

Ryder System, Inc.

CDP Corporate Questionnaire 2026

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C1. Introduction

(1.1) In which language are you submitting your response?

Select from:

☒ English

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

Select from:

☒ USD

(1.3) Provide an overview and introduction to your organization.

(1.3.2) Organization type

Select from:

☒ Publicly traded organization

(1.3.3) Description of organization

Ryder System, Inc. (Ryder) is a leading provider of outsourced logistics and transportation services throughout the United States, Canada, and Mexico. Ryder provides a seamless, end-to-end logistics network designed to reduce complexity and improve speed, reliability, and efficiency across the entire flow of goods. Ryder connects every link in the supply chain, moving products smoothly from the port to an end customer's door. We operate in three complementary business segments: SUPPLY CHAIN SOLUTIONS (SCS) provides fully integrated port-to-door solutions including distribution management, dedicated transportation, transportation management, brokerage, e-commerce fulfillment, last mile delivery, and professional services. DEDICATED TRANSPORTATION SOLUTIONS (DTS) provides turnkey transportation, including dedicated vehicles, professional drivers, management, and administrative support. FLEET MANAGEMENT SOLUTIONS (FMS) provides full-service leasing, contract maintenance, and commercial rental of trucks, tractors, and trailers to customers as well as used vehicle sales.

(1.4) State the end date of the year for which you are reporting data. For emissions data, indicate whether you will be providing emissions data for past reporting years.

	End date of reporting year	Alignment of this reporting period with your financial reporting period	Indicate if you are providing emissions data for past reporting years
	12/31/2025	Select from: ☒ Yes	Select from: ☒ No

(1.4.1) What is your organization’s annual revenue for the reporting period?

12665000000

(1.5) Provide details on your reporting boundary.

	Is your reporting boundary for your CDP disclosure the same as that used in your financial statements?
	Select from: ☒ Yes

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

	Does your organization use this unique identifier?	Provide your unique identifier
CUSIP number	Select from: ☒ Yes	783549108
Ticker symbol	Select from: ☒ Yes	R

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

Select all that apply

- ☒ Canada
- ☒ Mexico
- ☒ United States of America

(1.24) Has your organization mapped its value chain?

(1.24.1) Value chain mapped

Select from:

- ☒ No, and we do not plan to do so within the next two years

(1.24.4) Highest supplier tier known but not mapped

Select from:

- ☒ Tier 1 suppliers

(1.24.8) Primary reason for not mapping your upstream value chain or any value chain stages

Select from:

☒ Other, please specify: While Ryder is focused on understanding the relationship between our customers and Tier 1 suppliers, we have not formally "mapped" our value chain as defined by the relevant frameworks and used in the CDP.

(1.24.9) Explain why your organization has not mapped its upstream value chain or any value chain stages

While Ryder maintains a focus on understanding and collaborating with our customers and suppliers to meet everyone's business objectives, we have not formally "mapped" our value chain as defined by the relevant frameworks and used in the CDP. Supplier relationships are integral to our business. Our requests for proposal and sourcing information include environmental questions to help qualify key suppliers. Contractual agreements with key suppliers are occasionally crafted to further emphasize specific expectations. For example, environmental supplier contracts are augmented with more stringent requirements as needed to address specific risks associated with their products and services. Further, Ryder maintains a sharp focus on meeting the needs and expectations of our customers, including responding to supply chain disruptions and headwinds such as shortages of material and inflationary risk. We leverage technology to track our supply and mitigate delays, while maintaining frequent communication with customers and suppliers.

C2. Identification, assessment, and management of dependencies, impacts, risks, and opportunities

(2.2) Does your organization have a process for identifying, assessing, and managing environmental dependencies and/or impacts?

(2.2.1) Process in place

Select from:

☒ No, and we do not plan to within the next two years

(2.2.4) Primary reason for not evaluating dependencies and/or impacts

Select from:

☒ Other, please specify: Ryder does not evaluate “dependencies and/or impacts,” as defined by the Taskforce on Nature-related Financial Disclosures and used in the CDP

(2.2.5) Explain why you do not evaluate dependencies and/or impacts and describe any plans to do so in the future

Ryder does not evaluate “dependencies and/or impacts,” as defined by the Taskforce on Nature-related Financial Disclosures and used in the CDP. Our management, with oversight from our Board, analyzes key climate-related risks and opportunities associated with our operations and reports material risks in our 10-K. Further, our Enterprise Risk Management (ERM) program provides management and the Board with a robust, holistic view of key risks facing Ryder. Also, our Environmental Management System (EMS), managed by the environmental services team, is designed to identify new areas of environmental risk, monitor compliance, and implement corrective action.

(2.2.1) Does your organization have a process for identifying, assessing, and managing environmental risks and/or opportunities?

	Process in place	Risks and/or opportunities evaluated in this process
	<i>Select from:</i> ☒ Yes	<i>Select from:</i> ☒ Both risks and opportunities

(2.2.2) Provide details of your organization's process for identifying, assessing, and managing environmental dependencies, impacts, risks, and/or opportunities.

Row 1

(2.2.2.1) Environmental issue

Select all that apply

☒ Climate change

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☒ Risks

(2.2.2.3) Value chain stages covered

Select all that apply

☒ Direct operations

- ☒ Upstream value chain
- ☒ Downstream value chain

(2.2.2.4) Coverage

Select from:

- ☒ Full

(2.2.2.5) Supplier tiers covered

Select all that apply

- ☒ Tier 1 suppliers

(2.2.2.7) Type of assessment

Select from:

- ☒ Qualitative and quantitative

(2.2.2.8) Frequency of assessment

Select from:

- ☒ More than once a year

(2.2.2.10) Integration of risk management process

Select from:

- ☒ Integrated into multi-disciplinary organization-wide risk management process

(2.2.2.11) Location-specificity used

Select all that apply

- ☒ Not location specific

(2.2.2.12) Tools and methods used

Enterprise Risk Management

☒ Enterprise Risk Management

Other

☒ Desk-based research

☒ External consultants

☒ Internal company methods

☒ Partner and stakeholder consultation/analysis

(2.2.2.15) Risk types and criteria considered

Acute physical

☒ Other acute physical risk, please specify: Extreme weather or other natural occurrences

Policy

☒ Changes to national legislation

☒ Other policy risk, please specify: Environmental laws and regulations in the jurisdictions in which we operate

Market

☒ Changing customer behavior

Reputation

☒ Stigmatization of sector

☒ Other reputation risk, please specify: Noncompliance by parties with whom we engage

Technology

☒ Transition to lower emissions technology and products

Liability

☒ Exposure to sanctions and litigation

☒ Non-compliance with regulations and legislation

(2.2.2.16) Partners and stakeholders considered

Select all that apply

- ☒ Customers
- ☒ Employees
- ☒ Investors
- ☒ Suppliers
- ☒ Regulators
- ☒ Local communities

(2.2.2.17) Has this process changed since the previous reporting year?

Select from:

- ☒ No

(2.2.2.18) Further details of process

Our organization has a process for identifying, assessing and managing risks, which can include environmental risks. Ryder's Enterprise Risk Management (ERM) program is designed to provide management and the Board with a robust, holistic view of key risks facing Ryder. Our Chief Legal Officer and Chief Financial Officer supervise the ERM program, and our Chief Compliance Officer and Vice President of Internal Audit manage its daily operation. The Leadership Team, including our CEO, and Ryder's Corporate Risk Steering Committee are responsible for identifying, managing, and mitigating risks. Key risks are communicated to the Board, which ultimately oversees the program both directly and indirectly through the Audit Committee and the Compensation, Corporate Governance and Nominating (Governance), and Finance Committees. For more information regarding risk oversight, see 2026 Proxy Statement. Also, our management, with oversight from our Board, analyzes key climate-related risks and opportunities associated with our operations and reports material risks in our 10-K. Ryder's Environmental Management System (EMS), managed by the Environmental Services team, is also designed to identify new areas of environmental risk, monitor compliance, and implement corrective action. Our Environmental Services team routinely performs facility compliance audits to assess potential areas of environmental risks and assist our operations with EMS conformance. Audit findings inform new initiatives, policy updates, and employee training. Additionally, the Environmental Services team audits key suppliers as part of the environmental risk assessment process.

Row 2

(2.2.2.1) Environmental issue

Select all that apply

- ☒ Climate change

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☒ Opportunities

(2.2.2.3) Value chain stages covered

Select all that apply

☒ Direct operations

☒ Upstream value chain

☒ Downstream value chain

(2.2.2.4) Coverage

Select from:

☒ Full

(2.2.2.5) Supplier tiers covered

Select all that apply

☒ Tier 1 suppliers

(2.2.2.7) Type of assessment

Select from:

☒ Qualitative and quantitative

(2.2.2.8) Frequency of assessment

Select from:

☒ Annually

(2.2.2.11) Location-specificity used

Select all that apply

- ☒ Not location specific

(2.2.2.12) Tools and methods used

Other

- ☒ Desk-based research
☒ External consultants
☒ Internal company methods
☒ Partner and stakeholder consultation/analysis

(2.2.2.16) Partners and stakeholders considered

Select all that apply

- | | |
|--|---|
| ☒ Customers | ☒ Local communities |
| ☒ Employees | |
| ☒ Investors | |
| ☒ Suppliers | |
| ☒ Regulators | |

(2.2.2.17) Has this process changed since the previous reporting year?

Select from:

- ☒ No

(2.2.2.18) Further details of process

We evaluate climate science, climate-related risks and opportunities, disclosure standards, and regulatory requirements to inform our environmental approach. Our management, with oversight from our Board, analyzes key climate-related risks and opportunities associated with our operations and reports material risks in our 10-K. Ryder's Leadership Team oversees the development and implementation of our sustainability initiatives, which expands across Ryder through various roles. For example, the CEO oversees Ryder's growth strategy, stakeholder relationships, and other areas critical to the company's operations and performance. Our Board

(comprised of our CEO, an executive chair, and nine independent directors) guides our culture, strategic vision, risk management, and compliance. Our environmental team works across our business with customers and suppliers to develop and deploy data-driven initiatives to improve fuel, energy, emissions, and waste management. For example, in our facility operations, we regularly review for opportunities to increase operational efficiency, maximize resource conservation, and reduce waste. We monitor and track utility consumption and waste streams by facility, region, customer account, business segment, and at the corporate level. At new facilities, we identify and map waste streams, disposal requirements, and opportunities for reuse and recycling.

(2.2.7) Are the interconnections between environmental dependencies, impacts, risks and/or opportunities assessed?

