Kongsberg Automotive Holding ASA - Climate Change 2021

C0. Introduction

C0.1

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

Kongsberg Automotive provides world class products to the global vehicle industry. Our products enhance the driving experience, making it safer, more comfortable and sustainable. . With revenues of EUR 969 million and 11,234 employees in 19 countries, Kongsberg Automotive is truly a global supplier. The company is headquartered in Zurich, Switzerland, and has 27 production facilities worldwide.

The product portfolio includes seat comfort systems, driver and motion-control systems, fluid assemblies, and industrial driver-interface products developed for global vehicle manufacturers.

C0.2

(C0.2) State the start and end date of the year for which you are reporting data.

	Start date	End date	Indicate if you are providing emissions data for past reporting years	Select the number of past reporting years you will be providing emissions data for
Reporting year	January 1 2020	December 31 2020	Please select	<Not Applicable>

C0.3

(C0.3) Select the countries/areas for which you will be supplying data.

Brazil
Canada
China
France
Hungary
India
Mexico
Norway
Poland
Republic of Korea
Slovakia
Spain
Sweden
United Kingdom of Great Britain and Northern Ireland
United States of America

C0.4

(C0.4) Select the currency used for all financial information disclosed throughout your response.

EUR

C0.5

(C0.5) Select the option that describes the reporting boundary for which climate-related impacts on your business are being reported. Note that this option should align with your chosen approach for consolidating your GHG inventory.

Operational control

C1. Governance

C1.1

(C1.1) Is there board-level oversight of climate-related issues within your organization?

Yes

C1.1a

(C1.1a) Identify the position(s) (do not include any names) of the individual(s) on the board with responsibility for climate-related issues.

Position of individual(s)	Please explain
Chief Executive Officer (CEO)	As head of the KA Group responsibility for climate related issues sits with the CEO.

C1.1b

(C1.1b) Provide further details on the board's oversight of climate-related issues.

Frequency with which climate-related issues are a scheduled agenda item	Governance mechanisms into which climate-related issues are integrated	Scope of board-level oversight	Please explain
Sporadic - as important matters arise	Reviewing and guiding strategy Reviewing and guiding major plans of action Reviewing and guiding risk management policies Reviewing and guiding annual budgets Reviewing and guiding business plans Setting performance objectives Monitoring implementation and performance of objectives Monitoring and overseeing progress against goals and targets for addressing climate-related issues	<Not Applicable>	Senior management, including Board representative, sign-off annual targets for the climate-change related performance of our plants, notably reduction in energy consumption. Senior management then review HSE data reported by all our plants on a monthly basis, including energy consumption. This data is not only reviewed at a plant level, but also at the business segment level. In 2020, the process to refresh the Corporate risk register was disrupted by the COVID pandemic and the demands placed on the business to respond to the challenges and keep production going while ensuring healthy workplaces. Towards the end of 2020 the process recommenced with mapping of controls against key risks, which includes climate change related risks associated with Carbon emissions from manufacturing activities and extreme weather disruptions. The risks, and the effectiveness of current and planned controls will be formally reviewed twice yearly by the executive management team. We assess our own facilities and each supplier / supply routes for extreme weather risks, putting mitigation actions in place where a medium or high risk is identified. Our Corporate risk register includes a risk of disruptions to our operations from extreme weather events, and as such there is a clear reporting line through to Board, executive and senior management from our plants for this risk. The plants capture the risks of extreme weather to their operations through the environmental risk registers they maintain as part of their ISO14001 certification.

C1.2

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

Name of the position(s) and/or committee(s)	Reporting line	Responsibility	Coverage of responsibility	Frequency of reporting to the board on climate-related issues
Other, please specify (Executive Vice President Quality & HSE)	<Not Applicable>	Managing climate-related risks and opportunities	<Not Applicable>	As important matters arise

C1.2a

(C1.2a) Describe where in the organizational structure this/these position(s) and/or committees lie, what their associated responsibilities are, and how climate-related issues are monitored (do not include the names of individuals).

The Executive Vice President (EVP) of Quality & HSE reports directly to CEO. The EVP Quality & HSE is responsible for all company HSE, which includes energy usage by our plants and consequently the Carbon emissions that we are responsible for. Performance and climate-related issues are reviewed through monthly reporting of HSE data (including climate change related performance) by all plants through our dedicated reporting tool. Each month the Corporate HSE Director (who reports directly to EVP Quality & HSE) reviews the performance of the plants in each Business Unit (BU) with the senior Quality managers for the BUs, identifying where performance is not achieving target and sharing best practices from across the business to facilitate performance improvements. Monthly meetings are also held directly with all the plants and the Corporate HSE team (inc. HSE Director) to review monthly performance data for the latest reported data and trends over the last 12 months to identify where focus needs to be placed to improve performance, as well as sharing best practices from across the business and in industry in general as a way to improve performance.

C1.3

(C1.3) Do you provide incentives for the management of climate-related issues, including the attainment of targets?

	Provide incentives for the management of climate-related issues	Comment
Row 1	No, and we do not plan to introduce them in the next two years	There are no current plans for this.

C2. Risks and opportunities

C2.1

(C2.1) Does your organization have a process for identifying, assessing, and responding to climate-related risks and opportunities?
Yes

C2.1a

(C2.1a) How does your organization define short-, medium- and long-term time horizons?

	From (years)	To (years)	Comment
Short-term	0	1	This is a standard companywide definition of short-term timescale
Medium-term	1	5	This is a standard companywide definition of medium-term timescale
Long-term	5	10	This is a standard companywide definition of long-term timescale

C2.1b

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

The severity of a risk is determined by the predicted financial impact of the risk on the business. This impact is measured through external, trustworthy data where available, and previous experience of the likelihood of the risk and the degree of financial impacting created to the business achieving its strategic goals. A risk is considered high if the financial impact to the business is assessed to be more than 20m Euros.

C2.2

(C2.2) Describe your process(es) for identifying, assessing and responding to climate-related risks and opportunities.

Value chain stage(s) covered
Direct operations

Risk management process
Integrated into multi-disciplinary company-wide risk management process

Frequency of assessment
More than once a year

Time horizon(s) covered
Short-term
Medium-term
Long-term

Description of process
The impacts of climate change on the day to day activities of the business are considered by the individual plants and Corporate Responsibility team. All manufacturing locations are ISO 14001 certified and maintain a risk register of environmental risks, including climate change risks. The risk registers are regularly reviewed by the manufacturing locations. Where the impact of a risk is considered to be high it is raised to senior and executive management for assessing which are the appropriate mitigation actions to take. The main direct climate change risk to our plants is the impact of severe weather disrupting operations. We use the RiskMethods system to

assess the probability for extreme weather events to impact our own operations. Corporate teams are responsible for identifying and addressing other climate change risks to the business that do not directly affect the operations of a specific manufacturing location(s), such as risks associated with our product portfolio (i.e. products that contribute to lesser carbon emissions in our customers final products), the potential impact of carbon taxes, future legislation to reduce carbon emissions affecting manufacturing locations, etc. These risks are discussed and assessed through the organisation's risk management system, with the potential impact and likelihood of the risk dictating at which level of management the risk is discussed. Low risks when identified are discussed with senior management, but as the categorisation increases so they will then be brought before executive management and mitigation activities incorporated into usual business activities.

Value chain stage(s) covered
Upstream

Risk management process
Integrated into multi-disciplinary company-wide risk management process

Frequency of assessment
More than once a year

Time horizon(s) covered
Short-term
Medium-term

Description of process
We use the RiskMethods system to assess the probability for natural hazards (inc. extreme weather) events to disrupt operations at our suppliers' plants and their supply routes. This assessment one of the criteria involved in all decisions to award new work to suppliers, and the results of the assessment are reviewed in each supplier contract award meeting: Category Sourcing Boards when the contract is for between 20,000 Euros & 100,000 Euros annually or the Global Sourcing Board for contracts worth over 100,000 Euros annually. These Boards are comprised of executive and senior management. Where a medium or high risk of disruption to our suppliers or their supply chain is identified we work with the supplier to ensure mitigation actions are in place before commencing physical supply of products. Our supply chains are yet to be impacted by an extreme weather event. We also require all our suppliers to complete a sustainability questionnaire before contracting with them that provides information on how they manage key issues of sustainability performance, such as environmental performance, Health & Safety, working conditions, and Carbon emissions reporting. This allows us to understand the extent to which our suppliers are recording and managing the Carbon emissions of their operations.

Value chain stage(s) covered
Direct operations

Risk management process
A specific climate-related risk management process

Frequency of assessment
Annually

Time horizon(s) covered
Long-term

Description of process
At the end of 2020 KA set the strategic commitment to manufacture Carbon neutral products by 2039. This target was set in response to strategic ambitions set by some of our customers, and the risk is therefore that we will have limited future sales opportunities if we do not achieve this target. As the strategic commitment is relatively new, we are still forming the detailed plan of how we can get to the target, but this risk is included in our Corporate Risk Register and therefore will be reviewed by our leadership team and Board in accordance with our risk management process on an annual basis as a minimum.

