Welcome to your CDP Climate Change Questionnaire 2023

C0. Introduction

C0.1

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

Ryder System, Inc. (Ryder), a Florida corporation founded in 1933, is a leading logistics and transportation company. We provide supply chain, dedicated transportation, and commercial fleet management solutions. We report our financial performance based on three business segments: (1) Fleet Management Solutions (FMS), also known as Ryder Truck Rental, which provides full service leasing and leasing with flexible maintenance options, commercial rental and maintenance services of trucks, tractors, and trailers to customers principally in the United States (U.S.), and Canada; (2) Supply Chain Solutions (SCS), also known as Ryder Integrated Logistics, which provides integrated logistics solutions, including distribution management, dedicated transportation, transportation management, e-commerce and last mile, and professional services in North America; and (3) Dedicated Transportation Solutions (DTS), also known as Ryder Transportation Solutions, which provides turnkey transportation solutions in the U.S., including dedicated vehicles, drivers, management, and administrative support. Dedicated transportation services provided as part of an operationally integrated, multi-service, supply chain solution to SCS customers are primarily reported in the SCS business segment.

Ryder has received significant awards and recognition from customers, leading transportation and logistics industry associations, media, business, and regulatory communities. Recent examples include: FORTUNE: World's Most Admired Companies Award (2013-2022); General Motors' Overdrive Award (2022); Forbes: America's Best Employers for Veterans 2021; Food Logistics' Top Software and Technology Providers (2022); Women in Trucking: Top Companies for Women to Work For (2019-2022); FreightWaves FreightTech 25 – recognizes most innovative and disruptive companies in freight technology (2022); Inbound Logistics - Top 75 Green Supply Chain Partners by Inbound Logistics (2009– 2022): Trucking HR Canada - Achievement of Excellence for Women in the Workplace award (2021); and America's Most JUST Companies (2022).

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

January 1, 2022

End date

December 31, 2022

Indicate if you are providing emissions data for past reporting years

Yes

Select the number of past reporting years you will be providing Scope 1 emissions data for

Not providing past emissions data for Scope 1

Select the number of past reporting years you will be providing Scope 2 emissions data for

Not providing past emissions data for Scope 2

Select the number of past reporting years you will be providing Scope 3 emissions data for

1 year

C0.3

(C0.3) Select the countries/areas in which you operate.

Canada
Mexico
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.

Operational control

C-TO0.7/C-TS0.7

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

Light Duty Vehicles (LDV)
Heavy Duty Vehicles (HDV)

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
Yes, a CUSIP number	7835491082

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	Ryder's Board of Directors (Board) is responsible for overseeing management's efforts to maintain an ethical culture throughout the organization. The Board delegates certain environmental, social, and governance (ESG) efforts to the Corporate Governance and Nominating Committee (Governance Committee) and the Audit Committee. The Governance Committee has oversight of: • Governance, reputational risks, and material issues relating to sustainability, public policy, public affairs, and corporate responsibility. • Corporate strategy relating to environmental, health, safety, security, diversity, government relations, and charitable initiatives. • Recommendations relating to the Principles of Business Conduct and Human Rights Statement. • ESG-related goals, reports, efforts, and programs. The Audit Committee has oversight of: • Cybersecurity and information technology risks, controls, and procedures including those related to data privacy and network security. • Ryder's global compliance program. • Matters relating to accounting, auditing, and financial reporting practices and

	policies. At Board committee meetings, management reports on certain ESG-related efforts including a review of the external risk landscape and updates on Ryder's sustainability reporting, programs, performance, and recommendations for future initiatives. The chairs of the committees then report on any ESG significant updates to the full Board. As new ESG-related issues emerge for the company, the Board and committees are updated appropriately.

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	Please explain
Scheduled – all meetings	Reviewing and guiding strategy Monitoring progress towards corporate targets Reviewing and guiding the risk management process	Ryder's Board is responsible for overseeing management's efforts to maintain an ethical culture throughout the organization. The Board delegates certain ESG efforts to the Governance Committee and the Audit Committee. The Governance Committee has oversight of: • Governance, reputational risks, and material issues relating to sustainability, public policy, public affairs, and corporate responsibility. • Corporate strategy relating to environmental, health, safety, security, diversity, government relations, and charitable initiatives. • Recommendations relating to the Principles of Business Conduct and Human Rights Statement. • ESG-related goals, reports, efforts, and programs. The Audit Committee has oversight of: • Cybersecurity and information technology risks, controls, and procedures including those related to data privacy and network security. • Ryder's global compliance program. • Matters relating to accounting, auditing, and financial reporting practices and policies. At Board committee meetings, which occur periodically throughout the year, management reports on certain ESG-related efforts including a review of the external risk

		landscape and updates on Ryder's sustainability reporting, programs, performance, and recommendations for future initiatives. The chairs of the committees then report on any ESG significant updates to the full Board. As new ESG-related issues emerge for the company, the Board and committees are updated appropriately.

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
Row 1	Not assessed

C1.2

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

Position or committee

Other C-Suite Officer, please specify

Leadership Team

Climate-related responsibilities of this position

Integrating climate-related issues into the strategy
Monitoring progress against climate-related corporate targets
Assessing climate-related risks and opportunities
Managing climate-related risks and opportunities

Coverage of responsibilities

Reporting line

Reports to the board directly

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

Quarterly

Please explain

Our Chief Executive Officer (CEO) and members of Ryder's Leadership Team report directly to the Board and review and implement ESG-related initiatives shaping the company's sustainability strategy. Our Leadership Team's continued commitment to sustainability expands across our entire organization through various roles.
• CEO oversees ESG related to Ryder's growth strategy, stakeholder relationships, and

other areas critical to the company's operations and performance.
• Chief Legal Officer (CLO) leads Ryder's ESG Steering Committee and oversees sustainability reporting, compliance and ethics, corporate governance, environmental, health and safety programs, government relations, and property management and construction.
• Chief Financial Officer (CFO) leads the company's financial management functions including areas intersecting with ESG such as investor relations, corporate strategy, treasury, financial reporting, and audit.
• Chief Information Officer (CIO) oversees cybersecurity, data privacy, and information technology.
• Chief Human Resources Officer (CHRO) oversees human resources, diversity, equity, and inclusion (DE&I), recruitment, retention, and talent development.
• Chief Marketing Officer (CMO) oversees customer engagement, brand awareness, new technology development, product creation, and investments in start-ups.
• Chief Procurement Officer (CPO) leads global strategic sourcing including supplier engagement.
• Presidents and Senior Vice President of our three business units (Supply Chain Solutions (SCS), Dedicated Transportation Solutions (DTS), and Fleet Management Solutions (FMS)) manage operations, sales, financial performance, and customer satisfaction.

ESG trends and stakeholder requests are also monitored by Ryder's ESG Steering Committee. This cross-functional team includes representatives from legal, compliance, investor relations, government relations, environmental, and other functions as needed.

Ryder's Enterprise Risk Management (ERM) program provides management and the Board with a robust, holistic view of key risks facing Ryder.

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

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	0	5	SBTi recommends these time horizons for short-term, medium-term, and longer-term targets.
Medium-term	5	15	SBTi recommends these time horizons for short-term, medium-term, and longer-term targets.
Long-term	15	30	SBTi recommends these time horizons for short-term, medium-term, and longer-term targets.

C2.1b

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

To identify, assess, and mitigate key risks, Ryder maintains an enterprise risk management (ERM) program that provides management and Ryder's Board of Directors (Board) with a robust and holistic view of key risks facing Ryder. In Ryder's Annual Report on Form 10-K, Ryder includes a cautionary discussion of the material risks and uncertainties that management believes affect us. Any of the risks discussed in the 10-K, as well as risks that are not currently known to us or that we currently deem immaterial, could materially affect our business, financial condition, or results of operations. Accordingly, the following risk factors should be carefully considered in conjunction with all of the other information set forth in or incorporated by reference in our 2022 Annual Report on Form 10-K and other filings we made with the U.S. Securities and Exchange Commission (SEC).

With respect to climate-related risks, global, federal, state, and local legislative and regulatory efforts to address the effects of global warming and climate change have affected and will likely continue to affect our businesses. For example, federal, state, and local governments are considering emission reduction (e.g., greenhouse gas and nitrogen dioxide) regulatory requirements or related taxes, zero-emission vehicle mandates, and increased environmental disclosure and compliance requirements. These and other similar efforts may impose restrictions on our activities or require us to take certain actions, all of which may, over time, increase our costs and adversely affect our business and results of operations. For instance, a regulatory mandate for the use of zero-emission vehicles or ban of diesel or gasoline powered vehicles could reduce the resell value and demand for our vehicles as well as the demand for maintenance services in our Fleet Management Solutions (FMS) business and offerings in our Supply Chain Solutions (SCS) and Dedicated Transportation Solutions (DTS) businesses. In addition, in the U.S., compliance with environmental regulations and the associated potential cost is complicated by the fact that states are following different approaches to the regulation of climate change. As a result, we cannot predict the ultimate effect on our operating results or cost structure until the timing, scope, and extent of any such regulations become known. On

the other hand, even absent any such regulation, increased awareness on the impact of climate change and any adverse publicity about emissions by the transportation industries could accelerate the adoption of new technology and potentially decrease customer demands for some of our services and used vehicles if consumers change their purchasing behaviors in response to the effects of climate change.

Additionally, our business is more susceptible to severe weather and other natural occurrences as we operate a capital-intensive business with a large number of vehicles and need to access roads and warehouses in order to service our customers. Severe weather may negatively affect our operations as it may damage our vehicles and facilities and prohibit our workforce from servicing our customers. In addition, fuel costs may rise and other significant business interruptions could occur. Insurance to protect against loss of business and other related consequences resulting from these natural occurrences is subject to coverage limitations and may not be sufficient to cover all of our damages or be available at commercially reasonable rates. The frequency or intensity of severe weather events has increased in the last 20 years as a result of global climate change, according to United Nations Office for Disaster Risk Reduction, and may continue to do so.

For more information on Ryder's risk management process, specifically Ryder's Enterprise Risk Management Program which identifies various risks faced by the company, please refer to page 15 of Ryder's 2023 Proxy Statement. For information on risks that Ryder believes are most significant to our business, including climate-related risks, please see Item 1A, Risk Factors, of our 2022 Annual Report on Form 10-K and other filings we made with the SEC.

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
Upstream
Downstream

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

A) Ryder's process for identifying and assessing climate-related risks which could have a financial or strategic impact on the business includes evaluation, management, and on-going review of financial, regulatory, supplier, customer, employment, insurance, and environmental risks, among others at the company level and asset level as well as in the value chain. These processes, which ultimately feed into our ERM program, are carried out multiple times throughout the year..

i) Company level, we utilize insurance risk management modelling systems used by underwriters and an integrated Environmental Management System (EMS) to manage climate-related risks, ensure compliance, promote business opportunity and growth, and create a competitive advantage with environmental programs consistent with Ryder’s long-term business strategy.

ii) Asset level, we apply formal identification processes and assess climate-related risks and opportunities of our assets:
a) Facilities, we contract with third party risk consulting firms to perform onsite surveys of operating facilities to support compliance.

iii) Upstream and downstream value chain, in recent years, our industry has been characterized by rapid changes in technology, new regulations, and customer demands all related to addressing climate-related risks and capitalizing on climate-related opportunities. These upstream and downstream pressures have led to innovative transportation and logistics concepts that have impacted, or have the potential to significantly impact, our business model, competitive landscape, and the industries of our customers and suppliers. We are actively engaged in evaluating emerging technology and developing strategic alliances and new products to ensure we can protect our upstream value chain and provide products and services downstream.

For example, Ryder maintains strong partnerships with our original equipment manufacturers (OEMs) to ensure our fleet is optimum to keep our customer businesses moving smoothly and identify, assess, and respond to risks and supply chain disruptions before they lead to a financial or strategic impact. Through these partnerships, Ryder is also able to best position our customers for access to new and disruptive technologies, such as electric and alternative fuel vehicles.

B) Vehicle fleet, we identify efficiencies through our participation in the EPA SmartWay® Program and Ryder’s RydeSmart fleet tracking system. RydeSmart is an integrated telematics platform that helps customers monitor key vehicle attributes such as location, speed and idle time, and real-time performance metrics. In addition, Ryder pursues investments in low carbon technologies including electric and alternative fuel vehicles such as alternative fuel or electric trucks.

