Emission Reduction Report on Logistics Solutions

GOFO

DECEMBER 2025

Sustainability is our business

Contents

GOFO's Sustainability Journey

About GOFO

Commitment

GOFO is committed to aligning business value with environmental value. GOFO strives to reduce its carbon footprint, integrating technology into its operations to proactively deliver logistics services that support sustainable development. GOFO extends green value across the entire value chain, collaborating with the Delivery Service Partners (DSPs) to accelerate low-carbon transition and green growth.

In 2025, GOFO made a carbon target:
Net Zero across Scope 1-3 by 2045, with clear interim milestones to accelerate decarbonization across the entire value chain.

Scope of the Report

This report covers the operational activities of GOFO France and GOFO Netherlands.

At GOFO, our mission is to provide reliable and efficient last-mile delivery services. We aim to make shipping simple and hassle-free for e-commerce and local businesses.

By utilizing advanced technology and maintaining a customer-focused approach, we strive to ensure every delivery is smooth, timely, and transparent, building trust and satisfaction with our customers.

Sustainability in Figures

GOFO is embarking on a decarbonization journey with our business partners, spanning transport modes and countries where we operate.

In 2025, GOFO initiated greenhouse gas inventory efforts in France and the Netherlands and successfully obtained ISO 14083 certification. This only marks the beginning of this momentous journey.

ISO 14083: 2023

GOFO's Sustainability Commitment

NET ZERO by 2045

1 Warehouse,
with **100% Renewable Electricity** deployed

>30% Low-Carbon Vehicles
integrated into DSP fleet

700+ Reusable Containers
deployed in operation, substituting **90,000+ kg** of paperboard cartons

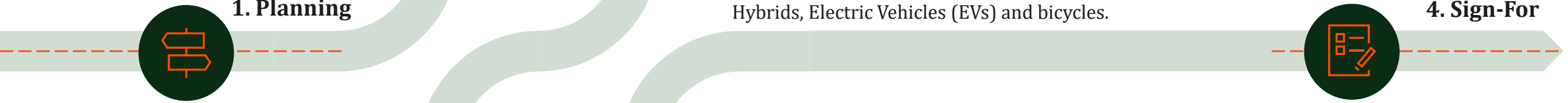
Continuous Optimization of Loading Capacity & Route Planning:

1. Enhanced loading rate utilization reduces travel distance by ~30% in France Line Haul Delivery
2. Advanced route planning cuts travel distance by an additional ~17% in Last-Mile Delivery

***The calculation results are subject to restrictions including data statistical scope and adopted assumptions. GOFO will optimize data quality in the future, thereby achieving more accurate results.*

Decarbonization Solutions

GOFO's Decarbonization Solution



1. Planning

Route Planning

GOFO depends on sophisticated technologies to plan and track transport routes, striving to lower fuel consumption and reduce delivery durations.

2. Warehousing

Green Warehouse

GOFO's green warehouses prioritize two core areas: renewable electricity and energy efficiency. GOFO's new warehouse in the Netherlands already runs on 100% green electricity.

Low Emissions Fleet

GOFO adopts lower-emission options where possible. Our fleet for last-mile deliveries comprises low-emission transportation models, such as Hybrids, Electric Vehicles (EVs) and bicycles.

3. Delivery

Loading Improvement

GOFO continues to optimize loading efficiency, which directly cuts the number of transportation rounds needed, thereby lowering carbon emissions from fuel consumption.

4. Sign-For

Reusable Container

GOFO's green logistics reusable containers eliminate single-use packaging waste and pollution, accelerating supply chain carbon reduction. Reusable containers meet diverse transport needs (warehousing, sorting, last-mile delivery) and help clients reduce their supply chain carbon footprints.