Value chain stage(s) covered
Direct operations

Risk management process
A specific climate-related risk management process

Frequency of assessment
Annually

Time horizon(s) covered
Medium-term
Long-term

Description of process
As a part of making a commitment to manufacturing Carbon neutral products by 2039, KA also committed to source 100% renewable energy by 2030. As purchased electricity makes up 92% of the emissions created by our manufacturing activities, it is imperative that we achieve 100% renewable energy if we are to manufacture Carbon neutral products. Many of our biggest customers are setting renewable energy targets as a requirement of future contract awards, and as such there is a risk of limiting future business opportunities if we do not achieve this target. This risk is included in our Corporate Risk Register and therefore will be reviewed by our leadership team and Board in accordance with our risk management process on an annual basis as a minimum.

C2.2a

(C2.2a) Which risk types are considered in your organization's climate-related risk assessments?

	Relevance & inclusion	Please explain
Current regulation	Relevant, always included	Corporate functions identify any climate change related legislation that affect either regions where we operate or segments of the business. In addition, national legislation is identified by each plant as part of its process of maintaining a register of legislative requirements as part of their processes as part of their ISO14001 certification. Identification of the legislation is either done through contracted external third parties or internal knowledge experts.
Emerging regulation	Relevant, sometimes included	Corporate functions keep track of emerging and potential legislation that may affect any part of the organisation. Also, each manufacturing location, as part of its process of maintaining its register of legislative requirements as part of its ISO14001 certification may identify emerging legislation. Identification of the legislation is either done through contracted external third parties or internal knowledge experts.
Technology	Relevant, sometimes included	Our manufacturing activities mainly comprise the assembly of components into complex parts that are then sold to our end customers. The largest use of technology in our business are the machines and equipment we use in our manufacturing activities, and the largest climate change risk on a day to day basis associated with this technology is the energy efficiency of the equipment and each manufacturing location as a whole. We have taken the first steps to incorporate the energy efficiency of potential new equipment as part of the Purchasing criteria. The energy efficiency of the equipment in our plants is the overriding contributing factor to the Carbon emissions created by our plants. We have an ongoing programme in each plant to improve energy efficiency that includes sharing best practices from other plants. Activities to reduce energy usage and improve efficiency in 2020 include: General activities taken across all manufacturing locations - continue programmes to change to LED lighting. Many installed motion sensors to automatically turn off lights in working areas when no employees were working in those areas. Maintenance programmes also included identifying air leaks in compressor equipment. Some specific examples of activities to be more energy efficient in manufacturing locations include VFDs fitted to some equipment motors in our Vrable and Prithla plants. In our Nuevo Laredo plant more energy efficient molding machines and cooling equipment led to a 5% savings in energy usage. An upgrade to the heating and ventilation systems in our Raufoss plant led to a reduction in heating energy from 2012 levels.
Legal	Relevant, always included	Each plant is ISO14001 certified and as part of this maintains a register of legislative requirements, which include any relevant climate change regulation.
Market	Relevant, sometimes included	Our business segments have day to day contact with our customers and monitor developments in the markets. Any risks or opportunities are identifed through this form of engagement. Many of our customers, notably our automotive customers, now have sustainability at the core of their business strategies and are focused on reducing the Lifecycle emissions of their products. This leads them to require lighter and more efficient products from their supply chain. An example of a product designed to meet changes in market requirements are our range of Automated Manual Transmission products. This transmission actuation technology can be developed for any MD and HD transmission application and can also be used in combination with hybrid systems. The focus is on smart system integration with clever packaging, fewer components, reduced weight and high durability. Representing a significant step forward in design and versatility, these transmissions help to improve fuel economy, reduce vehicle weight and lower emissions. Heavy Duty trucks are increasingly adapting to AMT technology and our solutions contribute to truck OEMs being able to meet the toughest emission standards on the market. KA also has various hoses that help customers design hybrid and electric vehicles: • KA's high performance Fluoro-Comp ™ hoses for fuel, water coolant and oil systems allow engines to be downsized, particularly helpful for vehicles such as hybrids where the double driveline gives packaging issues. Smaller engine sizes mean less fuel and lower emissions from the vehicle use. • KA's high-performance Nylon hoses made from renewable biopolymer materials – polymers produced from non-food plant-based materials rather than from petrochemical feedstock – for fluid transfer applications can replace steel tube and rubber hoses and help reduce engine and vehicle weights and lower emissions. • KA's double barrier Nylon multilayer fuel lines are designed to restrict the evaporative emission of biofuels – some biofuels can be highly aggressive to the materials used in traditional fuel lines. Using biofuels lowers the emissions of passenger vehicles. • KA's flexible Nylon battery coolant/heating lines allow batteries space to be kept to a minimum meanwhile keeping the batteries at the required optimum working temperature. Batteries power the driveline of hybrid and electrical vehicles.
Reputation	Relevant, sometimes included	Our customers are a key stakeholder and supporting them to meet their climate change related requirements is a reputational risk. In recognition of this risk we aim to support our customers in the development of our products, an example of how we have responsed to this is the development of a range of Automated Manual Transmission products that help achieve higher fuel efficiencies, and reduce end-product weight and emissions. We aim to drive positive behavioural change through setting good examples to our workforce and our local communities. One of our Chinese facilities and our Hungarian plant receive some of their energy from solar panels installed at their facilities. Our plants in France, Sweden, Poland & UK are assessing the feasibility of installing solar panels. Our Canadian plant has installed electric vehicle charging points for use by the employees. Another key stakeholder group for us with regards to reputation are our local communities. Our plants are significant employers in their areas, and the company aims to contribute and support our local communities' causes and needs. An example of our local community support is that our Normanton plant in the UK participated in a nationwide initiative where members of staff mentored local schoolchildren to develop solutions to some of the biggest sustainability challenges of our times.
Acute physical	Relevant, sometimes included	We assess our supply chain routes for potential affectation by increased frequency and/or severity of extreme weather events using the RiskMethods system. Where the risk of disruption is high we work with the relevant suppliers to ensure mitigation plans are in place.
Chronic physical	Relevant, sometimes included	As part of ISO 14001 certification our plants maintain a risk register, including climate change risks. In 2020, various plants reported experiencing more extreme weather/temperature rises and falls than was typical for certain times of year. Manufacturing facilities in Europe, North America and Mexico reported record breaking summer temperatures. Facilities in the US, UK, Mexico and Sweden all reported periods of more intense rainfall, with localised flooding, though our operations weren't affected. The southern US and Mexico experienced significant storms. Our plants in south east Asia experienced colder winter temperatures than are normally expected.

C2.3

(C2.3) Have you identified any inherent climate-related risks with the potential to have a substantive financial or strategic impact on your business?

Yes

C2.3a

(C2.3a) Provide details of risks identified with the potential to have a substantive financial or strategic impact on your business.

Identifier

Risk 1

Where in the value chain does the risk driver occur?

Upstream

Risk type & Primary climate-related risk driver

Acute physical	Increased severity and frequency of extreme weather events such as cyclones and floods

Primary potential financial impact

Decreased revenues due to reduced production capacity

Climate risk type mapped to traditional financial services industry risk classification

<Not Applicable>

Company-specific description

Disruptions to supply chains through extreme weather events has the potential to affect our contractual obligations to customers. We are assessing supply routes through the RiskMethods system to understand the probability of extreme weather disruptions and where risks are identified as high we are working with suppliers on mitigation plans.

Time horizon
Short-term

Likelihood
Likely

Magnitude of impact
Medium-high

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
Due to the complexity of our supply chains and the high number of suppliers we do not have a relaible financial impact figure yet.

Cost of response to risk

Description of response and explanation of cost calculation
We are assessing the potential for supply chain disruption using the RiskMethods software. Where a high risk of disruption is identified we are working with suppliers on mitigation plans.

Comment
This mitigation action takes man hours and is dependent on the findings of the analysis of supply routes.

Identifier
Risk 2

Where in the value chain does the risk driver occur?
Direct operations

Risk type & Primary climate-related risk driver

Acute physical	Increased severity and frequency of extreme weather events such as cyclones and floods

Primary potential financial impact
Decreased revenues due to reduced production capacity

Climate risk type mapped to traditional financial services industry risk classification
<Not Applicable>

Company-specific description
We have plants in North & South America, Asia and Europe. In 2020, various plants reported experiencing more extreme weather/temperature rises and falls than was typical for certain times of year. Manufacturing facilities in Europe, North America and Mexico reported record breaking summer temperatures. Facilities in the US, UK, Mexico and Sweden all reported periods of more intense rainfall, with localised flooding, though our operations weren't affected. Our plants on south east Asia experienced freezing temperatures during the winter that were lower than would normally be expected.

Time horizon
Short-term

Likelihood
Likely

Magnitude of impact
Medium-high

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
Extreme weather has yet to directly impact our operations with any significance.

Cost of response to risk

Description of response and explanation of cost calculation
Our plants are responsible for monitoring the potential for climate change to affect their operations/activities. They are supported by Corporate functions, including the HSE & Corporate Responsibility team, in climate change knowledge and best practices in addressing identified issues and risks.

Comment
Management costs are dependent on the issues being addressed, and can range from man hours to CAPEX costs for improving plant infrastructure.