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	We determine that current regulation risk is relevant to our organization because it may have financial and strategic impacts on our business. For example, existing regulations in California required us to adjust our vehicle replacement schedule in the state, as well as make other operational and financial adjustments.
Emerging regulation	Relevant, always included	We determine that emerging regulation risk is relevant to our organization because it may have financial and strategic impacts on our business. For example, the timing of when we have to adopt new technologies may be affected by changes in the political or regulatory environment, which could further increase our investment costs, operating complexity and our ability to offer such technologies to our customers in the jurisdictions in which we operate.
Technology	Relevant, always included	We determine that technology risk is relevant to our organization because it may have financial and strategic impacts on our business. While we are actively engaged in evaluating emerging technology and developing strategic alliances and new products, changes in technology require us to adjust our business strategy and service offerings. For example, an increase in customer use of electric vehicles could reduce the demand for some of our current vehicle maintenance services, diesel vehicles, and related offerings.
Legal	Relevant, always included	We determine that legal risk is relevant to our organization because it may have financial and strategic impacts on our business. For example, changes in the regulatory environment can lead to increased litigation risk.
Market	Relevant, always included	We determine that market risk is relevant to our organization because it may have financial and strategic impacts on our business. For example, market changes in fuel costs could influence our business and financials.
Reputation	Relevant, always included	We determine that reputation risk is relevant to our organization because it may have financial and strategic impacts on our business. For example, our inability to quickly adopt innovations or adapt to meet customer and investor expectations may result in a loss of demand for our service offerings or reputational impacts.
Acute physical	Relevant, always included	We determine that acute physical risk is relevant to our organization because it may have financial and strategic impacts on our business. For example, during natural disasters, we extend our transportation and supply chain environmental expertise, technology, and infrastructure to customers and organizations in need. On the other hand, Ryder could also experience supply chain disruptions from these weather events.

Chronic physical	Relevant, always included	We determine that chronic physical risk is relevant to our organization because it may have financial and strategic impacts on our business. For example, long-term, incremental shifts in weather patterns (i.e. annual average rainfall or temperature) can disrupt or require adjustments in our operations and the operations of our customers.

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 2

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Acute physical

Cyclone, hurricane, typhoon

Primary potential financial impact

Increased indirect (operating) costs

Company-specific description

We consider our company to be exposed to physical risks such as natural disasters (e.g. flooding, tropical cyclones and storms, etc.) or changing weather patterns that may be associated with climate. There are no specific geographical areas that are more affected by these physical risks than others, although our operations in coastal and near coastal areas (particularly in the Gulf or East Coast regions of U.S.) may be at higher risk for hurricanes and tropical cyclones.

Our company is exposed to physical risks such as tropical cyclones in a number of ways:
a) increased costs and business disruption because our facilities or equipment (vehicle fleet) could be damaged during a disaster;
b) we may need to increase resources and modify operations in order to support our customers in the event of a disaster; or
c) our larger supply chains may be disrupted as a result of natural disasters that will temporarily interfere with our ability to maintain operations.

Time horizon

Medium-term

Likelihood

About as likely as not

Magnitude of impact

Medium

Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

Potential financial impact figure (currency)

1,500,000

Potential financial impact figure – minimum (currency)

Potential financial impact figure – maximum (currency)

Explanation of financial impact figure

Our business is more susceptible to severe weather and other natural occurrences as we operate a capital-intensive business with a large number of vehicles and need to access roads and warehouses in order to service our customers. Severe weather may negatively affect our operations as it may damage our vehicles and facilities or impact transportation infrastructure (e.g. highways, bridges, roads) and prohibit our workforce from servicing our customers. In addition, fuel costs may rise and other significant business interruptions could occur. Insurance to protect against loss of business and other related consequences resulting from these natural occurrences is subject to coverage limitations, and may not be sufficient to cover all of our damages or available at commercially reasonable rates. The frequency or intensity of severe weather events has increased in the last 20 years, according to United Nations Office for Disaster Risk Reduction and may continue to do so.

The financial implications of acute physical risks include damage to our facilities, vehicles, or other equipment that would increase our operational cost and vary based on the severity of the weather event. For example, this year, the financial impact to Ryder from severe weather and other natural occurrences was approximately $1.5M, calculated as the total amount spent responding to severe weather and other natural occurrences in 2022. This value has been used as the financial impact figure. This estimate, which is provided only as an illustrative example, is not all-inclusive, subject to uncertainty, and not representative of future costs.

Cost of response to risk

0

Description of response and explanation of cost calculation

Actively managing risks is fundamental to the services Ryder provides, so there is no additional cost for risk response ($0) as the cost is built into normal business operations.

Because actively managing risks is fundamental to the services Ryder provides, we have developed responses to these risks which are now incorporated into Ryder's overall business and financial strategy. Ryder facilities must comply with an Asset Protection Manual that dictates how to maintain optimum, safe working conditions year-round. We update contingency and emergency management plans annually, perform third party risk assessments of our facilities, and have dedicated property risk control specialists inspect and recommend improvements. Compliance with mitigation plans and recommendations is tracked and any human element issues require corrective actions within 90 days.

Furthermore, Ryder has multiple protocols in place, ready to execute when natural disasters strike. We proactively engage key suppliers (e.g. generator providers) and perform preparation work at potentially impacted facilities. We follow a structured pre- and post-storm notification procedure to alert potentially impacted Ryder locations of impending storm events. Notifications include specific instructions for protecting Ryder employees, property, and assets. When warranted, post-storm procedures include calls with key Ryder areas (Risk Management, Operations, Safety, Claims, IT, etc.) to assist impacted locations in becoming operational. In-house management of Ryder property claims helps control the costs of claims. To further minimize business disruptions and costs, we have a comprehensive fuel supply network through Ryder's Energy Distribution Company (REDCO), which responds quickly to man-made or natural disruptions in fuel supply, and we assist customers with contingency plan implementation, including fuel management. Critical fuel freight loads are moved early in advance of weather events and inventory loads repositioned in advance to avoid potential storm impacts.

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

Opp2

Where in the value chain does the opportunity occur?

Direct operations

Opportunity type

Products and services

Primary climate-related opportunity driver

Development of new products or services through R&D and innovation

Primary potential financial impact

Increased revenues through access to new and emerging markets

Company-specific description

i) Changing consumer behavior, particularly increased interest in reducing carbon emissions from operations, presents business opportunities for Ryder in zero emission and low carbon full-service transportation solutions, such as electric vehicles (EVs).

ii) Ryder is at the forefront of identifying new technology for operational advancements and acts as an extended research and development arm for our suppliers and customers. We continuously monitor advanced and emerging technology, and work closely with technology providers, suppliers, and OEMs to improve functionality, usability, and adaptability for commercial truck applications.

iii) Ryder is continually developing new services and tools that generate new revenue opportunities by enhancing the experience of and creating value for our outsourced transportation management and network optimization, lease and rental, and dedicated transportation customers. Examples of products and services Ryder offers that meet emerging customer needs include, but are not limited to:
a) COOP by Ryder, a commercial vehicle sharing platform that gives customers access to thousands of commercial trucks, tractors, and trailers available for rent at competitive rates, including electric vehicles. It has also proven to be a valuable tool for nontraditional OEMs to test technology as it provides customers the ability to test vehicles in various markets prior to making a long-term commitment. In 2022, one such OEM was able to test its hybrid tractor on this platform.
b) We continue to expand EV charging infrastructure to meet our customers' needs and our growing owned and leased EV fleet. In 2022, we helped install new direct current fast chargers at customer locations, deployed electric Class 8 tractors to serve a dedicated customer route, added our first light-duty EVs to select rental locations, as well as rented and leased our first all-electric walk-in van and straight truck to customers.
c) To support future EV growth and meet increasing demand, Ryder is expanding its EV offering for customers through a new product called RyderElectric+. This offering aims to help make the integration of electric vehicles as seamless as possible by offering solutions that are streamlined through one provider at one cost. RyderElectric+ includes electrification advisors, vehicles, charging, telematics, and maintenance.

Time horizon

Medium-term

Likelihood

About as likely as not

Magnitude of impact

Medium

Are you able to provide a potential financial impact figure?

No, we do not have this figure

Potential financial impact figure (currency)

Potential financial impact figure – minimum (currency)

Potential financial impact figure – maximum (currency)

Explanation of financial impact figure

Ryder is continually developing new services and tools that generate new revenue opportunities by enhancing the experience of and creating value for our outsourced transportation management and network optimization, lease and rental, and dedicated transportation customers.

While we anticipate introducing these as well as other new product and service offerings that will positively impact our business, we are unable to provide a financial impact figure at this time.

Cost to realize opportunity

4,650,000

Strategy to realize opportunity and explanation of cost calculation

Ryder invests in developing technology and new services that continuously improve operational efficiency, enhance the customer experience, and support the sustainability and advancement of cleaner vehicle technology. To this end, Ryder increased resources dedicated to alternative fuel vehicles and emerging technologies in 2022, including adding new dedicated team members to lead and support the product.

In 2022, Ryder invested more than $2 million to deploy EV tractors in our dedicated transportation fleet, nearly $200,000 to install electric charging infrastructure, approximately $250,000 to purchase an electric straight truck, and $2.2 million to purchase light-duty EVs for our rental fleet. These costs associated with the purchase of new alternative vehicles, EVs, and EV infrastructure have been used as the cost to realize the opportunity.

Please note that the estimated cost to realize the opportunity, which is provided only as an illustrative example, is not all-inclusive, subject to uncertainty and not representative of future costs.

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, our strategy has been influenced by climate-related risks and opportunities, but we do not plan to develop a climate transition plan within two years

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

We develop performance metrics and emission reduction targets in line with our business goal to operate as efficiently as possible. At this time, reducing emissions from transportation is limited by the technology available in the marketplace. We work closely with original equipment manufacturers (OEMs) to encourage technology advancements that will enable our industry to accelerate emissions reduction capabilities and aid our ability to develop a plan.

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
Row 1	Yes, qualitative

C3.2a

(C3.2a) Provide details of your organization's use of climate-related scenario analysis.

Climate-related scenario	Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Physical climate scenarios Bespoke physical scenario	Company-wide	Unknown	Environmental and climate-related risks are risks of the Company that could materially affect our business and are disclosed in our Annual Report on Form 10-K for fiscal year December 31, 2022. Specifically, Ryder discloses that "our business may be affected by global climate change and legal, regulatory, or other market responses to such change."

			Ryder's Enterprise Risk Management (ERM) program is a Company-wide initiative that involves both the Board and Ryder's management. The program is designed to identify risks faced by the organization, assign individual management executives the responsibility of managing those risks, and align those management assignments with appropriate board-level oversight. Our CLO/Corporate Secretary and CFO supervise the program, and our Chief Compliance Officer (CCO) and Vice President (VP) of Internal Audit manage its daily operation. The executive leadership team, including our CEO, and Ryder's Corporate Risk Steering Committee, comprised of department leaders and subject matter experts, are responsible for identifying, managing, and mitigating risks. External experts are also asked to provide guidance as needed. Significant risks are communicated to the Board, which ultimately oversees the program both directly and indirectly through the Audit, Compensation, Governance, and Finance Committees. As part of the Board's risk evaluation, the Board reviews, at least annually, an ERM report from the CLO/Corporate Secretary, CCO, and VP of Internal Audit that identifies the Company's risks, including detailed analysis of the likelihood of occurrence and potential impact of each risk, and explains the elements and process for risk identification. Annually, the Board and committees conduct individual, in-depth reviews of the Company's key risks identified in the ERM report. In addition, at each regularly scheduled Board meeting, the Board reviews our ERM program and specific risks identified and discusses with management the most significant risks. The Board also reviews an internal audit report from the VP of Internal Audit at least annually regarding internal audit's review of enterprise risks and audit activities to evaluate the controls and processes regarding such risks. Although Ryder's ERM program is structured with formal processes, it remains flexible to adjust to changing economic, business, and regulatory developments and is founded on clear lines of communication to the leadership team and the Board.

C3.2b

(C3.2b) Provide details of the focal questions your organization seeks to address by using climate-related scenario analysis, and summarize the results with respect to these questions.

Row 1

Focal questions

Our focal questions focus heavily on risk and lead us to identify, assess, and mitigate key risks in our business, including climate-related risks.

To identify, assess, and mitigate key risks, Ryder maintains an Enterprise Risk Management (ERM) program that provides management and Ryder's Board of Directors with a robust and holistic view of key risks facing Ryder. With respect to climate-related risks, management continuously monitors, responds to, and attempts to mitigate various risks and their varying impacts. For example, we conduct physical risk climate scenario analysis because severe weather and other natural occurrences may reduce efficiencies in or cause significant business disruptions to our customers' and our fleet utilization and operations. This is an example of a cautionary discussion of the risks that could be material and uncertainties that management believes affect us.

