

C0. Introduction

C0.1

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

The Goodyear Tire & Rubber Company was founded in 1898 with just 13 associates producing bicycle and carriage tires. Today, we are one of the world's largest tire companies, with an iconic brand and manufacturing operations in most regions of the world. Headquartered in Akron, Ohio, we employ more than 70,000 people and manufacture our products in 57 facilities in 23 countries.

For 125 years, Goodyear has developed the technology that keeps people moving so they have the confidence to go faster, farther and more places, making all of life's connections easier every day. It's that same spirit that put Goodyear on roads around every corner of the earth, in record books and even on the moon. And we're not stopping anytime soon. At our two Innovation Centers in Akron, Ohio, and Colmar-Berg, Luxembourg, we strive to develop state-of-the-art products and services that set the standard for technology and performance. From today's vehicles to the driverless fleets of the future, we are not just putting cars on tires; we are enabling mobility.

Across our 15 brands—serving the consumer, commercial, aviation, off-road and racing markets—we offer the benefits today's drivers are looking for, from innovative technology and performance handling to all-weather reliability and quality and value.

Additional financial information, including our most recent quarterly and annual earnings reports, is available on the company's Investor Relations webpage, goodyear.com/investors.

C0.2

(C0.2) State the start and end date of the year for which you are reporting data and indicate whether you will be providing emissions data for past reporting years.

Reporting year

Start date

January 1 2022

End date

December 31 2022

Indicate if you are providing emissions data for past reporting years

Yes

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

1 year

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

1 year

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

1 year

C0.3

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

- Australia
- Belgium
- Brazil
- Canada
- Chile
- China
- Colombia
- France
- Germany
- India
- Indonesia
- Japan
- Luxembourg
- Malaysia
- Mexico
- Netherlands
- Peru
- Poland
- Serbia
- Singapore
- Slovenia
- South Africa
- Spain
- Thailand
- Turkey
- 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.

USD

C0.5

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

Operational control

C0.8

(C0.8) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?

Indicate whether you are able to provide a unique identifier for your organization	Provide your unique identifier
Yes, an ISIN code	US3825501014

C1. Governance

C1.1

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

Yes

C1.1a

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

Position of individual or committee	Responsibilities for climate-related issues
Board-level committee	Goodyear’s Board of Directors (Board) and its Committee on Corporate Responsibility and Compliance (CRC), founded in 1976, are responsible for monitoring and providing recommendations on how Goodyear manages our business in a responsible manner, including our environmental, social and governance (ESG) objectives, policies, strategies, programs, and performance, including climate. The CRC, comprised of no fewer than three members of the company’s Board and currently comprised of five members, meets three times a year to review and receive updates from management and Goodyear’s Vice President and Chief Sustainability Officer related to ESG matters. The CRC fulfills the responsibilities delegated to it by the Board in its charter. This includes reviewing Goodyear’s climate targets and actions, and regularly monitoring progress toward achieving them.

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
Scheduled – all meetings	Overseeing and guiding employee incentives Reviewing and guiding strategy	<Not Applicable>	The Board Committee on Corporate Responsibility and Compliance (CRC) typically meets three times a year to review and receive updates from management related to climate issues, which includes reports and updates from Goodyear’s Vice President and Chief Sustainability Officer. For example, the CRC reviews a report on Goodyear’s climate-related risks and opportunities and financial impact assessment. The full Board of Directors (Board) regularly receives a report following each committee meeting. The full Board is aware of and supportive of Goodyear’s climate strategy and implementation efforts. This Board oversight ensures Goodyear’s continued focus on addressing climate-related risks and opportunities and their impacts on its business, strategy and financial planning, as well as risk management processes. The Board has delegated the primary responsibility of establishing and administering Goodyear’s compensation programs for officers and other key personnel to the Compensation Committee. The Compensation Committee oversees Goodyear’s policies and compensation and benefit plans for directors, officers, and other key personnel; administers the company’s incentive compensation plans (including reviewing and approving grants to officers and other key personnel); and reviews and approves annually all compensation decisions related to officers, including the Chief Executive Officer. The Compensation Committee also prepares a report on executive compensation for inclusion in the annual proxy statement; reviews and discusses the Compensation Discussion and Analysis with management and recommends its inclusion in the annual proxy statement; and periodically reviews our diversity and inclusion strategies and progress.
Scheduled – some meetings	Overseeing and guiding the development of a transition plan Overseeing the setting of corporate targets Monitoring progress towards corporate targets	<Not Applicable>	The Board Committee on Corporate Responsibility and Compliance (CRC) typically meets three times a year to review and receive updates from management related to climate issues, which includes reports and updates from Goodyear’s Vice President and Chief Sustainability Officer. For example, the CRC reviews a report on Goodyear’s climate-related risks and opportunities and financial impact assessment. The full Board of Directors (Board) regularly receives a report following each committee meeting. The full Board is aware of and supportive of Goodyear’s climate strategy, including decarbonization and transition strategies, and implementation efforts. The Board and the CRC reviews Goodyear’s climate targets and actions and regularly monitors progress toward achieving them.

C1.1d

(C1.1d) Does your organization have at least one board member with competence on climate-related issues?

	Board member(s) have competence on climate-related issues	Criteria used to assess competence of board member(s) on climate-related issues	Primary reason for no board-level competence on climate-related issues	Explain why your organization does not have at least one board member with competence on climate-related issues and any plans to address board-level competence in the future
Row 1	Yes	Competence is considered based on either previous or current involvement in climate-related strategy and/or decision making. Through participation in the Board Committee on Corporate Responsibility and Compliance, members are monitoring and providing recommendations related to climate issues.	<Not Applicable>	<Not Applicable>

C1.2

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

Position or committee

Chief Sustainability Officer (CSO)

Climate-related responsibilities of this position

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

Coverage of responsibilities

<Not Applicable>

Reporting line

Operations - COO reporting line

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

Quarterly

Please explain

Goodyear's Board of Directors is committed to overseeing the company's environmental, social and governance (ESG) impacts, risks and opportunities, and the prioritization and integration of ESG strategies. The Board Committee on Corporate Responsibility and Compliance (CRC) annually reviews climate-related risks and opportunities, targets, climate strategies, metrics and progress. The CRC is responsible for monitoring and providing recommendations on how Goodyear manages our business in a responsible manner, including our ESG objectives, policies, strategies, programs and performance. This includes the responsibility to monitor the company's climate strategy. The CRC also discusses the strategies and their integration into business processes. It has received climate-related updates for many years. The CSO's role in our climate strategy governance:

- Senior Leadership Team: Acts as the steering committee for Goodyear's climate strategy and performance. Each of these roles has compensation metrics and goals that are linked to achieving certain climate targets
- Vice President and Chief Sustainability Officer: Oversees the company's climate strategy, goals and progress. Reviews Goodyear's climate strategy, goals and performance with company officers and each strategic business unit. This role has compensation metrics and goals that are linked to achieving certain climate targets

Position or committee

Chief Executive Officer (CEO)

Climate-related responsibilities of this position

Assessing climate-related risks and opportunities

Coverage of responsibilities

<Not Applicable>

Reporting line

Reports to the board directly

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

Quarterly

Please explain

Goodyear's Board of Directors is committed to overseeing the company's environmental, social and governance (ESG) impacts, risks and opportunities, and the prioritization and integration of ESG strategies. The Board Committee on Corporate Responsibility and Compliance (CRC) annually reviews climate-related risks and opportunities, targets, climate strategies, metrics and progress. The CRC is responsible for monitoring and providing recommendations on how Goodyear manages our business in a responsible manner, including our ESG objectives, policies, strategies, programs and performance. This includes the responsibility to monitor the company's climate strategy. The CRC also discusses the strategies and their integration into business processes. It has received climate-related updates for many years. The Chairman, CEO and President's role in our climate strategy governance:

- Chairman, CEO & President: Serves as the executive sponsor of Goodyear's climate strategy. This includes receiving updates and making final decisions related to Goodyear's strategy

Position or committee

Chief Risks Officer (CRO)

Climate-related responsibilities of this position

Integrating climate-related issues into the strategy
Conducting climate-related scenario analysis
Assessing climate-related risks and opportunities

Coverage of responsibilities

<Not Applicable>

Reporting line

Other, please specify (General Counsel)

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

Quarterly

Please explain

Goodyear's climate-related risks and opportunities will be evaluated on an annual basis, led by Goodyear's Global Sustainability leadership, Chief Risk Officer and Chief Financial Officer. The aim is to ensure an up-to-date view of potential climate-related risks and opportunities in the short, medium and long term, and an understanding of the significance of impacts, including under different climate scenarios. Goodyear will evaluate and potentially adjust inputs, parameters, assumptions, data and analytical choices annually. Goodyear will use this analysis to evaluate our adaptation and resiliency strategies. Goodyear will continue to report the details of this analysis and strategic responses through our annual reports.

Position or committee

Other, please specify (Better Future Steering Committee)

Climate-related responsibilities of this position

Integrating climate-related issues into the strategy
Monitoring progress against climate-related corporate targets

Coverage of responsibilities

<Not Applicable>

Reporting line

Corporate Sustainability/CSR reporting line

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

Not reported to the board

Please explain

The Better Future Steering Committee, led by Goodyear's Vice President and Chief Sustainability Officer, and currently comprised of 17 cross-functional, global leaders

representing each region, as well as corporate in the areas of Procurement, Technology, Risk, Legal, Manufacturing Operations, Communications, Government and Public Affairs, Human Resources, Strategy, Finance and Marketing, ensures functional goals are established for Goodyear's high-priority sustainability topics and aligned with corporate strategy. The Committee also advances the company's communication to internal and external stakeholders. Our Vice President and Chief Sustainability Officer reports to the Senior Vice President, Global Operations and Chief Technology Officer, leads the Steering Committee and provides an annual update to the Board Committee on Corporate Responsibility and Compliance, enhancing their collective knowledge and awareness of key sustainability issues.

Position or committee

Other committee, please specify (Climate Operating Committee)

Climate-related responsibilities of this position

- Developing a climate transition plan
- Implementing a climate transition plan
- Integrating climate-related issues into the strategy
- Conducting climate-related scenario analysis
- Setting climate-related corporate targets
- Monitoring progress against climate-related corporate targets
- Assessing climate-related risks and opportunities

Coverage of responsibilities

<Not Applicable>

Reporting line

Corporate Sustainability/CSR reporting line

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

Not reported to the board

Please explain

Goodyear's Board of Directors is committed to overseeing the company's environmental, social and governance (ESG) impacts, risks and opportunities, and the prioritization and integration of ESG strategies. The Board Committee on Corporate Responsibility and Compliance (CRC) annually reviews climate-related risks and opportunities, targets, climate strategies, metrics and progress. The CRC is responsible for monitoring and providing recommendations on how Goodyear manages our business in a responsible manner, including our ESG objectives, policies, strategies, programs and performance. This includes the responsibility to monitor the company's climate strategy. The CRC also discusses the strategies and their integration into business processes. It has received climate-related updates for many years. The Climate Operating Committee's role in our climate strategy governance:

- Climate Operating Committee (Functional & Operational Leaders): Develops and implements decarbonization and climate change adaptation and resiliency strategies and monitors progress.

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	Yes	

C1.3a

(C1.3a) Provide further details on the incentives provided for the management of climate-related issues (do not include the names of individuals).

Entitled to incentive

Chief Sustainability Officer (CSO)

Type of incentive

Monetary reward

Incentive(s)

- Bonus - % of salary
- Bonus – set figure

Performance indicator(s)

- Board approval of climate transition plan
- Progress towards a climate-related target

Incentive plan(s) this incentive is linked to

Both Short-Term and Long-Term Incentive Plan

Further details of incentive(s)

Oversees the company's climate strategy, goals and progress. Reviews Goodyear's climate strategy, goals and performance with company officers and each strategic business unit. This role has compensation metrics and goals that are linked to achieving certain climate targets.

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan

Environmental goals include specific milestones on climate-related disclosure, climate target setting and climate strategy development to facilitate achievement of 2030 and 2050 climate ambitions. This includes TCFD disclosure, SBTi targets submission and climate strategy roadmap development.

Entitled to incentive

Executive officer

Type of incentive

Monetary reward

Incentive(s)

Bonus - % of salary
Bonus – set figure

Performance indicator(s)

Board approval of climate transition plan
Progress towards a climate-related target

Incentive plan(s) this incentive is linked to

Both Short-Term and Long-Term Incentive Plan

Further details of incentive(s)

The Compensation Committee set rigorous ESG goals that are intended to be challenging, but with motivational value for the named executive officers. Our 2022-2024 sustainability goal requires significant progress towards Goodyear's ambitious goal to make a tire from 100% sustainable material content by 2030. Prior to setting the goal, Goodyear announced the development of a demonstration tire with 70% sustainable material content in January 2022. Our 2022-2024 greenhouse gas emissions goal sets us on a path to achieving our long-term sustainability targets, including our announced 2030 science based target of a 46% reduction in Scope 1 and Scope 2 emissions. If we achieve one of these goals, the pay out on our 2022-2024 long-term performance awards will increase by 15% and, if we achieve both of these goals, the pay out on our 2022-2024 long-term performance awards will increase by 25% (subject to a cap on the overall maximum payout of 200%).

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan

Environmental goals include specific milestones on climate-related disclosure, climate target setting and climate strategy development to facilitate achievement of 2030 and 2050 climate ambitions. This includes TCFD disclosure, SBTi targets submission and climate strategy roadmap development.

Entitled to incentive

Corporate executive team

Type of incentive

Monetary reward

Incentive(s)

Bonus - % of salary
Bonus – set figure

Performance indicator(s)

Board approval of climate transition plan
Progress towards a climate-related target

Incentive plan(s) this incentive is linked to

Both Short-Term and Long-Term Incentive Plan

Further details of incentive(s)

Acts as the steering committee for Goodyear's climate strategy and performance. Each of these roles has compensation metrics and goals that are linked to achieving certain climate targets.