(2.2.7.1) Interconnections between environmental dependencies, impacts, risks and/or opportunities assessed

Select from:

☒ No

(2.2.7.3) Primary reason for not assessing interconnections between environmental dependencies, impacts, risks and/or opportunities

Select from:

☒ Other, please specify: Ryder does not evaluate “dependencies and/or impacts,” as defined by the Taskforce on Nature-related Financial Disclosures and used in the CDP

(2.2.7.4) Explain why you do not assess the interconnections between environmental dependencies, impacts, risks and/or opportunities

Ryder does not evaluate “dependencies and/or impacts,” as defined by the Taskforce on Nature-related Financial Disclosures and used in the CDP. Our management, with oversight from our Board, analyzes key climate-related risks and opportunities associated with our operations and reports material risks in our 10-K. Further, our Enterprise Risk Management (ERM) program provides management and the Board with a robust, holistic view of key risks facing Ryder. Also, our Environmental Management System (EMS) managed by the environmental services team is designed to identify new areas of environmental risk, monitor compliance, and implement corrective action.

C3. Disclosure of risks and opportunities

(3.1) Have you identified any environmental risks which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

Climate change

(3.1.1) Environmental risks identified

Select from:

☒ No

(3.1.2) Primary reason why your organization does not consider itself to have environmental risks in your direct operations and/or upstream/downstream value chain

Select from:

☒ Other, please specify : Ryder has not identified any environmental risks which, in the reporting year, have had or are anticipated to have in the future a “substantive effect” on our organization as the term is defined and used by the CDP

(3.1.3) Please explain

Ryder has not identified any environmental risks which, in the reporting year, have had or are anticipated to have in the future a “substantive effect” on our organization as the term is defined and used by the CDP. Our management, with oversight from our Board, analyzes key climate-related risks and opportunities associated with our operations and reports material risks in our 10-K. Further, our Enterprise Risk Management (ERM) program provides management and the Board with a robust, holistic view of key risks facing Ryder. Also, our Environmental Management System (EMS) managed by the environmental services team is designed to identify new areas of environmental risk, monitor compliance, and implement corrective action.

(3.6) Have you identified any environmental opportunities which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

Climate change

(3.6.1) Environmental opportunities identified

Select from:

☒ No

(3.6.2) Primary reason why your organization does not consider itself to have environmental opportunities

Select from:

☒ Other, please specify: Ryder has not identified any environmental opportunities which, in the reporting year, have had or are anticipated to have in the future a “substantive effect” on our organization as the term is defined and used by the CDP

(3.6.3) Please explain

Ryder has not identified any environmental opportunities which, in the reporting year, have had or are anticipated to have in the future a “substantive effect” on our organization as the term is defined and used by the CDP. We evaluate climate science, climate-related risks and opportunities, disclosure standards, and regulatory requirements to inform our target setting and reporting. Our management, with oversight from our Board, analyzes key climate-related risks and opportunities associated with our operations and reports material risks in our 10-K. Ryder’s Leadership Team oversees the development and implementation of our sustainability initiatives, which expands across Ryder through various roles. The CEO oversees Ryder’s growth strategy, stakeholder relationships, and other areas critical to the company’s operations and performance. Our Board (comprised of our CEO, an executive chair, and nine independent directors) guides our culture, strategic vision, risk management, and compliance. Our environmental team also reviews environmental opportunities and leads our efforts and engages internal teams on implementation, customers on solutions to optimize their supply chains, and suppliers on opportunities to further conserve resources. For example, in our facility operations, we regularly review for opportunities to increase operational efficiency, maximize resource conservation, and reduce waste. We monitor and track utility consumption and waste streams by facility, region, customer account, business unit, and at the corporate level. At new facilities, we identify and map waste streams, disposal requirements, and opportunities for reuse and recycling.

C4. Governance

(4.1) Does your organization have a board of directors or an equivalent governing body?

(4.1.1) Board of directors or equivalent governing body

Select from:

☒ Yes

(4.1.2) Frequency with which the board or equivalent meets

Select from:

☒ More frequently than quarterly

(4.1.3) Types of directors your board or equivalent is comprised of

Select all that apply

☒ Executive directors or equivalent

☒ Independent non-executive directors or equivalent

(4.1.4) Board diversity and inclusion policy

Select from:

☒ No

(4.1.1) Is there board-level oversight of environmental issues within your organization?

	Board-level oversight of this environmental issue
Climate change	Select from: ☒ Yes

(4.1.2) Identify the positions (do not include any names) of the individuals or committees on the board with accountability for environmental issues and provide details of the board's oversight of environmental issues.

Climate change

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

☒ Board-level committee

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

☒ Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

☒ Other policy applicable to the board, please specify: RYDER SYSTEM, INC. CORPORATE GOVERNANCE AND NOMINATING COMMITTEE CHARTER; RYDER SYSTEM, INC. AUDIT COMMITTEE CHARTER

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

- ☒ Scheduled agenda item in some board meetings – at least annually

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

- ☒ Overseeing the setting of corporate targets
- ☒ Overseeing and guiding public policy engagement
- ☒ Overseeing and guiding the development of a business strategy
- ☒ Other, please specify: Overseeing risk assessment and risk monitoring process

(4.1.2.7) Please explain

Ryder's Board of Directors oversees management's strategy and delegates certain sustainability matters to the Governance Committee and the Audit Committee. The Governance Committee has oversight of 1) reviewing the company's strategies relating to the Ryder Charitable Foundation, public policy and political engagement, sustainability, and workplace trends, and 2) reviewing and assessing, as needed, governance and reputational risks and providing guidance to the Board of Directors and senior management with respect thereto. The Audit Committee oversees the process by which the company assesses and manages risk, which includes review of the Enterprise Risk Management program. The Audit Committee also oversees cybersecurity and information technology risks, network security, and data privacy, amongst other duties. At Board committee meetings, management reports on certain sustainability-related matters, including a review of the external risk landscape, and provides updates on Ryder's environmental and sustainability reporting and related efforts as appropriate. The chairs of the committees then report significant updates to the full Board. As new environmental-related issues emerge, the Board and committees are updated as needed.

(4.2) Does your organization's board have competency on environmental issues?

	Board-level competency on this environmental issue
Climate change	Select from: ☒ Not assessed

(4.3) Is there management-level responsibility for environmental issues within your organization?

	Management-level responsibility for this environmental issue
Climate change	Select from: ☒ Yes

(4.3.1) Provide the highest senior management-level positions or committees with responsibility for environmental issues (do not include the names of individuals).

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☒ Other C-Suite Officer, please specify: Leadership team, which includes CEO

(4.3.1.2) Environmental responsibilities of this position

Engagement

- ☒ Managing public policy engagement related to environmental issues

Policies, commitments, and targets

- ☒ Monitoring compliance with corporate environmental policies and/or commitments

Strategy and financial planning

- ☒ Managing acquisitions, mergers, and divestitures related to environmental issues

(4.3.1.4) Reporting line

Select from:

- ☒ Other, please specify: CEO reports directly to the board, other members of the Leadership Team report directly to the CEO and meet with the board as appropriate

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

- ☒ Annually

(4.3.1.6) Please explain

Our Leadership Team, which includes our CEO, oversees the development and implementation of our sustainability initiatives, which expands across Ryder through various roles. Our CEO oversees our growth strategy, stakeholder relationships, and other areas critical to the company's operations and performance; The Chief Legal Officer (CLO) oversees sustainability reporting, compliance and ethics, corporate governance, environmental, safety, health, and security, government relations, and real estate; The CFO leads our financial management functions including investor relations, treasury, financial reporting, and audit; The Presidents and Executive VPs of our business segments lead operations, sales, financial performance, and customer satisfaction; The Chief Human Resources Officer oversees HR, including human capital, recruitment, retention, employee diversity, talent development, and employee engagement; The Chief Information Officer oversees IT, including cybersecurity; The Chief Procurement and Corporate Development Officer leads global strategic sourcing including supplier agreements and procurement of resources and businesses through corporate mergers and acquisitions; The Chief Marketing Officer oversees customer engagement, brand awareness, new technology development, product creation, and investments in startups.

(4.5) Do you provide monetary incentives for the management of environmental issues, including the attainment of targets?

	Provision of monetary incentives related to this environmental issue	Please explain
Climate change	<i>Select from:</i> ☒ No, and we do not plan to introduce them in the next two years	-

(4.6) Does your organization have an environmental policy that addresses environmental issues?

	Does your organization have any environmental policies?
	<i>Select from:</i> ☒ Yes

(4.6.1) Provide details of your environmental policies.

Row 1

(4.6.1.1) Environmental issues covered

Select all that apply

- ☒ Climate change

(4.6.1.2) Level of coverage

Select from:

- ☒ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

- ☒ Direct operations
- ☒ Upstream value chain

(4.6.1.4) Explain the coverage

Ryder's environmental policy is available to all employees and outlines expectations around compliance, resource conservation, pollution prevention, waste management, and emission reductions. The policy is operationalized through an Environmental Management System (EMS), which aligns with aspects of the International Organization for Standardization (ISO) 14001. Ryder's Environmental Policy applies to all Ryder facilities and employees.

(4.6.1.5) Environmental policy content

Environmental commitments

- ☒ Commitment to comply with regulations and mandatory standards
- ☒ Commitment to take environmental action beyond regulatory compliance
- ☒ Other environmental commitment, please specify : Resource conservation, pollution prevention, waste management, and emission reductions

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

- ☒ No, and we do not plan to align in the next two years

(4.6.1.7) Public availability

Select from:

- ☒ Not publicly available

Row 2

(4.6.1.1) Environmental issues covered

Select all that apply

- ☒ Climate change

(4.6.1.2) Level of coverage

Select from:

- ☒ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

- ☒ Upstream value chain

(4.6.1.4) Explain the coverage

Suppliers, vendors, contractors, consultants, agents, subsidiaries, joint ventures, divisions, affiliates, and other providers of goods and services who do business with Ryder entities worldwide are expected to follow the Supplier Code of Conduct, which addresses environmental management among other areas. Standards within the Supplier Code of Conduct apply to individuals and organizations (i.e. suppliers doing business with Ryder) that provide materials, services, and personnel to Ryder or any of its affiliates either directly or indirectly through the use of contractors, agencies, consultants, distributors, temporary labor, or other intermediaries.

