PUBLIC DISCLOSURE STATEMENT

ZILCH FORWARDING PTY LTD

SERVICE CERTIFICATION
CY2024

Australian Government

Climate Active
Public Disclosure Statement

An Australian Government Initiative

NAME OF CERTIFIED ENTITY	Zilch Forwarding Pty Ltd
REPORTING PERIOD	Calendar year 1 January 2024 – 31 December 2024 Arrears report
DECLARATION	*To the best of my knowledge, the information provided in this public disclosure statement is true and correct and meets the requirements of the Climate Active Carbon Neutral Standard.*
	Michael Blake CEO

Australian Government
Department of Climate Change, Energy, the Environment and Water

Version 9.1.

1.CERTIFICATION SUMMARY

TOTAL EMISSIONS OFFSET	772 tCO_2-e
CARBON OFFSETS USED	62% VCUs & 38% CERs
RENEWABLE ELECTRICITY	0%
CARBON ACCOUNT	Prepared by: EnergyLink Services Pty Ltd
TECHNICAL ASSESSMENT	1 September 2025 EnergyLink Services Next technical assessment due: CY2027

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2. CERTIFICATION INFORMATION

Description of service certification

This certification covers the freight forwarding services provided by Zilch Forwarding Pty Ltd, ABN 69 652 189 412. The service offered by Zilch Forwarding, subject of this carbon neutral service certification, is the facilitation of transportation of goods on behalf of customers (known as freight forwarding).

- Functional unit: km of freight that has been managed by Zilch Forwarding.
- Offered as: opt-in service
- Life cycle: cradle-to-grave

This Public Disclosure Statement includes information for CY2024 reporting period.

Description of business

Zilch Forwarding is a global freight forwarding business that facilitates global freight moved via freight mediums of marine, air, road, and rail transportation, coupled with measurement and management of the related emissions.

Globally, freight transportation is almost exclusively powered by fossil fuels, making up roughly 11% of global greenhouse gas emissions and demand for freight is expected to triple by 2050 compared to 2015 according to the International Transport Forum (ITF), fueled by global supply chains, burgeoning economies in the developing world, and a rise in e-commerce activities. Over the same period, the world will see a doubling in freight transport GHG emissions if we proceed with business as usual.

Responding to this growing calamity, Zilch Forwarding brings together international supply chain expertise coupled with deep capabilities to track and manage emissions at a shipment level. Zilch Forwarding integrates its advanced carbon emission measurement with active management and carbon offsetting into a tailored freight forwarding service.

One of the key focusses of Zilch is to firstly accurately calculate the emissions of shipments, to then provide guidance on emissions reductions strategies.

The freight forwarding service is an opt-in, cradle to grave, and the functional unit of this certification is weighted average emissions per one tonne.km of freight that has been managed by Zilch Forwarding.

This is an opt-in coverage service that applies to all Zilch Forwarding customers for this reporting period.

3. EMISSIONS BOUNDARY

Inside the emissions boundary

All emission sources listed in the emissions boundary are part of the carbon neutral claim.

Quantified emissions have been assessed as 'attributable processes' of a product or service. These attributable processes are services, materials and energy flows that become the product or service, make the product or service and carry the product or service through its life cycle. These attributable emissions have been quantified in the carbon inventory.

Non-quantified emissions have been assessed as attributable and are captured within the emissions boundary, but are not measured (quantified) in the carbon inventory. All material emissions are accounted for through an uplift factor. Further detail is available at Appendix C.

Outside the emissions boundary

Non-attributable emissions have been assessed as not attributable to a product or service. They can be **optionally included** in the emissions boundary and therefore have been offset, or they can be listed as outside of the emissions boundary (and are therefore not part of the carbon neutral claim). Further detail is available at Appendix D.

