specify the policy, law, or regulation on which your organization is engaging with policy makers
EU ETS

Category of policy, law, or regulation that may impact the climate
Carbon pricing, taxes, and subsidies

Focus area of policy, law, or regulation that may impact the climate
Emissions trading schemes

Policy, law, or regulation geographic coverage
Regional

Country/area/region the policy, law, or regulation applies to
EU12

Your organization's position on the policy, law, or regulation
Oppose

Description of engagement with policy makers
Direct engagement with government authorities and trade associations

Details of exceptions (if applicable) 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 operrations, 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.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

Specify the policy, law, or regulation on which your organization is engaging with policy makers
UK ETS

Category of policy, law, or regulation that may impact the climate
Carbon pricing, taxes, and subsidies

Focus area of policy, law, or regulation that may impact the climate
Emissions trading schemes

Policy, law, or regulation geographic coverage
Regional

Country/area/region the policy, law, or regulation applies to
United Kingdom of Great Britain and Northern Ireland

Your organization's position on the policy, law, or regulation
Oppose

Description of engagement with policy makers
Direct engagement with various governement authorities and trade associations

Details of exceptions (if applicable) 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. '

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

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

ETD

Category of policy, law, or regulation that may impact the climate
Carbon pricing, taxes, and subsidies

Focus area of policy, law, or regulation that may impact the climate
Taxes on products or services

Policy, law, or regulation geographic coverage
Regional

Country/area/region the policy, law, or regulation applies to
EU12

Your organization's position on the policy, law, or regulation
Oppose

Description of engagement with policy makers
Direct engagement with EU institutions and national governments

Details of exceptions (if applicable) 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.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

Specify the policy, law, or regulation on which your organization is engaging with policy makers
Air Traffic modernization - single european sky

Category of policy, law, or regulation that may impact the climate
Climate change mitigation

Focus area of policy, law, or regulation that may impact the climate
Other, please specify

Policy, law, or regulation geographic coverage
Regional

Country/area/region the policy, law, or regulation applies to
EU12

Your organization's position on the policy, law, or regulation
Support with minor exceptions

Description of engagement with policy makers
Direct engagement with EU institutions and national governments

Details of exceptions (if applicable) 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, progress with SES has been slow. The reasons are complex but are rooted in politics rather than technological development. Issues around airspace sovereignty and the will-

ingness of national air navigation service providers (ANSPs) to reform have delayed the much-needed improvements that Europe's citizens deserve.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

Specify the policy, law, or regulation on which your organization is engaging with policy makers
ETS for Ground Transport

Category of policy, law, or regulation that may impact the climate
Carbon pricing, taxes, and subsidies

Focus area of policy, law, or regulation that may impact the climate
Emissions trading schemes

Policy, law, or regulation geographic coverage
Regional

Country/area/region the policy, law, or regulation applies to
EU12

Your organization's position on the policy, law, or regulation
Support with major exceptions

Description of engagement with policy makers
Direct engagement with EU institutions and national governments

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation
In the context of the national transposition of ETSII 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.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

Specify the policy, law, or regulation on which your organization is engaging with policy makers
Alternative Fuel Infrastructure Regulation

Category of policy, law, or regulation that may impact the climate
Low-carbon products and services

Focus area of policy, law, or regulation that may impact the climate
Electricity grid access for renewables

Policy, law, or regulation geographic coverage
Regional

Country/area/region the policy, law, or regulation applies to
EU12

Your organization's position on the policy, law, or regulation
Support with minor exceptions

Description of engagement with policy makers
Direct engagement with EU institutions and national governments

Details of exceptions (if applicable) 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 - wether including electric public recharging hydrogen refueling stations - 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.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

Specify the policy, law, or regulation on which your organization is engaging with policy makers
Modal shift

Category of policy, law, or regulation that may impact the climate
Climate change mitigation

Focus area of policy, law, or regulation that may impact the climate
Other, please specify

Policy, law, or regulation geographic coverage
Regional

Country/area/region the policy, law, or regulation applies to
EU12

Your organization's position on the policy, law, or regulation
Support with minor exceptions

Description of engagement with policy makers
Direct engagement with EU institutions and national governments