(4.6.1.5) Environmental policy content

Environmental commitments

- ☒ Commitment to comply with regulations and mandatory standards
- ☒ Commitment to take environmental action beyond regulatory compliance

Additional references/Descriptions

- ☒ Description of environmental requirements for procurement
- ☒ Description of grievance/whistleblower mechanism to monitor non-compliance with the environmental policy and raise/address/escalate any other greenwashing concerns

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

- ☒ No, and we do not plan to align in the next two years

(4.6.1.7) Public availability

Select from:

- ☒ Publicly available

(4.6.1.8) Attach the policy

supplier-code-of-conduct-2026 (1).pdf

(4.10) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

	Are you a signatory or member of any environmental collaborative frameworks or initiatives?
	Select from: ☒ No, and we do not plan to within the next two years

(4.11) In the reporting year, did your organization engage in activities that could directly or indirectly influence policy, law, or regulation that may (positively or negatively) impact the environment?

(4.11.1) External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the environment

Not assessed

☒ Not assessed

(4.11.2) Indicate whether your organization has a public commitment or position statement to conduct your engagement activities in line with global environmental treaties or policy goals

Select from:

☒ No, and we do not plan to have one in the next two years

(4.11.5) Indicate whether your organization is registered on a transparency register

Select from:

☒ Yes, my organization is registered

(4.11.6) Types of transparency register your organization is registered on

Select all that apply

☒ Mandatory government register

(4.11.7) Disclose the transparency registers on which your organization is registered & the relevant ID numbers for your organization

The Company complies with all applicable laws, regulations, and reporting requirements relating to political contributions and lobbying activities.

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

As noted in 4.11.1, we have not assessed our external engagement activities that may impact the environment.

(4.12) Have you published information about your organization's response to environmental issues for this reporting year in places other than your CDP response?

Select from:

☒ Yes

(4.12.1) Provide details on the information published about your organization's response to environmental issues for this reporting year in places other than your CDP response. Please attach the publication.

Row 1

(4.12.1.1) Publication

Select from:

☒ In voluntary sustainability reports

(4.12.1.2) Is your publication in line with a standard or framework?

Select from:

☒ Yes

(4.12.1.3) Standard or framework the publication is in line with

Select all that apply

☒ Other, please specify: The 2025 Ryder Corporate Sustainability Report references the GRI Standards, the Sustainability Accounting Standards Board (SASB) Air Freight and Logistics Standard, and the Task Force on Climate-Related Financial Disclosures (TCFD).

(4.12.1.4) Environmental issues covered in publication

Select all that apply

☒ Climate change

(4.12.1.5) Status of the publication

Select from:

☒ Complete

(4.12.1.6) Content elements

Select all that apply

☒ Strategy

☒ Governance

☒ Risks & Opportunities

☒ Value chain engagement

☒ Climate-related targets

☒ Greenhouse gas emissions figures

☒ Content of environmental policies

(4.12.1.7) Page/section reference

6-10, 21-22, 24-27, 30, 32

(4.12.1.8) Attach the relevant publication

corporate-sustainability-report-2025.pdf

C5. Business strategy

(5.1) Does your organization use scenario analysis to identify environmental outcomes?

Climate change

(5.1.1) Use of scenario analysis

Select from:

☒ No, and we do not plan to within the next two years

(5.1.3) Primary reason why your organization has not used scenario analysis

Select from:

☒ Other, please specify: Ryder does not use “scenario analysis” as defined and used in the CDP

(5.1.4) Explain why your organization has not used scenario analysis

While Ryder does not use “scenario analysis” as defined and used in the CDP, we evaluate emerging regulatory and disclosure standards, which are subject to ongoing evolution and may include guidance related to scenario analysis. Our management, with oversight from our Board, analyzes key climate-related risks and opportunities associated with our operations and reports material risks in our 10-K. Further, our Enterprise Risk Management (ERM) program is designed to provide management and the Board with a robust, holistic view of key risks facing Ryder. Also, our Environmental Management System (EMS) managed by the environmental services team is designed to identify new areas of environmental risk, monitor compliance, and implement corrective action.

(5.2) Does your organization’s strategy include a climate transition plan?

(5.2.1) Transition plan

Select from:

☒ No and we do not plan to develop a climate transition plan within the next two years

(5.2.20) Primary reason for not having a climate transition plan that aligns with a 1.5°C world

Select from:

☒ Other, please specify: Ryder's strategy does not include a "climate transition plan" as defined and used in the CDP.

(5.2.21) Explain why your organization does not have a climate transition plan that aligns with a 1.5°C world

While Ryder's strategy does not include a "climate transition plan" as defined and used in the CDP, we evaluate emerging regulatory and disclosure standards, which are subject to ongoing evolution and may include guidance related to transition plans. Our management, with oversight from our Board, analyzes key climate-related risks and opportunities associated with our operations and reports material risks in our 10-K. Further, our Enterprise Risk Management (ERM) program is designed to provide management and the Board with a robust, holistic view of key risks facing Ryder. Also, our Environmental Management System (EMS) managed by the environmental services team is designed to identify new areas of environmental risk, monitor compliance, and implement corrective action.

(5.4) 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
	Select from: ☒ No, and we do not plan to in the next two years

(5.10) Does your organization use an internal price on environmental externalities?

Carbon

(5.10.1) Use of internal pricing for this environmental externality

Select from:

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

(5.10.2) Primary reason for not pricing this environmental externality

Select from:

☒ Other, please specify: Ryder does not use an “internal price on environmental externalities” as described in the CDP.

(5.10.3) Explain why your organization does not price this environmental externality

Ryder does not use an “internal price on environmental externalities” as used in the CDP. Since 2009, we have tracked and disclosed greenhouse emissions from our operations. We monitor and track utility consumption and waste streams by facility, region, customer account, business unit, and at the corporate level. At new facilities, we identify and map waste streams, disposal requirements, and opportunities for reuse and recycling. We utilize historical data to identify anomalous use of water, electricity, natural gas, and propane while working with facility teams to promptly investigate and, where applicable, implement corrective action.

(5.11) Do you engage with your value chain on environmental issues?

	Engaging with this stakeholder on environmental issues	Environmental issues covered
Suppliers	Select from: ☒ Yes	Select all that apply ☒ Climate change

	Engaging with this stakeholder on environmental issues	Environmental issues covered
Customers	<i>Select from:</i> ☒ Yes	<i>Select all that apply</i> ☒ Climate change
Investors and shareholders	<i>Select from:</i> ☒ Yes	<i>Select all that apply</i> ☒ Climate change
Other value chain stakeholders	<i>Select from:</i> ☒ Yes	<i>Select all that apply</i> ☒ Climate change

(5.11.1) Does your organization assess and classify suppliers according to their dependencies and/or impacts on the environment?

	Assessment of supplier dependencies and/or impacts on the environment
Climate change	<i>Select from:</i> ☒ No, we do not assess the dependencies and/or impacts of our suppliers, and have no plans to do so within two years

(5.11.2) Does your organization prioritize which suppliers to engage with on environmental issues?

Climate change

(5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

- ☒ Yes, we prioritize which suppliers to engage with on this environmental issue

(5.11.2.2) Criteria informing which suppliers are prioritized for engagement on this environmental issue

Select all that apply

- | | |
|---|--|
| ☒ Procurement spend | ☒ Supplier performance improvement |
| ☒ Regulatory compliance | |
| ☒ Business risk mitigation | |
| ☒ Strategic status of suppliers | |
| ☒ Product safety and compliance | |

(5.11.2.4) Please explain

The Environmental Services team reviews certain suppliers as part of the environmental risk assessment process, as well as environmental data for improved resource conservation, waste reduction, and operational efficiencies. Select suppliers undergo environmental, health, and safety evaluations or have specific contract terms based on risks associated with their products and services. Compliance for key suppliers is assessed through recurrent discussions, performance measurements, and facility visits. We also engage suppliers to help develop and deploy strategies. For example, we require wash suppliers to employ a wash water recovery process to protect water quality. Additionally, we expect our suppliers to uphold the principles stipulated in our Supplier Code of Conduct, which covers environmental management, bribery and corruption, ethical labor practices, human rights, health, and safety.

(5.11.5) Do your suppliers have to meet environmental requirements as part of your organization's purchasing process?

Climate change

(5.11.5.1) Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process

Select from:

☒ Yes, suppliers have to meet environmental requirements related to this environmental issue, but they are not included in our supplier contracts

(5.11.5.2) Policy in place for addressing supplier non-compliance

Select from:

☒ Yes, we have a policy in place for addressing non-compliance

(5.11.5.3) Comment

Our requests for proposal and sourcing information include sustainability questions to help qualify key suppliers. Contractual agreements with key suppliers are occasionally crafted to further emphasize specific expectations. For example, environmental supplier contracts are augmented with more stringent requirements as needed to address specific risks associated with their products and services. Suppliers are expected to abide by Ryder's Supplier Code of Conduct. Any violation of the law or principles set forth in Ryder's Supplier Code of Conduct could lead to administrative and operational action, up to and including termination of contracts for breach and/or the elimination of Supplier from Ryder's bidders list and the cancellation of any future business relationship.

(5.11.6) Provide details of the environmental requirements that suppliers have to meet as part of your organization's purchasing process, and the compliance measures in place.

Climate change

(5.11.6.1) Environmental requirement

Select from:

☒ Other, please specify: Minimize natural resource consumption, impact on ecosystems, water use, air pollutants, waste, and greenhouse gas emissions. Seek opportunities to reuse and/or recycle waste and water. Periodically meet with Ryder Environmental Services upon request

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

☒ Grievance mechanism/ Whistleblowing hotline

☒ Supplier scorecard or rating

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:

☒ 100%

(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement

Select from:

☒ 100%

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:

☒ Other, please specify: Violations may lead to penalties, up to and including the loss of our business.

(5.11.7) Provide further details of your organization's supplier engagement on environmental issues.