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan

Environmental goals include specific milestones on climate-related disclosure, climate target setting and climate strategy development to facilitate achievement of 2030 and 2050 climate ambitions. This includes TCFD disclosure, SBTi targets submission and climate strategy roadmap development.

Entitled to incentive

Business unit manager

Type of incentive

Monetary reward

Incentive(s)

Bonus - % of salary
Bonus – set figure

Performance indicator(s)

Board approval of climate transition plan
Progress towards a climate-related target

Incentive plan(s) this incentive is linked to

Both Short-Term and Long-Term Incentive Plan

Further details of incentive(s)

The Compensation Committee set rigorous ESG goals that are intended to be challenging, but with motivational value for the named executive officers. Our 2022-2024 sustainability goal requires significant progress towards Goodyear's ambitious goal to make a tire from 100% sustainable material content by 2030. Prior to setting the goal, Goodyear announced the development of a demonstration tire with 70% sustainable material content in January 2022. Our 2022-2024 greenhouse gas emissions goal sets us on a path to achieving our long-term sustainability targets, including our announced 2030 science based target of a 46% reduction in Scope 1 and Scope 2 emissions. If we achieve one of these goals, the pay out on our 2022-2024 long-term performance awards will increase by 15% and, if we achieve both of these goals, the pay out on our 2022-2024 long-term performance awards will increase by 25% (subject to a cap on the overall maximum payout of 200%).

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan

Environmental goals include specific milestones on climate-related disclosure, climate target setting and climate strategy development to facilitate achievement of 2030 and 2050 climate ambitions. This includes TCFD disclosure, SBTi targets submission and climate strategy roadmap development.

C2. Risks and opportunities

C2.1

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

Yes

C2.1a

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

	From (years)	To (years)	Comment
Short-term	0	5	
Medium-term	5	10	
Long-term	10	30	

C2.1b

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

When assessing climate-related risks and opportunities, Goodyear defines substantive financial or strategic impact as the ability of a material climate-related risk or opportunity to negatively or positively influence Goodyear's finances (including revenues, expenditures, assets & liabilities, and capital & financing) by more than 50 million USD, annually, or 400 million USD between the fiscal years of 2023 and 2030. Goodyear assesses risk and opportunity from both quantitative and qualitative perspectives.

C2.2

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

Value chain stage(s) covered

Direct operations
Upstream
Downstream

Risk management process

Integrated into multi-disciplinary company-wide risk management process

Frequency of assessment

Annually

Time horizon(s) covered

Short-term
Medium-term
Long-term

Description of process

1. IDENTIFY: Goodyear used a combination of internal and external insights to identify and prioritize potentially material climate-related risks and opportunities. This process included the following activities: 1. Review of Goodyear's materiality assessment, industry and non-industry manufacturing climate-related risks and opportunities, lending considerations, global public policies and regulatory landscape, and global industry and Goodyear trends, such as weather events, climate-related impacts on natural rubber, mobility industry innovation and transitions, etc. 2. Workshops with Goodyear's Climate Operating Committee, comprised of cross-functional global leaders in sales and marketing, tire technology, operations, supply chain, procurement, legal and finance, to review the research and insights and discuss its relevance for Goodyear as well as additional climate-related physical and transition risks and opportunities. This defined Goodyear's "risk and opportunity universe."

2. ASSESS: To assess the potential business impact of each identified material risk and opportunity and evaluate if it has substantive financial or strategic impact, Goodyear conducted a climate-related scenario analysis in alignment with the TCFD recommendations and supplementary guidance, followed by development of a business impact assessment. Scenario analysis was used to evaluate the resilience of Goodyear's business model in the context of three climate scenarios: 1. "Failed Transition Scenario" considering high physical risk associated with global temperature rise reaching approximately 4.4°C by 2100; 2. "Current Policy Scenario" considering both physical and transition risks associated with a future state likely to result from policies already enacted or committed to by global governments; and 3. "Net Zero by 2050 Scenario" considering high transition risk associated with a rapid and persistent transition to a low-carbon economy, such that global temperature rise is limited to 1.5°C by 2050. The three climate scenarios were informed by physical and transition models published by the Intergovernmental Panel on Climate Change (IPCC) and International Energy Agency (IEA) in their respective 2021 reports. The climate scenarios were defined across the short term, medium term, and long term, as defined in module C2.1a. The scenario analysis was followed by a business impact assessment that estimated the potential financial impacts of material risks and opportunities on Goodyear's revenues, expenditures, assets & liabilities, capital and financing, as recommended by TCFD, and likelihood of occurrence. The results of the business impact assessment allowed Goodyear to further specify material risks and opportunities based on the quantitative definition of substantive financial or strategic impact provided in module C2.1b.

3. RESPOND: Goodyear is responding to material climate-related risks and opportunities with substantive financial or strategic impacts by integrating the outcomes of risk and opportunity identification, scenario analysis and business impact assessment into our business strategies and financial planning. This is intended to foster Goodyear's resilience to a wide range of possible future states as described by the climate scenarios above. At the company level, outcomes of the climate-related risk and opportunity assessment are being used to inform climate change mitigation and adaptation strategies, including business continuity and emergency preparedness/response plans, greenhouse gas (GHG) footprint reduction strategies and climate-related innovation and business opportunities. Carbon impact is being woven into global processes and decision making, including the design of products and services, procurement of materials, energy use and transportation of goods. Climate-related risk and opportunities are integrated into Goodyear's Better Future corporate responsibility framework, which helps facilitate the integration of corporate responsibility into all levels of the organization, promoting awareness and alignment with these corporate priorities. Climate-related risks and opportunities will continue to inform Goodyear's short- and medium-term annual strategic and financial planning and forecasting. At the asset level, Goodyear works with several partners, including insurance brokers and insurers, to identify a multitude of risks, which can include climate-related risks for current facilities and the development of new assets. Using Goodyear-specific data and resources/tools available via insurance brokers and insurers, Goodyear assesses the number of facilities that are at risk for natural disaster events as they are developing and the total insurance value of the facilities at risk. This helps Goodyear's Business Continuity team plan and implement its comprehensive "all-hazards" Business Continuity Process with steps for preparedness, response and recovery for climate-related and other incidents Goodyear may face. The results of risk and opportunity identification, scenario analysis and business impact assessment will be reviewed on an annual basis to ensure the risks and opportunities, parameters, assumptions and data remain relevant.

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	Goodyear understands that regulations can have an impact on our operations and complies with applicable local climate- and environmental-related regulations. These regulations continue to evolve, which can bring stricter regulations and increased costs. Goodyear monitors regulations at the global, regional and local level. Examples of current regulatory risk: greenhouse gas (GHG) emissions reporting obligations; product efficiency regulations and standards; product labelling regulations and standards; fuel/energy taxes and regulations; cap and trade schemes; and carbon taxes. These all have the potential to impact Goodyear's operating results, financial condition and liquidity.
Emerging regulation	Relevant, always included	Understanding potential regulatory changes and new legislation helps Goodyear anticipate any impacts to our operations and prepare accordingly. Emerging regulations are monitored at the global, regional and local level. Examples of emerging regulatory risk: enhanced greenhouse gas (GHG) emissions reporting obligations; product design and stewardship standards and regulations; product efficiency standards and regulations; product labelling standards and regulations; extended producer responsibilities standards and regulations; fuel/energy taxes and regulations; cap and trade schemes; and carbon taxes all have the potential to impact Goodyear. While the form of any additional regulations cannot be predicted, a "cap-and-trade" system similar to the one adopted in the European Union could be adopted more broadly. Any such "cap-and-trade" system or other limitations imposed on the emission of greenhouse gases could require Goodyear to increase our capital expenditures, acquire additional emission credits, or restructure our manufacturing operations, which could have a material adverse effect on Goodyear's operating results, financial condition and liquidity.
Technology	Relevant, always included	Goodyear understands that technological advancements and shifts can impact our operations and competitive position. Goodyear continually monitors technological developments and standards relevant to our industry and business, from a risk and opportunity perspective. Examples of technological risk: as the transportation sector shifts towards low greenhouse gas (GHG) products and services, such as low-GHG materials and technologies, intelligent tires and services, and electric vehicles, Goodyear responds by providing compatible and competitive products and services. Inability to successfully provide products and services compatible and competitive with new technologies and markets may negatively impact Goodyear's revenues or capital financing.
Legal	Relevant, always included	Goodyear understands that legal requirements could have an impact on our operations. Compliance with applicable climate- and environment-related laws is non-negotiable. These climate and environment related laws are frequently evolving and thus require ongoing monitoring and assessment. Example of legal risk: complying with further limitations on manufacturing-related emissions of greenhouse gases, claims associated with product attributes, and claims associated with the associated greenhouse gas emissions of products and services.
Market	Relevant, always included	Changes in market or customer behavior may impact Goodyear's value proposition in the marketplace. Goodyear continuously tracks market signals and works to ensure products and services offer a unique and desirable value proposition in alignment with customer requests. Example of market risk: customer requests/requirements for detailed greenhouse gas (GHG) emissions data associated with their purchased products, low-GHG emission solutions and products, carbon neutral products by a certain date, and increased cost associated with low-GHG raw materials and emerging technologies. These risks can impact revenue, cost and profitability.
Reputation	Relevant, always included	Goodyear recognizes the role that our climate strategy plays related to our corporate reputation. Example of reputational risk: as part of Goodyear's climate strategy, the company believes it can further reduce energy consumption and greenhouse gas emissions across our value chain, not only to meet environmental regulations, but also to help protect the environment, the company's reputation as a good corporate citizen and our bottom line. If Goodyear's stakeholders do not believe that Goodyear is making sufficient progress in greenhouse gas emissions reduction in sufficient timing, the company runs the risk of being perceived as a company that is not taking appropriate action when it comes to climate-related issues, which could negatively impact our reputation.
Acute physical	Relevant, always included	Goodyear manages businesses and facilities worldwide. Our facilities and operations, as well as the facilities and operations of our suppliers and customers, could be disrupted by climate-related events beyond our control, such as natural disasters. Example of acute physical risk: A climate-related natural disaster would be a flooding event. Any such instance of a flooding event or other climate-related natural disaster could cause delays in the production and distribution of our products and the loss of sales and customers. Goodyear may not be insured against all such potential losses, and, if insured, the insurance proceeds the company receives may not compensate it for all its losses. If the frequency or severity of natural disasters increases over time, Goodyear may experience a greater number of losses at one or more of our facilities. Such losses could lead to an increase in the deductibles or cost of insurance for those facilities, or to the unavailability of insurance on terms that are acceptable to the company.
Chronic physical	Relevant, always included	Impacts associated with climate change, such as increased temperatures and frequency of drought, have the potential to negatively impact Goodyear's supply chain in the long term and increase overall supply costs. Example of chronic physical risk: With approximately 90% of global natural rubber production concentrated in Southeast Asia, changes in annual rainfall or temperature can affect the production of natural rubber from rubber trees. Synthetic rubber alternatives have been developed as substitutes for natural rubber in many applications, but there is no absolute substitute for natural rubber for all tire applications.

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?

Direct operations

Risk type & Primary climate-related risk driver

Acute physical	Other, please specify (Severe weather events)
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Primary potential financial impact

Increased indirect (operating) costs

Climate risk type mapped to traditional financial services industry risk classification

<Not Applicable>

Company-specific description

Goodyear is exposed to risks of weather events interrupting our operational facilities. As a global manufacturing company with 57 manufacturing locations, weather impacts can disrupt operations, even though Goodyear's manufacturing operations implement business continuity planning as part of their operational resilience process. In the last five years (mid-2018 to mid-2023), Goodyear was impacted by three major weather events—the 2019 Tropical Storm Imelda, the 2021 winter storm in the southern United States, and the 2023 Tupelo, Mississippi, tornado. In that same timeframe, Goodyear experienced six minor events, such as thunderstorms, minor floods and minor hurricane impacts. Costs can be incurred in managing interruptions from these events, including sourcing of raw materials, transport of finished goods and property-related repairs. Goodyear can also experience lost revenue where sourcing, manufacturing and transport are compromised.

Time horizon

Medium-term

Likelihood

Virtually certain

Magnitude of impact

Medium

Are you able to provide a potential financial impact figure?

Yes, an estimated range

Potential financial impact figure (currency)

<Not Applicable>

Potential financial impact figure – minimum (currency)

150000000

Potential financial impact figure – maximum (currency)

200000000

Explanation of financial impact figure

This estimated financial range, for the period of 2023-2030, is based on assessing Goodyear's historical frequency and severity of weather-related events and extrapolating to the future.

Goodyear experienced three (3) major weather-related events in the last five (5) years, giving Goodyear a 60% chance of occurrence in any given year. Goodyear also experienced six (6) minor weather-related events, giving Goodyear a 120% probability for a minor weather event in any given year. Goodyear evaluated the maximum exposure costs associated with major and minor events, at these stated probabilities, assuming a similar frequency and severity for the 2023-2030 period as the 2018-2022 period. Maximum exposure costs take into account higher costs (e.g., repairs, logistics) and lost sales. To the extent Goodyear has been able to (or expects to) recover some of these costs through insurance claims, this has been factored in such that the costs reflect the net cost following filing these claims.

This risk is modeled using projected inflation and discounted based on our presumed cost of capital to arrive at an estimated potential impact in current US dollars (USD).