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation
As of June 2023; it is important to stress that the EU did not make any proposal yet on this topic. 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.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

Specify the policy, law, or regulation on which your organization is engaging with policy makers
CO2 Calculator for Logistics

Category of policy, law, or regulation that may impact the climate
Climate change mitigation

Focus area of policy, law, or regulation that may impact the climate
Transparency requirements

Policy, law, or regulation geographic coverage
Regional

Country/area/region the policy, law, or regulation applies to
EU12

Your organization's position on the policy, law, or regulation
Support with minor exceptions

Description of engagement with policy makers
Direct engagement with EU institutions and national governments

Details of exceptions (if applicable) 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.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

Specify the policy, law, or regulation on which your organization is engaging with policy makers
EV Grants

Category of policy, law, or regulation that may impact the climate
Carbon pricing, taxes, and subsidies

Focus area of policy, law, or regulation that may impact the climate
Subsidies on products or services

Policy, law, or regulation geographic coverage
National

Country/area/region the policy, law, or regulation applies to
United States of America

Your organization's position on the policy, law, or regulation
Support with minor exceptions

Description of engagement with policy makers
We have engaged with members of congress and their staff on this topic directly, as well as through trade associations.

Details of exceptions (if applicable) 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.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

Specify the policy, law, or regulation on which your organization is engaging with policy makers
EV Incentives

Category of policy, law, or regulation that may impact the climate
Carbon pricing, taxes, and subsidies

Focus area of policy, law, or regulation that may impact the climate
Subsidies on products or services

Policy, law, or regulation geographic coverage
National

Country/area/region the policy, law, or regulation applies to
United States of America

Your organization's position on the policy, law, or regulation
Support with minor exceptions

Description of engagement with policy makers
We have engaged with members of congress and their staff on this topic directly, as well as through trade associations.

Details of exceptions (if applicable) 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.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

Specify the policy, law, or regulation on which your organization is engaging with policy makers
EV Charging Infrastructure

Category of policy, law, or regulation that may impact the climate
Climate change mitigation

Focus area of policy, law, or regulation that may impact the climate
Other, please specify

Policy, law, or regulation geographic coverage
National

Country/area/region the policy, law, or regulation applies to
United States of America

Your organization's position on the policy, law, or regulation
Support with minor exceptions

Description of engagement with policy makers
We have engaged with members of congress and their staff on this topic directly, as well as through trade associations.

Details of exceptions (if applicable) 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.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

Specify the policy, law, or regulation on which your organization is engaging with policy makers
Agricultural Carbon Markets

Category of policy, law, or regulation that may impact the climate
Carbon pricing, taxes, and subsidies

Focus area of policy, law, or regulation that may impact the climate
Emissions trading schemes

Policy, law, or regulation geographic coverage
National

Country/area/region the policy, law, or regulation applies to
United States of America

Your organization's position on the policy, law, or regulation
Support with minor exceptions

Description of engagement with policy makers
We have engaged with members of congress and their staff on this topic directly, as well as through trade associations.

Details of exceptions (if applicable) 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.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

Specify the policy, law, or regulation on which your organization is engaging with policy makers
Aircraft GHG emissions standards in U.S.

Category of policy, law, or regulation that may impact the climate
Low-carbon products and services

Focus area of policy, law, or regulation that may impact the climate
Energy efficiency requirements

Policy, law, or regulation geographic coverage
National

Country/area/region the policy, law, or regulation applies to
United States of America

Your organization's position on the policy, law, or regulation
Support with minor exceptions

Description of engagement with policy makers
We have engaged with U.S. federal agency staff on this topic directly, as well as through trade associations.