Identifier

Risk 3

Where in the value chain does the risk driver occur?
Downstream

Risk type & Primary climate-related risk driver

Technology	Substitution of existing products and services with lower emissions options

Primary potential financial impact
Decreased revenues due to reduced demand for products and services

Climate risk type mapped to traditional financial services industry risk classification
<Not Applicable>

Company-specific description
Our customers have a focus on lowering the emissions generated by their products. They require lighter and more efficient products from their supply chain. For any products designed a number of years previous there is a risk that the market may become restricted for them.

Time horizon
Medium-term

Likelihood
Likely

Magnitude of impact
Medium-low

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
We don't have reliable market data currently to assess a reasonable financial impact across our large product portfolio.

Cost of response to risk

Description of response and explanation of cost calculation
Our Engineering teams work to design products that fit our customers' requirements. Whenever there is a need to update or design a new product, they are well placed to understand and fulfil our customers' needs. However, we do not have reliable information at the moment on what the likely costs are in the coming years as different customers continue transitioning to lower emissions vehicles.

Comment
Costs will include employee time, tooling and machinery costs, and production of new products.

Identifier
Risk 4

Where in the value chain does the risk driver occur?
Direct operations

Risk type & Primary climate-related risk driver

Market	Increased cost of raw materials

Primary potential financial impact
Increased direct costs

Climate risk type mapped to traditional financial services industry risk classification
<Not Applicable>

Company-specific description
Increased costs of energy and supplies due to the volatility in energy and commodity markets that lead to higher prices and reduced profitability. We have exposure to market fluctuations in the price of the following major raw materials: steel, copper, zinc, aluminum, polymer resins, and electronics. A sudden fluctuation in the market conditions could impact our financial position, revenues, profits, and cash flow. The raw material sourcing cost is also exposed to cus-toms and duties and politically driven changes of those. During the financial year 2019, the steel, copper, zinc, aluminum, and polymer prices have not fluctuated significantly and after the historically high levels reached in 2018, the prices remained on the stable level which is lower than in the previous year. Nevertheless, prices can be still subject to large fluctuations in response to relatively minor changes in supply and demand and a variety of additional factors beyond our control, including government regulation, capacity, and general eco-nomic conditions. A substantial part of our products based on steel and brass (copper and zinc) is sold to truck manufacturers. Business practice in the truck industry allows to some extent to pass increases in steel, aluminum, and brass prices over to its customers. However, there is a time lag of three to six months before we can adjust the price of products to reflect fluctuations in the mentioned raw material prices, and a sudden change in market conditions could therefore impact our financial position, revenues, profits, and cash flow. When the market prices go down the adverse effect will occur. For products sold to passenger car applications, we don't have the same opportunity to pass along increases in raw materials prices.

Time horizon
Short-term

Likelihood

More likely than not

Magnitude of impact
Medium

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
The risk has been categorised as a medium risk due to recent fluctuations in the raw materials market and the predicted impact such fluctuations would have on our business today.

Cost of response to risk

Description of response and explanation of cost calculation
We don't have a direct figure for a cost to response as a large part of it involves employee time working with suppliers to minimise the potential for market fluctuations to affect our business.

Comment
NA

Identifier
Risk 5

Where in the value chain does the risk driver occur?
Direct operations

Risk type & Primary climate-related risk driver

Emerging regulation	Carbon pricing mechanisms

Primary potential financial impact
Increased indirect (operating) costs

Climate risk type mapped to traditional financial services industry risk classification
<Not Applicable>

Company-specific description
It is possible that governments in this decade will introduce carbon taxes for companies in order to meet national 2030 climate change commitments and that this will impact us financially.

Time horizon
Medium-term

Likelihood
Likely

Magnitude of impact
Low

Are you able to provide a potential financial impact figure?
Yes, a single figure estimate

Potential financial impact figure (currency)
1890000

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
We emitted approximately 42,000 tonnes of CO2 in 2020. We expect this figure to continue reducing as we source more renewable energy and improve energy efficiency in the coming years, so we are basing our estimate on annual emissions of 40,000 tonnes of CO2. The current price of carbon in Carbon allowance markets has risen through 2020 to almost 45 Euros per tonne of CO2. We have used this figure in our estimation of this financial risk.

Cost of response to risk

Description of response and explanation of cost calculation
We are working to increase renewables in our supply mix, and there are also CAPEX costs in improving equipment and our facilities, but we do not currently have enough detailed and reliable data to calculate the cost of a response.

Comment
NA

C2.4

(C2.4) Have you identified any climate-related opportunities with the potential to have a substantive financial or strategic impact on your business?
Yes

C2.4a

(C2.4a) Provide details of opportunities identified with the potential to have a substantive financial or strategic impact on your business.

Identifier
Opp1

Where in the value chain does the opportunity occur?
Downstream

Opportunity type
Products and services

Primary climate-related opportunity driver
Development of new products or services through R&D and innovation

Primary potential financial impact
Increased revenues resulting from increased demand for products and services

Company-specific description
Our automotive customers have a focus on manufacturing products with lower Carbon footprints, and an increasing focus on electric vehicles. Amongst our products that contribute to less emissions in our customers' end products and the following examples of some of our hoses: Our high performance Fluoro-Comp™ hoses for fuel, water coolant and oil systems allow engines to be down-sized, particularly helpful for vehicles such as hybrids where the double driveline gives packaging issues. Smaller engine sizes mean less fuel and lower emissions from the vehicle use. Our high-performance Nylon hoses made from renewable biopolymer materials – polymers produced from non-food plant-based materials rather than from petrochemical feedstock – for fluid transfer applications can replace steel tube and rubber hoses and help reduce engine and vehicle weights and lower emissions. Our double barrier Nylon multilayer fuel lines aredesigned to restrict the evaporative emission of biofuels, some biofuels can be highly aggressive to the materials used in traditional fuel lines. Using biofuels lowers the emissions of passenger vehicles. Our flexible Nylon battery coolant/heating lines allow batteries space to be kept to a minimum meanwhile keeping the batteries at the required optimum working temperature. Batteries power the driveline of hybrid and electrical vehicles.

Time horizon
Medium-term

Likelihood
Likely

Magnitude of impact
Medium

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
Due to the large diversity in our product portfolio and the number of industries that we supply it is difficult at the moment to make a reasonable estimate of the impact of this opportunity. Out of all the industries we supply, the automotive industry is most likely to make demands for lower emission products. Currently, there is a need for lighter products that have an emissions impact, but we may well see customers asking for us to measure lifecycle emissions and providing products that meet minimum limits for these emissions.

Cost to realize opportunity

Strategy to realize opportunity and explanation of cost calculation
Our sales teams are in regular contact with our customers so potential opportunities will be identified through this engagement. They relay customer requirements to our R&D and Engineering teams who use these requirements as the basis for designing our products.

Comment
The extent of these opportunities is variable at present.

Identifier
Opp2

Where in the value chain does the opportunity occur?
Direct operations

Opportunity type
Energy source

Primary climate-related opportunity driver

Primary potential financial impact
Reduced direct costs

Company-specific description
Reducing energy usage in manufacturing facilities leads to more efficient processes and equipment being installed resulting in reduced OPEX spend. Towards the end of

2020 we committed to purchase 100% renewable energy by 2030. During 2021, some of our biggest customers have requested their supply chains to achieve 100% renewable energy by 2025. We have an opportunity to significantly increase the amount of renewable energy we use over the medium term: 3 years approx. Currently, 40% of purchased electricity is generated from renewable sources. Seven of our plants – four in Scandinavia, our Canadian, Brazilian and Slovakian plants – purchase 100% renewable electricity. Two facilities have installed solar panels that provide some of the energy they use.

Time horizon
Medium-term

Likelihood
Likely

Magnitude of impact
Low

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
For many of our products we assemble components that have already been made by our suppliers. This means that a lot of our operations are not highly energy intensive. In 2020, 92% of our total Carbon emissions were our Scope 2 (purchased electricity) emissions, so sourcing 100% renewable emissions will have a significant impact on reducing our indirect emissions. We have begun exploring the different market options to achieve 100% renewable energy - Onsite generation, Power Purchase Agreements, Gurantee of Origin certificates, Carbon offsets, green tariffs - and it is clear that we are going to need to use an number of these to reach our target. However, there is still work to be done to establish the feasable options for our different sites and arrive at the financial impact of this opportunity.

Cost to realize opportunity

Strategy to realize opportunity and explanation of cost calculation
We have a target for 2030 to achieve 100% renewable energy. We have already collected information on the energy contracts for all of our facilities and when they expire so we can negotiate contracts with improved percentages of renewables, and are working with the Purchasing team on this opportunity. We are in the trial stages of a project that will look at improving energy efficiency in our plants. However, annually our plants are tasked with improving energy usage from the year before, but we expect this project to further drive innovation when looking at how we use energy. The financial impact of increasing renewable energy usage through the different mechanisms available to us is difficukt to quantify presently until we have evaluated the most feasible options for each of our plamts.

Comment
NA

Identifier
Opp3

Where in the value chain does the opportunity occur?
Direct operations

Opportunity type
Resource efficiency

Primary climate-related opportunity driver
Use of recycling

Primary potential financial impact
Reduced indirect (operating) costs

Company-specific description
The move to circular economies and a focuson reducing, reusing and recycling materials to eliminate waste to landfill presents an opportunity to design products that require less raw material inputs. Our biggest customers have targets for the amount of recyclate materials being used in their products and they are making the same requirements to their supply chains.