For more information on Ryder's risk management process, specifically Ryder's ERM Program which identifies various risks faced by the company, please refer to page 15 of Ryder's 2023 Proxy Statement. For information on risks that Ryder believes are most significant to its business, including climate-related risks, please see Item 1A, Risk Factors, of our 2022 Annual Report on Form 10-K and other filings we made with the Securities and Exchange Commission (SEC). Any of the business and operation risks detailed in Item 1A, Risk Factors, of our 2022 Annual Report on Form 10-K, as well as risks that we do not know or currently deem immaterial, could have a material adverse effect on our business, financial condition, or results of operations.

Results of the climate-related scenario analysis with respect to the focal questions

The results of our climate-related scenario analysis revealed several risks of which we are cognizant. For example, our operations may be directly affected by climate-related factors such as increased severe weather events, including floods, fires, and hurricanes at operating locations where we have vehicles, warehouses, and other assets. These weather events can adversely affect the performance of our fleet, result in damage to our vehicles and facilities, make our workforce temporarily unavailable in impacted areas, cause fuel costs to rise, or result in other business interruptions.

Because actively managing risks is fundamental to the services Ryder provides, we have developed responses to these risks which are now incorporated into Ryder's overall business and financial strategy. Ryder facilities must comply with an Asset Protection Manual that dictates how to maintain optimum, safe working conditions year-

round. We update contingency and emergency management plans annually, perform third party risk assessments of our facilities, and have dedicated property risk control specialists inspect and recommend improvements. Compliance with mitigation plans and recommendations is tracked and any human element issues require corrective actions within 90 days. Furthermore, Ryder has multiple protocols in place, ready to execute when natural disasters strike. We proactively engage key suppliers (e.g. generator providers) and perform preparation work at potentially impacted facilities. We follow a structured pre- and post-storm notification procedure to alert potentially impacted Ryder locations of impending storm events. Notifications include specific instructions for protecting Ryder employees, property, and assets. When warranted, post-storm procedures include calls with key Ryder areas (Risk Management, Operations, Safety, Claims, IT, etc.) to assist impacted locations in becoming operational. In-house management of Ryder property claims helps control the costs of claims. To further minimize business disruptions and costs, we have a comprehensive fuel supply network through Ryder's Energy Distribution Company (REDCO), which responds quickly to man-made or natural disruptions in fuel supply, and we assist customers with contingency plan implementation, including fuel management. Critical fuel freight loads are moved early in advance of weather events and inventory loads repositioned in advance to avoid potential storm impacts.

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	We continue to expand electric vehicle (EV) charging infrastructure to meet our customers' needs and our growing owned and leased EV fleet. In 2022, we helped install new direct current fast chargers at customer locations, deployed electric Class 8 tractors to serve a dedicated customer route, added our first light-duty EVs to select rental locations, as well as rented and leased our first all-electric walk-in van and straight truck to customers. We have also looked for product and service offering opportunities with our COOP by Ryder platform. COOP by Ryder is a commercial vehicle sharing platform that gives customers access to thousands of commercial trucks, tractors, and trailers available for rent at competitive rates, including EVs. It has also proven to be a valuable tool for nontraditional original equipment manufacturers (OEMs) to

		test technology with COOP customers as it provides customers the ability to try the vehicles in various markets without any long-term commitment. In 2022, one such OEM tested its hybrid tractor on the platform.
Supply chain and/or value chain	Yes	We have a comprehensive fuel supply network through REDCO, which responds quickly to man-made or natural disruptions in fuel supply. For example, Ryder assists customers in preparing for hurricanes and other approaching storms by implementing contingency plans in storm areas, leaning on our robust supplier network and strategic fuel partners for priority supply during fuel shortages or supply chain interruptions, and moving critical fuel freight loads in advance of potential storms to avoid impacts. The industry has faced shortages in recent years, and as a result we have closely tracked fuel inventories in the affected areas and work diligently to maintain supply assurance. Finally, we evaluate our fuel supplier portfolio annually to ensure we are best aligned for supply, price, and service in the right geographies.
Investment in R&D	Yes	Ryder invests in state-of-the-art vehicles, fleet management, and diagnostic technologies that expand transportation capabilities and maximize vehicle performance, cargo routing, fuel usage, and driving skills. By researching and testing new and emerging technology before offering it to our customers or incorporating it into our fleet, we ensure that it is vetted for our customers' and Ryder's business needs. For example, we have been involved in testing alternative fuel and electric vehicles since 2021 and tested nine different alternative-fuel truck models in 2022. In 2021, RyderVentures made an investment in Remora, an early stage start-up company innovating mobile carbon capture technology. Throughout 2022, Ryder maintenance and engineering technical teams worked closely with Remora on developing new vehicle specifications to retrofit with its carbon capture technology and testing said technology with the objective of launching a 2023 pilot of the technology.
Operations	Yes	Environmental sustainability is integrated and aligned with our business model of continuous improvement and network optimization. We use LEAN principles in warehouses and on the road to optimize freight movement. By using LEAN, we create efficient and effective solutions that drive value for our customers. We continuously aim to

		drive fewer miles and minimize idle time through weekly route planning, predictive analytics, and optimized co-mingle returns. We apply rigor to routine vehicle maintenance care, such as checking tire conditions and inflation rates every time vehicles refuel. Additionally, our driver training program was developed to improve fuel efficiency awareness and is required as part of our new driver onboarding process. The training aims to reduce fuel use and fleet emissions by educating drivers on how to control and reduce revolutions per minute (RPM), overspeeding, and idle time – the three driver-controlled behaviors with the greatest impact on fuel efficiency. In 2022, we expanded upon this training by creating a monitoring dashboard that provides visibility into a vehicle operator's improved driving after completing said training. We are also exploring providing this program and fuel-efficient educational materials to our customers to help further reduce emissions and improve the footprint of our downstream leased assets.

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	Direct costs Capital expenditures	Starting in 2009, we assembled an Alternative Fuels and Vehicles Strategy Team (expanded in 2010 to the Alternative Fuel Natural Gas Council) to review alternative fuel platforms and identify new market opportunities. In 2019, to better serve customers incorporating EVs into their fleets, we assembled a large cross-functional diverse team of 100+ in-house technical resource experts across 11 different workstreams (marketing, incentive grants, pricing, infrastructure, environmental, maintenance needs, etc.). In 2021, a cross-functional Ryder team met with leading traditional and non-traditional OEMs to discuss EV development plans and projected go-to-market schedules. As part of these discussions, we are identifying potential new OEM relationships and ensuring our customers' needs and challenges are understood. In 2022, Ryder finalized a strategy and roadmap to build an EV product and business with a dedicated team and invested in funding for EV operating capital expenses and EV IT development. We continue to expand EV charging infrastructure to meet our customers' needs and our growing owned and leased EV fleet. In 2022,

		we helped install new direct current fast chargers at customer locations, deployed electric Class 8 tractors to serve a dedicated customer route, added our first light-duty EVs to select rental locations, as well as rented and leased our first all-electric walk-in van and straight truck to customers.

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
Row 1	No, and we do not plan to in the next two years

C4. Targets and performance

C4.1

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

Absolute target

C4.1a

(C4.1a) Provide details of your absolute emissions target(s) and progress made against those targets.

Target reference number

Abs 3

Is this a science-based target?

No, and we do not anticipate setting one in the next two years

Target ambition

Year target was set

2020

Target coverage

Company-wide

Scope(s)

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Category 13: Downstream leased assets

Base year

2018

Base year Scope 1 emissions covered by target (metric tons CO2e)

Base year Scope 2 emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 10: Processing of sold products emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target (metric tons CO2e)

9,599,291.42

Base year Scope 3, Category 14: Franchises emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 15: Investments emissions covered by target (metric tons CO2e)

Base year Scope 3, Other (upstream) emissions covered by target (metric tons CO2e)

Base year Scope 3, Other (downstream) emissions covered by target (metric tons CO2e)

Base year total Scope 3 emissions covered by target (metric tons CO2e)

9,599,291.42

Total base year emissions covered by target in all selected Scopes (metric tons CO2e)

9,599,291.42

Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1

Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)

Base year Scope 3, Category 2: Capital goods emissions covered by target as % of total base year emissions in Scope 3, Category 2: Capital goods (metric tons CO2e)

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target as % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)

Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target as % of total base year emissions in Scope 3, Category 5: Waste generated in operations (metric tons CO2e)

Base year Scope 3, Category 6: Business travel emissions covered by target as % of total base year emissions in Scope 3, Category 6: Business travel (metric tons CO2e)

Base year Scope 3, Category 7: Employee commuting covered by target as % of total base year emissions in Scope 3, Category 7: Employee commuting (metric tons CO2e)

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 8: Upstream leased assets (metric tons CO2e)

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target as % of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e)

Base year Scope 3, Category 10: Processing of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 10: Processing of sold products (metric tons CO2e)

Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e)

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 13: Downstream leased assets (metric tons CO2e)

100

Base year Scope 3, Category 14: Franchises emissions covered by target as % of total base year emissions in Scope 3, Category 14: Franchises (metric tons CO2e)

Base year Scope 3, Category 15: Investments emissions covered by target as % of total base year emissions in Scope 3, Category 15: Investments (metric tons CO2e)

Base year Scope 3, Other (upstream) emissions covered by target as % of total base year emissions in Scope 3, Other (upstream) (metric tons CO2e)

Base year Scope 3, Other (downstream) emissions covered by target as % of total base year emissions in Scope 3, Other (downstream) (metric tons CO2e)

Base year total Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)

89.9

Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes

83.1

Target year

2024

Targeted reduction from base year (%)

15

Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]

8,159,397.707

Scope 1 emissions in reporting year covered by target (metric tons CO2e)

Scope 2 emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 8: Upstream leased assets emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 9: Downstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 10: Processing of sold products emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 12: End-of-life treatment of sold products emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 13: Downstream leased assets emissions in reporting year covered by target (metric tons CO2e)

8,078,491.087

Scope 3, Category 14: Franchises emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 15: Investments emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Other (upstream) emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Other (downstream) emissions in reporting year covered by target (metric tons CO2e)

Total Scope 3 emissions in reporting year covered by target (metric tons CO2e)

8,078,491.087

Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)

8,078,491.087

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]

105.6189300133

Target status in reporting year

Achieved

Please explain target coverage and identify any exclusions

Emissions from our operations, vehicles, and buildings have been tracked and disclosed since 2009. We have set numerous targets over the years and have succeeded in achieving them on time or early. In 2020, we set a target to reduce Scope 3 emissions (downstream leased equipment) 15% by 2024, over a 2018 baseline. Scope 3 emissions reported in this section include only those from downstream leased assets (Category 13), as they represent a large percentage of our Scope 3 (and total) emissions.

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

List the emissions reduction initiatives which contributed most to achieving this target

Environmental sustainability is integrated and aligned with our business model of continuous improvement and network optimization. We prioritize efficiency and encourage rental and lease customers to do the same. We also strive to keep our fleet operating in top condition and apply rigor to routine vehicle maintenance care, such as checking tire conditions and inflation rates to increase vehicle fuel efficiency. These actions, among others, contributed to the reduction in Scope 3, Category 13 emissions needed to achieve our target.

C4.2

(C4.2) Did you have any other climate-related targets that were active in the reporting year?

Other climate-related target(s)

C4.2b

(C4.2b) Provide details of any other climate-related targets, including methane reduction targets.

Target reference number

Oth 1

Year target was set

2019

Target coverage

Company-wide

Target type: absolute or intensity

Absolute

Target type: category & Metric (target numerator if reporting an intensity target)

Engagement with suppliers

Percentage of suppliers (by procurement spend) actively engaged on climate-related issues

Target denominator (intensity targets only)

Base year

2019

Figure or percentage in base year

8

Target year

2022

Figure or percentage in target year

20

Figure or percentage in reporting year

10

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

16.6666666667

Target status in reporting year

Underway

Is this target part of an emissions target?

This target is linked with our Scope 3 target (Abs 3) to reduce emissions from our lease and rental fleets.

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

This target covers engagement with original equipment manufacturers (OEMs), who are vehicle suppliers for Ryder, as well as electric vehicle (EV) fleet charging providers. We focus on this portion of our suppliers and business because we rely on their goods and services to perform our business. The speed and volumes at which they develop and offer low-carbon vehicle technology has the potential to impact our rental and lease customers' ability to reduce our Scope 3, Category 13 emissions.

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

We have made progress on this goal as we were able to continue engaging with OEMs and EV charging providers in the reporting year. We plan to continue engaging with OEMs and additional charging equipment providers throughout this and future years in order to maintain strong working relationships, contribute to development in low-carbon

vehicle technology, and ensure we can provide our customers with the products and services they need to meet their business needs.