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation
In general, FedEx supports the U.S. Environmental Protection Agency and U.S. Federal Aviation Administration's adoption of the 2017 ICAO Aircraft Greenhouse Gas Emissions Standards and has advocated for the timely completion of these rulemakings.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

Specify the policy, law, or regulation on which your organization is engaging with policy makers
Twin 33 ft Trailers

Category of policy, law, or regulation that may impact the climate
Climate change mitigation

Focus area of policy, law, or regulation that may impact the climate
Other, please specify

Policy, law, or regulation geographic coverage
National

Country/area/region the policy, law, or regulation applies to
United States of America

Your organization's position on the policy, law, or regulation
Support with no exceptions

Description of engagement with policy makers
Direct engagement with federal lawmakers and indirect support of stakeholder coalitions

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation
<Not Applicable>

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

Specify the policy, law, or regulation on which your organization is engaging with policy makers
EU Due Diligence - Corp. Sustainability Due Digiligence

Category of policy, law, or regulation that may impact the climate
Climate change mitigation

Focus area of policy, law, or regulation that may impact the climate
Climate-related reporting

Policy, law, or regulation geographic coverage
Regional

Country/area/region the policy, law, or regulation applies to
EU12

Your organization's position on the policy, law, or regulation
Undecided

Description of engagement with policy makers
Direct engagement with EU institutions and national governments

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation
<Not Applicable>

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

Specify the policy, law, or regulation on which your organization is engaging with policy makers
CBAM

Category of policy, law, or regulation that may impact the climate
Carbon pricing, taxes, and subsidies

Focus area of policy, law, or regulation that may impact the climate
Carbon taxes

Policy, law, or regulation geographic coverage
Regional

Country/area/region the policy, law, or regulation applies to
United States of America

EU12

Your organization's position on the policy, law, or regulation
Support with major exceptions

Description of engagement with policy makers
We have engaged with members of congress and their staff on this topic directly, as well as through trade associations.

Direct engagement with EU institutions and national governments

Details of exceptions (if applicable) 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. "

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

Specify the policy, law, or regulation on which your organization is engaging with policy makers
CSRD

Category of policy, law, or regulation that may impact the climate
Climate change mitigation

Focus area of policy, law, or regulation that may impact the climate
Verification and audits

Policy, law, or regulation geographic coverage
Regional

Country/area/region the policy, law, or regulation applies to
EU12

Your organization's position on the policy, law, or regulation
Undecided

Description of engagement with policy makers
Direct engagement with EU institutions and national governments

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation
<Not Applicable>

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?

No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

Specify the policy, law, or regulation on which your organization is engaging with policy makers
CO2 Emissions for HDVs

Category of policy, law, or regulation that may impact the climate
Climate change mitigation

Focus area of policy, law, or regulation that may impact the climate
Transparency requirements

Policy, law, or regulation geographic coverage
Regional

Country/area/region the policy, law, or regulation applies to
EU12

Your organization's position on the policy, law, or regulation
Undecided

Description of engagement with policy makers
Direct engagement with EU institutions and national governments

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation
<Not Applicable>

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

Specify the policy, law, or regulation on which your organization is engaging with policy makers
CO2 Emissions for Cars & Vans

Category of policy, law, or regulation that may impact the climate
Climate change mitigation

Focus area of policy, law, or regulation that may impact the climate
Transparency requirements

Policy, law, or regulation geographic coverage
Regional

Country/area/region the policy, law, or regulation applies to
EU12

Your organization's position on the policy, law, or regulation
Support with minor exceptions

Description of engagement with policy makers
Direct engagement with EU institutions and national governments

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

FedEx has set a goal to operate an all-electric, zero-emission global pickup and delivery (PUD) fleet by 2040. We support regulations, policies, and technology advancements that will enable us to successfully reach our goal.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

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

Category of policy, law, or regulation that may impact the climate
Climate change mitigation

Focus area of policy, law, or regulation that may impact the climate
Climate-related reporting

Policy, law, or regulation geographic coverage
National

Country/area/region the policy, law, or regulation applies to
United States of America

Your organization's position on the policy, law, or regulation
Support with major exceptions

Description of engagement with policy makers
FedEx supported trade associations' comments on the proposal.

Details of exceptions (if applicable) 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.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

Specify the policy, law, or regulation on which your organization is engaging with policy makers
EPA's Proposed GHG Standards for Heavy Duty Vehicles Phase 3

Category of policy, law, or regulation that may impact the climate

Climate change mitigation

Focus area of policy, law, or regulation that may impact the climate
Emissions – other GHGs

Policy, law, or regulation geographic coverage
National

Country/area/region the policy, law, or regulation applies to
United States of America

Your organization's position on the policy, law, or regulation
Support with major exceptions

Description of engagement with policy makers
FedEx supported trade associations' comments on these proposals.