Climate change

(5.11.7.2) Action driven by supplier engagement

Select from:

☒ Emissions reduction

(5.11.7.3) Type and details of engagement

Innovation and collaboration

☒ Collaborate with suppliers on innovations to reduce environmental impacts in products and services

(5.11.7.4) Upstream value chain coverage

Select all that apply

☒ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☒ 1-25%

(5.11.7.6) % of tier 1 supplier-related scope 3 emissions covered by engagement

Select from:

☒ Unknown

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

During the reporting year, we meet with select suppliers to discuss their programs, initiatives, and opportunities for collaboration to monitor and reduce emissions, such as data sharing, waste and energy management, and new products, research, and developments. We prioritize suppliers who are also our customers as well as those serving key areas of our business, such as OEMs, facility services, waste management, and environmental.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

- ☒ No, this engagement is unrelated to meeting an environmental requirement

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

- ☒ Unknown

Climate change

(5.11.7.2) Action driven by supplier engagement

Select from:

- ☒ Other, please specify: Waste and resource reduction and improved end-of-life management

(5.11.7.3) Type and details of engagement

Innovation and collaboration

- ☒ Collaborate with suppliers on innovations to reduce environmental impacts in products and services

(5.11.7.4) Upstream value chain coverage

Select all that apply

- ☒ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

- ☒ 1-25%

(5.11.7.6) % of tier 1 supplier-related scope 3 emissions covered by engagement

Select from:

☒ 1-25%

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

We track progress through key performance indicators (KPIs) for continuous improvement. Ryder's environmental team works across our business, with customers and suppliers, to develop and deploy data-driven initiatives to improve fuel, energy, emissions, and waste management. We engage suppliers to help develop and deploy strategies to prioritize reuse and recycling. For example, tire suppliers are directed to retread tires where possible, extending their useful life and reducing waste. In 2025, we sent 305,405 used tires for retreading.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☒ No, this engagement is unrelated to meeting an environmental requirement

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

☒ Unknown

Climate change

(5.11.7.2) Action driven by supplier engagement

Select from:

☒ Other, please specify: Environmental data monitoring

(5.11.7.3) Type and details of engagement

Information collection

☒ Collect GHG emissions data at least annually from suppliers

(5.11.7.4) Upstream value chain coverage

Select all that apply

☒ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☒ 1-25%

(5.11.7.6) % of tier 1 supplier-related scope 3 emissions covered by engagement

Select from:

☒ 1-25%

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

We collect greenhouse gas emissions data from suppliers who inform emissions in certain Scope 3 categories, such as waste and travel, each year.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☒ No, this engagement is unrelated to meeting an environmental requirement

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

☒ Unknown

(5.11.9) Provide details of any environmental engagement activity with other stakeholders in the value chain.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☒ Customers

(5.11.9.2) Type and details of engagement

Education/Information sharing

☒ Run an engagement campaign to educate stakeholders about the environmental impacts about your products, goods and/or services

☒ Share information on environmental initiatives, progress and achievements

☒ Other education/information sharing, please specify: Providing environmental data

(5.11.9.3) % of stakeholder type engaged

Select from:

☒ Less than 1%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☒ Unknown

(5.11.9.5) Rationale for engaging these stakeholders 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 the environment. We strive to engage customers in environmental-related discussions based on whether they have expressed interest in environmental initiatives, products, or services. We have engaged customers in a variety of ways, including through discussions with our Environmental Services (ES), Advanced Vehicle Technology (AVT), and RyderVentures teams as follows: Environmental Services: Ryder's ES team works across our business, with customers and suppliers, to develop and deploy data-driven initiatives to improve fuel, energy, emissions, and waste management. We collaborate with our customers to share emissions reduction and other environmental practices across our value chains. Solutions are tailored to customer operations and may include

mileage reductions, fleet efficiencies, facility updates, route optimization, alternative fuels, new technology pilots, and waste reduction. AVT: 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. Our solutions provide pathways of adoption for AVT offerings, such as autonomous, alternative fuel, and near-zero and zero emission vehicles. Ryder further supports our customers by providing education and expertise on the usability and adaptability of developing technology. One of our offerings includes RyderElectric+, which supports interested customers in deploying EVs. RyderVentures: We value the research and creativity of companies leading development of the technology and applications driving our industry forward. We invest in and collaborate with start-up companies tackling disruptions through RyderVentures, our corporate venture capital fund. Our investments areas include e-commerce fulfillment, warehouse automation, AVT, and digital technology.

(5.11.9.6) Effect of engagement and 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.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☒ Investors and shareholders

(5.11.9.2) Type and details of engagement

Education/Information sharing

☒ Share information about your products and relevant certification schemes

☒ Share information on environmental initiatives, progress and achievements

(5.11.9.3) % of stakeholder type engaged

Select from:

☒ 51-75%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☒ Unknown

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

As part of our thoughtful and purposeful approach to sustainability, we are committed to engaging with our shareholders and other stakeholders. Ryder management regularly contacts shareholders to request feedback on various matters including environmental, social, governance, executive compensation, and overall strategy. Our Board of Director's Governance Committee oversees the shareholder engagement process by reviewing shareholder input and regularly providing updates to the full Board. Our Board identifies and evaluates consistent feedback raised by shareholders.

(5.11.9.6) Effect of engagement and measures of success

Each year, including in 2025, we reach out to our top shareholders, constituting at least a majority of our outstanding shares, to discuss various topics of interest to them, which may include our sustainability initiatives, among other topics.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☒ Other value chain stakeholder, please specify: Employees

(5.11.9.2) Type and details of engagement

Education/Information sharing

☒ Educate and work with stakeholders on understanding and measuring exposure to environmental risks

☒ Other education/information sharing, please specify: Mandatory fuel efficient driver training program

(5.11.9.3) % of stakeholder type engaged

Select from:

☒ 26-50%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☒ Unknown

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

Through training, we raise employee and customer awareness of environmental management practices. For example, our maintenance and warehouse employees receive mandatory training on storage tank management, spill prevention and response, and proper waste handling, among other topics relevant to their responsibilities. Professional drivers are offered training on how to manage revolutions per minute, speed, and idle time, aimed at improving fuel economy and fleet emissions.

(5.11.9.6) Effect of engagement and measures of success

Ryder maintains and monitors data and metrics related to training and compliance to assess year-over-year progress and opportunities.

C6. Environmental performance - Consolidation approach

(6.1) Provide details on your chosen consolidation approach for the calculation of environmental performance data.

Climate change

(6.1.1) Consolidation approach used

Select from:

☒ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

For purposes of calculating our environmental performance data, Ryder utilizes the operational control approach, as defined by the GHG Protocol, which aligns with Ryder's business model and product offerings. The operational control approach allows us to focus on monitoring emissions in the areas where we have majority control over operational decisions that influence environmental performance, such as our dedicated fleet vehicles and multi-client warehouses.

C7. Environmental performance - Climate change

(7.1) Is this your first year of reporting emissions data to CDP?

Select from:

☒ No

(7.1.1) 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?

	Has there been a structural change?
	Select all that apply ☒ No

(7.1.2) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?

(7.1.2.1) Change(s) in methodology, boundary, and/or reporting year definition?

Select all that apply

☒ Yes, a change in methodology

(7.1.2.2) Details of methodology, boundary, and/or reporting year definition change(s)

Ryder has refined the methodology we use to calculate select Scope 3 categories, which is detailed in section 7.8. We have also refined the emissions factors we use to calculate scope 1 and scope 2 Canadian and Mexican facility-related emissions.

(7.1.3) Have your organization's base year emissions and past years' emissions been recalculated as a result of any changes or errors reported in 7.1.1 and/or 7.1.2?

(7.1.3.1) Base year recalculation

Select from:

☒ No, because the impact does not meet our significance threshold

(7.1.3.4) Base year emissions recalculation policy, including significance threshold

Ryder's approach has been to recalculate our Scope 1 and/or Scope 2 emissions for the baseline year and/or previous reporting years when an event has caused an impact (greater than 5%) on the company's Scope 1 and Scope 2 emissions. Such impact may be caused by any of the following: • Structural changes in the reporting organization, such as a merger, acquisition, divestment, or outsourcing or insourcing a portion of the company's activities. • Methodological change or data source change where the data necessary to recalculate emissions is available for the baseline year. • Discovery of an error which has a significant impact. Ryder will only recalculate Scope 3 emissions for the baseline year and/or previous reporting years if we discover an error with a greater than 5% impact on total emissions or there is a GHG reduction target tied to a Scope 3 category and only for the relevant Scope 3 category or categories.

(7.1.3.5) Past years' recalculation

Select from:

☒ No

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

Select all that apply

- ☒ 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

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

	Scope 2, location-based	Scope 2, market-based	Comment
	Select from: ☒ We are reporting a Scope 2, location-based figure	Select from: ☒ We are reporting a Scope 2, market-based figure	-

(7.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, Scope 2 or Scope 3 emissions that are excluded from your disclosure of climate-related data?

Select from:

☒ Yes

(7.4.1) Provide details of the sources of Scope 1, Scope 2, or Scope 3 emissions which are not included in your disclosure.

Row 1

(7.4.1.1) Source of excluded emissions

Refrigerants

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

Select all that apply

☒ Scope 1

(7.4.1.3) Relevance of Scope 1 emissions from this source

Select from:

☒ Emissions are not relevant

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

0.6

(7.4.1.10) 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 comprise less than 5% of the Scope 1 and 2 emissions, they do not meet the materiality threshold as defined by the GHG Protocol and are, 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.

(7.4.1.11) 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.

(7.5) Provide your base year and base year emissions.

Scope 1

(7.5.1) Base year end

12/31/2023

(7.5.2) Base year emissions (metric tons CO2e)

1166416

(7.5.3) Methodological details

Ryder included Scope 1 emissions from facilities and vehicles within the company's operational control in the final inventory. Emissions were calculated using the average data method and emissions factors from the EPA Center for Corporate Climate Leadership Emission Factors for Greenhouse Gas Inventories Tables 1 and 2 (February 13th, 2024) and IPCC Global Warming Potential Values AR6 (August 2024). For Scope 1 emissions from vehicle fuel combustion, Ryder used fuel consumption and vehicle mileage by vehicle class to calculate emissions. For Scope 1 emissions from fuel combusted in Ryder facilities, Ryder used total quantities of natural gas, propane, and fuel oil consumed. There were no additional exclusions outside those described in 7.4.1.

Scope 2 (location-based)

(7.5.1) Base year end

12/31/2023

(7.5.2) Base year emissions (metric tons CO2e)

65797

(7.5.3) Methodological details

Ryder included Scope 2 location-based emissions from facilities within the company's operational control in the final inventory. Emissions were calculated using the average data method and emissions factors from EPA Emissions & Generation Resource Integrated Database (eGRID)(January 30th, 2024) (U.S.), Emissions Factors and Reference Values from Environment and Climate Change Canada (June 2022) (Canada), Climate Transparency Report 2020 (Mexico), and IPCC Global Warming Potential Values AR6 (August 7th, 2024). Ryder used primary and estimated utility consumption data for electricity to calculate emissions.

Scope 2 (market-based)

(7.5.1) Base year end

12/31/2023

(7.5.2) Base year emissions (metric tons CO2e)

68574

(7.5.3) Methodological details

Ryder included Scope 2 market-based emissions from facilities within the company's operational control in the final inventory. Emissions were calculated using the average data method and emissions factors from utility providers. Where utility providers did not publish emission factors, Ryder used the location-based emission factors (EPA Emissions & Generation Resource Integrated Database (eGRID)(January 30th, 2024) (U.S.), Emissions Factors and Reference Values from Environment and Climate Change Canada (June 2022) (Canada), Climate Transparency Report 2020 (Mexico)), and IPCC Global Warming Potential Values AR6 (August 7th, 2024). Ryder used primary and estimated utility consumption data for electricity to calculate emissions.