Time horizon
Short-term

Likelihood
Likely

Magnitude of impact
Medium-low

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
Our manufacturing locations have the responsibility to minimise the waste produced from our operations. The extent to which we can take advantage of this opportunity is dependent on the availability of waste contractors in the areas of our facilities, and the types of waste that they can manage. But we expect more opportunities will be created over the next 1 to 5 years to recycle more waste and waste streams. Using more recyclate in our products is becoming a prerequisite to being able to quote for

future work with some of our biggest customers. It is not clear at the moment what the financial impact of this is liekly to be, but in the long term is expected to run into the tens of millions of Euros.

Cost to realize opportunity

Strategy to realize opportunity and explanation of cost calculation

There are many aspects to improving waste management generally and increasing the amount of recyclate materials in our products. We do not have sufficient information at present to estimate the scale of these costs.

Comment

C3. Business Strategy

C3.1

(C3.1) Have climate-related risks and opportunities influenced your organization's strategy and/or financial planning?

Yes

C3.1b

(C3.1b) Does your organization intend to publish a low-carbon transition plan in the next two years?

	Intention to publish a low-carbon transition plan	Intention to include the transition plan as a scheduled resolution item at Annual General Meetings (AGMs)	Comment
Row 1	No, we do not intend to publish a low-carbon transition plan in the next two years	<Not Applicable>	Currently, we do not have a set target of producing a low-carbon transition plan

C3.2

(C3.2) Does your organization use climate-related scenario analysis to inform its strategy?

No, and we do not anticipate doing so in the next two years

C3.2b

(C3.2b) Why does your organization not use climate-related scenario analysis to inform its strategy?

We have to better understand how to use scenario analysis before we can use it to meaningfully inform our strategies and decision making.

C3.3

(C3.3) Describe where and how climate-related risks and opportunities have influenced your strategy.

	Have climate-related risks and opportunities influenced your strategy in this area?	Description of influence
Products and services	Yes	Our climate change risks and opportunities are having a significant influence over our strategy. At the end of 2020 we committed to manufacturing Carbon neutral products by 2039, and a significant milestone as a part of that commitment is to source 100% renewable energy by 2030. This is particularly pertinent because 92% of our Scope 1 & 2 emissions come from purchased electricity. The commitment to 100% renewable energy was driven from the need to achieve Carbon neutral products by 2039 and risk to future business if we don't achieve that. Combined with this, this greater focus on energy comes in response to needing to use resources more efficiently and the potential for greater fluctuations in energy costs having a negative impact on our business. Ultimately, the future viability of our business within the automotive industry as it makes great strides to produce greener and safer transport is dependent on us making products that fit with shift in the industry. This is driving us to look in greater depth at the sustainability of our products, the materials we use and the Carbon emissions associated with their value chains.
Supply chain and/or value chain	Yes	In 2020 we began to model the supply chain emissions for one of our plants in Mexico. The COVID pandemic, and responding to the critical needs of the business, disrupted this work, but our strategic ambition (and risk of not achieving it) for Carbon neutral products presents a driving factor for continuing this modelling to better understanding our Scope 3 emissions and where we can ficus our efforts to begin to reduce these effectively. We also assess our supply chain routes for potential affectation by increased frequency and/or severity of extreme weather events using the NatCat system. Where the risk of disruption is high we work with the relevant suppliers to ensure mitigation plans are in place.
Investment in R&D	Yes	Our automotive customers have a focus on reducing the emissions generated by their products. This leads them to require lighter and more efficient products from their supply chain. Increasingly, our customers also have requirements for understanding the Lifecycle emissions of our products and the amount of recyclate (materials recylced back into new products) that we have. This is changing the way we think about our products through the design and manufacturing stages, and leading us to think more about how sustainable they are. As we are at the beginning of this transition in thinking we expect to learn much more, and provide more detail to our strategy, as this way of thinking about our products devlops over time.
Operations	Yes	We have a long term target for increasing renewable energy use to 100% of all purchased electricity by 2030. This has led us to begin looking at energy procurement at a corporate level, and the various possibilities open to us to achieve the target. Previously, energy procurement has been managed directly by each siteThis is a potential shift Improving energy efficiency, reducing waste and better using resources is an ongoing target for our manufacturing locations, with dedicated HSE personnel in each location work to achieve these goals.

C3.4

(C3.4) Describe where and how climate-related risks and opportunities have influenced your financial planning.

	Financial planning elements that have been influenced	Description of influence
Row 1	Revenues Direct costs Capital expenditures Access to capital	Actions to reduce the impact of or mitigate against the effects of extreme weather are a CAPEX spend and these are built into annual budgets and signed off by the senior and executive management. Our customers, especially in the automotive industry, require products that are lighter and therefore help their end products to produce less emissions through their use. We also monitor the potential effect of extreme weather on our supply chains, and put mitigation activities into place where the probable impact is high. Improving our climate change performance has also allowed us to be included for the first time on a Scandinavian investor index aimed on sustainable companies, opening up potential new sources of capital.

C3.4a

(C3.4a) Provide any additional information on how climate-related risks and opportunities have influenced your strategy and financial planning (optional).

No additional information

C4. Targets and performance

C4.1

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

Intensity target

C4.1b

(C4.1b) Provide details of your emissions intensity target(s) and progress made against those target(s).

Target reference number
Int 1

Year target was set
2020

Target coverage
Company-wide

Scope(s) (or Scope 3 category)
Scope 1+2 (location-based)

Intensity metric
Metric tons CO2e per unit revenue

Base year
2019

Intensity figure in base year (metric tons CO2e per unit of activity)
0.0000396865

% of total base year emissions in selected Scope(s) (or Scope 3 category) covered by this intensity figure
100

Target year
2020

Targeted reduction from base year (%)
1

Intensity figure in target year (metric tons CO2e per unit of activity) [auto-calculated]
0.000039289635

% change anticipated in absolute Scope 1+2 emissions
-1

% change anticipated in absolute Scope 3 emissions
0

Intensity figure in reporting year (metric tons CO2e per unit of activity)
0.0000435159

% of target achieved [auto-calculated]
-964.912501732327

Target status in reporting year
Expired

Is this a science-based target?
No, and we do not anticipate setting one in the next 2 years

Target ambition
<Not Applicable>

Please explain (including target coverage)
We measure intensity as metric tonne CO2/Euro sales. This target covers all of our manufacturing locations only. We have some office locations and warehouses that are not included in the target, but their contribution to energy usage etc is minimal compared to our manufacturing locations. Our target doesn't include Scope 3 emissions, as we are working to better understand and measure our Scope 3 emissions.

C4.2

(C4.2) Did you have any other climate-related targets that were active in the reporting year?
Target(s) to increase low-carbon energy consumption or production

C4.2a

(C4.2a) Provide details of your target(s) to increase low-carbon energy consumption or production.

Target reference number
Low 1

Year target was set
2020

Target coverage
Company-wide

Target type: absolute or intensity
Absolute

Target type: energy carrier
Electricity

Target type: activity
Consumption

Target type: energy source
Renewable energy source(s) only

Metric (target numerator if reporting an intensity target)
Percentage

Target denominator (intensity targets only)
<Not Applicable>

Base year
2019

Figure or percentage in base year
34

Target year
2025

Figure or percentage in target year
50

Figure or percentage in reporting year
40

% of target achieved [auto-calculated]
37.5

Target status in reporting year
Underway

Is this target part of an emissions target?
This target is associated to our ongoing efforts to improve energy efficiency and reduce the Carbon emissions created by our activities and products (see target Int 1).

Is this target part of an overarching initiative?
No, it's not part of an overarching initiative

Please explain (including target coverage)
This target has been chosen by us in recognition of the improvements we need to make to reduce Carbon emissions and address some of the risks to our business, such as fluctuating energy costs and the ability to secure future business through improved sustainability performance of our business and products.

Target reference number
Low 2

Year target was set
2020

Target coverage
Company-wide

Target type: absolute or intensity
Absolute

Target type: energy carrier
Electricity

Target type: activity
Consumption

Target type: energy source
Renewable energy source(s) only

Metric (target numerator if reporting an intensity target)
Percentage

Target denominator (intensity targets only)
<Not Applicable>

Base year
2019

Figure or percentage in base year
34

Target year
2030

Figure or percentage in target year
100

Figure or percentage in reporting year
40

% of target achieved [auto-calculated]
9.09090909090909

Target status in reporting year
Underway

Is this target part of an emissions target?
This target is associated to our ongoing efforts to improve energy efficiency and reduce the Carbon emissions created by our activities and products (see target Int 1).

Is this target part of an overarching initiative?
No, it's not part of an overarching initiative

Please explain (including target coverage)
This target has been chosen by us in recognition of the improvements we need to make to reduce Carbon emissions and address some of the risks to our business, such as fluctuating energy costs and the ability to secure future business through improved sustainability performance of our business and products.

