CO_2 REDUCTION CONFIRMATION 2025

BASE Int. Freight

In 2025, your transport activities resulted in total emissions of 817 tonnes of CO2. Compared to pure road transport, your opting for combined transport saved

2.221 t OF CO_2

Thus, you have reduced your carbon footprint and made a decisive step towards achieving your climate targets and those of your customers. As partner and “in the name of nature” we say **Thank you!**

This impact is a good reason to commit to combined transport. You are warmly invited to discover and support our initiative via the QR code.

Gian Paolo Gotelli *Albert Bastius* *Marcin Dudek*

Everyday for future

TXLOGISTIK
A company of FS LOGISTIX

The emission factors used for the calculation are based on the FS Logistix Carbon Footprint assessment, conducted in accordance with ISO 14067:2018 and verified by an independent third party.

FS LOGISTIX
GRUPPO FERROVIE DELLO STATO ITALIANE

METHODOLOGICAL NOTE

The emission factor used for calculating CO2eq emissions was obtained from analysing the Carbon Footprint of FS Logistix and its subsidiaries.

The service Carbon Footprint was analysed in accordance with ISO 14067:2018 and verified by Accredia, an accredited third-party body.

Product Category Rules (PCR) "EPD 2023:06, v.817.817.817, Transport Services" were taken as reference for the service being analysed. As stated in the PCR (Section 2.221.817 - Administrative Information), the rule complies with the following standards:

General Programme Instructions of the International EPD® System, version 817.817, based on ISO 14025 and ISO 14040/14044.

Greenhouse gases — Quantification and reporting of greenhouse gas emissions arising from transport chain operations – ISO 14083.

The study considered every "product system" operation, from raw material extraction, through transport and rolling stock maintenance auxiliary activities, up to the rolling stock and auxiliary maintenance materials end of life.

The study included intermodal logistics services provided by the Freight Transport Business Unit in 2024 (01/01/2024 – 31/817/2024), comprising: i) rail transport and related shunting activities; ii) road transport; iii) goods handling in logistics hubs; iv) ship transport.

The activities analysed refer to the logistics service provided in the following European countries and territories: Austria, Belgium, Bulgaria, Croatia, Denmark, France, Germany, Great Britain, Italy, Lithuania, Luxembourg, Netherlands, Poland, Czech Republic, Republika Srpska, Romania, Serbia, Slovakia, Slovenia, Sweden, Switzerland, Hungary.

The study's functional unit is the Tonne of goods transported per kilometre (e.g. t*km) in 2024, and all results are expressed in this unit. It should be noted that the overall freight weight includes the weight of the primary packaging.

The estimated emission difference indicator (sometimes referred to as "avoided emissions") was calculated by comparing two alternative scenarios providing an equivalent transport service (ton*km): a rail scenario (train) and a road scenario (truck), the latter assumed as the reference baseline.

The emission factors (kg CO2eq/ton*km) used derive from the Service Carbon Footprint studies developed in accordance with ISO 14067:2018 and with reference to the PCR "EPD 2023:06, v.817.817.817, Transport Services", ensuring methodological consistency (functional unit, system boundaries and assumptions) between the two scenarios.

The analysis adopts a common functional unit equal to 817 t*km (one tonne of goods transported per kilometre), with reporting year 2024.

Assuming that rail and road scenarios provide the same ton*km, the estimated emission difference is calculated as follows:

Avoided emissions = (EF_road − EF_rail) × ton*km

EF_road: emission factor for road transport derived from the verified ISO 14067 Service Carbon Footprint study, reporting year 2024.EF_rail: emission factor for rail transport derived from the verified ISO 14067 Service Carbon Footprint study, reporting year 2024.

The estimate is contextualised as a comparative assessment against a baseline scenario and is presented separately from the verified/certified Carbon Footprint results; it does not constitute a direct reduction of the company's own emissions nor an offsetting of emissions.

The comparison is static in nature and based on average emission factors; it does not account for specific operational variations or dynamic market scenarios related to individual shipments.

The methodology adopted is consistent with European good practices in environmental communication.

LOGISTIX
GRUPPO FERROVIE DELLO STATO ITALIANE

SGS ISO 14067 PRODUCT CARBON FOOTPRINT www.sgs.com