Cost of response to risk

22000000

Description of response and explanation of cost calculation

Goodyear budgets about \$2.7M annually (USD) for our business continuity response to risks, which include hurricanes and other natural incidents and events. For the 2023-2030 period, this could equate to approximately \$22M USD; however, major natural incidents and events are not currently impacting Goodyear on an annual basis. In all cases of a major impact, Goodyear uses our business continuity process to minimize the impacts and resume operations as soon as possible. The financial impacts of weather-related events can vary significantly depending on the severity of a particular event and/or the damage incurred at a particular Goodyear facility. The costs associated with these actions are part of Goodyear's ongoing operational expenses. Goodyear has estimated the future expenses of this type by classifying our current expenses in preparedness and recovery planning and extrapolating to 2030. By proactively identifying risks and critical processes, Goodyear can take steps to speed up response and recovery when incidents occur. Implementing an "all hazards" approach helps the company to provide value while preparing for, responding to and recovering from incidents. Goodyear has a robust business continuity process that features significant planning and risk reduction. Annual company-wide assessments of operational and facility risks are completed and presented to management to integrate into planning processes. Regional and facility business continuity teams are in place to identify and close potential gaps in their risk planning. In addition, Goodyear's insurers provide suggestions to improve property protection and minimize weather-related risks.

Case Study: The winter storm in 2021 brought freezing temperatures to the southwest United States where Goodyear has facilities. As Goodyear became aware of the storm approaching, the in-place business continuity team looked at facilities to be impacted and the potential impact to facilities, operations, employees, the supply chain and ports. The team crafted a business continuity plan, executed the plan throughout the storm and assessed the plan afterwards for future improvements. Due to business continuity planning, although Goodyear facilities were impacted and shut down, disruptions for Goodyear's customers were minimized.

Comment

Identifier

Risk 2

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Emerging regulation	Carbon pricing mechanisms
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Primary potential financial impact

Increased indirect (operating) costs

Climate risk type mapped to traditional financial services industry risk classification

<Not Applicable>

Company-specific description

Goodyear manufacturing operations are subject to carbon taxes and similar mechanisms that create an explicit "cost on carbon." Goodyear facilities may become subject to further limitations on the emission of greenhouse gases due to public policy concerns regarding climate change or other environmental or health and safety concerns. For example, cap and trade schemes are an evolving mechanism in the European Union (EU), where Goodyear has significant operations. The purpose of the EU Emission Trading Scheme (ETS) is to limit carbon emissions, driving greater energy efficiencies and increasing the use of low-carbon energy sources, or risk the required purchase of carbon emission credits. While additional regulations and cost of carbon cannot be predicted, a system similar to the one adopted in the EU could be adopted in other countries where Goodyear has a presence. Any such "carbon tax" system (including the system currently in place in the EU) or other fees imposed on the emission of greenhouse gases could require Goodyear to pay taxes, acquire emission credits and/or restructure our manufacturing operations, any of which could have a material adverse effect on Goodyear's operating results, financial condition and liquidity. Furthermore, similar costs to Goodyear suppliers might be directly or indirectly passed to Goodyear.

In the Europe, Middle East, and Africa (EMEA) operating region, Goodyear has 13 facilities subject to carbon tax schemes, either the ETS or country-level carbon taxes. The ETS is phasing out its 30% free emissions allowances for the tire sector after 2026, and by 2030, will require tire manufacturers to buy carbon emissions credits for all Scope 1 and Scope 2 CO2e emissions. According to International Energy Agency (IEA) projections, the cost of ETS carbon credits are expected to increase from the average pricing of around ~75-85 €/t in 2022 to ~130 €/t by 2030. Country-level carbon taxes experienced an increase from 25 €/t to 30 €/t from 2021 to 2022 and are expected to continue to rise. While Goodyear accomplished 100% renewable electricity in EMEA, bringing Scope 2 emissions to zero, Goodyear is still subject to carbon taxes associated with our EMEA Scope 1 emissions (17% of global Scope 1 emissions) and will continue to be exposed to this expense through 2030 and beyond, until

Goodyear reaches 100% renewable energy, including fuels, by 2040.

Time horizon

Medium-term

Likelihood

Virtually certain

Magnitude of impact

Medium-low

Are you able to provide a potential financial impact figure?

Yes, an estimated range

Potential financial impact figure (currency)

<Not Applicable>

Potential financial impact figure – minimum (currency)

70000000

Potential financial impact figure – maximum (currency)

90000000

Explanation of financial impact figure

This estimated financial impact range represents Goodyear's potential added costs (in USD) in the Europe, Middle East, and Africa (EMEA) operating region, over the period 2023-2030. It includes the added costs to Goodyear from anticipated taxes on our Scope 1 emissions, as well as an estimate of the added costs to Goodyear's EU suppliers, if they were to be similarly taxed, that may be passed through to Goodyear. Goodyear has not factored in any carbon tax related pass-through costs to our customers. In forecasting Goodyear's future emissions over this period, we assumed that Goodyear's absolute Scope 1 emissions in EMEA will remain constant throughout this timeframe, with minor incremental Scope 1 emissions growth being offset with some incremental efficiencies and opportunities to switch to renewable and low emissions fuel sources. Goodyear plans to significantly reduce Scope 1 emissions post 2030. The calculation considers Goodyear's current cost of CO2e emissions in this geography, as well as estimated tax rate increases over the 2023-2030 period, based on International Energy Agency (IEA) projections.

Cost of response to risk

4000000000

Description of response and explanation of cost calculation

This figure represents Goodyear's expected R&D spend (in USD) over the period 2023-2030 based on our 2022 spend. A portion of the R&D spend will be invested in Goodyear's decarbonization strategies, on the pathway to our 2030 science-based targets and 100% renewable electricity by 2030 and 100% renewable energy by 2040 goals. Goodyear updated our energy efficiency goal for our manufacturing operations to align with our science-based climate ambition. A new goal was set to reduce energy intensity (BTU/LB) 20% by 2030 from a 2019 baseline.

Goodyear developed a renewable electricity roadmap to achieve 100% renewable electricity in our manufacturing facilities worldwide by 2030. Goodyear is implementing energy efficiency projects, installing on-site renewable energy; procuring renewable energy through energy attribute credits, green tariffs, power purchase agreements and virtual power purchase agreements; and investigating new technologies for process upgrades, electrification and renewable fuel sources.

Case Study: At the end of 2022, Goodyear procured 100% renewable electricity in all our manufacturing facilities across Europe, Middle East and Africa (EMEA). By purchasing close to 800,000 MWh of renewable electricity in 2022, Goodyear can ensure that manufacturing plants in France, Germany, Luxembourg, Poland, Slovenia, Turkey and the Netherlands reduce their Scope 2 emissions to zero, eliminating Scope 2 carbon taxes in the EMEA region. During 2022 and 2023, Goodyear is developing our long-term strategy to switch to renewable fuels and develop technologies for greater energy efficiency and electrification of processes. As new markets develop and mature for renewable fuels, Goodyear is preparing for these options when they become available. Goodyear is also actively looking for opportunities to pilot new technologies as they are developed to help advance industrialization of new markets.

Comment

Identifier

Risk 3

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Reputation	Increased stakeholder concern or negative stakeholder feedback
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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

In December 2021, Goodyear announced our near-term science-based target (SBT) to reduce Scope 1 and 2 emissions by 46% by 2030 and reduce certain Scope 3 emissions by 28% by 2030, from a 2019 baseline. Goodyear also committed to be net zero by 2050, in alignment with the Paris Agreement. The majority of Goodyear's original equipment manufacturer (OEM) customers set science-based targets and are turning to suppliers like Goodyear to understand our decarbonization strategies and to ensure our plans will help them reach their own SBTs. Investors and lenders are also taking note of Goodyear's climate-related risks, opportunities, strategic responses and progress. Goodyear shares our science-based targets, decarbonization roadmap and advancements with our stakeholders. Goodyear does not experience these same type of requests coming from the replacement market.

Decarbonization requires innovation of products, processes and business models; new materials and technologies to become available, scalable and affordable; partnerships; supplier engagement; cost modelling and investments; and complexity management. The automotive supply chain is in a period of significant transition, as the mobility industry is being urgently prompted by regulations and public policies to rapidly move to low-emissions solutions. Throughout this transition, Goodyear needs to make decisions and investments that position the company for short-term, mid-term and long-term success. Transitioning too fast, too slow or investing in unsuccessful technologies could impact Goodyear in terms of retaining and growing revenue, controlling costs, cost of capital and investments.

The number of questions coming from various stakeholders, in particular OEM customers, regarding Goodyear's SBTs has significantly increased in the last few years.

Failure to achieve sufficient progress on Goodyear's SBTs and net-zero ambition could present a risk to winning new contracts, the cost of capital and retaining shareholders. For example, Goodyear is being asked by a few OEM customers to assist with their specific climate commitments and timeframes, which can differ from Goodyear's climate commitments and timeframes.

Time horizon

Medium-term

Likelihood

Unlikely

Magnitude of impact

Medium

Are you able to provide a potential financial impact figure?

Yes, an estimated range

Potential financial impact figure (currency)

<Not Applicable>

Potential financial impact figure – minimum (currency)

100000000

Potential financial impact figure – maximum (currency)

125000000

Explanation of financial impact figure

This risk was modeled using a sensitivity approach to illustrate the potential risk associated with 1% lost revenue from consumer and commercial original equipment sales as well as a 1% borrowing premium over the period of 2026-2030. We used the assumption that if Goodyear does not make sufficient progress on our science-based targets by 2026, there could be ramifications impacting revenue, either due to volume or pricing, and higher borrowing costs as customers and lenders move more in the direction of rewarding those meeting sustainability goals. This risk was modeled using 2022 global OEM sales for consumer and commercial products and total company interest expense as the baseline with projections for inflation and industry growth, then discounted based on our presumed cost of capital to arrive at an estimated potential impact in current US dollars (USD).

Cost of response to risk

4000000000

Description of response and explanation of cost calculation

This figure represents Goodyear's expected R&D spend (in USD) over the period 2023-2030 based on our 2022 spend. A portion of the R&D spend will be invested in Goodyear's decarbonization strategies, on the pathway to our 2030 science-based targets and goals of 100% renewable electricity by 2030 and 100% renewable energy by 2040.

Goodyear has built a decarbonization pathway with strategies that include low- emissions materials and feedstocks, reducing material consumption, supplier climate commitments, energy efficiency projects across worldwide manufacturing facilities, renewable energy (building on-site solar and investing in energy attribute credits, green tariffs, power purchase agreements and virtual power purchase agreements), fuel switching and electrification, and transportation and logistics optimization. Goodyear has a Climate Operating Committee, comprised of senior leaders from Procurement, Tire Technology, Operations, Supply Chain, Sales and Marketing, and more, that meets monthly to discuss detailed plans, with work happening between meetings. Once a month, members of the Climate Operating Committee report to the Reduce Carbon Footprint Bold Goal Committee, led by Goodyear's Senior Vice President, Global Operations and Technology, and Chief Technology Officer, involving various functional vice presidents. Goodyear's Board of Directors has at least one meeting annually that discusses Goodyear's climate strategy and progress. Strategy-specific plans are being built to 2030. Goodyear relies on our internal life cycle analysis (LCA) team to help inform decision making, for example in material substitutions or customers' product-specific carbon footprints. Goodyear's customers have various climate ambitions on different timeframes; therefore, although Goodyear has global decarbonization ambitions and strategies, Goodyear has built customer-specific decarbonization plans in some cases to help customers meet their goals.

Case Study: As of 2022, our operations in EMEA are now powered by 100% renewable electricity, and we increased the utilization of renewable electricity through procurement and on-site generation to 34% across our global footprint, up from 3% in 2019. In addition to our EMEA region operating with 100% renewable electricity, we also have several other plants around the world procuring and generating renewable electricity. This work not only supports our climate targets; it also supports requests from our OEM customers.

Comment

C2.4

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

Yes

C2.4a

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

Identifier

Opp1

Where in the value chain does the opportunity occur?

Downstream

Opportunity type

Products and services

Primary climate-related opportunity driver

Development and/or expansion of low emission goods and services

Primary potential financial impact

Increased revenues resulting from increased demand for products and services

Company-specific description

Environmental data, current and proposed public policy and regulations, voluntary environmental, social and governance (ESG) frameworks and science-based targets aimed at decoupling business growth from overuse and pollution of natural resources, stakeholder pressure, and the need to build a sustainable business is driving Goodyear's customers, in particular OEM and fleet customers, to seek low-carbon, circular, more sustainable products and services. The majority of Goodyear's OEM customers have set near-term science-based targets for 2030 that is driving urgency in the need for low-carbon products/solutions, with the desire to also incorporate sustainable materials.

Goodyear is continuing to advance our innovation of low-carbon, circular, more sustainable solutions. Goodyear also set a 2030 science-based target aimed at significantly reducing Scope 1, 2 and 3 emissions—the emissions tied into the production of tires—as well as assisting customers in reducing use phase emissions. Goodyear is substituting new, low-carbon feedstocks and materials (e.g., recycled and renewable materials), utilizing an increasing amount of renewable energy in the manufacturing process, and working with material and transport suppliers to partner on low-carbon solutions. Goodyear works with customers on tire design elements impacting use phase efficiency and emissions, such as reduced rolling resistance and weight and increased tread life. These innovations maintain or even enhance product performance. Goodyear utilizes lifecycle assessments (LCA) to inform material, design, production and transport decisions.

Through innovative low-carbon, circular, more sustainable products and services, Goodyear sees an opportunity to increase our market share and/or revenue. This could occur through increased Goodyear brand value and fulfilling product-specific requests from OEM and fleet customers.

Time horizon

Medium-term

Likelihood

Likely

Magnitude of impact

Medium-high

Are you able to provide a potential financial impact figure?

Yes, an estimated range

Potential financial impact figure (currency)

<Not Applicable>

Potential financial impact figure – minimum (currency)

350000000

Potential financial impact figure – maximum (currency)

400000000

Explanation of financial impact figure

This financial range represents Goodyear's potential benefit of an increase of 1% in original equipment unit volume for consumer and commercial products and a 1% price premium over the eight-year period of 2023-2030. This 1% is an illustrative estimate selected in light of uncertainty as to the percentage of additional market share and pricing advantage that Goodyear might capture through the market-related effects of successful low-carbon, circular, more sustainable products. Price premiums were staggered in, with a multi-year lag before reaching 100% attainment. This opportunity was modeled using 2022 global OEM sales for consumer and commercial products as the baseline with projections for inflation and industry growth, then discounted based on our presumed cost of capital to arrive at an estimated potential impact in current US dollars (USD).