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation
FedEx has set a goal to operate an all-electric, zero-emission global pickup and delivery (PUD) fleet by 2040. We support regulations, policies, and technology advancements that will enable us to successfully reach our goal. However, we share the concerns raised by the trade associations regarding the proposed standards, including whether the agency adequately accounted for all the costs associated with the transition to ZEVs, the infrastructure requirements necessary to support vehicle electrification, and the manufacturers' ability to produce enough vehicles to ensure industry compliance with the standards. We are supportive of a national standard that will reduce emissions and we look forward to working with the agency and other key stakeholders to develop standards that will effectively deliver emissions reductions.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

C12.3b

(C12.3b) Provide details of the trade associations your organization is a member of, or engages with, which are likely to take a position on any policy, law or regulation that may impact the climate.

Trade association
Business Roundtable

Is your organization's position on climate change policy consistent with theirs?
Consistent

Has your organization attempted to influence their position in the reporting year?
Please select

Describe how your organization's position is consistent with or differs from the trade association'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.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding
<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Trade association
Confederation of British Industry (CBI)

Is your organization's position on climate change policy consistent with theirs?
Consistent

Has your organization attempted to influence their position in the reporting year?
Please select

Describe how your organization's position is consistent with or differs from the trade association'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 econmic growth, export oportunites and cost savings. The CBI looks to represent the position of businesses in debates around net zero.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding
<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Trade association
International Air Transport Association

Is your organization's position on climate change policy consistent with theirs?
Consistent

Has your organization attempted to influence their position in the reporting year?
Please select

Describe how your organization's position is consistent with or differs from the trade association'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 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.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding
<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Trade association
Japan Business Federation (Keidanren)

Is your organization's position on climate change policy consistent with theirs?
Consistent

Has your organization attempted to influence their position in the reporting year?
Please select

Describe how your organization's position is consistent with or differs from the trade association'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. 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.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding
<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Trade association
National Association of Manufacturers

Is your organization's position on climate change policy consistent with theirs?
Unknown

Has your organization attempted to influence their position in the reporting year?
Please select

Describe how your organization's position is consistent with or differs from the trade association's position, and any actions taken to influence their position
<Not Applicable>

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding
<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Trade association
US Chamber of Commerce

Is your organization's position on climate change policy consistent with theirs?
Mixed

Has your organization attempted to influence their position in the reporting year?
Please select

Describe how your organization's position is consistent with or differs from the trade association's position, and any actions taken to influence their position
The U.S. Chamber of Commerce recently undertook 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. FedEx views this shift favorably as a step in the right direction. FedEx engages with the Chamber on different policy issues, of which climate change and related policy is just one example. FedEx holds a seat on the U.S. Chamber of Commerce Board of Directors.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding
<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Trade association
Other, please specify (Airlines for America (A4A))

Is your organization's position on climate change policy consistent with theirs?
Consistent

Has your organization attempted to influence their position in the reporting year?
Please select

Describe how your organization's position is consistent with or differs from the trade association'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 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 A4A-led advocacy efforts advancing the commercialization and deployment of SAFs in the aviation industry.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding
<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Trade association
Other, please specify (American Trucking Associations)

Is your organization's position on climate change policy consistent with theirs?
Mixed

Has your organization attempted to influence their position in the reporting year?
Please select

Describe how your organization's position is consistent with or differs from the trade association'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.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding
<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Trade association
Other, please specify (Electrification Coalition)

Is your organization's position on climate change policy consistent with theirs?
Consistent

Has your organization attempted to influence their position in the reporting year?
Please select

Describe how your organization's position is consistent with or differs from the trade association'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.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding

<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Trade association
Other, please specify (Securing America's Energy Future (SAFE))

Is your organization's position on climate change policy consistent with theirs?
Consistent

Has your organization attempted to influence their position in the reporting year?
Please select

Describe how your organization's position is consistent with or differs from the trade association'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.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding
<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Trade association
Other, please specify (European Express Association (EEA))