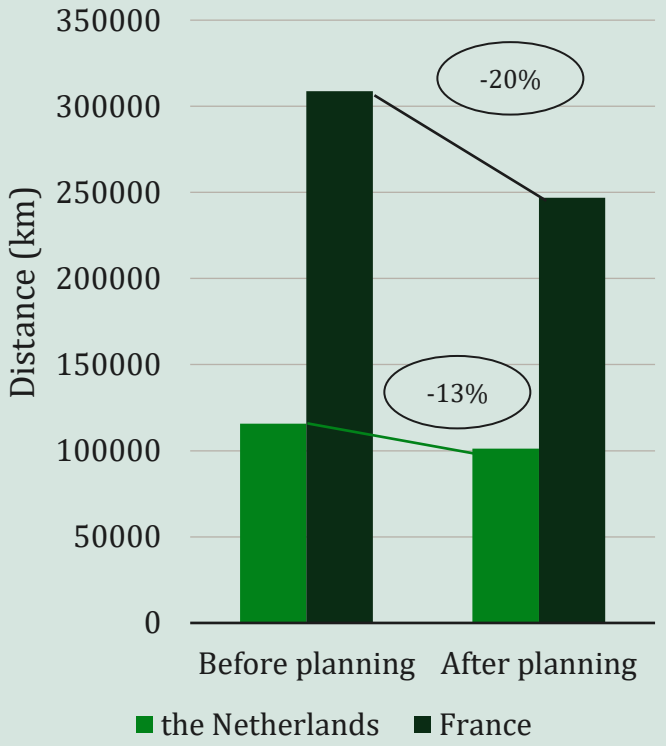
Route Planning

To enhance delivery service efficiency, GOFO has made sustained efforts to implement intelligent route planning.

GOFO focuses on last-mile delivery (with multiple drop-off points), and leverages advanced algorithmic planning systems to optimize routes, cutting travel distance and GHG emissions directly.

During December 2024, DSP delivery operations have seen an average travel distance reduction of 13% in the Netherlands and 20% in France, following the implementation of route planning.

Applied Country:	*France, the Netherlands*
Applied Delivery Service:	*Delivery Service Partners*



During December 2024, GOFO **reduced** its carbon emissions per parcel by

17%

compared with the period before route planning across DSP parcel delivery process in France and the Netherlands.

- Raw data covers 11 DSPs in France and 6 DSPs in the Netherlands, which account for 32% and 52% of the local parcel delivery volume, respectively. Since GOFO does not have access to all primary data from our DSPs, we have selected December - the peak season - as a sample to calculate emission reduction efforts.
- Calculation includes well-to-tank (WTT) and tank-to-wheel (TTW, or direct combustion) emissions.

Green Warehouse

Operating green warehouses is a key initiative for GOFO to support low-carbon delivery services.

In France

GOFO's Central Hub Warehouse - its largest facility in France - has achieved a Class A for greenhouse gas performance and Class B for energy performance under France's Diagnostic de Performance Énergétique (DPE). This rating reflects the warehouse's strong energy efficiency, which contributes to GOFO's low-carbon goals for delivery services.

In the Netherlands

In July 2025, GOFO relocated its Dutch warehouse to a new facility. The new warehouse runs on 100% renewable energy, with an estimated annual emission reduction of 4.98 tCO_2e. The warehouse has earned a 4-star certificate from BREEAM NL, a recognized sustainability assessment framework.

Applied Country:	*France, the Netherlands*
Applied Delivery Service:	*Warehouse infrastructure*