Cost to realize opportunity

4000000000

Strategy to realize opportunity and explanation of cost calculation

Strategy: Goodyear set a science-based target to reduce Scope 1 and 2 emissions by 46% and certain Scope 3 emissions by 28% by 2030, from a 2019 baseline, significantly reducing the value chain emissions associated with producing and delivering tires to customers. Goodyear is increasing our use of low-carbon, circular, and more sustainable feedstocks and materials, for example, carbon black produced from captured methane and carbon dioxide, plant-based oil and end-of-life tire pyrolysis oil feedstocks. Goodyear is implementing energy efficiency projects leading to 2%+ reduction in global energy use annually and increasing our use of renewable energy, with 34% of global manufacturing energy coming from renewable sources in 2022. Goodyear plans to be 100% renewable electricity by 2030 and 100% renewable energy by 2040. Goodyear is working with material and transport suppliers to partner on low-carbon solutions. For example, Goodyear outfitted and is utilizing one of our customer's North American battery electric truck fleets. Goodyear is also reducing use phase emissions, with a goal to reduce rolling resistance by 40% and tire weight by 9% from 2005 to 2025. Goodyear is producing tires with longer tread life, reducing the number of tires that reach their end of life in a given year. Goodyear is combining these low-carbon, circular, more sustainable strategies and technologies to meet customers' needs, across consumer and commercial tire lines and beyond.

Case study: In 2023, Goodyear unveiled a 90% sustainable-material demonstration tire that passed all applicable regulatory and internal Goodyear testing. The tire also tested to have lower rolling resistance when compared to the reference tire made with traditional materials, with the potential for fuel savings and a reduction in its lifetime carbon footprint. In 2023, Goodyear plans to sell a tire with up to 70% sustainable materials.

Explanation of cost calculation: This figure represents Goodyear's expected R&D spend over the period 2023-2030, based on our recent annual expenses of this type. While Goodyear's R&D focuses on a variety of product and technology improvements, a portion of these expenditures is dedicated to projects directly related to improving the fuel efficiency, weight, treadwear, and sustainable material content of our tires, and reducing the value chain emissions associated with producing and delivering these tires to customers.

Comment

Identifier

Opp2

Where in the value chain does the opportunity occur?

Downstream

Opportunity type

Products and services

Primary climate-related opportunity driver

Development and/or expansion of low emission goods and services

Primary potential financial impact

Increased revenues resulting from increased demand for products and services

Company-specific description

Tires are the only element of a vehicle that touches the ground. This contact point has the potential to provide important data to the vehicle. Connected tires can read the road and report back to the vehicle with the goal of driving enhanced levels of safety and performance. These innovations are shaping the evolution in mobility. In fact, Goodyear has set a goal that, by 2027, we will reinvent tires and service, delivering data- and sensor-enabled intelligence in all of our new tires.

Goodyear's ability to service commercial fleets is well established, and we have already begun to offer digital connectedness in the form of advanced telematics and predictive analytics technology. With our proprietary algorithm technology, we help fleets predict when their tires need service or replacement, improving overall tire management and maximizing uptime across the fleet.

For several years, Goodyear has provided tire management solutions for commercial trucking fleet managers, including Goodyear Tire Management and Goodyear Proactive Solutions. Using on-vehicle sensors and active monitoring systems, fleet managers and drivers can evaluate tire conditions in real-time using Goodyear's unique, fleet-specific algorithms. These solutions help fleets identify critical issues, such as tire air leaks and high temperatures, while also providing predictive tire maintenance analytics to help reduce tire-related roadside breakdowns.

On-vehicle sensors and data-enabled services help with proper tire inflation, the ability to maintain a high-level of efficient performance through the full lifetime of a tire, and utilize tires for their full tread life, all of which can help reduce use phase greenhouse gas (GHG) emissions.

Time horizon

Medium-term

Likelihood

Likely

Magnitude of impact

Medium

Are you able to provide a potential financial impact figure?

Yes, an estimated range

Potential financial impact figure (currency)

<Not Applicable>

Potential financial impact figure – minimum (currency)

150000000

Potential financial impact figure – maximum (currency)

175000000

Explanation of financial impact figure

This financial range represents Goodyear's potential market-related benefits of increased demand for intelligent tires and related services with fleet customers. This was calculated using 1% volume growth and a 1% price increase over the eight-year period of 2023-2030. This 1% sensitivity was selected in light of uncertainty as to the percentage of additional market share and pricing advantage that Goodyear might capture but allows the reader to easily understand the potential opportunity of multiple points of volume growth and price premium. This opportunity was modeled using 2022 replacement fleet sales as the baseline with projections for inflation and industry growth, then discounted based on our presumed cost of capital to arrive at an estimated potential impact in current US dollars (USD).

Cost to realize opportunity

400000000

Strategy to realize opportunity and explanation of cost calculation

Strategy: Goodyear set a goal that, by 2027, we will reinvent tires and service, delivering data- and sensor-enabled intelligence in all new products. One stride toward this goal is the development of SightLine technology, utilizing on-vehicle sensors that send data to the Goodyear mobility cloud about tire health and maintenance warnings. Goodyear SightLine is currently available for light cargo van fleets and autonomous vehicles and is expected to soon be deployed on select OE vehicles. Goodyear also developed intelligent tire services for commercial fleet management—TireOptix and Checkpoint Drive-Over-Reader. These services help maximize the lifespan of tires through sensors and tools that provide tire pressure and health indicators. Goodyear holds various partnerships to power advancements in commercial fleets. One is ZF, a global technology firm. Together, our organizations offer transportation companies a one-stop solution for tire and fleet management, including tire monitoring and tire management insights. Goodyear also partnered with the Stark Area Regional Transit Authority (SARTA) to test intelligent tire sensors and prototype tires on SARTA's fleet of diesel and zero-emission hydrogen fuel cell-powered buses.

Case study: Goodyear and Gatik recently demonstrated, in a proof of concept, that Goodyear SightLine technology can accurately estimate tire-road friction potential and provide real-time information to Gatik's automated driving system. This breakthrough provides critical data that can enhance vehicle safety and performance, increasing efficiency and value for Gatik's customers in the business-to-business, short-haul market. Goodyear SightLine technology is designed to measure the tire wear state, load, inflation pressure and temperature. It combines that with real-time road-weather data and proprietary rubber friction models to estimate the tire-road friction potential. Having this information in real-time enables Gatik's fleet to safely and efficiently respond to challenging conditions.

Explanation of cost calculation: This figure represents Goodyear's expected R&D spend over the period 2023-2030, based on our recent annual expenses of this type. While Goodyear's R&D focuses on a variety of product and technology improvements, a portion of these expenditures is dedicated to projects directly related to advancing intelligent tire technology and services.

Comment

Identifier

Opp3

Where in the value chain does the opportunity occur?

Downstream

Opportunity type

Products and services

Primary climate-related opportunity driver

Development and/or expansion of low emission goods and services

Primary potential financial impact

Increased revenues resulting from increased demand for products and services

Company-specific description

Increasingly stringent emissions regulations are already in place in Europe, Middle East and Africa (EMEA), North America and China, and by 2035, the EU and Canada will ban the sale of new fossil-powered cars, with other nations considering the same ban. Goodyear sees an opportunity for increased market share through effective action to lead in the fast-emerging market for electric vehicles, which also supports Goodyear's drive to deliver climate solutions. Goodyear believes electrification of vehicles to be a key enabler of the transition to a substantially lower carbon-emitting transport sector and the company anticipates this trend to advance very quickly in the coming decade, as evidenced by the rapid increase in market share of electric vehicles (EV) in recent years and the many policy actions around the world encouraging or requiring this transition.

Many of Goodyear's customers have committed to increasing their share of EVs from 2021-2030. As the automotive industry evolves, Goodyear expects to provide a wider range of products and services to remain competitive. The growing trend of consumer and commercial fleets of EVs is driving the need for new tire technology to support the future of mobility. Goodyear products offer a competitive level of performance to maintain market share and meet the needs of the evolving customers. The potential advancements in this segment provide growth opportunities for Goodyear. In the original equipment market, Goodyear increased our wins on electric vehicle fitments from 2021 to 2022.

Such shifts in the market create an opportunity for repositioning of the key market players, as well as new market entrants. Goodyear has already been working to ensure a strong positioning in this future EV market and sees an opportunity for continued success in this area. Goodyear's principal business is the development, manufacturing, distribution and sale of tires and related products and services worldwide. Goodyear has the knowledge and experience to develop and provide tires that will continue to meet the ever-increasing need for low-emission goods and services. Goodyear believes that in the present early years of fast EV market growth it may be able to achieve a market share advantage due to a combination of our technology, scale, customer relationships, and fast action on this trend.

Time horizon

Medium-term

Likelihood

Likely

Magnitude of impact

High

Are you able to provide a potential financial impact figure?

Yes, an estimated range

Potential financial impact figure (currency)

<Not Applicable>

Potential financial impact figure – minimum (currency)

550000000

Potential financial impact figure – maximum (currency)

600000000

Explanation of financial impact figure

It is estimated that the electric vehicle parc grew by 60% from 2021 to 2022. And according to the International Energy Agency (IEA), it is expected to grow from about 16.5 million in 2021 to nearly 350 million vehicles by 2030. Due to the magnitude of expected industry growth and Goodyear's leadership position as a tier 1 original equipment (OE) supplier, we have illustrated the revenue opportunity, for the period of 2023-2030, associated with a 1-point share gain for the OE electric vehicle market. This opportunity was modeled using 2022 OE electric vehicle fitment wins pricing as the baseline with projections for inflation and market growth linked to a 350-million electric vehicle parc in 2030, then discounted based on our presumed cost of capital to arrive at an estimated potential impact in current US dollars (USD).

Cost to realize opportunity

4000000000

Strategy to realize opportunity and explanation of cost calculation

Strategy: Goodyear is developing many products for commercial, consumer and off-highway segments that are equipped for the demanding needs of electric vehicles (EVs) and balance the performance requirements desired from a growing audience of adopters. The added weight and torque associated with EVs can impact several factors when it comes to tire performance, most importantly, load capacity, treadwear and vehicle range. In 2022, Goodyear launched Goodyear ElectricDrive™, an all-season tire, and two new sizes for our ultra-high-performance tire, the Goodyear ElectricDrive™ GT. Goodyear's ElectricDrive tires are engineered with a load index to account for the heavier load capacity of EVs and feature SoundComfort Technology® designed to help reduce the level of interior vehicle noise. The EV tires also feature a specialized tread compound for all-season traction and long-lasting tread life, while an asymmetric tread pattern provides confident handling for wet or dry road conditions. With the addition of four new sizes to our EV tire line-up, Goodyear ElectricDrive is now a fit for 44% more battery electric automobiles operating in the United States today. Goodyear recently announced new "Electric Drive Ready" tires including Endurance RSA ULT for last-mile delivery segments and RangeMax RSDEV for regional fleets. Goodyear announced another "Electric Drive Ready" solution—our new Powerload® lineup, specifically designed to deliver traction and durability for today's compact wheel loaders and graders, regardless of the job or underfoot conditions. Goodyear will continue to build out our EV tire portfolio.

Case study: Goodyear introduced our first electric vehicle-ready tire compatible with EV and gas- or diesel-powered regional work vehicles, the RangeMax™ RSD® EV. It is Goodyear's best regional drive tire for energy efficiency, engineered to deliver superior range and lower rolling resistance than comparable competitor tires for improved efficiency for fleets, regardless of drivetrain. This tire is also engineered with Treadlock® Technology to promote even wear and longer miles to removal.

Explanation of cost calculation: This figure represents Goodyear's expected R&D spend over the period 2023-2030, based on our recent annual expenses of this type. While Goodyear's R&D focuses on a variety of product and technology improvements, a portion of these expenditures is dedicated to projects directly related to building out Goodyear's EV tire portfolio.

Comment

C3. Business Strategy

C3.1

(C3.1) Does your organization’s strategy include a climate transition plan that aligns with a 1.5°C world?

Row 1

Climate transition plan

Yes, we have a climate transition plan which aligns with a 1.5°C world

Publicly available climate transition plan

Yes

Mechanism by which feedback is collected from shareholders on your climate transition plan

We have a different feedback mechanism in place

Description of feedback mechanism

We believe that it is important for us to communicate regularly with shareholders regarding areas of interest or concern. We have a robust shareholder engagement program that includes an annual outreach that is focused on our long-term business strategy, executive compensation, corporate governance, corporate responsibility and other topics suggested by our shareholders. Our annual outreach helps to ensure that our shareholders are heard and able to communicate directly with us on these important matters, including our sustainability initiatives and disclosures, including our recent Task Force on Climate-related Financial Disclosure (TCFD) response and information from our Corporate Responsibility Report.