Scope 3 category 1: Purchased goods and services

(7.5.1) Base year end

12/31/2023

(7.5.2) Base year emissions (metric tons CO2e)

357393

(7.5.3) Methodological details

This category includes two types of purchased goods and services: fuel-related purchases and invoiced purchases. The fuel-related purchases portion of this category measures emissions from the extraction and production of vehicle fuel purchased by Ryder customers from Ryder's Energy Distribution Company (REDCO) excluding gallons consumed by vehicles within our operational control. Ryder uses the average data method and an emission factor from Ecoinvent (V3 U.S. Diesel Low Sulfur Production Average Life Cycle Emissions factors for Upstream Emissions per Gallon Excluding Combustion (U.S. /CA Life Cycle EF for Diesel at regional storage)) to calculate these emissions. The invoiced purchases portion of this category measures emissions associated with invoiced purchases of goods and services excluding purchases that belong in other scopes and categories (e.g travel). Emissions associated with this category represent the cradle-to-gate emissions of the finished goods and services purchased by Ryder. Ryder uses invoiced spend sorted by NAICS codes, the spend-based method, and emission factors from US Environmentally Extended Input Output (EEIO) models (2021) to calculate emissions.

Scope 3 category 2: Capital goods

(7.5.1) Base year end

12/31/2023

(7.5.2) Base year emissions (metric tons CO2e)

551464

(7.5.3) Methodological details

Ryder includes emissions from the production of new vehicles, including trucks and trailers, purchased in the reporting year in this category. We calculate emissions based on spend on new vehicles. Ryder applies the spend-based method and emission factors from EEIO models (2021) to calculate cradle-to-gate emissions of the finished capital goods purchased by Ryder.

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

(7.5.1) Base year end

12/31/2023

(7.5.2) Base year emissions (metric tons CO2e)

167623

(7.5.3) Methodological details

Ryder includes emissions from the extraction and production of vehicle fuel consumed by Ryder's Dedicated, Service, and Mexico fleets as well as the transportation of fuel from refinery to Ryder fueling stations for fuel consumed by the Dedicated fleet. Ryder uses the average data method and the emission factor from Ecoinvent (V3 Transport freight, lorry, unspecified Average Life Cycle and Transportation EFs for upstream emissions per gallon excluding combustion (U.S. /CA Life Cycle EF for Diesel at regional storage)) to calculate emissions.

Scope 3 category 4: Upstream transportation and distribution

(7.5.1) Base year end

12/31/2023

(7.5.2) Base year emissions (metric tons CO2e)

3506

(7.5.3) Methodological details

Ryder includes emissions from the upstream transportation and distribution of vehicle fuels purchased by Ryder customers from REDCO excluding gallons consumed by vehicles within our operational control. Ryder uses the average data method and the emission factor from Ecoinvent (V3 Transport freight, lorry, unspecified Average Life Cycle and Transportation EFs for upstream emissions per gallon excluding combustion (U.S. /CA Life Cycle EF for Diesel at regional storage). to calculate emissions.

Scope 3 category 5: Waste generated in operations

(7.5.1) Base year end

12/31/2023

(7.5.2) Base year emissions (metric tons CO2e)

29201

(7.5.3) Methodological details

Ryder includes emissions from waste generated in facilities within Ryder's operational control serviced by select providers. Which providers were included in the inventory depended on their ability to provide reliable data for the baseline year and sufficient information to be able to calculate emissions (e.g. actual tonnage or cost, waste type, and disposal method). The average data method was used where the waste provider provided data on actual or estimated waste tonnage; the spend-based method was used where only spend information was available. Emission factors were sourced from the EPA Center for Corporate Climate Leadership Emission Factors for Greenhouse Gas Inventories Tables 1 and 9 (February 13th, 2024) as well as EEIO models (2021).

Scope 3 category 6: Business travel

(7.5.1) Base year end

12/31/2023

(7.5.2) Base year emissions (metric tons CO2e)

16482

(7.5.3) Methodological details

This category captures emissions associated with Ryder employee business travel. Ryder includes flight and rental car emissions from our preferred corporate travel agent and select hotel partners. Emissions associated with these travel partners were selected for inclusion as they are able to provide sufficient data needed to calculate emissions. Ryder's travel partner used gallons of fuel consumed and emissions factors from EPA Center for Corporate Climate Leadership Emission Factors for Greenhouse Gas Inventories Table 2 (February 13th, 2024) to calculate emissions associated with rental cars. Emissions from air travel were calculated by Ryder's travel agent using distance traveled, and emission factors were sourced from the Department for Environment, Food, and Rural Affairs (DEFRA) UK Government GHG Conversion Factors for Reporting Companies (2023). Ryder's hotel partner used nights stayed by Ryder employees per country and DEFRA emission factors to calculate emissions from hotel stays.

Scope 3 category 11: Use of sold products

(7.5.1) Base year end

12/31/2023

(7.5.2) Base year emissions (metric tons CO2e)

9592099

(7.5.3) Methodological details

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 vehicle for one year. For vehicles that have exceeded their expected engine life, the average miles traveled by a vehicle for one year used to calculate emissions are 62,169 for class 8 vehicles and 11,318 for light-duty trucks and vans (U.S. Department of Energy). Emissions were calculated using the average data method and emissions factors from the EPA Center for Corporate Climate Leadership Emission Factors for Greenhouse Gas Inventories Table 2 (February 13th, 2024). Ryder used vehicle mileage by vehicle class and fuel type and average miles-per-gallon to calculate total gallons consumed. Gallons of fuel consumed were then used to calculate emissions.

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

(7.5.1) Base year end

12/31/2023

(7.5.2) Base year emissions (metric tons CO2e)

55068

(7.5.3) Methodological details

Ryder includes emissions from the disposal of used vehicles sold at Ryder Used Truck Centers at the end of their life. Emissions were calculated using the activity-data method and emission factors from EPA Center for Corporate Climate Leadership Emission Factors for Greenhouse Gas Inventories Tables 1 and 9 (February 13th, 2024). All vehicles sold by Ryder fall into one of two trucking categories: Light Heavy-Duty Engines (Truck) and Medium Heavy-Duty Engines (Tractor). Each category lists a range of vehicle weights. The average of the vehicle weight was assumed using ranges applied to the activity data. Each class of vehicle had a standard breakdown of material components. This breakdown comes from a peer reviewed resource that defines the percent of metal, rubber, and other components that comprise the make of a truck or tractor. We assigned this percent to the vehicle's weights. Based on the activity model, Ryder made assumptions and matched emission factors to the EPA Corporate Climate Leadership Emission Factors for Greenhouse Gas Inventories table under end-of-life treatment for the various material components. It assumed that any mixed metals, rubber from tires, glass, and plastic were disposed of using recycling methods. The remaining miscellaneous components were assigned to landfill disposal method emissions factors.

Scope 3 category 13: Downstream leased assets

(7.5.1) Base year end

12/31/2023

(7.5.2) Base year emissions (metric tons CO2e)

7247747

(7.5.3) Methodological details

Ryder has a large fleet of vehicles that are leased or rented and operated by Ryder customers, both of which are classified as downstream leased assets. These vehicles consume diesel, unleaded gasoline, and compressed natural gas. Ryder also offers electric vehicles in our leased and rental fleets. The emissions associated with the combustion of these fuels in these vehicles are reported as part of Ryder's Scope 3, Category 13 emissions. Emissions were calculated using the average data method and emissions factors from the EPA Center for Corporate Climate Leadership Emission Factors for Greenhouse Gas Inventories Tables 1 and 2 (February 13th, 2024). Ryder used vehicle mileage by vehicle class and fuel type and average miles-per-gallon to calculate total gallons of fuel consumed. Gallons of fuel consumed were then used to calculate emissions.

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

Reporting year

(7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

1074906

(7.6.3) Methodological details

Ryder's Scope 1 inventory includes emissions from the combustion of fuels by facilities and vehicles within the company's operational control. Emissions were calculated using the average data method and emissions factors from the EPA Center for Corporate Climate Leadership Emission Factors for Greenhouse Gas Inventories Tables 1 and 2 (January 15th, 2025) and IPCC Global Warming Potential Values AR6 (August 2024). For Scope 1 emissions from vehicle fuel combustion, Ryder used fuel consumption and vehicle mileage by vehicle class to calculate emissions. To calculate Scope 1 emissions from fuel combusted in Ryder facilities, Ryder used the total quantities of natural gas, propane, and fuel oil consumed. There were no additional exclusions outside those described in 7.4.1.

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

Reporting year

(7.7.1) Gross global Scope 2, location-based emissions (metric tons CO2e)

59398

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e)

60430

(7.7.4) Methodological details

Ryder's Scope 2 location-based emissions inventory includes emissions from electricity consumption by facilities within the company's operational control. Ryder used the average data method and emissions factors from EPA Emissions & Generation Resource Integrated Database (eGRID)(January 15th, 2025) (U.S.), IEA International Electricity Factors 2025, and IPCC Global Warming Potential Values AR6 (August 2024). Ryder's Scope 2 market-based emissions inventory also includes emissions from electricity consumption by facilities within the company's operational control. Ryder used the average data method and emissions factors

from utility providers. Where utility providers did not publish emission factors, Ryder used the appropriate location-based emission factor and global warming potential value. Ryder used actual and estimated electricity consumption data to calculate both location-based and market-based Scope 2 emissions. Ryder did not knowingly exclude any emissions from the 2025 Scope 2 location-based or market-based inventory.

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

Purchased goods and services

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

327256

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Average data method

☒ Spend-based method

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

0

(7.8.6) Please explain

Ryder includes emissions from the production of certain fuel and invoiced goods and services purchased in the reporting year in this category. The fuel-related purchases portion of this category measures emissions from the extraction and production of vehicle fuel purchased by Ryder customers from Ryder's Energy Distribution Company (REDCO) excluding gallons consumed by vehicles within our operational control. Ryder uses the average data method and emission factors from the Department for Environment, Food, and Rural Affairs UK Government GHG Conversion Factors for Reporting Companies (UK DEFRA) (2025) and IPCC Global Warming Potential Values AR5 (October 2014) to calculate these emissions. The invoiced purchases portion of this category measures emissions associated

with the production of invoiced goods and services excluding purchases that belong in other scopes and categories (e.g travel). Emissions associated with this category represent the cradle-to-gate emissions of the finished goods and services purchased by Ryder. Ryder uses invoiced spend sorted by NAICS codes, the spend-based method, and emission factors from US EPA Environmentally Extended Input Output (EEIO) v2.5 models (2025) and IPCC Global Warming Potential Values AR6 (August 2024) to calculate emissions. Ryder excluded emissions from the production of any purchased goods or services not processed through the company's accounts payable system as well as purchased goods and services procured by our Mexico operations from the 2025 inventory.