RESULT

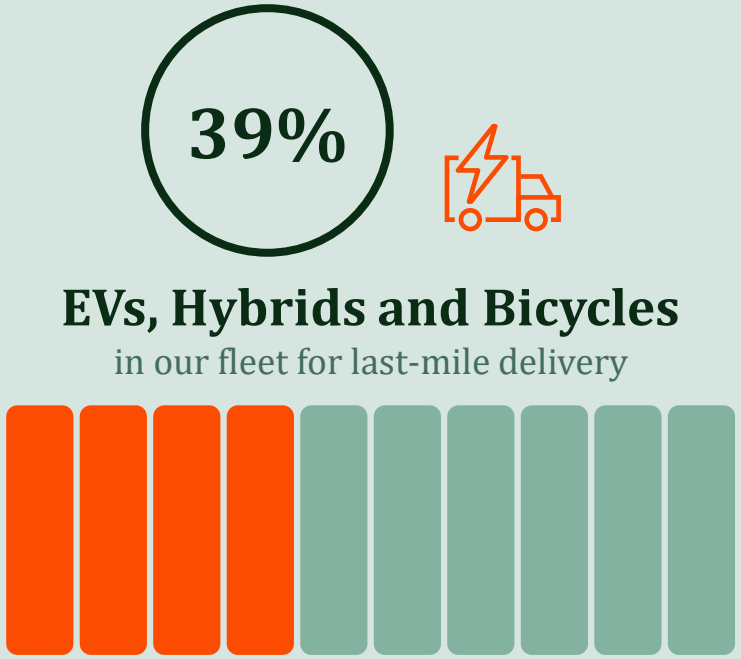
- DPE is a mandatory French system for assessing a building's energy consumption efficiency and greenhouse gas emissions during its operational phase. It rates a building's performance on an A-G scale, where A represents the highest efficiency and lowest greenhouse gas emissions.
- BREEAM NL Certification is developed by the Dutch Green Building Council (based on international BREEAM standards, adapted to local needs). It evaluates building sustainability across indicators like management, energy, and materials.

Low Emission Fleet

GOFO believes that electrification is the key to decarbonizing delivery services. In France and the Netherlands, GOFO prioritizes last-mile delivery and short-haul feeder transportation by gradually phasing out conventional diesel vehicles and introducing electric vehicles (EVs), hybrid vehicles and bicycles into our fleet.

As of the end of 2024, lower emission models (including EVs and bicycles) have accounted for 39% of the fleet owned by the selected delivery service partners (with 44.52% in France and 14.71% in the Netherlands, respectively).

Applied Country:	*France, the Netherlands*
Applied Delivery Service:	*Delivery Service Partners*



In 2024, GOFO **reduced** its carbon emissions per parcel by

23.64 %

compared with using diesel fuel vehicles, in DSP parcel delivery process in France and the Netherlands.

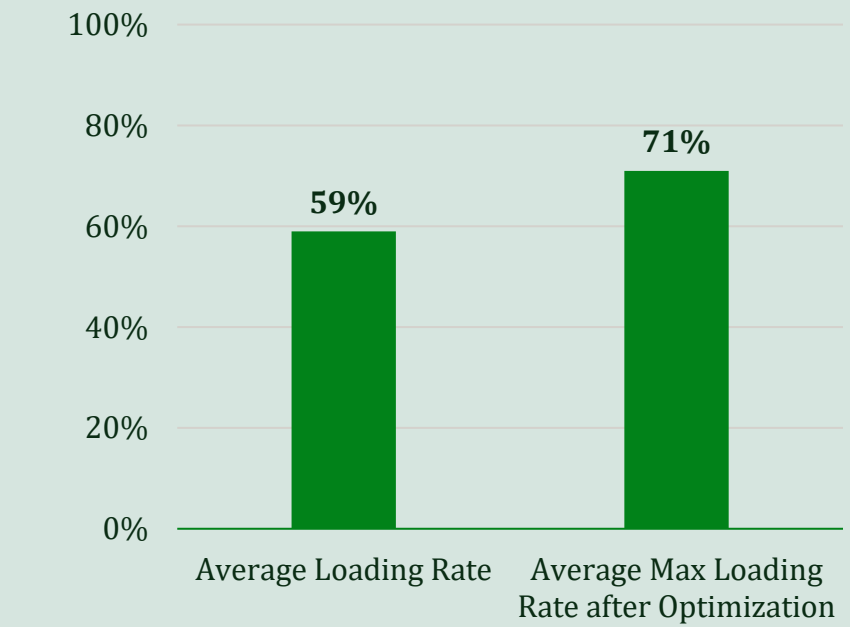
- Data updated as of December 31st, 2024.
- The statistical scope covers typical selected DSPs (top volume with consideration for distribution across different regions), which are 11 Delivery Service Partners (DSPs) in France and 6 DSPs in the Netherlands, which account for 32% and 52% of the local parcel delivery volume, respectively.
- Calculation includes well-to-tank (WTT) and tank-to-wheel (TTW) emissions.