Target reference number
Low 3

Year target was set
2020

Target coverage
Product level

Target type: absolute or intensity
Absolute

Target type: energy carrier
All energy carriers

Target type: activity
Production

Target type: energy source
Low-carbon energy source(s)

Metric (target numerator if reporting an intensity target)
Percentage

Target denominator (intensity targets only)
<Not Applicable>

Base year
2019

Figure or percentage in base year
0

Target year
2039

Figure or percentage in target year
100

Figure or percentage in reporting year

% of target achieved [auto-calculated]
<Calculated field>

Target status in reporting year
Underway

Is this target part of an emissions target?
This target is to achieve Carbon neutrality for our products by 2039, but while it is associated with our ongoing target to improve energy efficiency it is not directly linked to our emissions target as our overall aim is to eliminate Carbon emissions associated with out company activities.

Is this target part of an overarching initiative?
No, it's not part of an overarching initiative

Please explain (including target coverage)
This target covers all products in our portfolio, and has been made with a view on the long term sustainability requirements and commitments of the automotive industry and our customers on the products that we manufacture. It hasn't been made as part of a target initiative, but is in line with other similar commitments being made by our customers and companies in other industries.

C4.3

(C4.3) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases.
Yes

C4.3a

(C4.3a) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e (only for rows marked *)
Under investigation	3	500
To be implemented*		
Implementation commenced*	2	600
Implemented*		
Not to be implemented		

C4.3b

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

Initiative category & Initiative type

Low-carbon energy generation	Solar PV

Estimated annual CO2e savings (metric tonnes CO2e)
500

Scope(s)
Scope 1

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
200000

Investment required (unit currency – as specified in C0.4)
1500000

Payback period
4-10 years

Estimated lifetime of the initiative
16-20 years

Comment
3 of our sites in UK, France & Poland are assessing the feasibility of on-site solar generation to cover some of their energy needs. The project in the UK is estimated to provide 20% of the plant's energy needs, but as we are in the process of evaluating the projects we only have estimates for the costs, savings and payback periods.

Initiative category & Initiative type

Energy efficiency in buildings	Maintenance program

Estimated annual CO2e savings (metric tonnes CO2e)
200

Scope(s)
Scope 1
Scope 2 (location-based)

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
0

Investment required (unit currency – as specified in C0.4)
0

Payback period
1-3 years

Estimated lifetime of the initiative
3-5 years

Comment
All our manufacturing locations review the machinery being used and identify opportunities to improve the efficiency of existing equipment, fix compressed air leaks or replace old equipment for new, more efficient machinery. All locations have preventative maintenance programmes in operation. Some specific examples of activities to be more energy efficient in manufacturing locations include VFDs fitted to some equipment motors in our Vrable and Prithla plants. In our Nuevo Laredo plant more energy efficient molding machines and cooling equipment led to a 5% savings in energy usage. An upgrade to the heating and ventilation systems in our Raufoss plant led to a reduction in heating energy from 2012 levels.

Initiative category & Initiative type

Energy efficiency in buildings	Lighting

Estimated annual CO2e savings (metric tonnes CO2e)
400

Scope(s)
Scope 2 (location-based)

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
0

Investment required (unit currency – as specified in C0.4)
0

Payback period
1-3 years

Estimated lifetime of the initiative
1-2 years

Comment
The COVID pandemic affected our programmes for replacing lighting in the plants to LED. Some plants were able to continue with this programme through 2020, while others had to put this on hold to focus on other business critical activities caused by the disruptions of production and staffing levels.

C4.3c

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

Method	Comment
Lower return on investment (ROI) specification	Efficient and lean manufacturing processes is reducing overall energy use in manufacture of our products
Compliance with regulatory requirements/standards	All our plants are ISO14001 certified, and therefore keep track of all climate change related legislation. As a minimum standard of performance we comply with all relevant legislation.
Employee engagement	Every month we hold conference calls to discuss HSE performance, including energy usage, with all the plants in each business segment.

C4.5

(C4.5) Do you classify any of your existing goods and/or services as low-carbon products or do they enable a third party to avoid GHG emissions?
No

C5. Emissions methodology

C5.1

(C5.1) Provide your base year and base year emissions (Scopes 1 and 2).

Scope 1

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
3054

Comment
Across our manufacturing footprint our plants use Diesel Oil, Natural Gas, Kerosene, Biomass, and Propane. As a lot of our manufacturing activities involve assembling supplied components a number of our plants generate Scope 1 emissions as follows: Propane and diesel is commonly used in forklifts; there are a small number of company vehicles, inc. a shift bus for one of our two Shanghai plants that use Diesel, and Natural Gas is used for heating. Our Spanish plant, one of our Swedish plants, and two of our Mexican plants use Propane and Natural Gas in their manufacturing activities.

Scope 2 (location-based)

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
43212

Comment
Companywide, 40% of the purchased electricity in 2020 was generated from renewable sources. 7 of our plants - the 4 Scandinavian plants, and our Brazilian, Slovakian & Canadian plants - purchase 100% renewable electricity.

Scope 2 (market-based)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

C5.2

(C5.2) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.
The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)

C6. Emissions data

C6.1

(C6.1) What were your organization's gross global Scope 1 emissions in metric tons CO2e?

Reporting year

Gross global Scope 1 emissions (metric tons CO2e)
2667

Start date
<Not Applicable>

End date
<Not Applicable>

Comment
13% of our total energy use results in Scope 1 emissions. 92% of our Scope 1 emissions come from 13 plants using Natural Gas in manufacturing processes (ovens, die casting), some air conditioning systems & heating. The remaining 8% of our Scope 1 emissions come from 8 plants using Diesel Oil for forklifts, generators and other similar equipment; 9 plants use Propane for extrusion rings, ovens, die casting & forklifts; and 2 plants used 22 MWh of Kerosene for forklifts. Our Scope 1 emissions fell by 13% in 2020 from 2019 (3,054 tonnes) as a consequence of the disruptions to production of the COVID pandemic, as demonstrated by the same percentage drop in sales.

C6.2

(C6.2) Describe your organization's approach to reporting Scope 2 emissions.

Row 1

Scope 2, location-based
We are reporting a Scope 2, location-based figure

Scope 2, market-based
We have operations where we are able to access electricity supplier emission factors or residual emissions factors, but are unable to report a Scope 2, market-based figure

Comment
Scope 2 emissions represent 90% of our total Scope 1 & 2 emissions. In preparation for this CDP submission we have mapped the amount of electricity purchased by our plants that was generated from renewable sources. 5 plants purchased 100% of their electricity generated from renewable sources, and across our footprint 36% of all purchased electricity was generated from renewables. We would like to report market-based Scope 2 emissions to better reflect our emissions, but we are unable to get the necessary data from all of our suppliers to calculate the Scope 2 market based emissions value and so are only reporting the location based value.

C6.3

(C6.3) What were your organization's gross global Scope 2 emissions in metric tons CO2e?

Reporting year

Scope 2, location-based
39513

Scope 2, market-based (if applicable)
<Not Applicable>

Start date
<Not Applicable>

End date
<Not Applicable>

Comment
Scope 2 emissions fell by 9% from 2019 levels, which is a smaller reduction than the 13% fall in sales. This smaller fall in Scope 2 emissions is due to electricity being used to set up our new Shuofang plant in China - the first products were manufactured in April - and a general increase in electricity usage in China in 2020 from 2019 due to higher production levels. The increase in electricity usage in China has a significant impact on our Scope 2 emissions as it is one of the countries with more Carbon intensive energy generation across our manufacturing footprint.

C6.4

(C6.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1 and Scope 2 emissions that are within your selected reporting boundary which are not included in your disclosure?
No

C6.5

(C6.5) Account for your organization's gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

Evaluation status
Relevant, calculated

Metric tonnes CO2e
563513.251

Emissions calculation methodology
Emissions calculated using 2020 data on spend on all materials categories and the Quantis Scope 3 emissions evaluator.

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain
Spend, and Carbon emissions in this category due to the calculation method, were down 18% from 2019. This is mainly due to the reduction in production because of the COVID pandemic.

Capital goods

Evaluation status
Relevant, calculated

Metric tonnes CO2e
53390.617

Emissions calculation methodology
Capital expenditure for 2020 converted to CO2e emissions using the Quantis Scope 3 emissions evaluator.

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain
This Scope 3 category remained largely consistent with 2019 (53,334 tonnes CO2e) due mainly to the spend on capital goods required to get our new Shuofang plant for Interiors products up and running in China.

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

Evaluation status
Relevant, calculated

Metric tonnes CO2e
8569.35

Emissions calculation methodology
We have used 2020 Purchasing spend data and the Quantis Scope 3 calculator to calculate emissions under this category.

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain
This is our first year where we have made a calculation of the emissions under this category, and the reported figure represents upstream emissions of purchased fuel and electricity in 2020.

Upstream transportation and distribution

Evaluation status
Relevant, calculated

Metric tonnes CO2e
55352.184

Emissions calculation methodology
We have used 2020 Purchasing spend data and the Quantis Scope 3 calculator to calculate emissions under this category.

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain
This is our first year where we have made a calculation of the emissions under this category. This figure is estimated by the Quantis calculator on our spend on direct materials in 2020.