Is your organization's position on climate change policy consistent with theirs?
Consistent

Has your organization attempted to influence their position in the reporting year?
Please select

Describe how your organization's position is consistent with or differs from the trade association'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 appraoch to transportation and the environment in terms of principles, though individual approaches may vary from member to member.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding
<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Trade association
Other, please specify (International Road Transport Organisation (IRU))

Is your organization's position on climate change policy consistent with theirs?
Consistent

Has your organization attempted to influence their position in the reporting year?
Please select

Describe how your organization's position is consistent with or differs from the trade association'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.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding
<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Trade association
Other, please specify (Coalition for Reimaging Mobility)

Is your organization's position on climate change policy consistent with theirs?
Consistent

Has your organization attempted to influence their position in the reporting year?
Please select

Describe how your organization's position is consistent with or differs from the trade association'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.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding
<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?
No, we have not evaluated

C12.3c

(C12.3c) Provide details of the funding you provided to other organizations or individuals in the reporting year whose activities could influence policy, law, or regulation that may impact the climate.

C12.4

(C12.4) Have you published information about your organization's response to climate change and GHG emissions performance for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Publication
In voluntary sustainability report

Status
Complete

Attach the document

Page/Section reference

Content elements
Governance
Strategy
Risks & opportunities
Emissions figures
Emission targets
Other metrics

Comment

Publication
In mainstream reports

Status
Complete

Attach the document

Page/Section reference

Content elements
Please select

Comment
10K

Publication
In mainstream reports

Status
Complete

Attach the document

Page/Section reference

Content elements
Please select

Comment
FY22 Proxy

C12.5

(C12.5) Indicate the collaborative frameworks, initiatives and/or commitments related to environmental issues for which you are a signatory/member.

	Environmental collaborative framework, initiative and/or commitment	Describe your organization's role within each framework, initiative and/or commitment
Row 1	Other, please specify	First Movers coalition

C15. Biodiversity

C15.1

(C15.1) Is there board-level oversight and/or executive management-level responsibility for biodiversity-related issues within your organization?

	Board-level oversight and/or executive management-level responsibility for biodiversity-related issues	Description of oversight and objectives relating to biodiversity	Scope of board-level oversight
Row 1	Please select	<Not Applicable>	<Not Applicable>

C15.2

(C15.2) Has your organization made a public commitment and/or endorsed any initiatives related to biodiversity?

	Indicate whether your organization made a public commitment or endorsed any initiatives related to biodiversity	Biodiversity-related public commitments	Initiatives endorsed
Row 1	Please select	<Not Applicable>	<Not Applicable>

C15.3

(C15.3) Does your organization assess the impacts and dependencies of its value chain on biodiversity?

Impacts on biodiversity

Indicate whether your organization undertakes this type of assessment

Please select

Value chain stage(s) covered

<Not Applicable>

Portfolio activity

<Not Applicable>

Tools and methods to assess impacts and/or dependencies on biodiversity

<Not Applicable>

Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)

<Not Applicable>

Dependencies on biodiversity

Indicate whether your organization undertakes this type of assessment

Please select

Value chain stage(s) covered

<Not Applicable>

Portfolio activity

<Not Applicable>

Tools and methods to assess impacts and/or dependencies on biodiversity

<Not Applicable>

Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)

<Not Applicable>

C15.4

(C15.4) Does your organization have activities located in or near to biodiversity- sensitive areas in the reporting year?

Please select

C15.5

(C15.5) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

	Have you taken any actions in the reporting period to progress your biodiversity-related commitments?	Type of action taken to progress biodiversity- related commitments
Row 1	Please select	<Not Applicable>

C15.6

(C15.6) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
Row 1	Please select	Please select

C15.7

(C15.7) Have you published information about your organization's response to biodiversity-related issues for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Report type	Content elements	Attach the document and indicate where in the document the relevant biodiversity information is located

C16. Signoff

C-FI

(C-FI) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored.

C16.1

(C16.1) Provide details for the person that has signed off (approved) your CDP climate change response.