Inside emissions boundary

Quantified

Freight Forwarding

Non-quantified

Water

Oil, lubricants and greases

Optionally included

N/A

Outside emission boundary

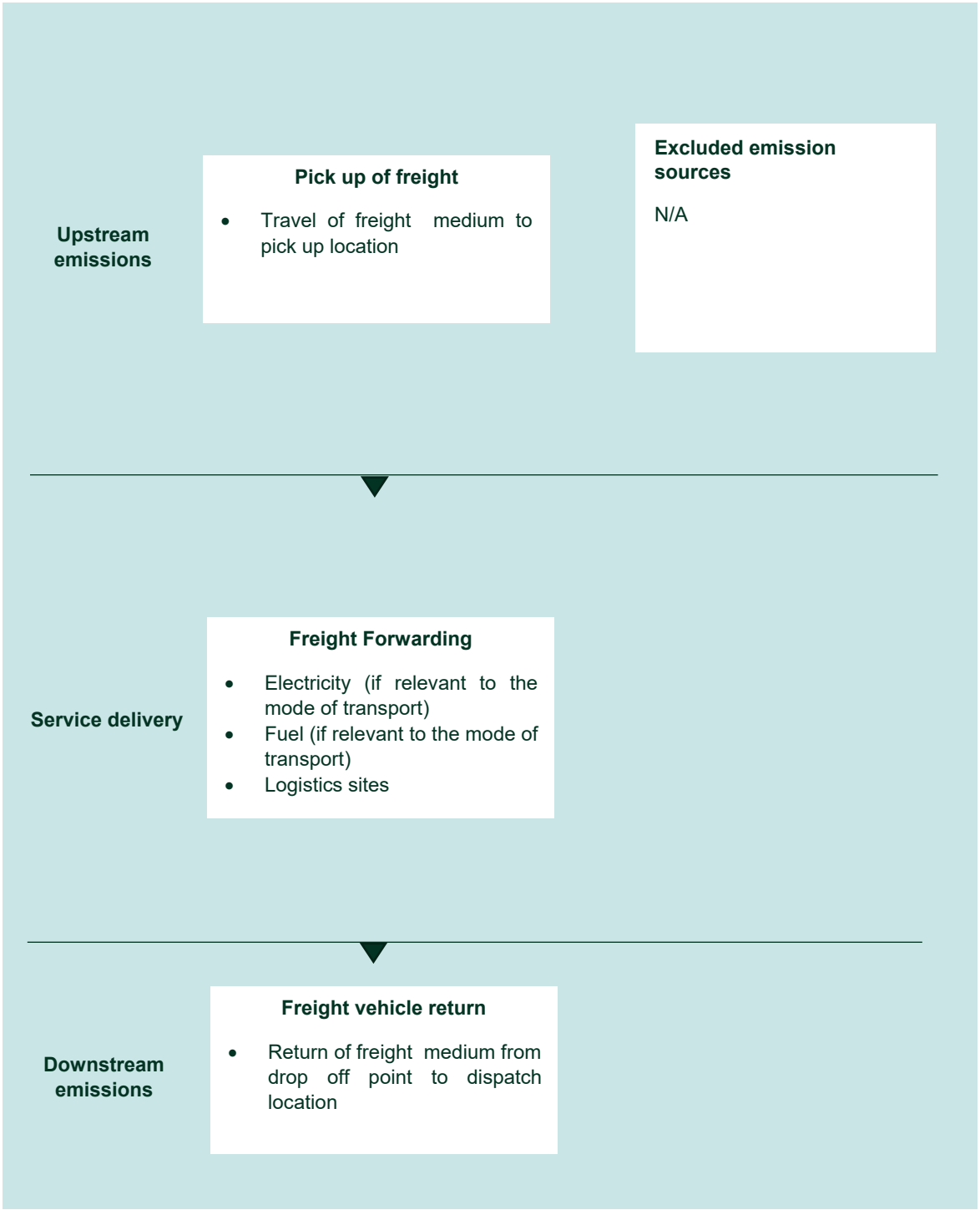
Non-attributable

Refrigerants

Embodied carbon of the transport vessels utilised by Zilch Forwarding

Service process diagram

Cradle-to-grave boundary



4. EMISSIONS REDUCTIONS

Emissions reduction strategy

Zilch Forwarding remains committed to Climate Active and to supporting the decarbonisation of global freight, despite investment pressures across the sector. As a non-asset owning freight forwarder, our influence lies in how we select carriers, track performance, and guide clients toward lower-emission options.

International Shipping

The International Maritime Organization (IMO) has stepped up ambition, committing to net-zero greenhouse gas emissions for shipping by around 2050. Interim checkpoints call for at least 20% reductions by 2030 and 70% by 2040. From 2024, the Carbon Intensity Indicator (CII) applies to all cargo vessels above 5,000 GT, driving efficiency improvements year-on-year. Zilch leverages these developments by tracking CII ratings and prioritising more efficient, lower-emission ships within our partner networks. This ensures our customers' freight benefits from global regulatory momentum, even if Zilch does not own or operate vessels directly.