Loading Improvement

Converting high-volume orders into well-structured delivery schedules is a daily imperative in logistics operations. This process is inherently high-complexity and time-intensive, as it entails navigating a spectrum of variables and numerous actionable options — each yielding distinct operational costs.

In France, GOFO has leveraged advanced technology and data analytics to continuously improve the truck loading rate across the line haul network. On average, the loading rate per trip increased by 20% after optimization.

Applied Country:	*France*
Applied Delivery Service:	*Line Haul Delivery*



In 2024, GOFO **reduced** its carbon emissions per parcel by

28.39 %

after improving the loading rate, for line haul delivery in France.

- Data updated as of December 31st, 2024.
- The statistical scope covers all line haul delivery in France in 2024.
- Calculation includes well-to-tank (WTT) and tank-to-wheel (TTW, or direct combustion) emissions.
- Loading rate = actual loading weight ÷ designed loading capacity

Reusable Container

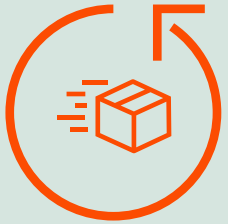
GOFO has promoted reusable containers to enhance environmental performance and reduce operational costs.

In France, GOFO endeavors to adopt durable and reusable PP containers to replace traditional disposable paperboard cartons, which can effectively cut down on paper waste and the carbon footprint caused by packaging.

As of September 2025, GOFO has placed 750 reusable containers in France. Considering the life-cycle carbon footprint, using these containers can reduce carbon emissions by 64% compared to using paperboard cartons to carry the same number of parcels.