List the actions which contributed most to achieving this target

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	0	0
To be implemented*	0	0
Implementation commenced*	0	0
Implemented*	1	604.53
Not to be implemented	0	0

C4.3b

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

Initiative category & Initiative type

Energy efficiency in buildings
Lighting

Estimated annual CO2e savings (metric tonnes CO2e)

604.53

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)

287,333

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

1,758,431

Payback period

4-10 years

Estimated lifetime of the initiative

Ongoing

Comment

Ryder estimated the potential annual monetary savings from converting incandescent and fluorescent lighting fixtures to LED by estimating the potential reductions in electricity consumption and multiplying it by the average electricity cost per unit for a particular location. We conduct this analysis on an ongoing basis as part of the project planning process.

Ryder estimated the annual CO2e savings by determining the estimated savings in electricity consumption per upgrade and multiplying it by the specific eGRID factor for the region in which the upgrade took place.

C4.3c

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

Method	Comment
Compliance with regulatory requirements/standards	

C4.5

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

Yes

C4.5a

(C4.5a) Provide details of your products and/or services that you classify as low-carbon products.

Level of aggregation

Group of products or services

Taxonomy used to classify product(s) or service(s) as low-carbon

No taxonomy used to classify product(s) or service(s) as low carbon

Type of product(s) or service(s)

Road

Other, please specify

Low-carbon transportation solutions

Description of product(s) or service(s)

We continue to expand EV charging infrastructure to meet our customers' needs and our growing owned and leased EV fleet. In 2022, we deployed electric Class 8 tractors to serve a dedicated customer route, added our first light-duty EVs to select rental locations, as well as rented and leased our first all-electric walk-in van and straight truck to customers.

In 2022, customers were able to rent electric class 2 vehicles through Ryder at select locations. We were able to estimate the emissions avoided by actual Ryder customers who rented these electric class 2 vehicles in 2022, which is described below.

Have you estimated the avoided emissions of this low-carbon product(s) or service(s)

Yes

Methodology used to calculate avoided emissions

Other, please specify

Fuel-Based Methodology (GHG Protocol)

Life cycle stage(s) covered for the low-carbon product(s) or services(s)

Use stage

Functional unit used

Operating an electric class 2 vehicle for the number of miles driven by actual rental customers in 2022 vs. a similar-sized internal combustion engine class 2 vehicle for the same number of miles (approximately 8,800 miles) in 2022.

Reference product/service or baseline scenario used

We used a diesel-powered internal combustion engine class 2 vehicle operating as usual as the baseline for our analysis.

Life cycle stage(s) covered for the reference product/service or baseline scenario

Use stage

Estimated avoided emissions (metric tons CO2e per functional unit) compared to reference product/service or baseline scenario

5

Explain your calculation of avoided emissions, including any assumptions

We calculated the emissions of a diesel-powered internal combustion engine class 2 vehicle operating as usual using the mileage and approximate MPG for that vehicle to estimate fuel consumption. We then applied the diesel emission factor from the EPA Emission Factors Hub to determine the quantity of metric tons CO2e that would have

been emitted by the electric vehicles had they been diesel powered. We assumed the electric vehicles emit no CO2e during operation.

Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year

0.001

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?

Yes, an acquisition
Yes, a divestment

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

Ryder acquired Whiplash, Midwest Warehouse and Distribution (Midwest), Dotcom Distribution (Dotcom), and Baton.

Ryder closed the company's UK operations.

Details of structural change(s), including completion dates

Whiplash provides scalable e-commerce and omnichannel fulfillment solutions to more than 250 brands. The company’s 19 dedicated and multi-client warehouses total nearly seven million square feet and provide access to key port operations and gateway markets. This acquisition was completed in December 2021 and is being included for the first time in Ryder's 2022 emissions.

Midwest provides warehousing, distribution, and transportation solutions primarily for food, beverage, and consumer packaged goods (CPG) companies. Midwest operates nine multi-client and eight dedicated-customer warehouses in five regions, primarily in the greater Chicago area and, to a lesser extent, in New York, Pennsylvania, Tennessee, and Texas. Midwest’s warehouse space totals approximately seven million square feet and is supported by a company-owned fleet of trucks to service customers. This acquisition was completed in November 2021 and is being included for the first time in Ryder's 2022 emissions.

Dotcom is an e-commerce and omnichannel fulfilment provider to a roster of consumer brand names and a 400,000 square foot multiclient fulfilment facility in Edison, New Jersey. This acquisition was completed in November 2022 and due to timing of integration, will be included for the first time in Ryder's 2023 emissions.

Baton is a Silicon Valley based technology innovation lab. Prior to acquisition by Ryder in September 2022, Baton was a technology start-up focused on eliminating waste in supply chains by creating a digital platform that uses artificial intelligence (AI) to improve how freight is planned. Due to the small size and focus of Baton, the company had limited assets. Therefore, no emissions are being included in Ryder's 2022 emissions inventory.

In February 2022, Ryder announced and began preparations to cease operations in the UK. All facilities have been closed and assets were liquidated.

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	Yes, a change in methodology Yes, a change in boundary	Ryder has updated the emission factors used for Scope 1 and Scope 2 to the most current year available. Ryder has also reviewed and updated, where available, Scope 2 market-based emission factors. Ryder has reviewed and adjusted our alignment with the Greenhouse Gas Protocol's definition of "operational control," specifically operating sites we include and exclude in our greenhouse gas (GHG) emissions inventory. We consider facilities where we have control over the operations, policies, and management of the site to be within Ryder's operational control and include these facilities in our inventory. This includes, generally, the following: • All sites that Ryder both owns and operates (e.g. Fleet Management Services (FMS) maintenance shops, used truck centers) • All sites Ryder leases and operates on our own behalf (e.g. multi-client warehouses, captive shops) Previously, we included all facilities where Ryder was responsible for paying the utilities with the assumption that this was a clear

		delineator of which facilities we had operational control. However, there are many facilities where we pay the utilities on behalf of our customers and they dictate operations, policies, and management. Customer-provided or single client facilities operated on behalf of Ryder customers, where Ryder does not have operational control, are now excluded from our inventory. Additionally, Ryder acquired four new companies - Midwest, Whiplash, Dotcom, and Baton. We have added additional facility and vehicle emissions to our inventory as a result of the Midwest and Whiplash acquisitions. Due to timing and integration of the Dotcom acquisition, as well as limited assets acquired with Baton, emissions from these operations were not included this year. Finally, in February 2022, Ryder began preparations to cease operations in the UK. All facilities have been closed and assets were liquidated. These assets were not included in our greenhouse gas inventory in the reporting year.

C5.1c

(C5.1c) Have your organization's base year emissions and past years' emissions been recalculated as a result of any changes or errors reported in C5.1a and/or C5.1b?

	Base year recalculation	Base year emissions recalculation policy, including significance threshold	Past years' recalculation
Row 1	No, because the impact does not meet our significance threshold	In 2021, Ryder achieved our Scope 1 and Scope 2 greenhouse gas emissions reduction targets ahead of schedule. We are evaluating new targets that will use a baseline year that includes the recent acquisitions, updated methodologies, and updated boundaries as well as exclude divested operations. Therefore, we will not be recalculating any previous years' emissions based on these changes.	No

C5.2

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

Scope 1

Base year start

January 1, 2018

Base year end

December 31, 2018

Base year emissions (metric tons CO2e)

749,903.46

Comment

Scope 2 (location-based)

Base year start

January 1, 2018

Base year end

December 31, 2018

Base year emissions (metric tons CO2e)

118,889.38

Comment

Scope 2 (market-based)

Base year start

January 1, 2018

Base year end

December 31, 2018

Base year emissions (metric tons CO2e)

117,962.65

Comment

Scope 3 category 1: Purchased goods and services

Base year start

January 1, 2018

Base year end

December 31, 2018

Base year emissions (metric tons CO2e)

230,126

Comment

Scope 3 category 2: Capital goods

Base year start

January 1, 2018

Base year end

December 31, 2018

Base year emissions (metric tons CO2e)

38,346

Comment

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

Base year start

January 1, 2018

Base year end

December 31, 2018

Base year emissions (metric tons CO2e)

135,559

Comment

Scope 3 category 4: Upstream transportation and distribution

Base year start

January 1, 2018

Base year end

December 31, 2018

Base year emissions (metric tons CO2e)

1,720

Comment

Scope 3 category 5: Waste generated in operations

Base year start

January 1, 2018

Base year end

December 31, 2018

Base year emissions (metric tons CO2e)

3,755

Comment

Scope 3 category 6: Business travel

Base year start

January 1, 2018

Base year end

December 31, 2018

Base year emissions (metric tons CO2e)

15,492

Comment

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
January 1, 2018

Base year end
December 31, 2018

Base year emissions (metric tons CO2e)
550,960

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
January 1, 2018

Base year end
December 31, 2018

Base year emissions (metric tons CO2e)

8,924,111

Comment

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.

Defra Environmental Reporting Guidelines: Including streamlined energy and carbon reporting guidance, 2019
The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)
The Greenhouse Gas Protocol: Scope 2 Guidance
The Greenhouse Gas Protocol: Corporate Value Chain (Scope 3) Standard
US EPA Center for Corporate Climate Leadership: Direct Fugitive Emissions from Refrigeration, Air Conditioning, Fire Suppression, and Industrial Gases
US EPA Center for Corporate Climate Leadership: Indirect Emissions From Purchased Electricity
US EPA Center for Corporate Climate Leadership: Direct Emissions from Stationary Combustion Sources
US EPA Center for Corporate Climate Leadership: Direct Emissions from Mobile Combustion Sources
US EPA Emissions & Generation Resource Integrated Database (eGRID)

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)

720,370.98

Start date

January 1, 2022

End date

December 31, 2022

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

65,854.08

Scope 2, market-based (if applicable)

63,402.2

Start date

January 1, 2022

End date

December 31, 2022

Comment

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

Refrigerants

Scope(s) or Scope 3 category(ies)

Scope 1

Relevance of Scope 1 emissions from this source

Emissions are not relevant

Relevance of location-based Scope 2 emissions from this source

Relevance of market-based Scope 2 emissions from this source

Relevance of Scope 3 emissions from this source

Date of completion of acquisition or merger

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

0.6

Estimated percentage of total Scope 3 emissions this excluded source represents

Explain why this source is excluded

Relevance was determined from estimating the size of refrigerants emissions as compared to a materiality threshold of 5%. Since refrigerant emissions make up .61% of the Scope 1 and 2 emissions they are considered not material and therefore not relevant. Ryder also considers if emissions are relevant by determining if Ryder can drive reductions, the cost-benefit of gathering data, stakeholder expectations, and potential uses of the data.

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

Emissions were calculated using the U.S. EPA Center for Corporate Climate Leadership – GHG Inventory Guidance.

Source of excluded emissions

CH4 and N2O

Scope(s) or Scope 3 category(ies)

Scope 1
Scope 2 (market-based)

Relevance of Scope 1 emissions from this source

Emissions are not relevant

Relevance of location-based Scope 2 emissions from this source

Relevance of market-based Scope 2 emissions from this source

Emissions are not relevant

Relevance of Scope 3 emissions from this source

Date of completion of acquisition or merger

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

0.1

Estimated percentage of total Scope 3 emissions this excluded source represents

Explain why this source is excluded

CH4 and N2O emissions are not estimated as they are considered de minimis. They represent approximately .1% of Scope 1 and 2 emissions.

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

Ryder includes CH4 and N2O in our Scope 2 location-based emissions as the US EPA Emissions and Generation Resource Integrated Database (eGRID) include CH4 and N2O factors in their analysis. Combined, CH4 and N2O account for .1% of Scope 2 location-based emissions.

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, calculated

Emissions in reporting year (metric tons CO2e)

193,244.49

Emissions calculation methodology

Average data method
Distance-based method

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

0

Please explain

Ryder includes emissions from the extraction and production of vehicle fuel purchased by Ryder from Ryder's Energy Distribution Company (REDCO) excluding gallons consumed by our Dedicated Transport Services (DTS) fleet and Mexico fleet, which are accounted for in Scope 3, Category 3: Fuel and Energy-Related Activities emissions.

Exclusions
Other Purchased Goods & Services: All other purchased goods and services, such as office services and supplies, vehicle maintenance, and shop supplies, are excluded from this inventory. We currently lack the data to be able to calculate these emissions.

Capital goods

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

1,370,528.57

Emissions calculation methodology

Average product method

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

0

Please explain

Ryder includes emissions from the production of new vehicles, including trucks and trailers, purchased in the reporting year.

Exclusions
Other Capital Goods: All other capital goods, such as those associated with new construction, remodeling, and retrofits, are excluded from this inventory. We currently lack the data to be able to calculate these emissions.