Frequency of feedback collection

Annually

Attach any relevant documents which detail your climate transition plan (optional)

1
2022_December_TCFD_FINAL.pdf.coredownload.pdf (1).pdf

Explain why your organization does not have a climate transition plan that aligns with a 1.5°C world and any plans to develop one in the future

<Not Applicable>

Explain why climate-related risks and opportunities have not influenced your strategy

<Not Applicable>

C3.2

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

	Use of climate-related scenario analysis to inform strategy	Primary reason why your organization does not use climate-related scenario analysis to inform its strategy	Explain why your organization does not use climate-related scenario analysis to inform its strategy and any plans to use it in the future
Row 1	Yes, qualitative and quantitative	<Not Applicable>	<Not Applicable>

C3.2a

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

Climate-related scenario		Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Transition scenarios	IEA NZE 2050	Company-wide	<Not Applicable>	<p>Three climate scenarios were developed based on the latest publicly available scenarios from the IEA and IPCC. The diverse range of scenarios created challenging “what-if” analyses and captured a range of assumptions about uncertain futures. All scenarios were customized to Goodyear’s value chain using the PESTEL analysis framework to assess political, economic, social, technological, environmental and legal factors specific to Goodyear’s business model, market and industry. The PESTEL analysis addressed relevant topics, including, but not limited to: (1) the technological shift toward electric and other low-carbon alternative vehicles and the use of renewable energy, (2) regulatory changes around the pricing of carbon and end-of-life treatment for tires, and (3) market pressures on tire manufacturers regarding ESG compliance, production of low-carbon products and developing climate strategies. The analysis identified the qualitative impacts of each identified risk and opportunity on the various aspects of Goodyear’s value chain and finances. The analysis also involved a business impact assessment that combined numerical assumptions provided by public climate scenarios and supplemental resources with internal financial assumptions to quantify the financial impact of material risks and opportunities and the actions necessary to mitigate/capture them.</p> <p>The first scenario, “Net Zero by 2050 Scenario,” considered high transition risk associated with a rapid and persistent transition to a low-carbon economy, with global temperature rise limited to 1.5°C by 2050. This scenario was based on the parameters, assumptions and analytical choices described by IEA’s “Net Zero by Emissions by 2050” (IEA NZE 2050) transition scenario, such as the timing and rigor of policy and regulatory reform (e.g., carbon pricing, renewable energy policy, etc.) and the distribution of the global total energy supply across renewable and non-renewable sources. Supplemental to the IEA NZE 2050 transition scenario, additional research on and internal knowledge of the tire manufacturing industry was used to describe how all risk types (as defined in module C2.2a) were likely to develop across the short, medium, and long term (as defined in module C2.1a) (e.g., projected market values of the tire, automobile, and electric vehicle manufacturing industries; anticipated interruption time due to extreme weather events; baseline and projected corporate carbon emissions; discount rate; etc.).</p>
Transition scenarios	IEA STEPS (previously IEA NPS)	Company-wide	<Not Applicable>	<p>The second scenario developed for scenario analysis was a “Current Policy Scenario” considering both physical and transition risks associated with a future state likely to result from policies either already enacted or committed to by global governments. This scenario was based on the parameters, assumptions and analytical choices described by the IEA’s “Stated Policies” (STEPS) transition scenario and supplemented by the IPCC’s SSP2-4.5 physical scenario, such as the timing and rigor of policy and regulatory reform (e.g., carbon pricing, renewable energy policy, etc.) and the distribution of the global total energy supply across renewable and non-renewable sources. In addition to the assumptions described by the IEA’s NZE 2050 transition scenario and the IPCC’s SSP2-4.5 physical scenario, additional research on and internal knowledge of the tire manufacturing industry was used to further describe how all risk types (as defined in module C2.2a) were likely to develop across the short term, medium term, and long term (as defined in module C2.1a) of this scenario (e.g., projected market values of the tire, automobile, and electric vehicle manufacturing industries; anticipated interruption time due to extreme weather events; baseline and projected corporate carbon emissions; discount rate; etc.).</p>
Transition scenarios	Customized publicly available transition scenario	Company-wide	4.1°C and above	<p>The third scenario developed for scenario analysis was a “Failed Transition Scenario” considering high physical risk associated with global temperature rise reaching approximately 4.4°C by 2100. This scenario was based on the parameters, assumptions and analytical choices described by the IPCC’s SSP5-8.5 physical scenario, such as the increased likelihood and intensity of extreme temperature events, drought events, and extreme precipitation events. In addition to the assumptions described by the IPCC’s SSP5-8.5 physical scenario, additional research on and internal knowledge of the tire manufacturing industry was used to further describe how all risk types (as defined in module C2.2a) were likely to develop across the short term, medium term, and long term (as defined in module C2.1a) of this scenario (e.g., projected market values of the tire, automobile, and electric vehicle manufacturing industries, anticipated interruption time due to extreme weather events, baseline and projected corporate carbon emissions, discount rate, etc.). In the absence of a transition toward a low-carbon economy, this scenario assumes minimal transition risk (e.g., no carbon pricing mechanisms; no political or regulatory reform toward reducing emissions; few low-carbon technological developments; etc.).</p>

C3.2b

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

Row 1

Focal questions

1. Which climate-related risks and opportunities could potentially significantly impact our company’s business, finances, strategies over the short, medium and long term, under these different climate scenarios?
2. What climate-related risks and opportunities have the greatest ability to shape our future performance? What is their likely timing and potential impact?
3. Under each climate scenario, how is Goodyear already prepared to mitigate and adapt to climate risks in the short, medium, and long term?
4. Where are opportunities for Goodyear to increase our corporate resilience to climate risks and capture climate-related opportunities?

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

Across multiple workshops, cross-functional senior leaders were asked to reflect on the climate scenarios and the four “focal questions.” Goodyear demonstrates how the four questions were answered for one material physical risk: “The increased frequency and intensity of acute physical risks such as heavy precipitation, floods and storms.” Goodyear recognized this as a key climate-related risk with a medium impact potential (<\$400M from 2023-2030) to the company’s performance in the short and potentially medium term. Goodyear recognizes this risk could increase to high impact in the medium to long term. This risk shows primary negative impacts on manufacturing and production, with secondary negative impacts on upstream and downstream logistics, customers and markets. Risk was highest at critical production facilities, such as a chemical manufacturing plant in Texas where storms have caused damage and interruption in the past. This risk revealed primary negative financial impacts on expenditures, with potential secondary negative impacts to revenues, assets & liabilities, and capital and financing. While acute physical risk is already experienced today, the scenario analysis revealed how the magnitude and probability of impact increases in parallel with average global temperature rise. The “Net Zero by 2050” scenario shows the acute physical risk increasing only marginally across time horizons, while the “Current Policy” and “Failed Transition” scenarios show a more significant increase of acute physical risk in the medium and long term. Goodyear is already mitigating and adapting to the risk through measures including improving physical facilities to minimize damage and interruption, deploying business continuity plans to allocate resources, continually monitoring weather in procurement and operations regions, storing back-up inventories of key materials, and implementing diversified sourcing strategies, and purchasing insurance policies. Scenario analysis revealed these risk mitigation and adaptation strategies are likely sufficient to maintain corporate resilience in all time horizons of the “Net Zero by 2050” scenario. However, in the “Current Policy” and “Failed Transition” scenarios, where climate change is projected to occur more swiftly, these mitigation and adaptation strategies may only be sufficient in the short term, and it is possible that resources may become strained as they are pulled toward addressing weather-related crises. To increase resilience over time and prevent strain, Goodyear acknowledged that we can proactively recognize and capture climate-related resiliency opportunities, develop more collaborative governance for responding to climate-related risks and opportunities, and strengthen our existing risk mitigation and adaptation strategies. These results of scenario analysis will inform and help shape decision making for future business, strategic and financial planning.

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	<p>Climate-related risks and opportunities, such as customer expectations and desire for efficient, sustainable-material tires, intelligent tires, and electric vehicles, are influencing Goodyear's products and services strategy, as Goodyear is actively working to decarbonize our value chain and provide products and services that help transition the transportation sector to a low-emissions future. Goodyear is working to advance mobility, designing tires with low-GHG emissions materials, enhanced rolling resistance, lighter weight and longer tread life to reduce certain Scope 3 GHG emissions across our value chain, including use phase emissions. Goodyear is advancing intelligent tire solutions to enable optimized tire pressure and the use of tires for their full lifetime, reducing GHG emissions. Goodyear is also advancing and expanding our electric vehicle tire solutions, to enable the transition from internal combustion engine vehicles to electric vehicles.</p> <p>Case study: Goodyear continually works to seek sustainable material options that deliver product performance while meeting our high standards of quality and safety. In 2022, Goodyear developed a demonstration tire made of 90% sustainable materials that was unveiled in January 2023. This demonstration tire was tested and found to have improved rolling resistance when compared to a reference tire made with traditional materials. This means it has the potential to offer better fuel savings and carbon footprint reduction. Goodyear plans to sell an up to 70% sustainable-material tire in the United States in 2023. This puts Goodyear further along the path toward our goal of introducing a 100% sustainable-material tire to the market by 2030.</p>
Supply chain and/or value chain	Yes	<p>To address all climate risks and opportunities, Goodyear developed a decarbonization roadmap including the following strategies: sustainable feedstocks and low-GHG emission materials, reducing material consumption, supplier climate commitments, and transport mode, miles and density optimization (other strategies discussed in the Operations section below).</p> <p>Goodyear must turn to our suppliers to help decarbonize our business and reach our science-based targets, in addition to helping our customers reach their own targets. Goodyear is working with material and transport suppliers to acquire low-GHG emission solutions. Goodyear is also pursuing advancements in reuse solutions for end-of-life tires, within the tire business.</p> <p>Goodyear realizes climate risks and opportunities potentially impact the availability and cost of low-GHG materials and technologies. Goodyear is working closely with suppliers and advisors to acquire low-GHG materials and technologies in cost-effective ways. Goodyear also realizes that severe weather events and chronic weather patterns have the potential to negatively impact the supply of materials, for example, natural rubber and Goodyear's supply costs. With approximately 90% of global natural rubber production concentrated in Southeast Asia, changes in annual rainfall or temperature can affect rubber production. Although there is no absolute substitution for natural rubber for all tire applications, synthetic rubber alternatives have been developed for most applications. Goodyear utilizes a robust business continuity program to mitigate weather-related risk, continually monitoring weather in procurement regions, storing back-up inventories of key materials, and implementing diversified sourcing strategies.</p> <p>Case study: Goodyear's R&D teams work to use alternative raw materials that are more sustainable and have the potential to reduce GHG emissions. For example, Goodyear is exploring dandelion rubber as an alternative to natural rubber from the Hevea Brasiliensis tree species, through The Program of Excellence in Natural Rubber Alternatives (PENRA). Goodyear is also working with a supplier to use carbon black produced by methane pyrolysis, taking the next step toward zero-emission carbon black in tire manufacturing.</p>
Investment in R&D	Yes	<p>To address all climate risks and opportunities, Goodyear is implementing a decarbonization roadmap and developing advanced forms of mobility—such as sustainable-material tires, intelligent tires and services, and tires for electric vehicles—all in efforts to decarbonize and transform the mobility industry. Goodyear spent approximately \$500 million on R&D in 2022, with a portion of these expenditures invested into these climate-related strategies. Goodyear Ventures funds innovative start-ups that are helping drive the future of low-carbon mobility.</p> <p>Case study: Goodyear and Gatik recently demonstrated, in a proof of concept, that Goodyear SightLine technology can accurately estimate tire-road friction potential and provide real-time information to Gatik's automated driving system. This breakthrough provides critical data that can enhance vehicle safety and performance, increasing energy efficiency and value for Gatik's customers in the business-to-business short-haul market. Goodyear SightLine technology is designed to measure the tire wear state, load, inflation pressure and temperature. It combines that with real-time road-weather data and proprietary rubber friction models to estimate the tire-road friction potential. Having this information in real-time enables Gatik's fleet to safely and efficiently.</p>
Operations	Yes	<p>Climate risks and opportunities, such as customer expectations and carbon taxes, influenced Goodyear to set goals to be at 100% renewable electricity by 2030 and 100% renewable energy by 2040. To support these goals, Goodyear is continuing to implement our Energy Optimization Strategy, applying zero loss thinking to prioritize energy and cost savings opportunities across all manufacturing facilities. This work is supported with scorecards to continuously monitor progress. Components of this strategy include: a Goodyear Global Energy Management Team, annual reduction goals for energy use and carbon emissions; a global energy and GHG management system; ongoing development of the global energy projects catalogue; investment in supporting infrastructure; expanding energy monitoring capability; Certified Energy Managers (CEM); certified Carbon Reduction Managers (CRM) accredited by AEE; ongoing annual analysis of zero loss energy initiatives; and monthly energy reviews across global operations to share best practices. Goodyear integrated energy into our global Operational Excellence strategy. With this integration, every manufacturing facility explores significant capital and non-capital opportunities to eliminate unnecessary energy use. Best practices are captured and communicated in an enterprise management database.</p> <p>In addition to energy optimization efforts, Goodyear is investing in renewable energy, through installing on-site renewable energy, procuring renewable energy through energy attribute credits, green tariffs, power purchase agreements and virtual power purchase agreements, and investigating new technologies for process upgrades, electrification and renewable fuel sources. At the end of 2022, Goodyear procured 100% renewable energy in all our manufacturing facilities across Europe, Middle East and Africa and 34% of global manufacturing energy came from renewable sources.</p> <p>Case study: By purchasing nearly 800K MWh of renewable electricity, Goodyear can ensure that our manufacturing plants, including Cooper facilities, in France, Germany, Luxembourg, Poland, Slovenia, Serbia, South Africa, Turkey, the Netherlands and the UK now operate with renewable electricity. This shift has eliminated nearly 400K metric tons of CO2 emissions annually from the company's carbon footprint.</p>

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 Indirect costs Capital expenditures Access to capital Liabilities	<p>Climate-related risks and opportunities are influencing Goodyear strategies across our operations (e.g., energy efficiency, renewable energy), value chain (e.g., low GHG materials and transport), products and services (e.g., sustainable materials, tire efficiency, tire intelligence, electric vehicle tires), and Goodyear Ventures' investments supporting the movement to low-GHG technologies.</p> <p>Goodyear's global finance team evaluates significant climate-related risks and opportunities for potential revenue increase or loss and increased costs and evaluates Goodyear's decarbonization strategies from a net-cost perspective, estimating direct costs, indirect costs, capital expenditures, cost savings, and cost avoidance.</p> <p>Goodyear conducts an annual strategic planning process, looking out five years, identifying potential capital investments needed, to implement decarbonization and mitigation/resiliency strategies. As an example, to improve Goodyear's energy efficiency and reduce emissions in our operations, Goodyear has a capital investment plan with budget categories for energy efficiency projects, renewable electricity procurement and onsite renewable electricity generation. Goodyear works with our insurers on suggestions to improve property protection and minimize weather-related risks.</p> <p>Goodyear's Investor Relations and Treasury teams review stakeholder and lender expectations to ensure Goodyear is continually moving in the direction of climate-related investments and advancements that promote favorable access to capital.</p> <p>All of these efforts are coordinated by Goodyear cross-functional vice presidents and directors that sit on Goodyear's Better Future Steering Committee and the Climate Operating Committee, the Chief Sustainability Officer, the Director, Global Sustainability and the global sustainability team.</p>

C3.5

(C3.5) In your organization's financial accounting, do you identify spending/revenue that is aligned with your organization's climate transition?