Capital goods

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

398798

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Average spend-based method

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

0

(7.8.6) Please explain

Ryder includes emissions from the production of new vehicles, including trucks, tractors, and trailers, purchased in the reporting year in this category. We calculate emissions based on total new vehicle spend in the reporting year. Ryder applies the spend-based method and emission factors from US EPA EEIO v2.5 models (2025) and IPCC Global Warming Potential Values AR6 (August 2024) to calculate emissions. Ryder excluded emissions from the production of other types of capital goods as well as new vehicles purchased by our Mexico operations from the 2025 inventory.

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

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

346065

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Average data method

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

0

(7.8.6) Please explain

Ryder includes emissions from the extraction and production of fuel and electricity consumed by vehicles and facilities within Ryder's operational control as well as related electricity transportation and distribution losses in this category. Ryder uses the average data method and emission factors from IEA International Electricity Factors (2025), UK DEFRA (2025), and IPCC Global Warming Potential Values AR5 (October 2014) and AR6 (August 2024) to calculate these emissions. Ryder did not knowingly exclude any emissions from the 2025 fuel- and other energy-related activities inventory.

Upstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

8883

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Other, please specify: Average data method

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

0

(7.8.6) Please explain

Ryder includes emissions from the upstream transportation and distribution of vehicle fuel purchased by Ryder customers from REDCO excluding gallons consumed by vehicles within our operational control. Ryder uses the average data method and emission factors from UK DEFRA (2025), and IPCC Global Warming Potential Values AR5 (October 2014) to calculate these emissions. Ryder excluded emissions from the transportation and distribution of all other purchased goods from the 2025 inventory.

Waste generated in operations

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

18354

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Waste-type-specific method

☒ Other, please specify: Spend-based method

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

77

(7.8.6) Please explain

Ryder includes emissions from the disposal of waste generated in facilities within Ryder's operational control where reliable data is available. Ryder uses the average data and spend-based methods and emission factors from the EPA Center for Corporate Climate Leadership Emission Factors for Greenhouse Gas Inventories Tables 1 and 9 (January 15th, 2025) US EPA EEIO v2.5 models (2025), and IPCC Global Warming Potential Values AR 4 (September 2007), AR5 (October 2014), and AR6 (August 2024). Ryder excluded waste-related emissions from providers from whom we could not source reliable data in 2025 as well as waste generated in our Mexico operations.

Business travel

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

10078

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Distance-based method

☒ Other, please specify: Average data method

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

100

(7.8.6) Please explain

This category captures emissions associated with Ryder employee business travel via air, rail, and rental car as well as hotel stays booked through Ryder's corporate travel site. Emissions from air, rail, and rental car travel were calculated using the distance-based method. Emissions associated with hotel stays by Ryder employees were calculated using the average data method. Both methodologies relied on emission factors from UK DEFRA (2025) and IPCC Global Warming Potential Values AR5 (October 2014). Ryder excluded emissions from travel not procured through our corporate travel partners and travel undertaken by employees in our Mexico operations from the 2025 inventory.

Employee commuting

(7.8.1) Evaluation status

Select from:

☒ Relevant, not yet calculated

(7.8.6) Please explain

The methodology and availability of data sources for calculating emissions from employee commuting is under review.

Upstream leased assets

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Emissions covered under scope 1 or 2

(7.8.6) 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

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Not applicable to our organization's activities

(7.8.6) Please explain

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

Processing of sold products

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Not applicable to our organization's activities

(7.8.6) Please explain

Ryder does not sell intermediate products.

Use of sold products

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

5099754

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Methodology for direct use phase emissions, please specify: Distance-based method

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

0

(7.8.6) 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 vehicle for one year. Emissions were calculated using the distance-based method and a Ryder-specific emissions intensity factor developed from Ryder's EPA SmartWay Transport Partner submission. Ryder excluded emissions from any other product or service sold not accounted for in other scopes or categories from our 2025 inventory.

End of life treatment of sold products

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

41669

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Waste-type-specific method

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

0

(7.8.6) Please explain

Ryder includes emissions from the disposal of used vehicles sold at Ryder Used Truck Centers at the end of their life. Emissions were calculated using the waste-type-specific method and emission factors from EPA Center for Corporate Climate Leadership Emission Factors for Greenhouse Gas Inventories Tables 1 and 9 (January 15th, 2025) and IPCC Global Warming Potential Values AR 4 (September 2007). Ryder has not knowingly excluded emissions from the disposal of sold products in our 2025 inventory outside of those linked to excluded sold products or services described above under Category 11 – Use of Sold Products.

Downstream leased assets

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

7548668

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Other, please specify: Fuel-based method

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

0

(7.8.6) Please explain

In this category, Ryder includes emissions from the combustion of fuels in vehicles leased, rented, and/or operated by Ryder customers. Emissions were calculated using the fuel-based method and emissions factors from the EPA Center for Corporate Climate Leadership Emission Factors for Greenhouse Gas Inventories Tables 2 and 4 (January 15th, 2025) and IPCC Global Warming Potential Values AR6 (August 2024).

Franchises

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Not applicable to our organization's activities

(7.8.6) Please explain

Ryder is not a franchisor.

Investments

(7.8.1) Evaluation status

Select from:

☒ Relevant, not yet calculated

(7.8.6) Please explain

The methodology and availability of data sources for calculating emissions associated with investments is under review.

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

	Verification/assurance status
Scope 1	Select from: ☒ Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	Select from: ☒ Third-party verification or assurance process in place
Scope 3	Select from: ☒ Third-party verification or assurance process in place

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

Row 1

(7.9.1.1) Verification or assurance cycle in place

Select from:

☒ Annual process

(7.9.1.2) Status in the current reporting year

Select from:

☒ Complete

(7.9.1.3) Type of verification or assurance

Select from:

☒ Reasonable assurance

(7.9.1.4) Attach the statement

Ryder_RY2025 GHG Verification Statement.pdf

(7.9.1.5) Page/section reference

1-5

(7.9.1.6) Relevant standard

Select all that apply

☒ ISO14064-3

(7.9.1.7) Proportion of reported emissions verified (%)

100

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

Row 1

(7.9.2.1) Scope 2 approach

Select from:

☒ Scope 2 location-based

(7.9.2.2) Verification or assurance cycle in place

Select from:

☒ Annual process

(7.9.2.3) Status in the current reporting year

Select from:

☒ Complete

(7.9.2.4) Type of verification or assurance

Select from:

☒ Reasonable assurance

(7.9.2.5) Attach the statement

Ryder_RY2025 GHG Verification Statement.pdf

(7.9.2.6) Page/ section reference

1-5

(7.9.2.7) Relevant standard

Select all that apply

☒ ISO14064-3

(7.9.2.8) Proportion of reported emissions verified (%)

100

Row 2

(7.9.2.1) Scope 2 approach

Select from:

☒ Scope 2 market-based

(7.9.2.2) Verification or assurance cycle in place

Select from:

☒ Annual process

(7.9.2.3) Status in the current reporting year

Select from:

☒ Complete

(7.9.2.4) Type of verification or assurance

Select from:

☒ Reasonable assurance

(7.9.2.5) Attach the statement

Ryder_RY2025 GHG Verification Statement.pdf

(7.9.2.6) Page/ section reference

1-5

(7.9.2.7) Relevant standard

Select all that apply

☒ ISO14064-3

(7.9.2.8) Proportion of reported emissions verified (%)

100

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

Row 1

(7.9.3.1) Scope 3 category

Select all that apply

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

(7.9.3.2) Verification or assurance cycle in place

Select from:

- ☒ Annual process

(7.9.3.3) Status in the current reporting year

Select from:

- ☒ Complete

(7.9.3.4) Type of verification or assurance

Select from:

- ☒ Reasonable assurance

(7.9.3.5) Attach the statement

Ryder_RY2025 GHG Verification Statement.pdf

(7.9.3.6) Page/section reference

1-5

(7.9.3.7) Relevant standard

Select all that apply

☒ ISO14064-3

(7.9.3.8) Proportion of selected emissions categories verified (%)

100

(7.9.3.9) Proportion of total reported scope 3 emissions verified (%)

100

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

Select from:

☒ Decreased

(7.10.1) 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 renewable energy consumption

(7.10.1.1) Change in emissions (metric tons CO2e)

20281

(7.10.1.2) Direction of change in emissions

Select from:

☒ Increased

(7.10.1.3) Emissions value (percentage)

2

(7.10.1.4) Please explain calculation

Based on typical operational fluctuations, Ryder's fleets consumed fewer gallons of renewable diesel and biodiesel in 2025 compared to 2024. As a result, we did not see as great of a decrease in our Scope 1 emissions as we did last year. 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

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☒ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

While Ryder does implement emissions reduction initiatives in our facilities and vehicle fleet, the impacts of these changes are captured in other areas of our emissions reduction analysis, such as changes in output. Ryder is focused on reducing our environmental footprint through efficiency and innovation. For example, in our fleet operations, we aim to improve fuel economy and reduce emissions through a combination of strategies including procurement of new vehicles, maintenance, and data analytics. Procuring vehicles with advanced vehicle technology (AVT), including engine updates, are contributing factors to overall fleet efficiencies. Our preventive maintenance team examines tire health and other robust diagnostics aimed to achieve manufacturer performance expectations, indicate if emission standards of a vehicle are met, and extend vehicle life. When operating vehicles, our efforts are further enhanced by pairing predictive analytics with route and load planning to help minimize idle time and miles driven. In our facility operations, we regularly review for opportunities to increase operational efficiency, maximize resource conservation, and reduce waste. We monitor and track utility consumption and waste streams by facility, region, customer account, business segment, and at the corporate level. We utilize historical data to identify anomalous use of electricity, natural gas, propane, and water, while working with facility teams to promptly investigate and, where applicable, implement corrective action.

Divestment

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☒ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

Ryder did not undergo any divestments in the reporting year.

Acquisitions

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☒ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

Ryder did not undergo any acquisitions in the reporting year.

Mergers

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☒ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

Ryder did not undergo any mergers in the reporting year.

Change in output

(7.10.1.1) Change in emissions (metric tons CO2e)

163424

(7.10.1.2) Direction of change in emissions

Select from:

☒ Decreased

(7.10.1.3) Emissions value (percentage)

13

(7.10.1.4) Please explain calculation

In 2025, Ryder vehicles drove fewer miles, reducing Scope 1 emissions by 169,987 mtCO2e, which was calculated by comparing fleet-related emissions to the prior year. Facility-related Scope 1 and 2 emissions increased by 6,563 mtCO2e, primarily due to higher natural gas use from prolonged winter conditions, with facility openings and closures also contributing.