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

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

137,007.23

Emissions calculation methodology

Average data method
Distance-based method

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

0

Please explain

Ryder includes emissions from the extraction and production of vehicle fuel consumed by DTS, Ryder's Mexico fleet, and Bedford Motors, as well as the transportation of fuel from refinery to Ryder fueling stations for fuel consumed by DTS.

Exclusions
Mexico Fuels Transportation: Ryder excludes emissions from the transportation of vehicle fuels used to power the Mexico fleet. We currently lack the data to be able to calculate these emissions.

Bedford Motor Fuels Transportation: Ryder excludes emissions from the transportation of vehicle fuels used to power the Bedford Motors fleet. We currently lack the data to be able to calculate these emissions.

Other Fuels: Ryder excludes emissions from the extraction, production, and transportation of other fuels, such as natural gas and propane, from this inventory. We currently lack the data to be able to calculate these emissions.

Transportation & Distribution Losses: Ryder excludes emissions from T&D losses from this inventory.

Upstream transportation and distribution

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

3,800.04

Emissions calculation methodology

Average data method
Distance-based method

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

0

Please explain

Ryder includes emissions from the upstream transportation and distribution of vehicle fuels provided by REDCO but not sold to DTS vehicles from suppliers to Ryder fueling locations.

Exclusions
Mexico Fuels: Ryder excludes emissions from the upstream transportation of vehicle fuels used to power the Mexico fleet. We currently lack the data to be able to calculate these emissions.

Bedford Motors Fuels: Ryder excludes emissions from the upstream transportation of vehicle fuels used to power the Bedford Motors fleet. We currently lack the data to be able to calculate these emissions.

Other Goods and Services: Emissions associated with the transportation and distribution of all other purchased goods and services, such as office services and supplies, vehicle maintenance, and shop supplies, are excluded from this inventory. We currently lack the data to be able to calculate these emissions.

Waste generated in operations

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

3,924.03

Emissions calculation methodology

Spend-based method

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

100

Please explain

Ryder includes emissions from waste generated in facilities serviced by Waste Management, which is Ryder's primary contracted waste hauling provider.

Exclusions
Other Waste Vendors: Ryder excludes waste generated in operations that is handled by other waste providers. We currently lack the data to be able to calculate these emissions.

Business travel

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

13,340.86

Emissions calculation methodology

Average data method
Fuel-based method
Distance-based method

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

100

Please explain

Ryder includes emissions from business air travel and rental car travel booked through our corporate business partners (Egencia, Enterprise, Hertz) as well as hotel stays through Hilton and Hilton-brand hotels.

Exclusions
Non-Egencia Booked Travel: Emissions from air travel booked through other sites, such as third-party travel sites or directly with the airline, are not captured in this emissions inventory. Ryder is unable to track mileage information for non-Egencia booked travel.

Non-Enterprise or Hertz Rental Car Travel: Emissions from rental car travel booked through other sites, such as third-party sites or other rental car providers, are not captured in this emissions inventory. Ryder is unable to track fuel or mileage information for non-Enterprise or Hertz-booked rental car travel.

Non-Hilton Hotel Stays: Emissions from hotel stays with other hotel chains are not captured in this emissions inventory. Ryder is unable to track stays or spend information for other hotel providers.

Employee commuting

Evaluation status

Relevant, not yet calculated

Please explain

Although Ryder has calculated and reported employee commuting in some prior years, the methodology for estimating employee commuting emissions is under review due to the increase in remote work company-wide following the COVID-19 pandemic and the need to conduct additional analysis.

Upstream leased assets

Evaluation status

Not relevant, explanation provided

Please explain

Ryder does not lease assets for Ryder operations other than facilities, and those are accounted for in Scopes 1 and 2.

Downstream transportation and distribution

Evaluation status

Not relevant, explanation provided

Please explain

The only products Ryder sells are used vehicles which are already accounted for in Scope 3, Category 11 – Use of Sold Products. Ryder does not pay to transport purchased used vehicles to customers so there is no associated downstream transportation & distribution.

Processing of sold products

Evaluation status

Not relevant, explanation provided

Please explain

Ryder does not sell intermediate products.

Use of sold products

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

6,868,213.14

Emissions calculation methodology

Distance-based method

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

0

Please explain

Ryder includes emissions from the use of used vehicles sold at Ryder Used Truck Centers for the remainder of the vehicle's engine life as determined by the engine manufacturer or, where the vehicle has exceeded the expected engine life, the average miles traveled by a truck for one year (45,000 miles, according to the Federal Highway Administration).

Exclusions
Trailers: Ryder does not report on emissions associated with the sale of trailers. While Ryder does track the sale of trailers, trailers alone do not emit greenhouse gases during their use.

Other Services: This inventory excludes emissions associated with any other products or services, such as the COOP by Ryder vehicle-sharing platform.

End of life treatment of sold products

Evaluation status

Relevant, not yet calculated

Please explain

Ryder does not currently calculate emissions associated with the end of life disposal of used vehicles sold.

Downstream leased assets

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

8,078,491.09

Emissions calculation methodology

Fuel-based method

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

0

Please explain

Ryder's downstream leased assets are primarily vehicles leased or rented to our customers. This category includes downstream emissions from fuel combusted in customer-leased or rented Ryder vehicles based on operational data (i.e., mileage, MPG, fuel consumption) as captured by telematics devices, reported by the customer, or captured in other vehicle performance reports.

Franchises

Evaluation status

Not relevant, explanation provided

Please explain

Ryder is not a franchisor.

Investments

Evaluation status

Relevant, not yet calculated

Please explain

Investments made through RyderVentures are relevant but not yet calculated.

Other (upstream)

Evaluation status

Not evaluated

Please explain

Other (downstream)

Evaluation status

Not evaluated

Please explain

C6.5a

(C6.5a) Disclose or restate your Scope 3 emissions data for previous years.

Past year 1

Start date

January 1, 2021

End date

December 31, 2021

Scope 3: Purchased goods and services (metric tons CO2e)

212,794

Scope 3: Capital goods (metric tons CO2e)

129,169

Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)

120,619

Scope 3: Upstream transportation and distribution (metric tons CO2e)

1,591

Scope 3: Waste generated in operations (metric tons CO2e)

3,150

Scope 3: Business travel (metric tons CO2e)

8,527

Scope 3: Employee commuting (metric tons CO2e)

Scope 3: Upstream leased assets (metric tons CO2e)

Scope 3: Downstream transportation and distribution (metric tons CO2e)

Scope 3: Processing of sold products (metric tons CO2e)

Scope 3: Use of sold products (metric tons CO2e)

361,938

Scope 3: End of life treatment of sold products (metric tons CO2e)

Scope 3: Downstream leased assets (metric tons CO2e)

8,795,318

Scope 3: Franchises (metric tons CO2e)

Scope 3: Investments (metric tons CO2e)

Scope 3: Other (upstream) (metric tons CO2e)

Scope 3: Other (downstream) (metric tons CO2e)

Comment

In our 2022 Climate Change CDP response, we reported Scope 3, Category 13 emissions for calendar year (CY) 2021 as 5,902,465 MT CO2e. In reviewing historical data for this report, we found an error that impacted the source data for Scope 3, Category 13 in CY2021. Based on our updated data, emissions for CY2021 were 8,795,318 MT CO2e.

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	67,456	These emissions are from biodiesel and renewable fuels

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

0.000065

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

783,773.18

Metric denominator

unit total revenue

Metric denominator: Unit total

12,011,000,000

Scope 2 figure used

Market-based

% change from previous year

18

Direction of change

Decreased

Reason(s) for change

Other emissions reduction activities
Change in revenue
Change in methodology

Please explain

Ryder's revenue increased by over $2 billion from 2021 to 2022, leading to a change in the emissions intensity.

Ryder also undertook emission reduction activities in 2022, including retrofitting lighting in Ryder facilities.

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?

LDV

Scopes used for calculation of intensities

Intensity figure

Metric numerator: emissions in metric tons CO2e

Metric denominator: unit

Metric denominator: unit total

% change from previous year

Please explain any exclusions in your coverage of transport emissions in selected category, and reasons for change in emissions intensity.

HDV

Scopes used for calculation of intensities

Report just Scope 1

Intensity figure

0.001247

Metric numerator: emissions in metric tons CO2e

687,336.69

Metric denominator: unit

p.mile

Metric denominator: unit total

551,077,743.8

% change from previous year

-3.26

Please explain any exclusions in your coverage of transport emissions in selected category, and reasons for change in emissions intensity.

Emissions per mile decreased by 3.26% compared to last year (.001289 mtCO2e per mile). We continuously aim to drive fewer miles and minimize idle time through weekly route planning, predictive analytics, and optimized co-mingle returns. We apply rigor to routine vehicle maintenance care such as checking tire conditions and inflation rates every time vehicles refuel. Additionally, our driver training program was developed to

improve fuel efficiency awareness and is required as part of our new driver onboarding process. These fuel efficiency improvements contributed to these reductions.

ALL

Scopes used for calculation of intensities

Report just Scope 1

Intensity figure

0.001247

Metric numerator: emissions in metric tons CO2e

687,336.69

Metric denominator: unit

p.mile

Metric denominator: unit total

551,077,743.8

% change from previous year

-3.26

Please explain any exclusions in your coverage of transport emissions in selected category, and reasons for change in emissions intensity.

Emissions per mile decreased by 3.26% compared to last year (.001289 mtCO2e per mile). We continuously aim to drive fewer miles and minimize idle time through weekly route planning, predictive analytics, and optimized co-mingle returns. We apply rigor to routine vehicle maintenance care such as checking tire conditions and inflation rates every time vehicles refuel. Additionally, our driver training program was developed to improve fuel efficiency awareness and is required as part of our new driver onboarding process. These fuel efficiency improvements contributed to these reductions.

C7. Emissions breakdowns

C7.1

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

No

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	621,824.98
Canada	55,512.48

Mexico	43,033.53

C7.3

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

By business division

By activity

C7.3a

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

Business division	Scope 1 emissions (metric ton CO2e)
Supply Chain Solutions	654,671.8
Fleet Management Solutions	22,614.61
Administration	51.05
International Operations	43,033.53

C7.3c

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

Activity	Scope 1 emissions (metric tons CO2e)
Transportation Service/Fleet activity	687,336.69
Fleet Maintenance activity	22,614.61
Administrative activity	51.05
Warehousing	10,368.64

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	Comment
Transport services activities	687,336.69	

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	54,499.32	52,058.98
Canada	422.75	411.2
Mexico	10,932.01	10,932.01

C7.6

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

By business division

By activity

C7.6a

(C7.6a) Break down your total gross global Scope 2 emissions by business division.

Business division	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Supply Chain Solutions	17,129.73	16,077.41
Fleet Management Solutions	33,771.11	32,708.47
Administration	4,021.23	3,684.3
International	10,932.01	10,932.01

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)
Transportation Service/Fleet activity/Warehousing	28,061.74	27,009.42
Fleet Maintenance activity	33,771.11	32,708.47
Administrative activity	4,021.23	3,684.3

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
Transport services activities	28,061.74	27,009.42	

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	8,205	Decreased	1.08	Ryder purchased 15% more gallons of biodiesel and renewable diesel in 2022 compared to 2021. This resulted in a decrease of 8,205 metric tons in Scope 1 mobile CO2e emissions between 2021 and 2022. This figure was calculated by subtracting the emissions reductions from biodiesel and renewable fuel consumption last year from this year's reductions.
Other emissions reduction activities	315.61	Decreased	0.04	We continually make energy efficiency improvements in our buildings. In 2022, we updated 3026 lighting fixtures at 96 locations, which resulted in a decrease in Ryder's Scope 2 location and market-based emissions. This figure was calculated by determining the

				kilowatt hours saved in 2022 by LED lightbulbs and multiplying them by the appropriate emissions factor for the facility's region (eGRID).
Divestment	10,489.21	Decreased	1.39	Ryder closed operations in the UK in 2021 and 2022, which accounted for 10,489.21 mtCO2e last year and decreased combined Scope 1 and Scope 2 emissions by 1.39%.
Acquisitions	20,797.63	Increased	2.75	Ryder acquired two companies in November and December of 2021, and emissions from their facility and fleet operations have been included for this year. We experienced an increase in our Scope 1 and Scope 2 emissions as a result of these acquisitions. Whiplash provides scalable e-commerce and omnichannel fulfillment solutions to more than 250 brands. The company's 19 dedicated and multi-client warehouses total nearly seven million square feet and provide access to key port operations and gateway markets. This acquisition was completed in December 2021 and is being included for the first time in Ryder's 2022 emissions. Midwest Warehouse and Distribution (Midwest) provides warehousing, distribution, and transportation solutions primarily for food, beverage, and consumer packaged goods (CPG) companies. Midwest operates nine multi-client and eight dedicated-customer warehouses in five regions, primarily in the greater Chicago area and, to a lesser extent, in New York, Pennsylvania, Tennessee, and Texas. Midwest's warehouse space totals approximately seven million square feet and is supported by a company-owned fleet of trucks to service customers. This acquisition was completed in