	Identification of spending/revenue that is aligned with your organization's climate transition	Indicate the level at which you identify the alignment of your spending/revenue with a sustainable finance taxonomy
Row 1	No, but we plan to in the next two years	<Not Applicable>

C4. Targets and performance

C4.1

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

Absolute target

C4.1a

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

Target reference number

Abs 1

Is this a science-based target?

Yes, we consider this a science-based target, and we have committed to seek validation of this target by the Science Based Targets initiative in the next two years

Target ambition

1.5°C aligned

Year target was set

2021

Target coverage

Company-wide

Scope(s)

Scope 1

Scope 2

Scope 2 accounting method

Market-based

Scope 3 category(ies)

<Not Applicable>

Base year

2019

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

1348738

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

1782218

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

3130955

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

100

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

100

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

100

Target year

2030

Targeted reduction from base year (%)

46

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

1690715.7

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

1665865

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

1255111

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

2920976

Does this target cover any land-related emissions?

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

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

Target status in reporting year

Underway

Please explain target coverage and identify any exclusions

In December 2021, we announced our climate ambition, which includes our goal to reach net-zero Scope 1 and 2 as well as certain Scope 3 greenhouse gas emissions by 2050, aligned with the Science-Based Targets initiative ("SBTi") and its new Net-Zero Standard. We also announced our commitment to achieve near-term science-based targets by 2030, including reducing Scope 1 and 2 emissions by 46% and certain Scope 3 emissions by 28%, as compared to a 2019 baseline. In December 2022, Goodyear submitted our science-based targets to SBTi for validation. This target covers emissions related to Scope 1 and Scope 2 emissions for our manufacturing and non-manufacturing operations.

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

In 2022, using Goodyear's 2019 greenhouse gas emissions footprint, the baseline year for our science-based targets, we identified the value chain hot spots requiring decarbonization: purchased goods and services; energy; transport; and use phase. Use phase is an indirect-indirect emissions category for Goodyear. While use phase is not included in our science-based targets, Goodyear will continue to explore and evaluate use-phase elements that we can influence, for example, rolling resistance and tire weight. For the three hot spots that are included in Goodyear's science-based targets, hot spot owners identified strategies for reducing greenhouse gas emissions. Those strategies can be viewed in Goodyear's Decarbonization Roadmap (page 14 of our most recent Corporate Responsibility Report <https://corporate.goodyear.com/us/en/responsibility.html>). Goodyear hot spot owners and teams are in the process of building strategy-specific decarbonization roadmaps to 2030. Goodyear will report progress on these strategies in future reports.

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

<Not Applicable>

Target reference number

Abs 2

Is this a science-based target?

Yes, we consider this a science-based target, and we have committed to seek validation of this target by the Science Based Targets initiative in the next two years

Target ambition

1.5°C aligned

Year target was set

2021

Target coverage

Company-wide

Scope(s)

Scope 3

Scope 2 accounting method

<Not Applicable>

Scope 3 category(ies)

Category 1: Purchased goods and services

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

Category 4: Upstream transportation and distribution

Base year

2019

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

<Not Applicable>

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

<Not Applicable>

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

7914621

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

<Not Applicable>

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

821406

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

341806

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

9077833

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

9077833

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

<Not Applicable>

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

<Not Applicable>

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

100

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

<Not Applicable>

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

100

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

100

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

91

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

91

Target year

2030

Targeted reduction from base year (%)

28

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

6536039.76

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

<Not Applicable>

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

<Not Applicable>

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

8211087.437

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

<Not Applicable>

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

796708.659

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

1940805.519

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

10948602

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

10948602

Does this target cover any land-related emissions?

Yes, it covers land-related and non-land related emissions (e.g. SBT approved before the release of FLAG target-setting guidance)

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

-73.6003609797939

Target status in reporting year

Underway

Please explain target coverage and identify any exclusions

In December 2021, we announced our climate ambition, which includes our goal to reach net-zero Scope 1 and 2 as well as certain Scope 3 greenhouse gas emissions by 2050, aligned with the Science-Based Targets initiative (“SBTi”) and its new Net-Zero Standard. We also announced our commitment to achieve near-term science-based targets by 2030, including reducing Scope 1 and 2 emissions by 46% and certain Scope 3 emissions by 28%, as compared to a 2019 baseline. In December 2022, Goodyear submitted our science-based targets to SBTi for validation. This target covers emissions related to relevant Scope 3 categories (e.g., purchased goods & services, fuel and energy, and upstream transportation). Use phase is an indirect-indirect emissions category for Goodyear. While use phase is not included in our science-based targets, Goodyear will continue to explore and evaluate use-phase elements that we can influence, for example, rolling resistance and tire weight.

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

In 2022, using Goodyear’s 2019 greenhouse gas emissions footprint, the baseline year for our science-based targets, we identified the value chain hot spots requiring decarbonization: purchased goods and services; energy; transport; and use phase. Use phase is an indirect-indirect emissions category for Goodyear. While use phase is not included in our science-based targets, Goodyear will continue to explore and evaluate use-phase elements that we can influence, for example, rolling resistance and tire weight. For the three hot spots that are included in Goodyear’s science-based targets, hot spot owners identified strategies for reducing greenhouse gas emissions. Those strategies can be viewed in Goodyear’s Decarbonization Roadmap (page 14 of our most recent Corporate Responsibility Report <https://corporate.goodyear.com/us/en/responsibility.html>). Goodyear hot spot owners and teams are in the process of building strategy-specific decarbonization roadmaps to 2030. Goodyear will report progress on these strategies in future reports.

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

<Not Applicable>

Target reference number

Abs 3

Is this a science-based target?

Yes, we consider this a science-based target, and the target is currently being reviewed by the Science Based Targets initiative

Target ambition

1.5°C aligned

Year target was set

2021

Target coverage

Company-wide

Scope(s)

Scope 1
Scope 2
Scope 3

Scope 2 accounting method

Market-based

Scope 3 category(ies)

Category 1: Purchased goods and services
Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)
Category 4: Upstream transportation and distribution

Base year

2019

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

1348738

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

1782218

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

7914621

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

<Not Applicable>

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

821406

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

341806

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

9077833

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

12208788

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

100

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

100

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

100

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

<Not Applicable>

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

100

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

100

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

91

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

93

Target year

2050

Targeted reduction from base year (%)

100

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

0

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

1665865

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

1255111

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

8211087.437

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

<Not Applicable>

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

796708.659

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

1940805.519

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

10948602

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

13869578

Does this target cover any land-related emissions?

Yes, it covers land-related and non-land related emissions (e.g. SBT approved before the release of FLAG target-setting guidance)

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

Target status in reporting year

Underway

Please explain target coverage and identify any exclusions

In December 2021, we announced our climate ambition, which includes our goal to reach net-zero Scope 1 and 2 as well as certain Scope 3 greenhouse gas emissions by 2050, aligned with the Science-Based Targets initiative (“SBTi”) and its new Net-Zero Standard. We also announced our commitment to achieve near-term science-based targets by 2030, including reducing Scope 1 and 2 emissions by 46% and certain Scope 3 emissions by 28%, as compared to a 2019 baseline. In December 2022, Goodyear submitted our science-based targets to SBTi for validation. This target covers emissions related to relevant Scope 3 categories (e.g., purchased goods & services, fuel and energy, and upstream transportation). Use phase is an indirect-indirect emissions category for Goodyear. While use phase is not included in our science-based targets, Goodyear will continue to explore and evaluate use-phase elements that we can influence, for example, rolling resistance and tire weight.

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

In 2022, using Goodyear’s 2019 greenhouse gas emissions footprint, the baseline year for our science-based targets, we identified the value chain hot spots requiring decarbonization: purchased goods and services; energy; transport; and use phase. Use phase is an indirect-indirect emissions category for Goodyear. While use phase is not included in our science-based targets, Goodyear will continue to explore and evaluate use-phase elements that we can influence, for example, rolling resistance and tire weight. For the three hot spots that are included in Goodyear’s science-based targets, hot spot owners identified strategies for reducing greenhouse gas emissions. Those strategies can be viewed in Goodyear’s Decarbonization Roadmap (page 14 of our most recent Corporate Responsibility Report <https://corporate.goodyear.com/us/en/responsibility.html>). Goodyear hot spot owners and teams are in the process of building strategy-specific decarbonization roadmaps to 2030. Goodyear will report progress on these strategies in future reports.

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

<Not Applicable>

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

Net-zero target(s)

Other climate-related target(s)

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

2021

Target coverage

Business activity

Target type: energy carrier

All energy carriers

Target type: activity

Consumption

Target type: energy source

Renewable energy source(s) only

Base year

2019

Consumption or production of selected energy carrier in base year (MWh)

3165275.88

% share of low-carbon or renewable energy in base year

1.5

Target year

2040

% share of low-carbon or renewable energy in target year

100

% share of low-carbon or renewable energy in reporting year

18.9

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

17.6649746192893

Target status in reporting year

Underway

Is this target part of an emissions target?

ABS1

Is this target part of an overarching initiative?

No, it's not part of an overarching initiative

Please explain target coverage and identify any exclusions

This target covers energy related with Scope 1 and Scope 2 emissions for our manufacturing operations.

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

Goodyear plans to achieve this goal through the purchase of renewable electricity, on-site generation of renewable electricity and the development of new technologies to support renewable fuel sources and electrification of manufacturing processes. In 2022, in addition to our Europe, Middle East, and Africa (EMEA) region achieving 100% renewable electricity, we also have several other plants around the world procuring and generating renewable electricity. Our plants in Brazil, Chile, Colombia, Malaysia and Peru purchase 100% renewable electricity, and our Pulandian, China, and Lawton, Oklahoma, facilities are procuring a portion of their renewable electricity respectively, eliminating or reducing CO2 emissions from the plant's electricity intake while reducing energy costs. In addition, there are solar installations at our plants in Aurangabad and Ballabgarh, India; Bogor, Indonesia; Kuala Lumpur, Malaysia; Bangkok, Thailand; Adapazari and Izmit, Turkey; and Fulda, Germany. Investments in solar in our Asia Pacific and EMEA regions have resulted in the generation capacity of approximately 9MW of electricity.

List the actions which contributed most to achieving this target

<Not Applicable>

C4.2b

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

Target reference number

Oth 1

Year target was set

2021

Target coverage

Business activity

Target type: absolute or intensity

Intensity

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

Energy consumption or efficiency	Other, please specify (BTU)
----------------------------------	-----------------------------

Target denominator (intensity targets only)

unit of production

Base year

2019

Figure or percentage in base year

6898

Target year

2030

Figure or percentage in target year

20

Figure or percentage in reporting year

2.3

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

100.257342250654

Target status in reporting year

Underway

Is this target part of an emissions target?

ABS1

Is this target part of an overarching initiative?

No, it's not part of an overarching initiative

Please explain target coverage and identify any exclusions

This target covers all Goodyear manufacturing facilities and associated energy sources within Scope 1 and Scope 2 reporting.

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

Goodyear plans to leverage our Energy Optimization Program to achieve these goals. This program includes our real time energy management system, implementing energy efficiency projects, renewable energy procurement and generation, fuel switching, technology development, developing energy management capabilities at each facility, and sharing best practices among facilities.

List the actions which contributed most to achieving this target

<Not Applicable>

C4.2c

(C4.2c) Provide details of your net-zero target(s).

Target reference number

NZ1

Target coverage

Company-wide

Absolute/intensity emission target(s) linked to this net-zero target

Abs1

Abs2

Abs3

Target year for achieving net zero

2050

Is this a science-based target?

Yes, we consider this a science-based target, and the target is currently being reviewed by the Science Based Targets initiative

Please explain target coverage and identify any exclusions

In December 2021, we announced our climate ambition, which includes our goal to reach net-zero Scope 1 and 2 as well as certain Scope 3 greenhouse gas emissions by 2050, aligned with the Science Based Target initiative (SBTi) and its new Net-Zero Standard. We also announced our commitment to achieve near-term science-based targets by 2030, including reducing Scope 1 and 2 emissions by 46% and certain Scope 3 emissions by 28%, as compared to a 2019 baseline. In December 2022, Goodyear submitted our science-based targets to SBTi for validation.

Our climate ambition includes several other important long-term sustainability goals, including our commitments to use 100% renewable electricity in all manufacturing facilities by 2030 and 100% renewable energy in all manufacturing facilities by 2040, develop a tire made of 100% sustainable materials by 2030 and replace all petroleum-derived oils in our products by 2040.

In 2022, using Goodyear's 2019 greenhouse gas emissions footprint, the baseline year for our science-based targets, we identified the value chain hot spots requiring decarbonization: purchased goods and services; energy; transport; and use phase. Use phase is an indirect-indirect emissions category for Goodyear. While use phase is not included in our science-based targets, Goodyear will continue to explore and evaluate use-phase elements that we can influence, for example, rolling resistance and tire weight.

Do you intend to neutralize any unabated emissions with permanent carbon removals at the target year?

Yes

Planned milestones and/or near-term investments for neutralization at target year

Goodyear is committed to reducing our value chain emissions by 90% or more by 2050. At this time Goodyear cannot give a definitive response as to whether we will be able to mitigate emissions beyond our value chain.

Planned actions to mitigate emissions beyond your value chain (optional)

Goodyear is committed to reducing our value chain emissions by 90% or more by 2050. At this time Goodyear cannot give a definitive response as to whether we will be able to mitigate emissions beyond our value chain.