	Job title	Corresponding job category
Row 1	Staff Vice President Environmental Affairs & Chief Sustainability Officer	Chief Sustainability Officer (CSO)

SC. Supply chain module

SC0.0

(SC0.0) If you would like to do so, please provide a separate introduction to this module.

We did not respond to the Water portion of this questionnaire as we do not consider water to be a material issue for our business operations, based on the outcomes of a formal materiality assessment process we conducted in 2014 which was reconfirmed in our updated materiality assessment in 2019. For more information on those materiality assessments, please see pages 7-9 of our 2014 Global Citizenship Report and pages 12-15 of our 2020 Global Citizenship Report, both of which can be downloaded at https://www.fedex.com/en-us/sustainability/reports.html.

SC0.1

(SC0.1) What is your company's annual revenue for the stated reporting period?

	Annual Revenue
Row 1	93000000000

SC1.1

(SC1.1) Allocate your emissions to your customers listed below according to the goods or services you have sold them in this reporting period.

Requesting member
Accenture

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
107.76

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Alphabet, Inc.

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
12626.8

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments

were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Amdocs Ltd

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
66.12

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard

CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
American Express

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
1807.02

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member

Please select

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
171.29

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Arcadis

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
183.18

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Arm Ltd.

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)

<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
1

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
AstraZeneca

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
3643.67

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
AT&T Inc.

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e

21849.5

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Autodesk, Inc.

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
66.76

Uncertainty (±%)

Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Avianca Group

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
209.21

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool

that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Avions de Transport Regional GIE (ATR)

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
1289.06

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions,

and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Bank of America

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
801.98

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Bayer AG

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
10889.11

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method

Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Beiersdorf AG

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
3244.37

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied

Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Boeing Company

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
16064.75

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
British American Tobacco

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
1081.2

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments

were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Caesars Entertainment

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
205.02

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard

CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Capital One Financial

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
2467.49

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member

Cisco Systems, Inc.

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
12046.9

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Comcast Corporation

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
3745.51

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
CVS Health

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)

<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
1237.85

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Dell Technologies

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
36502.17

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Deutsche Telekom AG

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e

2211.98

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Eaton Corporation

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
28612.93

Uncertainty (±%)

Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Ecolab Inc.

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
27678.19

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool

that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Estee Lauder Companies Inc.

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
1270.62

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions,

and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Experian Group

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
89.42

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Flex Ltd.

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
13537.36

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method

Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Ford Motor Company

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
36819.68

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied

Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member

Franke Group

Scope of emissions

Scope 1

Scope 2 accounting method

<Not Applicable>

Scope 3 category(ies)

<Not Applicable>

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

411.63

Uncertainty (±%)

Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified

No

Allocation method

Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied

Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
General Motors Company

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
45674.46

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments

were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Givaudan SA

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
5358.77

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard

CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Goldman Sachs Group Inc.

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
664.8

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member

Harman International Industries Inc

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
21368.59

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Hewlett Packard Enterprise Company

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
2054.51

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Icon PLC

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)

<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
1688.41

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Intel Corporation

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
13211.66

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Itaú Unibanco Holding S.A.

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e

101.57

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Jacobs Solutions Inc.

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
677.49

Uncertainty (±%)

Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Johnson & Johnson

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
23570.49

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool

that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Johnson Matthey

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
245.09

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions,

and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
KAUTEX TEXTRON GMBH & CO. KG

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
8475.39

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
KBR Inc

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
83.25

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method

Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Koninklijke Philips NV

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
22065.84

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied

Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member

KPMG International

Scope of emissions

Scope 1

Scope 2 accounting method

<Not Applicable>

Scope 3 category(ies)

<Not Applicable>

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

487.3

Uncertainty (±%)

Major sources of emissions

Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified

No

Allocation method

Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied

Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
L'Oréal

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
530.95

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments

were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Lloyds Banking Group

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
163.92

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard

CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Lowe's Companies, Inc.

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
37328.76

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member

Mastercard Incorporated

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
119.77

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Medtronic PLC

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
21967.97

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
MetLife, Inc.

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)

<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
120.15

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Micron Technology, Inc.