Applied Country:	*France*
Applied Delivery Service:	*Line Haul Delivery*

INITIATIVE



Reuse 20x

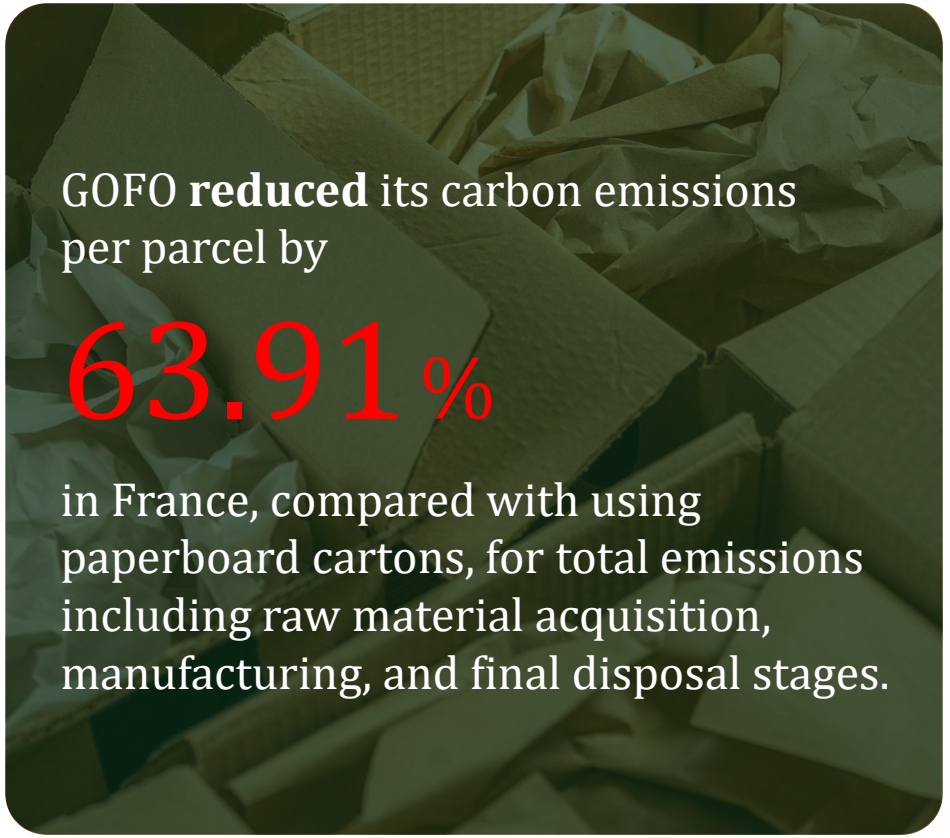
750

containers in France

Whereby
1 container ≈ 22 paperboard cartons*

*in terms of the number of parcels carried

RESULT



- Data updated as of September 30th, 2025.
- Life-cycle stages included are material acquisition, production, and end-of-life treatment. It is assumed that carbon emissions in the use stage are negligible.
- End-of-life treatment methods and proportions are based on research reports. *[1] Plastics Europe - The Reusable Economy for Plastics - A European Analysis, [2] MONITORING REPORT 2024 European Declaration on Paper Recycling 2021-2030.*

Appendix

METHODOLOGY OVERVIEW

Overview of Calculation Methodologies
Route Planning

Scope	Baseline Scenario	Emission Reduction Scenario	Description of Methodology	Data source
Delivery Service Partners in France and the Netherlands	Before applying route planning, GOFO conducts DSP delivery based on traditional experience or fixed routes. Using the travel distance before planning in December 2024 as the baseline. The transportation mileage of different vehicles is computed based on the average mileage proportion of each mode of transportation in 2024.	Using the travel distance of selected DSPs after planning in December 2024 as the reduction scenario. The transportation mileage of different vehicles is computed based on the average mileage proportion of each mode of transportation in 2024.	• Key calculation formula is defined as follows: • Total emissions = total distance travelled of a certain type of vehicle (km) × emission factor of that type of vehicle ($kgco_2e/km$) • Raw data of travel distances covers only December 2024. Due to data availability, GOFO only consolidated data in the peak season to demonstrate the effect of route planning. • Raw data covers selected DSPs as GOFO does not directly hold all the necessary primary activity data from its DSPs in France and the Netherlands. 11 DSPs in France (representing 32% of parcel volume) and 6 DSPs in the Netherlands (representing 52% of the parcel volume) were selected.	Activity data: • Internal data and documents from the operation • Interviews with DSPs Emission factor: • UK, Department for Environment, Food and Rural Affairs (DEFRA)

Overview of Calculation Methodologies
Green Warehouse

Scope	Baseline Scenario	Emission Reduction Scenario	Description of Methodology	Data source
Warehouse in the Netherlands	The emission from electricity consumption of the warehouse in 2024 (Scope 2) is the baseline scenario.	The annual electricity (Scope 2) carbon emission of the new warehouse after relocation is the reduction scenario.	• Key calculation formula is defined as follows: • Total emissions = electricity consumption (kwh) × electricity emission factor (gco_2/kwh)	Activity data: • Internal data and documents from the operation Emission factor: • The building's energy label issued by Netherlands Enterprise Agency (RVO) shows the share of renewable energy consumed by the warehouse is 100%, thus the emission factor is assumed to be 0.