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	530	403860
To be implemented*	292	222504
Implementation commenced*	735	560070
Implemented*	170	364185
Not to be implemented	21	16002

C4.3b

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

Initiative category & Initiative type

Energy efficiency in production processes	Other, please specify (General energy efficiency projects)
---	--

Estimated annual CO2e savings (metric tonnes CO2e)

50785

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

Scope 1

Scope 2 (market-based)

Voluntary/Mandatory

Voluntary

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

19000000

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

40000000

Payback period

1-3 years

Estimated lifetime of the initiative

3-5 years

Comment

Goodyear's energy efficiency programs enable our plants to better identify and implement energy projects across all our manufacturing facilities. Through the integration of energy into Goodyear's manufacturing operating system, we work to reduce energy through zero-loss thinking and equipment efficiency. The energy loss assessment, within our overall manufacturing zero-loss assessment, reviews different categories of energy losses that can occur in all areas of the manufacturing facility, such as steam use, utility costs, heating and cooling, and electric use efficiency. Upon completion of the annual energy loss assessment, each plant identifies its greatest opportunity areas and sets its own goals in BTUs per pound of production. These goals are incorporated into Goodyear's global energy reduction goal. We have identified more than 530 energy efficiency projects in our most recent five-year plan that leverage a zero-loss culture to prioritize opportunities, target cost reductions and increase efficiency. In 2022, our savings from energy efficiency projects was approximately \$19 million, and we achieved a 2.3% energy efficiency improvement from our 2019 baseline. To ensure consistent implementation of projects across all facilities, we utilize a best practice sharing platform and developed an energy project catalogue. The project catalogue allows our Energy Coordinators to easily identify potential projects in each area of their respective facilities.

Initiative category & Initiative type

Low-carbon energy consumption	Low-carbon electricity mix
-------------------------------	----------------------------

Estimated annual CO2e savings (metric tonnes CO2e)

320989

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

Scope 2 (market-based)

Voluntary/Mandatory

Voluntary

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

0

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

800000

Payback period

4-10 years

Estimated lifetime of the initiative

1-2 years

Comment

In addition to our Europe, Middle East and Africa region achieving 100% renewable electricity at the end of 2022, we also have several other plants around the world procuring and generating renewable electricity. For example, our plant in Malaysia purchases 100% renewable electricity, and our Pulandian, China, and Lawton, Oklahoma, facilities are procuring a portion of their renewable electricity respectively, eliminating or reducing CO2 emissions from the plant's electricity intake while reducing energy costs.

Initiative category & Initiative type

Low-carbon energy consumption	Hydropower (capacity unknown)
-------------------------------	-------------------------------

Estimated annual CO2e savings (metric tonnes CO2e)

7169

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

Scope 2 (market-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 year

Estimated lifetime of the initiative

1-2 years

Comment

Our plants in Brazil, Chile, Colombia and Peru procure 100% renewable electricity from hydropower.

Initiative category & Initiative type

Low-carbon energy generation	Solar PV
------------------------------	----------

Estimated annual CO2e savings (metric tonnes CO2e)

5168

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

Scope 2 (market-based)

Voluntary/Mandatory

Voluntary

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

900000

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

4000000

Payback period

1-3 years

Estimated lifetime of the initiative

16-20 years

Comment

Goodyear has solar installations at our plants in Aurangabad and Ballabgarh, India; Bogor, Indonesia; Kuala Lumpur, Malaysia; Bangkok, Thailand; Adapazari and Izmit, Turkey; and Fulda, Germany. Investments in solar in our Asia Pacific and Europe, Middle East and Africa (EMEA) regions have resulted in the generation capacity of approximately 9MW of electricity.

C4.3c

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

Method	Comment
Compliance with regulatory requirements/standards	Mitigation of business risks
Dedicated budget for energy efficiency	Every business unit identifies a spectrum of energy projects and completes a cost-benefit analysis for prioritization.
Other (Third parties)	Investigate opportunities for government and joint investments with respect to climate change research. Goodyear uses third parties to help in securing local utility and government incentives and rebates for energy projects.
Dedicated budget for low-carbon product R&D	Goodyear offers 33 commercial truck tire products that are verified under the U.S. Environmental Protection Agency's SmartWay program. Other projects include the use of rice husk ash silica, Air Maintenance Technology (AMT), and the use of soybean oil as a partial or total replacement for petroleum-derived oils in certain tread compounds, among others.
Employee engagement	Certified Energy Manager program. Daily Management System (DMS) board under operation excellence initiative. Employee recognition programs and idea reward systems in place within each region.

C4.5

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

Yes

C4.5a

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

Level of aggregation

Group of products or services

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

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

Type of product(s) or service(s)

Road	Other, please specify (Tires)
------	-------------------------------

Description of product(s) or service(s)

Goodyear's consumer products such as Assurance® Finesse™, and Assurance® Fuel Max® feature energy-saving tread compounds. These products help reduce emissions and energy loss as the tires roll saving energy over the life of the tires. With our new Wrangler Territory lines for CUVs, SUVs and Pickups, we have been reducing rolling resistance, which is desirable to both the Original Equipment Manufacturers (OEMs) and end users. A tire with low rolling resistance and a vehicle with less weight consume less energy and emit fewer GHG emissions. Some of the Wrangler Territory SKUs in North America are pushing for the equivalent of an "A ECE RRC" label grade. Commercial tires such as FUELMAX PERFORMANCE (with RRC label grade "A"), Fuel Max® LHD2 (Drive), Endurance LHS (Steer), and Fuel Max® LHT (Trailer) are all GHG2-compliant.

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

No

Methodology used to calculate avoided emissions

<Not Applicable>

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

<Not Applicable>

Functional unit used

<Not Applicable>

Reference product/service or baseline scenario used

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

Explain your calculation of avoided emissions, including any assumptions

<Not Applicable>

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

11

C5. Emissions methodology

C5.1

(C5.1) Is this your first year of reporting emissions data to CDP?

No

C5.1a

(C5.1a) Has your organization undergone any structural changes in the reporting year, or are any previous structural changes being accounted for in this disclosure of emissions data?

Row 1

Has there been a structural change?

Yes, an acquisition

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

Cooper Tire

Details of structural change(s), including completion dates

On June 7, 2021, Goodyear completed its acquisition of Cooper Tire & Rubber Company ("Cooper Tire"). Since then, our teams have made great progress integrating the two companies. With much of the work to integrate the two companies completed during 2022, we are well-positioned to capture the full value of this historic combination in 2023 and beyond. We remain focused on further integrating our brand and product portfolios to benefit our customers and consumers, while driving efficiency in our operations. In 2022, we completed the integration activities with Cooper Tire for all manufacturing facilities. As part of this integration and to align with our short- and long-term climate ambitions, we have reset our baseline to 2019 for all energy and greenhouse gas (GHG) reporting. All data reported for manufacturing facilities is inclusive of all Cooper Tire and Goodyear facilities, as well as Goodyear's Chemical operations.

C5.1b

(C5.1b) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?

	Change(s) in methodology, boundary, and/or reporting year definition?	Details of methodology, boundary, and/or reporting year definition change(s)
Row 1	Yes, a change in methodology Yes, a change in boundary	In 2022, we completed the integration activities with Cooper Tire for all manufacturing facilities. As part of this integration and to align with our short- and long-term climate ambitions, we have reset our baseline to 2019 for all energy and GHG reporting. All data reported for manufacturing facilities is inclusive of all Cooper Tire and Goodyear facilities, as well as Goodyear's Chemical operations. Updates to our Scope 3 calculations are also reflective of the Cooper Tire integration and methodologies aligned to our Science Based Targets Initiative (SBTI) submission in December 2022.

C5.1c

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

	Base year recalculation	Scope(s) recalculated	Base year emissions recalculation policy, including significance threshold	Past years' recalculation
Row 1	Yes	Scope 1 Scope 2, location-based Scope 2, market-based Scope 3	In 2022, we completed the integration activities with Cooper Tire for all manufacturing facilities. As part of this integration and to align with our short- and long-term climate ambitions, we have reset our baseline to 2019 for all energy and GHG reporting. All data reported for manufacturing facilities is inclusive of all Cooper Tire and Goodyear facilities as well as Goodyear's Chemical operations. Updates to our Scope 3 calculations are also reflective of the Cooper Tire integration and methodologies aligned to our Science Based Targets Initiative (SBTI) submission in December 2022.	Yes

C5.2

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

Scope 1

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
1348738

Comment

Scope 2 (location-based)

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
1680925

Comment

Scope 2 (market-based)

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
1782218

Comment

Scope 3 category 1: Purchased goods and services

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

7914621

Comment

Scope 3 category 2: Capital goods

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

171266

Comment

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

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

821406

Comment

Scope 3 category 4: Upstream transportation and distribution

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

341806

Comment

Scope 3 category 5: Waste generated in operations

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

35840

Comment

Scope 3 category 6: Business travel

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

18591

Comment

Scope 3 category 7: Employee commuting

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

78959

Comment

Scope 3 category 8: Upstream leased assets

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 9: Downstream transportation and distribution

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

214606

Comment

Scope 3 category 10: Processing of sold products

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

148945

Comment

Scope 3 category 11: Use of sold products

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

148668377

Comment

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

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

260293

Comment

Scope 3 category 13: Downstream leased assets

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 14: Franchises

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

100974

Comment

Scope 3 category 15: Investments

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

128499

Comment

Scope 3: Other (upstream)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3: Other (downstream)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

C5.3

(C5.3) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.

IPCC Guidelines for National Greenhouse Gas Inventories, 2006

The Climate Registry: General Reporting Protocol

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)

1665865

Start date

January 1 2022

End date

December 31 2022

Comment

Past year 1

Gross global Scope 1 emissions (metric tons CO2e)

1417537

Start date

January 1 2021

End date

December 31 2021

Comment

C6.2

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

Row 1

Scope 2, location-based

We are reporting a Scope 2, location-based figure

Scope 2, market-based

We are reporting a Scope 2, market-based figure

Comment

Goodyear uses IEA Country level grid factors for all countries except the USA where it uses EPA eGrid factors and Europe where AIB residual mix factors are used.
Goodyear uses market-based factors for green tariff supplier programs and EAC/REC Procurement.

C6.3

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

Reporting year

Scope 2, location-based

1645676

Scope 2, market-based (if applicable)

1255111

Start date

January 1 2022

End date

December 31 2022

Comment

Past year 1

Scope 2, location-based

1693980

Scope 2, market-based (if applicable)

1638844

Start date

January 1 2021

End date

December 31 2021

Comment

C6.4

(C6.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, Scope 2 or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure?

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

Emissions in reporting year (metric tons CO2e)

8211087

Emissions calculation methodology

Average data method

Spend-based method

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

0

Please explain

Capital goods

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

185077

Emissions calculation methodology

Spend-based method

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

0

Please explain

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

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

796709

Emissions calculation methodology

Average data method

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

0

Please explain

Upstream transportation and distribution

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

1940806

Emissions calculation methodology

Spend-based method
Distance-based method

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

0

Please explain

Waste generated in operations

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

61396

Emissions calculation methodology

Average data method
Spend-based method

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

0

Please explain

Business travel

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

33356

Emissions calculation methodology

Spend-based method
Distance-based method

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

31

Please explain

Employee commuting**Evaluation status**

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

79094

Emissions calculation methodology

Average data method

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

0

Please explain**Upstream leased assets****Evaluation status**

Not relevant, explanation provided

Emissions in reporting year (metric tons 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

This category has been deemed to be not relevant since it is not expected to represent a significant portion of Scope 3 impacts and/or is an area where Goodyear does not have significant influence.

Downstream transportation and distribution**Evaluation status**

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

212024

Emissions calculation methodology

Average data method
Distance-based method

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

0

Please explain**Processing of sold products****Evaluation status**

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

157049

Emissions calculation methodology

Average data method

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

0

Please explain**Use of sold products****Evaluation status**

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

145010241

Emissions calculation methodology

Average data method
Other, please specify (Industry Standard Approach)

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

0

Please explain

End of life treatment of sold products**Evaluation status**

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

257885

Emissions calculation methodology

Waste-type-specific method

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

0

Please explain**Downstream leased assets****Evaluation status**

Not relevant, explanation provided

Emissions in reporting year (metric tons 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

This category has been deemed to be not relevant since it is not expected to represent a significant portion of Scope 3 impacts and/or is an area where Goodyear does not have significant influence.

Franchises**Evaluation status**

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

102484

Emissions calculation methodology

Average data method

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

0

Please explain**Investments****Evaluation status**

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

199792

Emissions calculation methodology

Average data method

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

0

Please explain**Other (upstream)****Evaluation status**

Not relevant, explanation provided

Emissions in reporting year (metric tons 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

This category has been deemed to be not relevant since it is not expected to represent a significant portion of Scope 3 impacts and/or is an area where Goodyear does not have significant influence.

Other (downstream)

Evaluation status

Not relevant, explanation provided

Emissions in reporting year (metric tons 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

This category has been deemed to be not relevant since it is not expected to represent a significant portion of Scope 3 impacts and/or is an area where Goodyear does not have significant influence.