Waste generated in operations

Evaluation status
Relevant, calculated

Metric tonnes CO2e
1817.403

Emissions calculation methodology
This figure has been calculated using the Quantis Scope 3 calculator and our 2020 Purchasing spend data on direct materials.

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain
Our absolute amount of waste reduced by 27% to 1.4 million kilograms in 2020 from 1.9 million kilograms in 2019, and 11 plants were landfill free in 2020.

Business travel

Evaluation status
Relevant, not yet calculated

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
We haven't calculated our business travel emissions due to all business travel being cancelled in 2020 due to the COVID pandemic unless for exceptional reasons.

Employee commuting

Evaluation status
Relevant, calculated

Metric tonnes CO2e
20400

Emissions calculation methodology
This has been calculated using the Quantis Scope 3 calculator and the number of employees in the company. It assumes normal working conditions and doesn't account for the percentage of employees who had to work from home from March 2020 and those who were out in furlough for various parts of 2020 due to the COVID pandemic.

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain
This has been calculated using the Quantis Scope 3 calculator and the number of employees in the company. It assumes normal working conditions and doesn't account for the percentage of employees who had to work from home from March 2020 and those who were out in furlough for various parts of 2020 due to the COVID pandemic.

Upstream leased assets

Evaluation status
Not relevant, explanation provided

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
We do not have any upstream leased assets.

Downstream transportation and distribution

Evaluation status
Relevant, not yet calculated

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
Most of our products are collected by our customers from our factories by their own contracted Logistics companies.

Processing of sold products

Evaluation status
Relevant, not yet calculated

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
A small amount of products are processed by intermediaries, though this represents a small amount of our Scope 3 emissions, and therefore is not a focus of our current data collection.

Use of sold products

Evaluation status
Relevant, not yet calculated

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
We do not have access to reliable sources of data to be able to calculate emissions associated with the use of our products. Increasingly our data sources and performing Lifecycle Analyses of our products is something we are targetting in 2021.

End of life treatment of sold products

Evaluation status
Relevant, not yet calculated

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
We do not have access to reliable sources of data to be able to calculate emissions associated with end of life treatment of our products. Increasingly our data sources and performing Lifecycle Analyses of our products is something we are targetting in 2021.

Downstream leased assets

Evaluation status
Relevant, not yet calculated

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
We have a small number of leased warehouses that fall under this emissions category. We don't currently collect energy data for these facilities as we have focused our efforts on collecting good quality data from our manufacturing facilities, which represents the significant share of emissions created by any facility that we manage.

Franchises

Evaluation status
Not relevant, explanation provided

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
We don't have any franchises.

Investments

Evaluation status
Not relevant, explanation provided

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
We do not make any investments.

Other (upstream)

Evaluation status
Not relevant, explanation provided

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
We do not have any other upstream Scope 3 emissions.

Other (downstream)

Evaluation status
Not relevant, explanation provided

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
We do not have any other downstream Scope 3 emissions.

C6.7

(C6.7) Are carbon dioxide emissions from biogenic carbon relevant to your organization?
No

C6.10

(C6.10) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.

Intensity figure
0.0000435159

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)
42180

Metric denominator
unit total revenue

Metric denominator: Unit total
969300000

Scope 2 figure used
Location-based

% change from previous year
9.65

Direction of change
Increased

Reason for change
Scope 1 emissions stayed consistent in 2020 from 2019. Scope 2 emissions make up 92% of our total direct and indirect emissions, and this fell by 9% from 2019, which is a smaller reduction than the 13% fall in sales. This smaller fall in Scope 2 emissions is due to electricity being used to set up our new Shuofang plant in China - the first products were manufactured in April - and a general increase in electricity usage in China in 2020 from 2019 due to higher production levels. The increase in electricity usage in China has a significant impact on our Scope 2 emissions as it is one of the countries with more Carbon intensive energy generation across our manufacturing footprint.

C7. Emissions breakdowns

C7.1

(C7.1) Does your organization break down its Scope 1 emissions by greenhouse gas type?
No

C7.2

(C7.2) Break down your total gross global Scope 1 emissions by country/region.

Country/Region	Scope 1 emissions (metric tons CO2e)
Americas	1292.6
Europe	1336.8
Asia Middle East (AME)	37.5

C7.3

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

By business division
By facility

C7.3a

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

Business division	Scope 1 emissions (metric ton CO2e)
Powertrain & Chassis	917.5
Speciality Products	1316.3
Interiors	433.1

C7.3b

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

Facility	Scope 1 emissions (metric tons CO2e)	Latitude	Longitude
Grand River, US	77.557	41.73831	-81.28144
Suffield, US	779.387	41.98972	-72.649843
Willis, US	7.532	30.456537	-95.467963
Nuevo Laredo, Mexico	85.57	27.449115	-99.507662
Ramos, Mexico	0.823	25.557963	-100.940263
Matamoros, Mexico	9.931	25.840715	-97.430647
Reynosa, Mexico	0	26.016917	-98.214886
Shawnigan, Canada	324.903	46.598685	-72.708587
Jundiai, Brazil	6.909	-23.205487	-46.923008
Raufoss, Norway	0.639	60.727092	10.607131
Hvittingfoss, Norway	0	59.525366	9.913584
Ljungsarp, Sweden	0	57.557863	13.620983
Mullsjo, Sweden	12.139	57.91471	13.88148
Molsheim, France	7.061	48.549366	7.496651
Cluses, France	268.635	46.06016	6.58033
Koluszki, Poland	163.853	51.739758	19.806408
Pruszkow, Poland	30.077	52.17181	20.784817
Brzesc, Poland	266.665	52.634186	18.852047
Epila, Spain	41.449	41.60307	-1.28491
Normanton, UK	76.99	53.705634	-1.388483
Siofok, Hungary	122.875	46.90757	18.05569
Vrable, Slovakia	346.471	48.228003	18.326175
Prithla, India	30.822	28.170349	77.305895
Yangsan, South Korea	0	35.33861	129.03861
Wuxi, China	0	31.56887	120.28857
SKADFM, China	3.183	31.22222	121.45806
Lonestar, China	3.533	31.22222	121.45806
Burton, UK		52.803775	-1.659818

C7.5

(C7.5) Break down your total gross global Scope 2 emissions by country/region.

Country/Region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)	Purchased and consumed electricity, heat, steam or cooling (MWh)	Purchased and consumed low-carbon electricity, heat, steam or cooling accounted for in Scope 2 market-based approach (MWh)
Americas	18804.561			
Europe	13682.134			
Asia Pacific (or JAPA)	7026.305			

C7.6

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

By business division

By facility

C7.6a

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

Business division	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Powertrain & Chassis	18199.881	
Speciality Products	12365.572	
Interiors	8947.547	

C7.6b

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

Facility	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Grand River, US	860.541	
Suffield, US	3050.935	
Willis, US	758.952	
Nuevo Laredo, Mexico	6779.065	
Ramos, Mexico	295.426	
Matamoros, Mexico	3623.52	
Reynosa, Mexico	2866.963	
Shawnigan, Canada	539.515	
Jundiai, Brazil	29.643	
Raufoss, Norway	35.87	
Hvittingfoss, Norway	30.861	
Ljungsarp, Sweden	25.759	
Mullsjo, Sweden	395.656	
Molsheim, France	3.027	
Cluses, France	188.727	
Koluszki, Poland	3022.722	
Pruszkow, Poland	2555.131	
Brzesc, Poland	2321.779	
Epila, Spain	1298.692	
Normanton, UK	2078.83	
Siofok, Hungary	309.043	
Vrable, Slovakia	1416.037	
Prithla, India	459.235	
Yangsan, South Korea	274.703	
Wuxi, China	4593.424	
SKADFM, China	1009.807	
Lonestar, China	689.136	
Burton, UK		

C7.9

(C7.9) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Decreased

C7.9a

(C7.9a) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year.

	Change in emissions (metric tons CO2e)	Direction of change	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	0	No change	0	We do not use the market based calculation due to a lack of supplier emissions data so make no allowance for the 40% renewable energy that is in our supply when calculating emissions.
Other emissions reduction activities	1449.921	Decreased	3.4375	Despite the disruption caused by the COVID pandemic only 2 of our plants didn't implement some energy efficiency projects in 2020. All plants to implement energy efficiency projects continued with replacement of lighting to LEDs, with 2 completing a complete transition to this type of lighting. 5 plants had programmes in place to fix air leaks in the compressed air system, while all plants ensured better management of turning off equipment and lighting when not needed. 11 plants replaced old equipment for new, energy efficient equipment, some notable examples of this were; our Brazilian plant purchasing new washing machines; new molding machines, air conditioning units and cooling systems in Nuevo Laredo; a Variable Frequency Drive (VFD) fitted to a molding machine in India; upgraded venitlation system in Raufoss, Norway; and VFDs fitted to fan motors in Vrable. Additionally, there were projects in some plants to reuse waste heat back into the production processes, notably a new chiller unit in our Cluses plant that uses a more environmentally friendly gas and where waste heat will be used to heat the plant thus reducing Natural Gas usage; in Hungary a gas engine has been fitted with a heat exchanger to use waste heat in production processes; while in India a heat exchanger was fitted to a hydraulic power pack.
Divestment	0	No change	0	There was no divestment in 2020.
Acquisitions	0	No change	0	There were no acquisitions in 2020.
Mergers	0	No change	0	There were no mergers in 2020.
Change in output	3091.187	Decreased	7.3286	An approx. 13% decline in sales, and therefore operations, in 2020 due to the COVID pandemic led to an approx. 7% reduction in CO2 emissions from the reduced production. This reduction in output CO2 emissions was driven by higher electricity usage in China in 2020 from 2019, partly driven by strong operational performance, but also due to setting up our new Shuofang plant factory there. The emissions factor we use for electricity generation in China represents a high amount of Carbon intensive generation in the generation mix than in nearly all the other countries where we operate, hence the greater drop in production leading to a smaller drop in calculated CO2 emissions.
Change in methodology	0	No change	0	The methodology and emissions / conversion factors used for 2020 data were the same as those used in 2019.
Change in boundary	0	No change	0	There was no change in boundary in 2020.
Change in physical operating conditions	0	No change	0	There was no change in physical operating conditions in 2020.
Unidentified	0	No change	0	There were no unidentified changes in 2020.
Other	0	No change	0	There were no other changes in 2020.