Overview of Calculation Methodologies
Low Emissions Fleet

Scope	Baseline Scenario	Emission Reduction Scenario	Description of Methodology	Data source
Delivery Service Partners in France and the Netherlands	Taking the transportation system without low-emission vehicles, one that relies entirely on conventional diesel-powered vehicles, as the baseline.	Under the same service demand, taking the 2024 actual deployment of low-emission vehicles as an emission reduction scenario to measure the emission reduction effects of the replacement.	• Key calculation formulas are defined as follows: • Total emissions = distance travelled by a specific vehicle type (km) × emission factor for a specific vehicle type ($kgco_2e/km$) • Operation data were collected through interviews and questionnaires with selected DSPs (top volume with consideration for distribution across different regions), as GOFO does not directly hold all the necessary primary activity data from its DSPs in France and the Netherlands. In France, a total of 11 typical DSPs have been interviewed, representing approximately 32% of the parcel volume. In the Netherlands, a total of 6 DSPs have been surveyed, representing 52% of the parcel volume. Data for the rest of the DSPs was extrapolated based on the survey.	Activity data: • Internal data and documents from the operation • Interviews with DSPs Emission factor: • UK, Department for Environment, Food and Rural Affairs (DEFRA)

Overview of Calculation Methodologies
Loading Improvement

Scope	Baseline Scenario	Emission Reduction Scenario	Description of Methodology	Data source

Line haul delivery service in France	Using the average loading rate as the baseline, vehicles execute scheduled freight tasks under the existing operational model, reflecting the current emission profile.	Taking the optimized 2024 loading rate as the emission reduction scenario, keeping total transportation demand (total parcel volume, routes) the same as the baseline scenario.	• Key calculation formulas are defined as follows:
			  • Total emissions = distance travelled by a specific vehicle type (km) × emission factor for a specific vehicle type (kgco2e/km)
			  • Number of trips = total parcels transported in 2024 ÷ (full load weight of the specific vehicle type × loading rate)
			  • Distance travelled = number of trips × distance of the specified route
			• The 2024 average loading rate is used to represent the baseline scenario, while the maximum loading rate is used to represent the emission reduction scenario.
				Activity data:
				• Internal data and documents from the operation
				Emission factor:
				• UK, Department for Environment, Food and Rural Affairs (DEFRA)

Overview of Calculation Methodologies
Reusable Container

Scope	Baseline Scenario	Emission Reduction Scenario	Description of Methodology	Data source
Line haul delivery service in France	Using single-use paperboard (corrugated cardboard) cartons to carry 3,150,000 packages. Based on information provided by GOFO, 16,579 cartons are required.	Using reusable PP containers to carry 3,150,000 packages. Based on information provided by GOFO, 750 reusable containers are required (they were already deployed in France by September 2025).	• Key calculation formulas are defined as follows: • Total emissions = raw material emissions of this type of box + production emissions + waste disposal emissions • Emissions during the usage process are negligible. • According to the EPRC MONITORING REPORT 2024, the paper recycling rate is 75%, and the remaining 25% is assumed to be combusted. Plastic waste disposal methods in France were derived from the research report of PLASTIC EUROPE. • As of September 2025, a total of 750 reusable logistics boxes have been deployed, designed to be used 20 times and are capable of carrying 3,150,000 packages. If these packages are packed in cartons, 16,579 cartons will be needed.	Activity data: • Internal data and documents from the operation • Plastics Europe - The reusable Economy for Plastics - A European Analysis • EPRC MONITORING REPORT 2024 European Declaration on Paper Recycling 2021-2030. Emission factor: • UK, Department for Environment, Food and Rural Affairs (DEFRA) • Ecoinvent

Thank you

Limitations:

ERM does not provide legal or accounting advice and provides this report for general informational purposes only. It makes no representations or warranties regarding the interpretation or application of legal or accounting matters. ERM has prepared this report based on information and data provided to us by GOFO prior to the date of this report and has not independently verified this information. ERM's report is provided in accordance with the standard of care ordinarily expected of an environmental consulting professional and is accurate only to the extent that any information and data provided by GOFO is complete and accurate. ERM accepts no liability to third parties arising from incomplete or inaccurate information or data used as the basis for this report or for any loss or damage arising from reliance on this report. ERM acknowledges that subsequent developments, changes in circumstances of the emergence of new information after the date of publication may materially affect the accuracy or relevance of the information.

ERM