Change in methodology

(7.10.1.1) Change in emissions (metric tons CO2e)

187

(7.10.1.2) Direction of change in emissions

Select from:

☒ Decreased

(7.10.1.3) Emissions value (percentage)

0.01

(7.10.1.4) Please explain calculation

In 2025, Ryder updated the emission factors we use to calculate emissions from our Canada and Mexico facility operations to align with the most recent International Energy Agency (IEA) International Electricity Factors. We calculated the impact of this update by determining what last year's emissions would have been under the updated methodology and subtracting them from this year's facility-related Scope 1 and Scope 2 emissions.

Change in boundary

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☒ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

Ryder did not change our reporting boundary in the reporting year.

Change in physical operating conditions

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☒ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

Ryder did not calculate an emissions increase or decrease as a result of changes in physical operating conditions.

Unidentified

(7.10.1.1) Change in emissions (metric tons CO2e)

1

(7.10.1.2) Direction of change in emissions

Select from:

☒ Increased

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

Ryder experienced an additional emissions increase of 1 mtCO2e in our Scope 1 and Scope 2 combined inventories in 2025 from unidentified sources.

Other

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☒ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

Ryder did not experience any other emissions changes.

(7.10.2) Are your emissions performance calculations in 7.10 and 7.10.1 based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Select from:

☒ Market-based

(7.12) Does your organization have significant land sector activities in its operations or value chain?

	Agriculture, forestry or other land sector activities
	Select from: ☒ Not evaluated

(7.13) Does your organization choose to account for and report technological CO2 removals or captured CO2 with geologic storage, or have you done so in previous years?

	Technological CO2 removals or captured CO2 with geologic storage in the reporting year	Specify the reason for no technological CO2 removals or captured CO2 with geological storage in the reporting year	Technological CO2 removals or captured CO2 with geologic storage were accounted for and reported in previous years
	Select from: ☒ No, explanation provided	Select from: ☒ No relevant activities identified	Select from: ☒ No

(7.15) Does your organization break down its Scope 1 and/or Scope 2 emissions by greenhouse gas type?

(7.15.1) Emissions breakdown by greenhouse gas type

Select from:

☒ Yes, both Scope 1 and Scope 2 emissions

(7.15.1) Break down your total gross global Scope 1 and Scope 2 emissions by greenhouse gas type and provide the source of each used global warming potential (GWP).

Row 1

(7.15.1.1) Greenhouse gas

Select from:

☒ CO2

(7.15.1.2) Scope 1 emissions (metric tons of selected gas)

1066215

(7.15.1.3) Scope 1 emissions (metric tons of CO2e)

1066215

(7.15.1.4) Scope 2 location-based emissions (metric tons of selected gas)

59132

(7.15.1.5) Scope 2 location-based emissions (metric tons of CO2e)

59132

(7.15.1.6) Scope 2 market-based emissions (metric tons of selected gas)

60167

(7.15.1.7) Scope 2 market-based emissions (metric tons of CO2e)

60167

(7.15.1.8) GWP Reference

Select from:

☒ IPCC Sixth Assessment Report (AR6 - 100 year)

Row 2

(7.15.1.1) Greenhouse gas

Select from:

☒ CH4

(7.15.1.2) Scope 1 emissions (metric tons of selected gas)

9

(7.15.1.3) Scope 1 emissions (metric tons of CO2e)

238

(7.15.1.4) Scope 2 location-based emissions (metric tons of selected gas)

4

(7.15.1.5) Scope 2 location-based emissions (metric tons of CO2e)

109

(7.15.1.6) Scope 2 market-based emissions (metric tons of selected gas)

4

(7.15.1.7) Scope 2 market-based emissions (metric tons of CO2e)

108

(7.15.1.8) GWP Reference

Select from:

☒ IPCC Sixth Assessment Report (AR6 - 100 year)

Row 3

(7.15.1.1) Greenhouse gas

Select from:

☒ N2O

(7.15.1.2) Scope 1 emissions (metric tons of selected gas)

31

(7.15.1.3) Scope 1 emissions (metric tons of CO2e)

8454

(7.15.1.4) Scope 2 location-based emissions (metric tons of selected gas)

1

(7.15.1.5) Scope 2 location-based emissions (metric tons of CO2e)

157

(7.15.1.6) Scope 2 market-based emissions (metric tons of selected gas)

1

(7.15.1.7) Scope 2 market-based emissions (metric tons of CO2e)

155

(7.15.1.8) GWP Reference

Select from:

☒ IPCC Sixth Assessment Report (AR6 - 100 year)

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

	Scope 1 emissions (metric tons CO2e)	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Canada	84492	793	734
Mexico	54378	5769	5769
United States of America	936036	52837	53927

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

Select all that apply

☒ By business division

☒ By activity

(7.17.1) Break down your total gross global Scope 1 emissions by business division.

	Business division	Scope 1 emissions (metric ton CO2e)
Row 1	<i>Fleet Management Solutions</i>	<i>31497</i>
Row 2	<i>Supply Chain Solutions</i>	<i>988858</i>
Row 3	<i>Administration</i>	<i>173</i>
Row 4	<i>International Operations</i>	<i>54378</i>

(7.17.3) Break down your total gross global Scope 1 emissions by business activity.

	Activity	Scope 1 emissions (metric tons CO2e)
Row 1	<i>Warehousing</i>	<i>11965</i>
Row 2	<i>Administrative activity</i>	<i>173</i>
Row 3	<i>Fleet Maintenance activity</i>	<i>31497</i>
Row 4	<i>Transportation Service/Fleet activity</i>	<i>1031271</i>

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

Select all that apply

☒ By business division

☒ By activity

(7.20.1) 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)
Row 1	<i>Fleet Management Solutions</i>	27289	27378
Row 2	<i>International Operations</i>	5769	5769
Row 3	<i>Administration</i>	2392	2432
Row 4	<i>Supply Chain Solutions</i>	23948	24851

(7.20.3) 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)
Row 1	<i>Administrative activity</i>	2506	2546
Row 2	<i>Fleet Maintenance activity</i>	28339	28428
Row 3	<i>Transportation Service/Fleet activity</i>	0	0
Row 4	<i>Warehousing</i>	28553	29456

(7.22) Break down your gross Scope 1 and Scope 2 emissions between your consolidated accounting group and other entities included in your response.

Consolidated accounting group

(7.22.1) Scope 1 emissions (metric tons CO2e)

1074906

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

59398

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

60430

(7.22.4) Please explain

Ryder's Scope 1 and Scope 2 inventory includes emissions from all Ryder Systems, Inc. businesses.

All other entities

(7.22.1) Scope 1 emissions (metric tons CO2e)

0

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

0

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

0

(7.22.4) Please explain

Ryder's Scope 1 and Scope 2 inventory includes emissions from all Ryder Systems, Inc. businesses.

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

Select from:

☒ No

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

Select from:

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

(7.30) 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)	Select from: ☒ Yes
Consumption of purchased or acquired electricity	Select from: ☒ Yes
Consumption of purchased or acquired heat	Select from: ☒ No

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of purchased or acquired steam	<i>Select from:</i> ☒ No
Consumption of purchased or acquired cooling	<i>Select from:</i> ☒ No
Generation of electricity, heat, steam, or cooling	<i>Select from:</i> ☒ No

(7.30.1) Report your organization's energy consumption totals (excluding feedstocks) in MWh.

Consumption of fuel (excluding feedstock)

(7.30.1.1) Heating value

Select from:

☒ HHV (higher heating value)

(7.30.1.2) MWh from renewable sources

262919

(7.30.1.3) MWh from non-renewable sources

4272904

(7.30.1.5) Total (renewable + non-renewable) MWh

4535823.00

Consumption of purchased or acquired electricity

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

175698

(7.30.1.4) MWh from non-renewable zero or near-zero emission sources

0

(7.30.1.5) Total (renewable + non-renewable) MWh

175698.00

Total energy consumption

(7.30.1.2) MWh from renewable sources

262919

(7.30.1.3) MWh from non-renewable sources

4448602

(7.30.1.4) MWh from non-renewable zero or near-zero emission sources

0

(7.30.1.5) Total (renewable + non-renewable) MWh

4711521.00

(7.30.6) 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	Select from: ☒ No
Consumption of fuel for the generation of heat	Select from: ☒ Yes
Consumption of fuel for the generation of steam	Select from: ☒ No
Consumption of fuel for the generation of cooling	Select from: ☒ No
Consumption of fuel for co-generation or tri-generation	Select from: ☒ No

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

Sustainable biomass

(7.30.7.1) Total fuel MWh consumed by the organization

0

Other biomass

(7.30.7.1) Total fuel MWh consumed by the organization

262919

(7.30.7.7) Comment

Renewable diesel, biodiesel

Other renewable fuels (e.g. renewable hydrogen)

(7.30.7.1) Total fuel MWh consumed by the organization

0

Coal

(7.30.7.1) Total fuel MWh consumed by the organization

0

Oil

(7.30.7.1) Total fuel MWh consumed by the organization

4075366

(7.30.7.7) Comment

Fuel oil #2, propane, diesel, gasoline

Gas

(7.30.7.1) Total fuel MWh consumed by the organization

197538

(7.30.7.7) Comment

Natural gas

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

(7.30.7.1) Total fuel MWh consumed by the organization

0

Total fuel

(7.30.7.1) Total fuel MWh consumed by the organization

4535823

(7.30.14) Provide a breakdown by country/area of your electricity/heat/steam/cooling consumption in the reporting year.

Canada

(7.30.14.1) Consumption of purchased electricity (MWh)

6634

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

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

0

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

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

6634.00

Mexico

(7.30.14.1) Consumption of purchased electricity (MWh)

13686

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

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

0

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

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

13686.00

United States of America

(7.30.14.1) Consumption of purchased electricity (MWh)

155378

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

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

0

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

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

155378.00

(7.45) 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.

Row 1

(7.45.1) Intensity figure

0.00009

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

1135336

(7.45.3) Metric denominator

Select from:

☒ unit total revenue

(7.45.4) Metric denominator: Unit total

12665000000

(7.45.5) Scope 2 figure used

Select from:

☒ Market-based

(7.45.6) % change from previous year

11

(7.45.7) Direction of change

Select from:

☒ Decreased

(7.45.8) Reasons for change

Select all that apply

- ☒ Other emissions reduction activities
- ☒ Change in output
- ☒ Change in revenue

(7.45.9) Please explain

Changes in miles traveled by Ryder vehicles and utility consumption in Ryder facilities contributed to an overall decrease in Ryder's combined scope 1 and scope 2 market-based emissions. Ryder's revenue increased in 2025. Because revenue increased and emissions decreased, Ryder experienced an overall decrease in intensity per unit revenue.