C7.9b

(C7.9b) Are your emissions performance calculations in C7.9 and C7.9a based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Location-based

C8. Energy

C8.1

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

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

C8.2

(C8.2) Select which energy-related activities your organization has undertaken.

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	Yes
Consumption of purchased or acquired electricity	Yes
Consumption of purchased or acquired heat	Yes
Consumption of purchased or acquired steam	No
Consumption of purchased or acquired cooling	No
Generation of electricity, heat, steam, or cooling	No

C8.2a

(C8.2a) Report your organization's energy consumption totals (excluding feedstocks) in MWh.

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	LHV (lower heating value)	0	14732.92	14732.92
Consumption of purchased or acquired electricity	<Not Applicable>	38595.12	58975.67	97570.79
Consumption of purchased or acquired heat	<Not Applicable>	291.49	0	291.49
Consumption of purchased or acquired steam	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired cooling	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of self-generated non-fuel renewable energy	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Total energy consumption	<Not Applicable>	38886.61	73708.59	112595.2

C8.2b

(C8.2b) Select the applications of your organization's consumption of fuel.

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	Yes
Consumption of fuel for the generation of heat	Yes
Consumption of fuel for the generation of steam	No
Consumption of fuel for the generation of cooling	Yes
Consumption of fuel for co-generation or tri-generation	No

C8.2c

(C8.2c) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Fuels (excluding feedstocks)
Diesel

Heating value
LHV (lower heating value)

Total fuel MWh consumed by the organization
335.18

MWh fuel consumed for self-generation of electricity
16.75

MWh fuel consumed for self-generation of heat
0

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
0

MWh fuel consumed for self-cogeneration or self-trigeneration
<Not Applicable>

Emission factor
2.68

Unit
kg CO2 per liter

Emissions factor source
Greenhouse Gas Protocol Emission Factors from Cross-Sector Tools, March 2017 (original source IPCC 2006 Guidelines for National Greenhouse Gas Inventories)

Comment
8 of our plants use diesel. It is used in company cars at 4 plants, in forklifts at 2 plants, and a shift bus our KAMS plant. In other facilities it is used in the fire-fighting system. We estimate that 5% of our diesel use is for back-up generators.

Fuels (excluding feedstocks)
Propane Liquid

Heating value
LHV (lower heating value)

Total fuel MWh consumed by the organization
632.23

MWh fuel consumed for self-generation of electricity
0

MWh fuel consumed for self-generation of heat
259.35

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
0

MWh fuel consumed for self-cogeneration or self-trigeneration
<Not Applicable>

Emission factor
1.61

Unit
kg CO2 per liter

Emissions factor source
Greenhouse Gas Protocol Emission Factors from Cross-Sector Tools, March 2017 (original source IPCC 2006 Guidelines for National Greenhouse Gas Inventories)

Comment
9 plants use Propane. In 6 plants it is used in forklifts. In our Epila plant it is used in extrusion rings and ovens, while in Matamoros it is used in the Die Cast machine.

Fuels (excluding feedstocks)
Natural Gas

Heating value
LHV (lower heating value)

Total fuel MWh consumed by the organization
13743.09

MWh fuel consumed for self-generation of electricity
0

MWh fuel consumed for self-generation of heat
11203.97

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
1949.43

MWh fuel consumed for self-cogeneration or self-trigeneration
<Not Applicable>

Emission factor
1.88

Unit
kg CO2e per m3

Emissions factor source
Greenhouse Gas Protocol Emission Factors from Cross-Sector Tools, March 2017 (original source IPCC 2006 Guidelines for National Greenhouse Gas Inventories)

Comment
13 plants use Natural Gas, with 9 using it for heating purposes. In our Suffield plant the HVAC system is powered by Natural Gas, while In the Willis plant Natural Gas is used in the back-up generator, in Nuevo Laredo it's used in the Die Cast machine. We estimate that Natural Gas use for non-heating or cooling purposes makes up 5% of our total usage.

C9. Additional metrics

C9.1

(C9.1) Provide any additional climate-related metrics relevant to your business.

Description
Waste

Metric value
1430366.92

Metric numerator
kg waste generated by plants.

Metric denominator (intensity metric only)
969.3m Euro sales

% change from previous year
26.91

Direction of change
Decreased

Please explain
The main driver for the decrease in waste in 2020 from 2019 was the impact of the COVID pandemic on production. All our plants continued to implement waste reduction projects and 11 plants managed to be landfill free in 2020.

C10. Verification

C10.1

(C10.1) Indicate the verification/assurance status that applies to your reported emissions.

	Verification/assurance status
Scope 1	No third-party verification or assurance
Scope 2 (location-based or market-based)	No third-party verification or assurance
Scope 3	No third-party verification or assurance

C10.2

(C10.2) Do you verify any climate-related information reported in your CDP disclosure other than the emissions figures reported in C6.1, C6.3, and C6.5?
No, we do not verify any other climate-related information reported in our CDP disclosure

C11. Carbon pricing

C11.1

(C11.1) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?
No, and we do not anticipate being regulated in the next three years

C11.2

(C11.2) Has your organization originated or purchased any project-based carbon credits within the reporting period?
No

C11.3

(C11.3) Does your organization use an internal price on carbon?
No, and we do not currently anticipate doing so in the next two years

C12. Engagement

C12.1

(C12.1) Do you engage with your value chain on climate-related issues?

Yes, our suppliers

Yes, our customers

C12.1a

(C12.1a) Provide details of your climate-related supplier engagement strategy.

Type of engagement

Information collection (understanding supplier behavior)

Details of engagement

% of suppliers by number

100

% total procurement spend (direct and indirect)

100

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

0

Rationale for the coverage of your engagement

We require all suppliers to sign a declaration that they will abide by the content of our Supplier Sustainability Manual, which includes the requirement for measuring and management of emissions produced by their manufacturing activities. A quarter of our suppliers have been requested through the NQC platform to provide us with more detail on how they manage sustainability issues, inc. performance information. In 2019 we started a trial programme of auditing a small number of suppliers on sustainability performance, however, this was interrupted in 2020 due to the COVID pandemic.

Impact of engagement, including measures of success

Collecting regular emissions performance data is something we are working towards, and we feel that our developing supplier engagement programme will help us achieve this. Sustainability is now a key criteria in the selection of suppliers, with a minimum level of management systems required that cover sustainability areas, such as Health & Safety, environmental performance, ethics, etc.

Comment

No further comment

Type of engagement

Compliance & onboarding

Details of engagement

Included climate change in supplier selection / management mechanism

% of suppliers by number

100

% total procurement spend (direct and indirect)

100

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

0

Rationale for the coverage of your engagement

We require all suppliers to sign a declaration that they will abide by the content of our Supplier Sustainability Manual, which includes the requirement for measuring and management of emissions produced by their manufacturing activities. A quarter of our suppliers have been requested through the NQC platform to provide us with more detail on how they manage sustainability issues, inc. performance information. In 2019 we started a trial programme of auditing a small number of suppliers on sustainability performance, however, this was interrupted in 2020 due to the COVID pandemic.

Impact of engagement, including measures of success

Collecting regular emissions performance data is something we are working towards, and we feel that our developing supplier engagement programme will help us achieve this. Sustainability is now a key criteria in the selection of suppliers, with a minimum level of management systems required that cover sustainability areas, such as Health & Safety, environmental performance, ethics, etc.

Comment

No further comment

C12.1b

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

Type of engagement
Collaboration & innovation

Details of engagement
Other, please specify (Collaboration with a customer on improving energy efficiency in our plants)

% of customers by number
1

% of customer - related Scope 3 emissions as reported in C6.5
0

Portfolio coverage (total or outstanding)
<Not Applicable>

Please explain the rationale for selecting this group of customers and scope of engagement
We are collaborating with one of our biggest customers to improve energy efficiency of a small sample of our plants, the learnings of which will be rolled out to our other plants in a formal programme on improving energy efficiency.