Australian Road Freight

In Australia, heavy road freight continues to account for a significant share of transport emissions. While regulation remains light compared to Europe, momentum is building: electric truck trials are underway, states are setting emissions targets for freight, and the National Heavy Vehicle Regulator is embedding sustainability into its strategy. Opportunities exist to shift freight onto rail or coastal shipping, both of which are markedly more carbon-efficient per tonne-kilometre. Zilch works with carriers to optimise routing, consolidate loads, and favour lower-intensity modes where feasible.

Data-Driven Decarbonisation: Laderen Metrics

In 2024, Zilch launched Laderen Metrics, a sister company dedicated to unlocking emissions reductions through better data control and visibility. The platform captures freight activity at a granular level—shipment by shipment—calculating emissions in line with ISO 14083 and the Smart Freight Centre's GLEC framework. This visibility enables clients to see not just their total footprint, but the hotspots by mode, route, or carrier that offer the best opportunities for reduction.

By combining freight forwarding expertise with advanced analytics, Laderen Metrics shifts the conversation from reporting to action. Clients can identify whether to switch modes, consolidate shipments, select more efficient vessels, or target high-impact corridors for decarbonisation initiatives. Over time, the platform will integrate with carbon insetting opportunities, such as biofuel use in shipping or electrification in road freight, so reductions are generated within supply chains rather than relying solely on offsets.

Outlook

The freight sector is challenging and capital-intensive, and we acknowledge that near-term investment in zero-emission assets lies outside Zilch's direct control. Our role is to track, influence, and partner. Through careful carrier selection, monitoring of IMO-driven performance standards, and the new capabilities of Laderen Metrics, Zilch will continue to provide clients with practical pathways to cut transport emissions while meeting their logistics needs.

Emissions reduction actions

Zilch Forwarding places a high priority on quality emissions calculations coupled with strategies to reduce these emissions.

These include;

- Shipment level, by transport mode emissions calculations in alignment with ISO 14083 and the GLEC framework
- Identifying more efficient modes of transport including shifting from land transport to sea transport for domestic freight movements
- Sea vessel and route optimisation
- Carbon insetting (on top of current carbon offsetting undertaken as a part of Climate Active).

Zilch is actively seeking engagement from its clients and market on lower carbon solutions, whilst at the same time balancing price sensitive nature of freight markets.

5.EMISSIONS SUMMARY

Emissions over time

Emissions since base year			
		Total tCO_2-e	**Emissions intensity of the functional unit**
Base year:	CY2021	73.56	0.00904 $kgCO_2e$/t.km
Year 1:	CY2022	184.81	0.00461 $kgCO_2e$/t.km
Year 2:	CY2023	800.71	0.00516 $kgCO_2e$/t.km
Year 3:	CY2024	813.48*	0.00433 $kgCO_2e$/t.km

Significant changes in emissions

N/A

Use of Climate Active carbon neutral products, services, buildings or precincts

Certified brand name	Product or Service used
N/A	N/A

Emissions summary

Stage / Attributable Process / Source	tCO_2-e	Overlap with Organisation %	Offset for CY24 (tonnes CO_2-e)
Total organisation emissions	41.65	100%	42
Freight forwarding service delivery	771.83	0%	772

Service offset liability	
Emissions intensity per functional unit	0.00433 $kgCO_2e$/t.km
Emissions intensity per functional unit including uplift factors	0.00433 $kgCO_2e$/t.km
Number of functional units covered by the certification	187,895,823
Total emissions (tCO_2-e) to be offset	**813.48***

*Includes emissions associated with Zilch's Organisation certification.

6. CARBON OFFSETS

Eligible offsets retirement summary

Type of offset unit	Quantity used for this reporting period	Percentage of total units used
Certified Emissions Reductions (CERs)	293	38%
Verified Carbon Units (VCUs)	479	62%

Project name	Type of offset unit	Registry	Date retired	Serial number	Vintage	Total quantity retired	Quantity used in previous reporting periods	Quantity banked for future reporting periods	Quantity used for this reporting period	Percentage of total used this reporting period
Wind bundle project in Maharashtra by Sispara	VCU	Verra Registry	7/06/2021	8457-21858502-21859042-VCS-VCU-997-VER-IN-1-1660-01012019-31102019-0	2019	541	62*	0	479	62%
Wayang Windu Phase 2 Geothermal Power Project	CER	ANREU	2/09/2025	34,198,337 - 34,198,629	CP2	293	0	0	293	38%
					Offset Totals:	834	62	0	772	100%

*Please note, 42 offsets were used in Zilch Forwarding's CY24 Organisation certification.