				November 2021 and is being included for the first time in Ryder's 2022 emissions. Ryder acquired two additional companies in 2022 which have not been included in this year's emissions inventory - Dotcom Distribution (Dotcom) and Baton. Ryder acquired Baton in September 2022, but due to the small size and focus of the start-up prior to acquisition, the company consisted of limited assets and emissions from its operations. Therefore, we have not included their emissions in this year's report. Ryder acquired Dotcom in November 2022. Because they were acquired so late in the year, we have opted to instead include their emissions from operations in the 2023 inventory.
Mergers	0	No change	0	Ryder did not have any mergers in 2022.
Change in output	10,004	Increased	1.32	Ryder Dedicated Transportation Services (DTS) vehicles drove more miles in 2022, resulting in a 10,004 mtCO2e increase in Scope 1 emissions. This figure was determined by subtracting this year's Scope 1 mobile emissions from 2021's.
Change in methodology	29,368.13	Decreased	3.89	Ryder experienced a net decrease in combined Scope 1 and Scope 2 emissions due to changes in methodologies. Ryder updated the following emission factors to reflect the most recent data available from eGRID and our utility providers. This led to a slight increase in emissions this year and was calculated by comparing the market-based emissions reported last year to

				this year at the utility level. - Location-based emissions factors from eGRID from 2018 to 2022 figures - Updated market-based factors from last year, including updating the existing factors to the most recent figure and adding market-based figures to this year's inventory that were unavailable last year. Ryder also updated the methodology we use to calculate emissions changes from consumption of biodiesel and renewable diesel. We received updated information on the fuel mix which we have not been able to access in past years, so we were able to refine our methodology. This led to a decrease in emissions.
Change in boundary	52,138.83	Increased	6.9	Ryder has reviewed and adjusted our alignment with the Greenhouse Gas Protocol's definition of "operational control," specifically operating sites we include and exclude in our greenhouse gas emissions inventory. After comparing the emissions of newly included and excluded facilities, this adjustment led to an increase of 9,105.3 mtCO2e in Scope 1 and Scope 2 emissions compared to 2021. Ryder has also adjusted our boundary to accommodate newly available emissions information from our Mexico fleet. This additional inclusion has also resulted in a combined Scope 1 and Scope 2 emissions increase of 43,033.53 mtCO2e.
Change in physical operating conditions	0	No change	0	Ryder did not experience any discernible changes in physical operating conditions.
Unidentified	5,105.11	Decreased	0.68	Ryder experienced an additional emissions decrease of 5,105.11

				mtCO2e from unidentified sources in combined Scope 1 and Scope 2.
Other	0	No change	0	Ryder did not identify any additional changes.

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?

Market-based

C8. Energy

C8.1

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

More than 0% but less than or equal to 5%

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	No
Consumption of purchased or acquired steam	No
Consumption of purchased or acquired cooling	No
Generation of electricity, heat, steam, or cooling	No

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)	Unable to confirm heating value	364,050.34	2,821,267.05	3,185,317.4
Consumption of purchased or acquired electricity		0	162,743.53	162,743.53
Total energy consumption		364,050.34	2,984,010.58	3,348,060.93

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	No
Consumption of fuel for the generation of heat	Yes
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

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

Comment

Other biomass

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

364,050.34

Comment

Biodiesel/Renewable fuel

Other renewable fuels (e.g. renewable hydrogen)

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

Comment

Coal

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

Comment

Oil

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

2,645,867.5

Comment

Fuel oil #2, propane, diesel, gasoline, CNG, LNG

Gas

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

175,399.55

Comment

Natural gas

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

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

Comment

Total fuel

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

3,185,317.4

Comment

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

Canada

Sourcing method

Default delivered electricity from the grid (e.g. standard product offering by an energy supplier), supported by energy attribute certificates

Energy carrier

Electricity

Low-carbon technology type

Low-carbon energy mix, please specify

Solar, hydropower

Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

101.01

Tracking instrument used

No instrument used

Country/area of origin (generation) of the low-carbon energy or energy attribute

Canada

Are you able to report the commissioning or re-powering year of the energy generation facility?

No

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

Comment

Low-carbon energy emission factor derived from market-based emission factor, which was provided in public reports from the utility provider.

Country/area of low-carbon energy consumption

Canada

Sourcing method

Default delivered electricity from the grid (e.g. standard product offering by an energy supplier), supported by energy attribute certificates

Energy carrier

Electricity

Low-carbon technology type

Large hydropower (>25 MW)

Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

534.84

Tracking instrument used

No instrument used

Country/area of origin (generation) of the low-carbon energy or energy attribute

Canada

Are you able to report the commissioning or re-powering year of the energy generation facility?

No

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

Comment

Low-carbon energy emission factor derived from market-based emission factor, which was provided in public reports from the utility provider.

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
	gCO2/kWh	405	Argonne Lab Model GREET 1, Version 2019, Electricity Generation, Power Plant Emissions: Grams per kWh of Electricity Available at User Sites (wall outlets)

C8.2g

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

Country/area

United States of America

Consumption of purchased electricity (MWh)

145,801.88

Consumption of self-generated electricity (MWh)

0

Consumption of purchased heat, steam, and cooling (MWh)

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

145,801.88

Country/area
Canada

Consumption of purchased electricity (MWh)
5,657.22

Consumption of self-generated electricity (MWh)
0

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]

5,657.22

Country/area
Mexico

Consumption of purchased electricity (MWh)
11,284.44

Consumption of self-generated electricity (MWh)
0

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]

11,284.44

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

1,370

Metric numerator

Other, please specify

CO2 Total Emissions

Metric denominator

p.mile

Metric numerator: Unit total

706,310,803,470

Metric denominator: Unit total

515,555,331

% change from last year

0.36

Please explain

Ryder Dedicated Transportation Services' (DTS) CO2 grams per mile calculations are based on the data sources, calculation methods, and assumptions within the SmartWay Online Truck Tool for Data Year 2022. The Tool calculates emissions by multiplying Ryder-input fleet activity data (miles driven and fuel consumption) with EPA-approved emission factors. The Ryder DTS greenhouse gas fleet emissions performance is expressed in CO2 grams per mile. For 2022, performance was calculated at 1370, which was a .36% increase from last year (1365 g/mile).

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

Light Duty Vehicles (LDV)

Metric

Fleet adoption

Technology

Battery electric vehicle (BEV)

Metric figure

22

Metric unit

Units

Explanation

In 2022, Ryder added 22 light-duty electric vehicles to our rental 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	Yes	

C-TO9.6a/C-TS9.6a

(C-TO9.6a/C-TS9.6a) Provide details of your organization's investments in low-carbon R&D for transport-related activities over the last three years.

Activity

Light Duty Vehicles (LDV)

Technology area

Battery electric vehicle

Stage of development in the reporting year

Small scale commercial deployment

Average % of total R&D investment over the last 3 years

R&D investment figure in the reporting year (unit currency as selected in C0.4) (optional)

Average % of total R&D investment planned over the next 5 years

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

i) Ryder is at the forefront of identifying new technology for operational advancements and acts as an extended research and development arm for our suppliers and

customers. We continuously monitor advanced and emerging technology and work closely with technology providers, suppliers, and original equipment manufacturers (OEMs) to improve functionality, usability, and adaptability for commercial truck applications.

ii) Ryder is continually developing new services and tools that generate new revenue opportunities by enhancing the experience of and creating value for our outsourced transportation management and network optimization, lease and rental, and dedicated transportation customers. Examples of products and services Ryder offers that meet emerging customer needs include, but are not limited to:
a) COOP by Ryder, a commercial vehicle sharing platform that gives customers access to thousands of commercial trucks, tractors, and trailers available for rent at competitive rates, including electric vehicles (EVs). It has also proven to be a valuable tool for nontraditional OEMs to test technology as it provides customers the ability to test vehicles in various markets prior to making a long-term commitment. In 2022, one such OEM was able to test its hybrid tractor on this platform.
b) We continue to expand EV charging infrastructure to meet our customers' needs and our growing owned and leased EV fleet. In 2022, we helped install new direct current fast chargers at customer locations and added our first light-duty EVs to select rental locations, as well as rented and leased our first all-electric walk-in van and straight truck to customers.
c) To support future electric growth and meet increasing demand, Ryder is expanding its EV offering for customers through a new product called RyderElectric+. This offering aims to help make the integration of EVs as seamless as possible by offering solutions that are streamlined through one provider at one cost. RyderElectric+ includes electrification advisors, vehicles, charging, telematics, and maintenance.

Activity

Heavy Duty Vehicles (HDV)

Technology area

Battery electric vehicle

Stage of development in the reporting year

Small scale commercial deployment

Average % of total R&D investment over the last 3 years

R&D investment figure in the reporting year (unit currency as selected in C0.4) (optional)

Average % of total R&D investment planned over the next 5 years

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

i) Ryder is at the forefront of identifying new technology for operational advancements and acts as an extended research and development arm for our suppliers and customers. We continuously monitor advanced and emerging technology and work closely with technology providers, suppliers, and OEMs to improve functionality, usability, and adaptability for commercial truck applications.

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a) COOP by Ryder, a commercial vehicle sharing platform that gives customers access to thousands of commercial trucks, tractors, and trailers available for rent at competitive rates, including electric vehicles. It has also proven to be a valuable tool for nontraditional OEMs to test technology as it provides customers the ability to test vehicles in various markets prior to making a long-term commitment. In 2022, one such OEM was able to test its hybrid tractor on this platform.
b) We continue to expand EV charging infrastructure to meet our customers' needs and our growing owned and leased EV fleet. In 2022, we helped install new direct current fast chargers at customer locations, deployed electric Class 8 tractors to serve a dedicated customer route, and rented and leased our first all-electric walk-in van and straight truck to customers.
c) To support future electric growth and meet increasing demand, Ryder is expanding its EV offering for customers through a new product called RyderElectric+. This offering aims to help make the integration of EVs as seamless as possible by offering solutions that are streamlined through one provider at one cost. RyderElectric+ includes electrification advisors, vehicles, charging, telematics, and maintenance.

Activity

Heavy Duty Vehicles (HDV)

Technology area

Materials

Stage of development in the reporting year

Applied research and development

Average % of total R&D investment over the last 3 years

R&D investment figure in the reporting year (unit currency as selected in C0.4) (optional)

Average % of total R&D investment planned over the next 5 years

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

In 2021, RyderVentures made an investment in Remora, an early stage start-up company innovating mobile carbon capture technology. Throughout 2022, Ryder maintenance and engineering technical teams worked closely with Remora on developing new vehicle specifications to retrofit with its carbon capture technology and testing said technology with the objective of launching a 2023 pilot of the technology.

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	Third-party verification or assurance process in place

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

Reasonable assurance

Attach the statement

Ryder Verification Statement 7.20.2023.pdf

Page/ section reference

1-4

Relevant standard

ISO14064-3

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

Reasonable assurance

Attach the statement

Ryder Verification Statement 7.20.2023.pdf

Page/ section reference

1-4

Relevant standard

ISO14064-3

Proportion of reported emissions verified (%)

100

Scope 2 approach

Scope 2 market-based

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Complete

Type of verification or assurance

Reasonable assurance

Attach the statement

Ryder Verification Statement 7.20.2023.pdf

Page/ section reference

1-4

Relevant standard

ISO14064-3

Proportion of reported emissions verified (%)

100

C10.1c

(C10.1c) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements.

Scope 3 category

Scope 3: Purchased goods and services
Scope 3: Capital goods
Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)
Scope 3: Upstream transportation and distribution
Scope 3: Waste generated in operations
Scope 3: Business travel
Scope 3: Use of sold products
Scope 3: Downstream leased assets

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Complete

Type of verification or assurance

Reasonable assurance

Attach the statement

Ryder Verification Statement 7.20.2023.pdf

Page/section reference

1-4

Relevant standard

ISO14064-3

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?

No, we do not verify any other climate-related information reported in our CDP disclosure

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)?