Impact of engagement, including measures of success
So far a number of energy efficiency improvements have been identifed, and measured in terms of kWh and US Dollar savings. Success in this programme will be achieved when those identified improvement opportunities are implemented and we can measure the savings, as well as

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Type of engagement
Education/information sharing

Details of engagement
Other, please specify (We provide our customers with information on our climate change related performance through our CR report, CDP report (made public and included on our website) and through various sustainability platforms and questionnaires.)

% of customers by number
100

% of customer - related Scope 3 emissions as reported in C6.5
0

Portfolio coverage (total or outstanding)
<Not Applicable>

Please explain the rationale for selecting this group of customers and scope of engagement
We include emissions performance information in our annual Corporate Responsibility report and make our CDP submission public. 6 of our biggest customers have requested direct access to our CDP submission.

Impact of engagement, including measures of success
We don't have any KPIs for this type of engagement.

C12.3

(C12.3) Do you engage in activities that could either directly or indirectly influence public policy on climate-related issues through any of the following?
Trade associations

C12.3b

(C12.3b) Are you on the board of any trade associations or do you provide funding beyond membership?
No

C12.3f

(C12.3f) What processes do you have in place to ensure that all of your direct and indirect activities that influence policy are consistent with your overall climate change strategy?

The people who are involved in setting strategy and monitoring performance participate in the engagement with the trade associations. We engage with industry working groups, primarily with the Automotive Industry Action Group (AIAG). Through participation, we gain an understanding of stakeholder concerns, interests and expectations, customer desires and needs, and supplier initiatives. We also better understand impacts of policy and trends that may be affecting our industry. Being connected in this way, we seek to understand stakeholder concerns, potential risks, consumer desires, public interest, as well as, market opportunities.

C12.4

(C12.4) Have you published information about your organization's response to climate change and GHG emissions performance for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Publication
In voluntary sustainability report

Status
Complete

Attach the document

Page/Section reference

Content elements
Governance
Strategy
Risks & opportunities
Emissions figures
Emission targets

Comment

C15. Signoff

C-FI

(C-FI) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored.

C15.1

(C15.1) Provide details for the person that has signed off (approved) your CDP climate change response.

	Job title	Corresponding job category
Row 1	Executive Vice President Quality & HSE	Other C-Suite Officer

SC. Supply chain module

SC0.0

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

Kongsberg Automotive provides world class products to the global vehicle industry. Our products enhance the driving experience, making it safer, more comfortable and sustainable. With revenues of EUR 1.1 billion and 11,400 employees in 19 countries, Kongsberg Automotive is truly a global supplier. The company is headquartered in Zurich, Switzerland, and has 27 production facilities worldwide.

The product portfolio includes seat comfort systems, driver and motion-control systems, fluid assemblies, and industrial driver-interface products developed for global vehicle manufacturers.

SC0.1

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

	Annual Revenue
Row 1	969300000

SC0.2

(SC0.2) Do you have an ISIN for your company that you would be willing to share with CDP?
No

SC1.1

(SC1.1) Allocate your emissions to your customers listed below according to the goods or services you have sold them in this reporting period.

Requesting member
BMW AG

Scope of emissions
Scope 1

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
95.6

Uncertainty (±%)
5

Major sources of emissions
Diesel, Natural Gas, Propane, Kerosene

Verified
No

Allocation method
Allocation based on the volume of products purchased

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The percentage of sales to BMW out of our total 2020 sales has been used to apportion the scope 1 emissions.

Requesting member
Husqvarna AB

Scope of emissions
Scope 1

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
9.6

Uncertainty (±%)
5

Major sources of emissions
Diesel, Natural Gas, Propane, Kerosene

Verified
No

Allocation method
Allocation based on the volume of products purchased

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The percentage of sales to Husqvarna out of our total 2020 sales has been used to apportion the scope 1 emissions.

Requesting member
Jaguar Land Rover Ltd

Scope of emissions
Scope 1

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
78.4

Uncertainty (±%)
5

Major sources of emissions
Diesel, Natural Gas, Propane, Kerosene

Verified
No

Allocation method
Allocation based on the volume of products purchased

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The percentage of sales to Jaguar Landrover out of our total 2020 sales has been used to apportion the scope 1 emissions.

Requesting member
Magna International Inc.

Scope of emissions
Scope 1

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
54.1

Uncertainty (±%)
5

Major sources of emissions
Diesel, Natural Gas, Propane, Kerosene

Verified
No

Allocation method
Allocation based on the volume of products purchased

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The percentage of sales to Magna out of our total 2020 sales has been used to apportion the scope 1 emissions.

Requesting member
Renault

Scope of emissions
Scope 1

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
109.6

Uncertainty (±%)
5

Major sources of emissions
Diesel, Natural Gas, Propane, Kerosene

Verified
No

Allocation method
Allocation based on the volume of products purchased

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The percentage of sales to Renault out of our total 2020 sales has been used to apportion the scope 1 emissions.

Requesting member
Stellantis N.V.

Scope of emissions
Scope 1

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
225.9

Uncertainty (±%)
5

Major sources of emissions
Diesel, Natural Gas, Propane, Kerosene

Verified
No

Allocation method
Allocation based on the volume of products purchased

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The percentage of sales to Stellantis out of our total 2020 sales has been used to apportion the scope 1 emissions.

Requesting member
BMW AG

Scope of emissions
Scope 2

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
1416.9

Uncertainty (±%)
5

Major sources of emissions
Purchased electricity

Verified
No

Allocation method
Allocation based on the volume of products purchased

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The percentage of sales to BMW out of our total 2020 sales has been used to apportion the scope 2 emissions.

Requesting member
Husqvarna AB

Scope of emissions
Scope 2

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
141.6

Uncertainty (±%)
5

Major sources of emissions
Purchased electricity

Verified
No

Allocation method
Allocation based on the volume of products purchased

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The percentage of sales to Husqvarna out of our total 2020 sales has been used to apportion the scope 2 emissions.

Requesting member
Jaguar Land Rover Ltd

Scope of emissions
Scope 2

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
1161.7

Uncertainty (±%)
5

Major sources of emissions
Purchased electricity

Verified
No

Allocation method
Allocation based on the volume of products purchased

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The percentage of sales to Jaguar Landrover out of our total 2020 sales has been used to apportion the scope 2 emissions.

Requesting member
Magna International Inc.

Scope of emissions
Scope 2

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
802.2

Uncertainty (±%)
5

Major sources of emissions
Purchased electricity

Verified
No

Allocation method
Allocation based on the volume of products purchased

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The percentage of sales to Magna out of our total 2020 sales has been used to apportion the scope 2 emissions.

Requesting member
Renault

Scope of emissions
Scope 2

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
1623.6

Uncertainty (±%)
5

Major sources of emissions
Purchased electricity

Verified
No

Allocation method
Allocation based on the volume of products purchased

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The percentage of sales to Renault out of our total 2020 sales has been used to apportion the scope 2 emissions.

Requesting member
Stellantis N.V.

Scope of emissions
Scope 2

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
3347.3

Uncertainty (±%)
5

Major sources of emissions
Purchased electricity

Verified
No

Allocation method
Allocation based on the volume of products purchased

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The percentage of sales to Stellantis out of our total 2020 sales has been used to apportion the scope 2 emissions.

SC1.2

(SC1.2) Where published information has been used in completing SC1.1, please provide a reference(s).

Our Corporate Responsibility Report and Annual Report contains some of the information and data included in this CDP report. These are available on our website - https://www.kongsbergautomotive.com/

SC1.3

(SC1.3) What are the challenges in allocating emissions to different customers, and what would help you to overcome these challenges?

Allocation challenges	Please explain what would help you overcome these challenges
Customer base is too large and diverse to accurately track emissions to the customer level	Line / cell metering may be useful tool.
Diversity of product lines makes accurately accounting for each product/product line cost ineffective	We have many products manufactured in batches on manufacturing lines.
Customer base is too large and diverse to accurately track emissions to the customer level	We have many customers, some contracted and some that purchase on a spot basis.
Managing the different emission factors of diverse and numerous geographies makes calculating total footprint difficult	We are in 19 countries and 27 production facilities, it is a significant amount of work to track all the parts produced in different countries for specific customers and then calculate specific emissions for the parts produced with a meaningful level of accuracy, and we could use this same time to drive emissions performance improvements at our plants.
Other, please specify (Dedicating time to measuring emissions rather than spending it on reducing emissions.)	We believe we can have a bigger impact on our emissions performance at the moment by focusing our resources on implementing initiatives in our plants rather than on the monitoring of current performance.

SC1.4

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

SC1.4a

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

We may consider line metering if viable, accurate and cost effective for our largest customers with dedicated lines.

SC2.1

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

SC2.2

(SC2.2) Have requests or initiatives by CDP Supply Chain members prompted your organization to take organizational-level emissions reduction initiatives?
No

SC4.1

(SC4.1) Are you providing product level data for your organization's goods or services?
No, I am not providing data

Submit your response

In which language are you submitting your response?

English

Please confirm how your response should be handled by CDP

	I am submitting to	Public or Non-Public Submission	Are you ready to submit the additional Supply Chain questions?
I am submitting my response	Investors Customers	Public	Yes, I will submit the Supply Chain questions now

Please confirm below

I have read and accept the applicable Terms