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

Select all that apply

- ☒ Intensity target

(7.53.2) Provide details of your emissions intensity targets and progress made against those targets.

Row 1

(7.53.2.1) Target reference number

Select from:

- ☒ Int 1

(7.53.2.2) Is this a science-based target?

Select from:

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

(7.53.2.5) Date target was set

12/31/2024

(7.53.2.6) Target coverage

Select from:

☒ Organization-wide

(7.53.2.7) Greenhouse gases covered by target

Select all that apply

☒ Carbon dioxide (CO2)

☒ Methane (CH4)

☒ Nitrous oxide (N2O)

(7.53.2.8) Scopes

Select all that apply

☒ Scope 1

(7.53.2.11) Intensity metric

Select from:

☒ Other, please specify: Pounds CO2e per mile traveled

(7.53.2.12) End date of base year

12/31/2023

(7.53.2.13) Intensity figure in base year for Scope 1

2.88

(7.53.2.33) Intensity figure in base year for all selected Scopes

2.8800000000

(7.53.2.34) % of total base year emissions in Scope 1 covered by this Scope 1 intensity figure

97

(7.53.2.54) % of total base year emissions in all selected Scopes covered by this intensity figure

97

(7.53.2.55) End date of target

12/31/2033

(7.53.2.56) Targeted reduction from base year (%)

10

(7.53.2.57) Intensity figure at end date of target for all selected Scopes

2.5920000000

(7.53.2.60) Intensity figure in reporting year for Scope 1

2.84

(7.53.2.80) Intensity figure in reporting year for all selected Scopes

2.8400000000

(7.53.2.81) Land-related emissions covered by target

Select from:

☒ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.2.82) % of target achieved relative to base year

13.89

(7.53.2.83) Target status in reporting year

Select from:

☒ Underway

(7.53.2.85) Explain target coverage and identify any exclusions

This target covers emissions from miles traveled by vehicles within Ryder's operational control.

(7.53.2.86) Target objective

We have established new emissions reduction targets for our scope 1 and 2 emissions, focused on lowering the emissions intensity of our fleet and facilities. Our targets are intensity-based targets to better reflect the efficiency of our operations as our business grows and evolves. Our objective is to reduce fleet emissions by 10% per mile traveled by 2033, from a 2023 baseline.

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

In the company's fleet operations, Ryder aims to improve fuel economy and reduce emissions through a combination of strategies including procurement of new vehicles, maintenance, and data analytics. Procuring vehicles with advanced vehicle technology (AVT), including engine updates, are contributing factors to overall fleet efficiencies. The preventive maintenance team examines tire health and other diagnostics aimed to achieve manufacturer performance expectations, indicate if emission standards of a vehicle are met, and extend vehicle life. When operating the vehicles, Ryder's efforts are further enhanced by pairing predictive analytics with route and load planning to help minimize idle time and miles driven. As of the end of the reporting year, the company is progressing against this target. The U.S. trucking industry has been experiencing a multi-year freight downturn, which, according to the American Trucking Association, has subdued freight volumes and new vehicle demand. During the reporting period, Ryder added fewer new vehicles into its fleet, which contributed to increased emissions compared to miles traveled, given new vehicles tend to be more efficient.

(7.53.2.88) Target derived using a sectoral decarbonization approach

Select from:

☒ No

Row 2

(7.53.2.1) Target reference number

Select from:

☒ Int 2

(7.53.2.2) Is this a science-based target?

Select from:

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

(7.53.2.5) Date target was set

12/31/2024

(7.53.2.6) Target coverage

Select from:

☒ Organization-wide

(7.53.2.7) Greenhouse gases covered by target

Select all that apply

☒ Carbon dioxide (CO2)

☒ Methane (CH4)

☒ Nitrous oxide (N2O)

(7.53.2.8) Scopes

Select all that apply

☒ Scope 1

☒ Scope 2

(7.53.2.9) Scope 2 accounting method

Select from:

☒ Market-based

(7.53.2.11) Intensity metric

Select from:

☒ Other, please specify: Pounds CO2e per square foot

(7.53.2.12) End date of base year

12/31/2023

(7.53.2.13) Intensity figure in base year for Scope 1

2.3

(7.53.2.14) Intensity figure in base year for Scope 2

4.4

(7.53.2.33) Intensity figure in base year for all selected Scopes

6.7000000000

(7.53.2.34) % of total base year emissions in Scope 1 covered by this Scope 1 intensity figure

3

(7.53.2.35) % of total base year emissions in Scope 2 covered by this Scope 2 intensity figure

100

(7.53.2.54) % of total base year emissions in all selected Scopes covered by this intensity figure

8

(7.53.2.55) End date of target

12/31/2033

(7.53.2.56) Targeted reduction from base year (%)

5

(7.53.2.57) Intensity figure at end date of target for all selected Scopes

6.3650000000

(7.53.2.60) Intensity figure in reporting year for Scope 1

2.6

(7.53.2.61) Intensity figure in reporting year for Scope 2

4.02

(7.53.2.80) Intensity figure in reporting year for all selected Scopes

6.6200000000

(7.53.2.81) Land-related emissions covered by target

Select from:

☒ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.2.82) % of target achieved relative to base year

23.88

(7.53.2.83) Target status in reporting year

Select from:

☒ Underway

(7.53.2.85) Explain target coverage and identify any exclusions

This target covers emissions from facilities within Ryder's operational control.

(7.53.2.86) Target objective

Ryder established emissions reduction targets in 2024 covering the company's scope 1 and 2 emissions, focused on lowering the emissions intensity of Ryder's fleet and facilities. The targets are intensity-based targets to better reflect the efficiency of Ryder's operations as the business grows and evolves. Ryder's objective is to reduce facility emissions by 5% per square foot by 2033, from a 2023 baseline.

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

In the company's facility operations, Ryder regularly reviews for opportunities to increase operational efficiency, maximize resource conservation, and reduce waste. The company monitors and tracks utility consumption and waste streams by facility, region, customer account, business unit, and at the corporate level. At new facilities, Ryder identifies and maps waste streams, disposal requirements, and opportunities for reuse and recycling. Environmental KPIs are also used to prioritize conservation initiatives, including facility retrofits, renewable energy projects, and utility sourcing. As of the end of the reporting year, Ryder is progressing against the target. Ryder facilities consumed more natural gas in 2025 due to the prolonged winter, which was a common occurrence across many parts of North America. According to the U.S. Energy Information Administration, the U.S. set records for monthly and annual natural gas consumption last year. The increased consumption of natural gas increased emissions without impact to facility size.

(7.53.2.88) Target derived using a sectoral decarbonization approach

Select from:

☒ No

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

Select all that apply

☒ No other climate-related targets

(7.55) 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.

	Emissions reduction initiatives that were active within the reporting year
	<i>Select from:</i> ☒ Yes

(7.55.1) 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
Under investigation	0	
To be implemented	0	0
Implementation commenced	0	0
Implemented	1	4725
Not to be implemented	0	

(7.55.2) Provide details on the initiatives implemented in the reporting year in the table below.

Row 1

(7.55.2.1) Initiative category & Initiative type

Low-carbon energy consumption

☒ Liquid biofuels

(7.55.2.2) Estimated annual CO₂e savings (metric tonnes CO₂e)

4725

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☒ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☒ Voluntary

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☒ Ongoing

(7.55.3) What methods do you use to drive investment in emissions reduction activities?

Row 1

(7.55.3.1) Method

Select from:

☒ Compliance with regulatory requirements/standards

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

Select from:

☒ Yes

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

Row 1

(7.74.1.1) Level of aggregation

Select from:

☒ Group of products or services

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

Select from:

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

(7.74.1.3) Type of product(s) or service(s)

Other

☒ Other, please specify: Low-carbon transportation solutions

(7.74.1.4) Description of product(s) or service(s)

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. Our solutions provide pathways of adoption for advanced vehicle technologies (AVT), such as autonomous, alternative fuel, near-zero, and zero-emission vehicles (ZEVs). Ryder further supports our customers by providing education and expertise on the usability and adaptability of developing technology. One of our offerings includes RyderElectric+ to support interested customers in deploying EVs.

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

Select from:

☒ Yes

(7.74.1.6) Methodology used to calculate avoided emissions

Select from:

☒ Other, please specify: Fuel-Based Methodology (GHG Protocol)

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

Select from:

☒ Use stage

(7.74.1.8) Functional unit used

Operating electric vehicles for the number of miles driven by vehicles in our dedicated, rental, and lease fleets in 2025 vs. an internal combustion engine vehicle of the same class traveling the same number of miles.

(7.74.1.9) Reference product/service or baseline scenario used

We used diesel-powered internal combustion engine vehicles of the same class operating as usual as the baseline for our analysis.

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

Select from:

☒ Use stage

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

799

(7.74.1.12) Explain your calculation of avoided emissions, including any assumptions

We calculated the emissions of a diesel-powered internal combustion engine vehicle operating as usual using the mileage and approximate MPG for that vehicle class to estimate fuel consumption. We then applied the diesel emission factors from the EPA Center for Corporate Climate Leadership Emission Factors for Greenhouse Gas Inventories Tables 2 and 4 (January 15th, 2025) and IPCC Global Warming Potential Values AR6 (August 2024) 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.

(7.79) Has your organization retired any project-based carbon credits within the reporting year?

Select from:

☒ No

C13. Further information & sign off

(13.1) Indicate if any environmental information included in your CDP response (not already reported in 7.9.1/2/3, 8.9.1/2/3/4, and 9.3.2) is verified and/or assured by a third party?

	Other environmental information included in your CDP response is verified and/or assured by a third party
	Select from: ☒ Yes

(13.1.1) Which data points within your CDP response are verified and/or assured by a third party, and which standards were used?

Row 1

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☒ Climate change

(13.1.1.2) Disclosure module and data verified and/or assured

Environmental performance – Climate change

☒ Other data point in module 7, please specify: Biogenic emissions

(13.1.1.3) Verification/assurance standard

General standards

☒ ISO 14064-3

(13.1.1.4) Further details of the third-party verification/assurance process

Ryder's 2025 biogenic emissions are verified and attain reasonable assurance.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

Ryder_RY2025 GHG Verification Statement.pdf

(13.3) Provide the following information for the person that has signed off (approved) your CDP response.

(13.3.1) Job title

VP & Chief Compliance Officer

(13.3.2) Corresponding job category

Select from:

☒ Other, please specify: VP & Chief Compliance Officer