No, and we do not anticipate being regulated in the next three years

C11.2

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

No

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

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 other climate related information at least annually from suppliers

% of suppliers by number

33

% total procurement spend (direct and indirect)

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

0.02

Rationale for the coverage of your engagement

All Ryder suppliers acknowledge and are expected to abide by our Supplier Code of Conduct, as included in our working agreements. As a result of including this requirement in our working agreements, we are able to easily engage with all new suppliers we bring on in the reporting year, suppliers with whom we have renewed contracts or agreements, and suppliers with whom we conduct check-in calls or engage in other communications throughout the year.

We engage certain suppliers in additional information-gathering and discussion. These suppliers were chosen because of their importance to the products and services we offer and the proportion of spend we spend with them.

Impact of engagement, including measures of success

All Ryder suppliers acknowledge and are expected to abide by our Supplier Code of Conduct, as included in our working agreements. We regularly assess our key suppliers for compliance through facility visits, and we maintain an ongoing dialogue throughout the different levels of the organization. We keep track of violations and consider zero supplier violations an indicator of success. Violation of Ryder's Supplier Code of Conduct may lead to penalties, up to and including the loss of our business. The Supplier Code of Conduct addresses climate-related topics such as compliance with our environmental policy, which includes provisions on pollution prevention, waste minimization, and regulatory compliance.

Sustainability questions have been included in our requests-for-proposal and sourcing information for more than a decade. This helps us qualify and select key suppliers. In 2019, we began engaging our top suppliers in recurrent discussions on sustainability to align our goals, identify emissions reduction opportunities, and define key annual performance indicators to be tracked and reported. We enhanced our supplier engagement efforts by updating our Supplier Code of Conduct in 2022 and 2023 to expand our minimum supplier requirements around sustainability. We will further prioritize suppliers with strong sustainability programs in our selection process.

Comment

C12.1b

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

Type of engagement & Details of engagement

Education/information sharing

Run an engagement campaign to educate customers about the climate change impacts of (using) your products, goods, and/or services

% of customers by number

0.22

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

0

Please explain the rationale for selecting this group of customers and scope of engagement

Ryder is focused on providing customers with the products and services they need to conduct their business and offering them opportunities to meet their business goals, including those related to sustainability. We strive to engage customers in climate-related discussions based on whether they have expressed interest in sustainability initiatives, products, or services. We have engaged customers through a variety of means, including through discussions with our Environmental Services (ES), RyderElectric+, and RyderVentures teams as follows:

Environmental Services
Ryder's ES team engaged with customers in a variety of ways in 2022, including through project planning discussions, environmental reporting, and one-to-one presentations. Customer engagement focused on identifying year-over-year environmental performance trend shifts or opportunities for collaboration on resource conservation, waste reduction, and operational efficiency.

RyderElectric+
Ryder engaged with customers in alternative-fuel discussions through a variety of channels:
• Ryder's Customer Advisory Board, which brings together leaders in varying segments to exchange ideas about new products and the industry
• Conferences and trade shows
• Demonstrations, workshops, and test drives
• Inbound interest from customers or prospects and outbound engagement.

Ryder focuses on customers and prospects that have a need for EV technologies that are available near-term at a reasonable price compared to internal combustion engine vehicles or other technologies. The objective of engagements is to learn and

demonstrate with customers and test in a real operational setting so customers can plan for the future and gain comfort in a longer-term commitment for an EV. The results of the engagement were positive with increasing interest and enthusiasm for EVs.

Future plans include continued customer relationship management with the above customers and prospects referenced, and new additions to the pipeline. Ryder will also market the new RyderElectric+ product to reach more prospects, showing them that Ryder can simplify the transition to electric vehicles for both current customers and prospects.

RyderVentures
In 2022, RyderVentures, a new corporate venture capital fund, engaged with select customers to discuss ongoing pilots in low-carbon technologies and how they may be applicable to their businesses.

Impact of engagement, including measures of success

Ryder considers customer engagements a success if we can meet the customer's expectations, gain insight into what types of products and services they are looking for, and find opportunities to engage them in pilots or commercialized solutions as makes sense for their business in the future.

C12.2

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

Yes, climate-related requirements are included in our supplier contracts

C12.2a

(C12.2a) Provide details of the climate-related requirements that suppliers have to meet as part of your organization's purchasing process and the compliance mechanisms in place.

Climate-related requirement

Complying with regulatory requirements

Description of this climate related requirement

Ryder's Supplier Code of Conduct requires all suppliers to comply with regulatory requirements, including climate-related requirements to the extent that they are mandated by regulation. Furthermore, sustainability questions have been included in our requests-for-proposal and sourcing information for more than a decade. This helps us qualify and select key suppliers.

In 2022, we began the process of updating our Supplier Code of Conduct to expand our minimum requirements around sustainability. We added additional areas of focus for

suppliers, including requiring suppliers to endeavor to consider impacts on biodiversity, air quality, and the climate, for the manufacturing and/or provisioning of goods and services to Ryder This process was completed in 2023.

% suppliers by procurement spend that have to comply with this climate-related requirement

100

% suppliers by procurement spend in compliance with this climate-related requirement

100

Mechanisms for monitoring compliance with this climate-related requirement

Supplier self-assessment
First-party verification
Grievance mechanism/Whistleblowing hotline

Response to supplier non-compliance with this climate-related requirement

Suspend and engage

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, our membership of/engagement with trade associations 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, and we do not plan to have one in the next two years

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

Ryder participates in trade associations to better understand, respond, and adapt to economic and societal concerns, and to share perspectives on changes and advancements within the industry.

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

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?

No, we did not attempt to influence their position

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

Ryder participates in trade associations to better understand, respond, and adapt to economic and societal concerns and to share perspectives on change and advancements. Although the company does not believe its corporate positions must always align with the political positions of an association, the company monitors the appropriateness and effectiveness of the political activities of the association.

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

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

C12.4

(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

Underway – previous year attached

Attach the document

about-us_ryder-2021-corporate-sustainability-report (1).pdf

Page/Section reference

6, 10-15

Content elements

Governance
Strategy
Risks & opportunities
Emissions figures
Emission targets

Comment

Ryder's 2022 CSR is pending publication and is expected to be available in fall 2023 at https://ryder.com/about-us/sustainability

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Publication

In mainstream reports

Status

Complete

Attach the document

Ryder 10-K 2023.pdf

Page/Section reference

18

Content elements

Risks & opportunities

Comment

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

Row 1	We are not a signatory/member of any collaborative framework, initiative and/or commitment related to environmental issues

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
Row 1	

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
Row 1	

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

Dependencies on biodiversity

Indicate whether your organization undertakes this type of assessment

C15.4

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

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?
Row 1	

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		

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	VP and Chief Compliance Officer	Other, please specify Chief Compliance Officer

SC. Supply chain module

SC0.0

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

Ryder provides customized Ryder Dedicated Transportation Solutions (DTS) and Supply Chain Solutions (SCS). These customized solutions determine which party controls the source of the emissions, which party has access to the source data on which to compute the emissions, if the emissions are Scope 1, 2, or 3, and therefore how they should be allocated and reported. In the DTS operations, our customers direct their product movement but Ryder owns and controls the equipment, fuel, and administrative services (including driver hiring, training, routing, scheduling, and fleet sizing). As Ryder provides the fuel, hires the driver, and controls the vehicle, the emissions originating from the vehicle fuel consumption are allocated to, and reported by, Ryder as Scope 1. These same emissions would be reported as Scope 3 by our customers. In SCS operations, Ryder provides three types of product offerings: 1) Professional Services to identify efficiencies and opportunities for supply chain integration; 2) Distribution Management to manage warehouse operations, product distribution networks; and 3) Transportation Management provided through third-party freight and carrier management services. Emissions from these operations may be reported in the customer's Scope 1, 2, or 3 inventory depending on the nature of the service, whether the physical brick and mortar distribution center falls within Ryder's operational control, and whether Ryder has access to the source data needed to calculate emissions. Ryder will therefore report all client emissions based on the specifics of these customized solutions.

SC0.1

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

	Annual Revenue
Row 1	12,011,000,000

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

AT&T Inc.

Scope of emissions

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Allocation level
Company wide

Allocation level detail

Emissions in metric tonnes of CO2e
11,631

Uncertainty (±%)

Major sources of emissions
Emissions reported constitute mobile emissions from 104 Ryder-owned tractors and trucks operated by Ryder on behalf of AT&T.

Verified
No

Allocation method
Allocation not necessary due to type of primary data available

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

Unit for market value or quantity of goods/services supplied

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
Ryder maintains an asset management database where we can identify all units by customer and pull annual mileages and average MPG per vehicle as reported by on-board telematics.

Requesting member
Cisco Systems, Inc.

Scope of emissions
Scope 1

Scope 2 accounting method

Scope 3 category(ies)

Allocation level
Company wide

Allocation level detail

Emissions in metric tonnes of CO2e
25.73

Uncertainty (±%)

Major sources of emissions
Ryder operated three warehouse facilities for Cisco in 2022, which all consumed natural gas. The emissions from natural gas consumption at these three facilities are part of Cisco's scope 1 emissions.

Verified
No

Allocation method
Allocation not necessary due to type of primary data available

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

Unit for market value or quantity of goods/services supplied

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
We maintain records of utility consumption at these three facilities and used this information to calculate emissions for our services provided to Cisco.

Requesting member
Cisco Systems, Inc.

Scope of emissions
Scope 2

Scope 2 accounting method
Location-based

Scope 3 category(ies)

Allocation level
Company wide

Allocation level detail

Emissions in metric tonnes of CO2e

505.16

Uncertainty (±%)

Major sources of emissions

Ryder operated three warehouse facilities for Cisco in 2022, which all consumed electricity. The emissions from electricity consumption at these three facilities are part of Cisco's scope 2 emissions.

Verified

No

Allocation method

Allocation not necessary due to type of primary data available

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

Unit for market value or quantity of goods/services supplied

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

We maintain records of utility consumption at these three facilities and used this information to calculate emissions for our services provided to Cisco.

Requesting member

British American Tobacco

Scope of emissions

Scope 1

Scope 2 accounting method

Scope 3 category(ies)

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO2e

668.46

Uncertainty (±%)

Major sources of emissions

Ryder operated six warehouse facilities for British American Tobacco (BAT) in 2022, which all consumed natural gas. The emissions from natural gas consumption at these six facilities are part of BAT's scope 1 emissions.

Verified

No

Allocation method

Allocation not necessary due to type of primary data available

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

Unit for market value or quantity of goods/services supplied

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

Ryder maintains records of utility consumption at these six facilities and used this information to calculate emissions for our services provided to BAT.

Requesting member

British American Tobacco

Scope of emissions

Scope 2

Scope 2 accounting method

Location-based

Scope 3 category(ies)

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO2e

779.25

Uncertainty (±%)

Major sources of emissions

Ryder operated six warehouse facilities for British American Tobacco (BAT) in 2022, which all consumed electricity. The emissions from electricity consumption at these six facilities are part of BAT's scope 2 emissions.

Verified

No

Allocation method

Allocation not necessary due to type of primary data available

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

Unit for market value or quantity of goods/services supplied

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

Ryder maintains records of utility consumption at these six facilities and used this information to calculate emissions for our services provided to BAT.

Requesting member

CVS Health

Scope of emissions

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO2e

17,183.8

Uncertainty (±%)

Major sources of emissions

Emissions reported constitute mobile emissions from 119 Ryder-owned tractors and trucks operated by Ryder on behalf of CVS.

Verified

No

Allocation method

Allocation not necessary due to type of primary data available

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

Unit for market value or quantity of goods/services supplied

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

Ryder maintains an asset management database where we can identify all units by customer and pull annual mileages, average MPG, and fuel combustion per vehicle as reported by on-board telematics.

Requesting member

L'Oréal

Scope of emissions

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO2e

146.6

Uncertainty (±%)

Major sources of emissions

Ryder operates three multi-client facilities which house L'Oreal products. The emissions presented here represent the portion of those facilities' emissions for which L'Oreal is responsible based on the percent of the facility they occupy. Facility emissions are comprised of combined emissions from natural gas and electricity consumption.

Verified

Yes

Allocation method

Allocation based on area

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

Unit for market value or quantity of goods/services supplied

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

Ryder maintains records of utility consumption at these three facilities and used this information to calculate emissions for our services provided to L'Oreal.

Requesting member

General Motors Company

Scope of emissions

Scope 1

Scope 2 accounting method

Scope 3 category(ies)

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO2e

2,030.23

Uncertainty (±%)

Major sources of emissions

Ryder operates four facilities in the United States and Mexico on behalf of General Motors (GM). These emissions are from natural gas and propane consumption at those facilities.

Verified

No

Allocation method

Allocation not necessary due to type of primary data available

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

Unit for market value or quantity of goods/services supplied

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

Ryder maintains records of utility consumption at three of these facilities and used this information to calculate emissions for our services provided to GM.