7. RENEWABLE ENERGY CERTIFICATE (REC) SUMMARY

N/A

APPENDIX A: ADDITIONAL INFORMATION

N/A

APPENDIX B: ELECTRICITY SUMMARY

N/A

APPENDIX C: INSIDE EMISSIONS BOUNDARY

Non-quantified emission sources

The following emissions sources have been assessed as attributable, are captured within the emissions boundary, but are not measured (quantified) in the carbon inventory. These emissions are accounted for through an uplift factor. They have been non-quantified due to one of the following reasons:

1. **Immaterial** <1% for individual items and no more than 5% collectively
2. **Cost effective** Quantification is not cost effective relative to the size of the emission but uplift applied.
3. **Data unavailable** Data is unavailable but uplift applied. A data management plan must be put in place to provide data within 5 years.
4. **Maintenance** Initial emissions non-quantified but repairs and replacements quantified.

Relevant non-quantified emission sources	Justification reason
Water	Immaterial
Oils, lubricants and greases	Immaterial

Excluded emission sources

Attributable emissions sources can be excluded from the carbon inventory, but still considered as part of the emissions boundary if they meet **all three of the below criteria**. An uplift factor may not necessarily be applied.

1. A data gap exists because primary or secondary data cannot be collected **(no actual data).**
2. Extrapolated and proxy data cannot be determined to fill the data gap (**no projected data**).
3. An estimation determines the emissions from the process to be **immaterial**).

Emissions Source	No actual data	No projected data	Immaterial
N/A	N/A	N/A	N/A

Data management plan for non-quantified sources

There are no non-quantified sources in the emission boundary that require a data management plan.

APPENDIX D: OUTSIDE EMISSION BOUNDARY

Non-attributable emissions have been assessed as not attributable to a product or service (do not carry, make or become the product/service) and are therefore not part of the carbon neutral claim. To be deemed attributable, an emission must meet two of the five relevance criteria. Emissions which only meet one condition of the relevance test can be assessed as non-attributable and therefore are outside the carbon neutral claim. Non-attributable emissions are detailed below.

1. **Size** The emissions from a particular source are likely to be large relative to other attributable emissions.

2. **Influence** The responsible entity could influence emissions reduction from a particular source.

3. **Risk** The emissions from a particular source contribute to the responsible entity's greenhouse gas risk exposure.

4. **Stakeholders** The emissions from a particular source are deemed relevant by key stakeholders.

5. **Outsourcing** The emissions are from outsourced activities that were previously undertaken by the responsible entity or from outsourced activities that are typically undertaken within the boundary for comparable products or services.

Non-attributable emissions sources summary

Emission sources tested for relevance	Size	Influence	Risk	Stakeholders	Outsourcing	Justification
Embodied carbon of the transport vessels utilised by Zilch Forwarding	Y	N	N	N	N	**Size:** The emission sources are likely to be large compared to stationary energy and fuel emissions. **Influence:** We do not have the potential to influence the emissions from this source, including by shifting to a different lower-emissions supplier for our business. **Risk:** There are no relevant laws or regulations that apply to limit emissions specifically from this source, the source does not create supply chain risks, and it is unlikely to be of significant public interest. **Stakeholders:** Key stakeholders, including the public, are unlikely to consider this a relevant source of emissions for our business. **Outsourcing:** We have not previously undertaken this activity within our emissions boundary and comparable organisations do not typically undertake this activity within their boundary.
Refrigerants	N	N	N	N	N	**Size:** The emission sources are likely to be immaterial compared to stationary energy and fuel emissions. **Influence:** We do not have the potential to influence the emissions from this source, including by shifting to a different lower-emissions supplier for our business. **Risk:** There are no relevant laws or regulations that apply to limit emissions specifically from this source, the source does not create supply chain risks, and it is unlikely to be of significant public interest. **Stakeholders:** Key stakeholders, including the public, are unlikely to consider this a relevant source of emissions for our business. **Outsourcing:** We have not previously undertaken this activity within our emissions boundary and comparable organisations do not typically undertake this activity within their boundary.

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