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
11168.01

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Nasdaq, Inc

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e

23.67

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
News Corp

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
508.07

Uncertainty (±%)

Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Nokia Group

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
12.79

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool

that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Nordstrom, Inc.

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
14788.09

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions,

and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Novartis

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
4406.03

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Parker-Hannifin Corporation

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
25921.64

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method

Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
RAMBUS

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
34.17

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied

Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Robert Bosch GmbH

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
2847.73

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Salesforce, Inc.

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
342.11

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments

were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Schlumberger Limited

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
1441.59

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard

CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Senior Plc

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
282.6

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member

Smith & Nephew

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
8342.56

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Specialist Computer Centres PLC

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
1.57

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Stanley Black & Decker, Inc.

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)

<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
6776.03

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Target Corporation

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
41329.36

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Telefónica

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e

2.28

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
The Allstate Corporation

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
619.09

Uncertainty (±%)

Major sources of emissions

Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
The Coca-Cola Company

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
2032.15

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool

that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Trelleborg AB

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
719.93

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions,

and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
U.S. General Services Administration - OMB ICR #3090-0319

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
94599.16

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
United Health Group Inc

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
9469.93

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel bur

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Valeo Sa

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
1104.17

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Verizon Communications Inc.

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
18707.61

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Wells Fargo & Company

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
8737.66

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments

were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
Western Digital Corp

Scope of emissions
Please select

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
144.01

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard

CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member
WestRock Company

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
2953.36

Uncertainty (±%)

Major sources of emissions
Please note that the value in the "Emissions in metric tonnes CO2e" column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers' emissions as they relate to FedEx transportation services.

Requesting member

Xylem Inc

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
7177.4

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Zimmer Biomet Holdings, Inc.

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
10739.59

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Zurich Insurance Group

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)

<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
635.36

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Requesting member
Versuni

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
50.4

Uncertainty (±%)

Major sources of emissions
Please note that the value in the “Emissions in metric tonnes CO2e” column is an estimate of the relevant Scope 1+2+3 carbon emissions that were generated by FedEx for this customer during the reporting year. We use the FedEx Sustainability Insights Engine tool to allocate our emissions to our customers. The FedEx the FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

Verified
No

Allocation method
Other, please specify (See "Major sources of emissions" column)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The FedEx Sustainability Insights Engine is a tool that can be used to supply FedEx Express, FedEx Ground and FedEx Freight customers with the amount of carbon dioxide emitted from the transport of their packages. It includes both domestic and international shipments. The FedEx Sustainability Insights Engine tool includes emissions from aircraft (if the shipments were transported by air), truck emissions, and emissions from electricity and natural gas associated with sorting and processing shipments in FedEx facilities. We take FedEx-specific package routing, facilities, aircraft fleet, and surface vehicles and apply industry standard CO2 fuel burn factors to identify the customers’ emissions as they relate to FedEx transportation services.

SC1.2

(SC1.2) Where published information has been used in completing SC1.1, please provide a reference(s).

SC1.3

(SC1.3) What are the challenges in allocating emissions to different customers, and what would help you to overcome these challenges?

Allocation challenges	Please explain what would help you overcome these challenges
Other, please specify (We are unable to provide CO2e emissions data estimates for TNT Express-only shipments this year due to technical issues with the IT system that is used to calculate those emissions, which are currently being addressed)	This issue is currently being addressed and we hope to be able to provide those emissions data next year.

SC1.4

(SC1.4) Do you plan to develop your capabilities to allocate emissions to your customers in the future?

Please select

SC2.1

(SC2.1) Please propose any mutually beneficial climate-related projects you could collaborate on with specific CDP Supply Chain members.

SC2.2

(SC2.2) Have requests or initiatives by CDP Supply Chain members prompted your organization to take organizational-level emissions reduction initiatives?

Please select

SC4.1

(SC4.1) Are you providing product level data for your organization's goods or services?

Please select

Submit your response

In which language are you submitting your response?

English

Please confirm how your response should be handled by CDP

	I understand that my response will be shared with all requesting stakeholders	Response permission
Please select your submission options	Yes	Public

Please confirm below

I have read and accept the applicable Terms

Still need help? Contact us.