Ryder estimated the emissions for one facility (Wilber, Texas facility) using the estimated natural gas consumption per square foot for similar Ryder warehouses in the same geographic region.

Requesting member

General Motors Company

Scope of emissions

Scope 2

Scope 2 accounting method

Location-based

Scope 3 category(ies)

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO2e

1,460.52

Uncertainty (±%)

Major sources of emissions

Ryder operates four facilities in the United States and Mexico on behalf of GM. These emissions are from electricity consumption at those facilities.

Verified

No

Allocation method

Allocation not necessary due to type of primary data available

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

Unit for market value or quantity of goods/services supplied

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

Ryder maintains records of utility consumption at three of these facilities and used this information to calculate emissions for our services provided to GM.

Ryder estimated the emissions for one facility (Wilber, Texas facility) using the estimated electricity consumption per square foot for similar Ryder warehouses.

Requesting member

General Motors Company

Scope of emissions

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO2e

994,838.02

Uncertainty (±%)

Major sources of emissions

Emissions reported constitute mobile emissions from freight transportation management operations coordinated by Ryder on behalf of GM.

Verified

No

Allocation method

Allocation not necessary due to type of primary data available

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

Unit for market value or quantity of goods/services supplied

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

Ryder maintains a transportation management database where we can identify all units by customer and pull annual mileages and tonnage hauled per vehicle as reported by on-board telematics and freight haulers, as applicable.

Requesting member

Verizon Communications Inc.

Scope of emissions

Scope 1

Scope 2 accounting method

Scope 3 category(ies)

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO2e

700.85

Uncertainty (±%)

Major sources of emissions

Ryder operates five facilities on behalf of Verizon. These emissions are from natural gas consumption at those facilities.

Verified

No

Allocation method

Allocation not necessary due to type of primary data available

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

Unit for market value or quantity of goods/services supplied

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

Ryder maintains records of utility consumption at two of these facilities and used this information to calculate emissions for our services provided to Verizon.

Ryder estimated the emissions for three facilities using the estimated natural gas consumption per square foot for similar Ryder warehouses in similar locations.

Requesting member

Verizon Communications Inc.

Scope of emissions

Scope 2

Scope 2 accounting method

Location-based

Scope 3 category(ies)

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO2e

1,896.3

Uncertainty (±%)

Major sources of emissions

Ryder operates five facilities on behalf of Verizon. These emissions are from electricity consumption at those facilities.

Verified

No

Allocation method

Allocation not necessary due to type of primary data available

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

Unit for market value or quantity of goods/services supplied

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

Ryder maintains records of utility consumption at two of these facilities and used this information to calculate emissions for our services provided to Verizon.

Ryder estimated the emissions for three facilities using the estimated electricity consumption per square foot for similar Ryder warehouses.

Requesting member

Verizon Communications Inc.

Scope of emissions

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO2e

3,392.32

Uncertainty (±%)

Major sources of emissions

Emissions reported constitute mobile emissions from dedicated transportation and freight transportation management operations coordinated by Ryder on behalf of Verizon.

Verified

No

Allocation method

Allocation not necessary due to type of primary data available

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

Unit for market value or quantity of goods/services supplied

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

Ryder maintains a transportation management database where we can identify all units by customer and pull annual mileages and tonnage hauled per vehicle as reported by on-board telematics and freight haulers, as applicable.

Requesting member

British American Tobacco

Scope of emissions

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO2e

5,417.19

Uncertainty (±%)

Major sources of emissions

Ryder provided freight transportation services for British American Tobacco (BAT) across North America. The emissions associated with fuel consumption and distance traveled are also attributable to BAT.

Verified

No

Allocation method

Allocation not necessary due to type of primary data available

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

Unit for market value or quantity of goods/services supplied

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

Ryder maintains an asset management database where we can identify customer units as well as associated mileage, fuel consumption, and freight weight.

Requesting member

Lowe's Companies, Inc.

Scope of emissions

Scope 1

Scope 2 accounting method

Scope 3 category(ies)

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO2e

42,147.54

Uncertainty (±%)

Major sources of emissions

Lowe's leased and operated 852 vehicles from Ryder in 2022, driving almost 38 million miles. The scope 1 emissions reported here are from the fuel combusted by these vehicles during the year.

Verified

Allocation method

Allocation not necessary due to type of primary data available

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

Unit for market value or quantity of goods/services supplied

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

Ryder maintains an asset management database where we can identify customer-leased units as well as associated mileage and average fuel efficiency (MPG) based on reported odometer readings.

Requesting member

Diageo Plc

Scope of emissions

Scope 2 accounting method

Scope 3 category(ies)

Allocation level

Allocation level detail

Emissions in metric tonnes of CO2e

Uncertainty (±%)

Major sources of emissions

Verified

Allocation method

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

Unit for market value or quantity of goods/services supplied

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

Ryder provides Diageo with emission reports directly throughout the year. Diageo should consult these reports for emissions associated with Ryder services in North America for 2022.

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 Determining emission factors.	The challenge is not in allocating emissions to different customers. The challenge is in determining the appropriate emission factors for ocean, air, and package transportation. Third party carrier operations consist of Less-Than-Truckload, Truckload, Intermodal, and Rail. Our data points are number of freight bills, weight, and miles. These on-the-road data points are not relevant for air, ocean, and package. Separating downstream transportation activity by transportation mode, and establishing standardized emission factors by mode, would bring consistency to the methodology and allow for evaluating transportation emissions across modes, industries, and sectors.

SC1.4

(SC1.4) Do you plan to develop your capabilities to allocate emissions to your customers in the future?

Yes

SC1.4a

(SC1.4a) Describe how you plan to develop your capabilities.

Ryder is working in collaboration with third-party carriers to capture, measure, track, and analyze more accurately and consistently their performance data for all of our customers. We are also working closer with our customers to ensure alignment in emissions accounting methodology, including emission factors and other assumptions.

SC2.1

(SC2.1) Please propose any mutually beneficial climate-related projects you could collaborate on with specific CDP Supply Chain members.

Requesting member

AT&T Inc.

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify

Several focused on transportation efficiency

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

Estimated lifetime CO2e savings

Estimated payback

Details of proposal

As a leader in transportation and logistics, Ryder is well positioned to lead AT&T in fuel efficient transportation options, including phased incorporation of EVs, optimized routing and loads (LTL to FTL) and strategically relocating cross-docks to more central locations, among other strategies. Not only can these transportation enhancements reduce operational emissions, but they can also reduce operational costs.

Requesting member

Cisco Systems, Inc.

Group type of project

Change to supplier operations

Type of project

Implementation of energy reduction projects

Emissions targeted

Actions to reduce customers' operational emissions (customer scope 1 & 2)

Estimated timeframe for carbon reductions to be realized

Estimated lifetime CO2e savings

Estimated payback

Details of proposal

As a leader in transportation and logistics, Ryder is well positioned to lead Cisco in energy efficiency and renewable energy projects in Cisco's inbound and outbound facilities, including: LED lighting upgrades, solar powered electricity, motion sensors for lights and facets, among other innovations in sustainability. Not only can these facility enhancements reduce operational emissions, but they can also reduce operational costs.

Requesting member

British American Tobacco

Group type of project

Change to supplier operations

Type of project

Implementation of energy reduction projects

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

Estimated lifetime CO2e savings

Estimated payback

Details of proposal

As a leader in transportation and logistics, Ryder is well positioned to lead British American Tobacco (BAT) in energy efficiency and renewable energy projects in BAT's inbound and outbound facilities, including: LED lighting upgrades, reducing natural gas consumption, upgrading bathroom fixtures and appliances, among other innovations in sustainability. Not only can these facility enhancements reduce operational emissions, but they can also reduce operational costs.

Ryder is also well positioned to lead BAT in fuel efficient transportation options, including looking for increased route optimization opportunities and analyzing the potential for alternative fuel and/or electric vehicles. Not only can these transportation enhancements reduce operational emissions, but they can also reduce operational costs.

Requesting member

CVS Health

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify

Carbon capture technology

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

Estimated lifetime CO2e savings

Estimated payback

Details of proposal

Through Ryder's investment in Remora, customers like CVS have an opportunity to participate in pilot programs for vehicle carbon capture that reduce both Ryder's and CVS's greenhouse gas emissions. In 2021, RyderVentures made an investment in an early stage start-up, Remora, focused on mobile carbon capture. Throughout 2022, Ryder maintenance and engineering technical team has worked closely with Remora on spec'ing a new vehicle to be retrofitted with its technology, providing that vehicle for testing, and collaborating in an ongoing cadence to prepare for a 2023 pilot of the technology at a Ryder location.

Requesting member

General Motors Company

Group type of project

Other, please specify

Continuous relationship development and increased data tracking capabilities

Type of project

Other, please specify

Continuous relationship development and increased data tracking capabilities

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

Estimated lifetime CO2e savings

Estimated payback

Details of proposal

Ryder services come with more than 85 years of expertise and access to efficiencies, including a culture of continuous improvement and focus on responsible resource management that are inherent to sustainability. Since 2020, we have been sharing that expertise with GM's Sustainability Sub-Council, where we lend our perspective and best practices as a leader in transportation and logistics. For example, we have collaborated with GM and the other Sub-Council members on supplier engagement tools (e.g., supplier handbook, supplier sustainability workshop) that increase integration of sustainability into sourcing decision and help other GM vendors meet those sustainable sourcing requirements. Our participation in the Sustainability Sub-Council also allows us to understand GM's supplier expectations and needs more intimately so we can tailor our best-in-class products and services accordingly. We look forward to continuing our participation in the Sustainability Sub-Council. Additionally, we have the capability to refine how we measure, track and monitor emissions for GM by carrier and by mode so we can collaboratively assess the levers that drive emissions across the value chain and identify the resources available (and needed) to meet GM's emissions reduction goals strategically.

Requesting member

L'Oréal

Group type of project

Change to supplier operations

Type of project

Implementation of energy reduction projects

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

Estimated lifetime CO2e savings

Estimated payback

Details of proposal

As a leader in transportation and logistics, Ryder is well positioned to lead L'Oreal in energy efficiency and renewable energy projects in L'Oreal's inbound and outbound facilities, including: LED lighting upgrades, solar powered electricity, motion sensors for lights and facets, among other innovations in sustainability. Not only can these facility enhancements reduce operational emissions, but they can also reduce operational costs.

Requesting member

Verizon Communications Inc.

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify

Several focused on transportation and warehouse efficiency

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

Estimated lifetime CO2e savings

Estimated payback

Details of proposal

Ryder looks forward to continuing to work one-on-one with the Verizon team on new sustainability initiatives, such as on-going sustainability enhancements at facilities and potential collaboration with Verizon's sub-contracted carriers, managed by Ryder, to get feedback on what emission reduction initiatives the carriers already have in the works and what incentives would encourage them to take on additional initiatives with direct emission reduction impact on Verizon freight management. As a leader in transportation and logistics, Ryder is also well positioned to lead Verizon in fuel efficient transportation options. Not only can these transportation enhancements reduce operational emissions, but they can also reduce operational costs.

Requesting member

Lowe's Companies, Inc.

Group type of project

New product or service

Type of project

New product or service that reduces customers operational emissions

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

Estimated lifetime CO2e savings

Estimated payback

Details of proposal

As a leader in transportation and logistics, Ryder is well positioned to support Lowe's in their sustainability initiatives. As a full service lease customer, Lowe's has the opportunity to take advantage of new technologies offered in Ryder's lease fleet, such as alternative fuel and electric vehicles

Requesting member

Diageo Plc

Group type of project

Other, please specify

Several supply chain and logistics initiatives

Type of project

Emissions targeted

Estimated timeframe for carbon reductions to be realized

Estimated lifetime CO2e savings

Estimated payback

Details of proposal

As a leader in transportation and logistics, Ryder is well positioned to lead Diageo in energy efficiency and renewable energy projects in Diageo's inbound and outbound facilities, including: LED lighting upgrades, upgrading bathroom fixtures and appliances, among other innovations in sustainability. Not only can these facility enhancements reduce operational emissions, but they can also reduce operational costs.

Ryder is also well positioned to lead Diageo in fuel efficient transportation options, including looking for increased route optimization opportunities and analyzing the potential for alternative fuel and/or electric vehicles. Not only can these transportation enhancements reduce operational emissions, but they can also reduce operational costs.

SC2.2

(SC2.2) Have requests or initiatives by CDP Supply Chain members prompted your organization to take organizational-level emissions reduction initiatives?

No

SC4.1

(SC4.1) Are you providing product level data for your organization’s goods or services?

No, I am not providing data

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