C6.5a

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

Past year 1

Start date

January 1 2021

End date

December 31 2021

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

8141653

Scope 3: Capital goods (metric tons CO2e)

187332

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

825435

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

433201

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

32734

Scope 3: Business travel (metric tons CO2e)

7842

Scope 3: Employee commuting (metric tons CO2e)

78077

Scope 3: Upstream leased assets (metric tons CO2e)

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

248115

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

172668

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

144929685

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

255388

Scope 3: Downstream leased assets (metric tons CO2e)

Scope 3: Franchises (metric tons CO2e)

102364

Scope 3: Investments (metric tons CO2e)

169351

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

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

Comment

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

0.00014957

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

3311541

Metric denominator

unit total revenue

Metric denominator: Unit total

20805000000

Scope 2 figure used

Market-based

% change from previous year

9

Direction of change

Decreased

Reason(s) for change

Change in renewable energy consumption

Other emissions reduction activities

Acquisitions

Change in revenue

Please explain

During 2022, we grew share and delivered stable earnings on robust revenue growth. Net sales increased 19% to \$20.8 billion (versus \$17.4 billion in 2021), driven by strong revenue-per-tire growth from actions taken to combat inflation. Results include replacement volume growth of 7% compared to an industry that declined 2%, reflecting the benefit of a full year of Cooper Tire's operations. We grew original equipment volumes 15% compared to an industry that grew 5%, reflecting continued industry recovery and new fitment wins. Segment operating income was \$1.3 billion, in line with prior year results. The benefits of price/mix and volume growth, including the effect of Cooper Tire earnings, offset substantial increases in raw material and other input costs for stable earnings compared to 2021. This combined with our energy efficiency activities at our manufacturing facilities has resulted in a slight increase in our energy and greenhouse gas (GHG) emissions intensity.

C7. Emissions breakdowns

C7.1

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

Yes

C7.1a

(C7.1a) Break down your total gross global Scope 1 emissions by greenhouse gas type and provide the source of each used greenhouse warming potential (GWP).

Greenhouse gas	Scope 1 emissions (metric tons of CO ₂ e)	GWP Reference
CO ₂	1653655	IPCC Fifth Assessment Report (AR5 – 100 year)
N ₂ O	1461	IPCC Fifth Assessment Report (AR5 – 100 year)
CH ₄	1304	IPCC Fifth Assessment Report (AR5 – 100 year)
HFCs	9133	IPCC Fifth Assessment Report (AR5 – 100 year)

C7.2

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

Country/area/region	Scope 1 emissions (metric tons CO2e)
United States of America	1085813
Canada	37016
India	10140
Germany	159074
France	9730
Turkey	67598
Luxembourg	630
Asia Pacific (or JAPA)	53225
Latin America (LATAM)	75653
Europe, Middle East and Africa (EMEA)	91658
Mexico	30618
China	1872
North America	42504

C7.3

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

By business division

C7.3a

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

Business division	Scope 1 emissions (metric ton CO2e)
Asia Pacific Tire	65255
Europe, Middle East and Africa Tire	328693
Americas Tire	733899
Chemical (North America)	537705

C7.5

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

Country/area/region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
United States of America	614734	613531
Canada	16088	9434
India	107495	107495
Germany	102552	17033
France	11087	8292
Turkey	6988	0
Luxembourg	57459	41638
Asia Pacific (or JAPA)	92391	80798
Latin America (LATAM)	59492	7331
Europe, Middle East and Africa (EMEA)	230068	29740
Mexico	62412	62412
China	284263	277441

C7.6

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

By business division

By activity

C7.6a

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

Business division	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Asia Pacific Tyre	484150	465736
Europe, Middle East and Africa Tire	408155	96704
Americas Tire	658763	598745
Chemical (North America)	94232	94232

C7.6c

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

Activity	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Purchased Steam	273063	273063
Purchased Electricity	1371968	982085

C7.7

(C7.7) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?

Not relevant as we do not have any subsidiaries

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 in emissions	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	336884	Decreased	14	In 2021, Goodyear announced we would procure 100% renewable electricity for all our facilities across Europe, Middle East and Africa by the end of 2022. By purchasing nearly 800K MWh of renewable electricity, Goodyear can ensure that our manufacturing plants, including Cooper facilities, in France, Germany, Luxembourg, Poland, Slovenia, Serbia, South Africa, Turkey, the Netherlands and the UK now operate with renewable electricity. This shift has eliminated nearly 400K metric tons of CO2 emissions annually from the company's carbon footprint. In addition to our EMEA region operating with 100% renewable electricity, we also have several other plants around the world procuring and generating renewable electricity. Our plants in Brazil, Chile, Colombia, Malaysia and Peru purchase 100% renewable electricity, and our Pulandian, China, and Lawton, Oklahoma, facilities are each procuring a portion of their renewable electricity, eliminating or reducing CO2 emissions from their electricity intake while reducing energy costs. In addition, there are solar installations at our plants in Aurangabad and Ballabgarh, India; Bogor, Indonesia; Kuala Lumpur, Malaysia; Bangkok, Thailand; Adapazari and Izmit, Turkey; and Fulda, Germany. Investments in solar in our Asia Pacific and EMEA regions have resulted in the generation capacity of approximately 9MW of electricity. In 2023, we expect to add additional onsite solar in at several more facilities around the world, bringing that capacity up to 40 MW.
Other emissions reduction activities	50587	Decreased	2	Goodyear decreased the total CO2 emissions by a net 360,000 metric tons over the last 12 months. Increased use of renewable electricity primarily drive this reduction, however energy efficiency improvements drove additional reductions in overall GHG emissions. In 2022, Scope 1 and Scope 2 emissions were 2,469,000 tCO2e. In 2021, total emissions were 2,833,000. Total emissions decreased from 2021 to 2022. This resulted in the decrease of emissions due to emissions reduction activities.
Divestment		<Not Applicable >		
Acquisitions	150000	Increased	6	Goodyear acquired Cooper Tire and integrated their 10 manufacturing facilities into the global manufacturing footprint. This resulted in an addition of approximately 150,000 metric tons of CO2 in the footprint. The Cooper facilities have been fully integrated into the Goodyear Energy Optimization program and are participating in energy efficiency activities and the renewable energy strategy, aligned with Goodyear's corporate climate change ambition.
Mergers		<Not Applicable >		
Change in output	24000	Increased	1	The increase in 2022 production volume was 1% more than in 2021. This led to an overall increase in emissions of 24,000 tons in 2022. However, this increase from additional production was offset by energy efficiency activities and use of renewable electricity, which ultimately resulted in an overall decrease in emissions from 2021 to 2022.
Change in methodology		<Not Applicable >		
Change in boundary		<Not Applicable >		
Change in physical operating conditions		<Not Applicable >		
Unidentified		<Not Applicable >		
Other		<Not Applicable >		

C7.9b

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

Market-based

C8. Energy

C8.1

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

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

C8.2

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

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

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	7945935	7945935
Consumption of purchased or acquired electricity	<Not Applicable>	3157181	6618234	9775415
Consumption of purchased or acquired heat	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired steam	<Not Applicable>	0	998188	998188
Consumption of purchased or acquired cooling	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of self-generated non-fuel renewable energy	<Not Applicable>	8094	<Not Applicable>	8094
Total energy consumption	<Not Applicable>	3165275	15562357	18727632

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	Yes
Consumption of fuel for the generation of cooling	Yes
Consumption of fuel for co-generation or tri-generation	Yes

C8.2c

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

Sustainable biomass

Heating value

LHV

Total fuel MWh consumed by the organization

89639

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

0

MWh fuel consumed for self-generation of steam

0

MWh fuel consumed for self-generation of cooling

0

MWh fuel consumed for self- cogeneration or self-trigeneration

0

Comment

Other biomass

Heating value

LHV

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

0

MWh fuel consumed for self-generation of steam

0

MWh fuel consumed for self-generation of cooling

0

MWh fuel consumed for self- cogeneration or self-trigeneration

0

Comment

Other renewable fuels (e.g. renewable hydrogen)

Heating value

LHV

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

0

MWh fuel consumed for self-generation of steam

0

MWh fuel consumed for self-generation of cooling

0

MWh fuel consumed for self- cogeneration or self-trigeneration

0

Comment

Coal

Heating value

LHV

Total fuel MWh consumed by the organization

60839

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

0

MWh fuel consumed for self-generation of steam

0

MWh fuel consumed for self-generation of cooling

0

MWh fuel consumed for self- cogeneration or self-trigeneration

0

Comment

Oil

Heating value

LHV

Total fuel MWh consumed by the organization

17015

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

0

MWh fuel consumed for self-generation of steam

0

MWh fuel consumed for self-generation of cooling

0

MWh fuel consumed for self- cogeneration or self-trigeneration

0

Comment

Gas

Heating value

LHV

Total fuel MWh consumed by the organization

7731145

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

0

MWh fuel consumed for self-generation of steam

0

MWh fuel consumed for self-generation of cooling

0

MWh fuel consumed for self- cogeneration or self-trigeneration

0

Comment

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

Heating value

LHV

Total fuel MWh consumed by the organization

47297

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

0

MWh fuel consumed for self-generation of steam

0

MWh fuel consumed for self-generation of cooling

0

MWh fuel consumed for self- cogeneration or self-trigeneration

0

Comment

Total fuel**Heating value**

LHV

Total fuel MWh consumed by the organization

7945935

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

0

MWh fuel consumed for self-generation of steam

0

MWh fuel consumed for self-generation of cooling

0

MWh fuel consumed for self- cogeneration or self-trigeneration

0

Comment**C8.2d****(C8.2d) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.**

	Total Gross generation (MWh)	Generation that is consumed by the organization (MWh)	Gross generation from renewable sources (MWh)	Generation from renewable sources that is consumed by the organization (MWh)
Electricity	376319.53	376319.53	8095	8095
Heat	0	0	0	0
Steam	72160061.65	72160061.65	0	0
Cooling	0	0	0	0

C8.2e**(C8.2e) Provide details on the electricity, heat, steam, and/or cooling amounts that were accounted for at a zero or near-zero emission factor in the market-based Scope 2 figure reported in C6.3.****Country/area of low-carbon energy consumption**

China

Sourcing method

Retail supply contract with an electricity supplier (retail green electricity)

Energy carrier

Electricity

Low-carbon technology type

Wind

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

32590

Tracking instrument used

Contract

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

China

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

No

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

<Not Applicable>

Comment**Country/area of low-carbon energy consumption**

Malaysia

Sourcing method

Retail supply contract with an electricity supplier (retail green electricity)

Energy carrier

Electricity

Low-carbon technology type

Low-carbon energy mix, please specify (Solar, wind, and hydro)

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

51539.57

Tracking instrument used

Contract

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

Malaysia

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

No

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

<Not Applicable>

Comment

Country/area of low-carbon energy consumption

Germany

Sourcing method

Unbundled procurement of energy attribute certificates (EACs)

Energy carrier

Electricity

Low-carbon technology type

Low-carbon energy mix, please specify (Solar, wind, and hydro)

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

740157.32

Tracking instrument used

GO

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

Germany

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

No

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

<Not Applicable>

Comment

Country/area of low-carbon energy consumption

France

Sourcing method

Unbundled procurement of energy attribute certificates (EACs)

Energy carrier

Electricity

Low-carbon technology type

Low-carbon energy mix, please specify (Solar, wind, and hydro)

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

161510.02

Tracking instrument used

GO

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

France

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

No

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

<Not Applicable>

Comment

Country/area of low-carbon energy consumption

Luxembourg

Sourcing method

Unbundled procurement of energy attribute certificates (EACs)

Energy carrier

Electricity

Low-carbon technology type

Low-carbon energy mix, please specify (Solar, wind, and hydro)

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

371941.84

Tracking instrument used

GO

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

Luxembourg

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

No

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

<Not Applicable>

Comment

Country/area of low-carbon energy consumption

Netherlands

Sourcing method

Unbundled procurement of energy attribute certificates (EACs)

Energy carrier

Electricity

Low-carbon technology type

Low-carbon energy mix, please specify (Solar, wind, and hydro)

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

3146.96

Tracking instrument used

GO

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

Netherlands

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

No

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

<Not Applicable>

Comment

Country/area of low-carbon energy consumption

Poland

Sourcing method

Unbundled procurement of energy attribute certificates (EACs)

Energy carrier

Electricity

Low-carbon technology type

Low-carbon energy mix, please specify (Solar, wind, and hydro)

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

454994.79

Tracking instrument used

GO

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

Poland

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

No

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

<Not Applicable>

Comment

Country/area of low-carbon energy consumption

Serbia

Sourcing method

Unbundled procurement of energy attribute certificates (EACs)

Energy carrier

Electricity

Low-carbon technology type

Low-carbon energy mix, please specify (Solar, wind, and hydro)

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

136728.62

Tracking instrument used

GO

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

Serbia

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

No

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

<Not Applicable>

Comment

Country/area of low-carbon energy consumption

Slovenia

Sourcing method

Unbundled procurement of energy attribute certificates (EACs)

Energy carrier

Electricity

Low-carbon technology type

Low-carbon energy mix, please specify (Solar, wind, and hydro)

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

246131.53

Tracking instrument used

GO

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

Slovenia

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

No

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

<Not Applicable>

Comment

Country/area of low-carbon energy consumption

South Africa

Sourcing method

Unbundled procurement of energy attribute certificates (EACs)

Energy carrier

Electricity

Low-carbon technology type

Low-carbon energy mix, please specify (Solar, wind, and hydro)

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

122592.69

Tracking instrument used

I-REC

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

South Africa

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

No

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

<Not Applicable>

Comment

Country/area of low-carbon energy consumption

Turkey

Sourcing method

Unbundled procurement of energy attribute certificates (EACs)

Energy carrier

Electricity

Low-carbon technology type

Low-carbon energy mix, please specify (Solar, wind, and hydro)

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

47975.52

Tracking instrument used

GO

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

Turkey

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

No

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

<Not Applicable>

Comment

Country/area of low-carbon energy consumption

United Kingdom of Great Britain and Northern Ireland

Sourcing method

Unbundled procurement of energy attribute certificates (EACs)

Energy carrier

Electricity

Low-carbon technology type

Low-carbon energy mix, please specify (Solar, wind, and hydro)

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

52611.21

Tracking instrument used

GO

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

United Kingdom of Great Britain and Northern Ireland

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

No

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

<Not Applicable>

Comment

Country/area of low-carbon energy consumption

Brazil

Sourcing method

Unbundled procurement of energy attribute certificates (EACs)

Energy carrier

Electricity

Low-carbon technology type

Hydropower (capacity unknown)

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

420839.45

Tracking instrument used

I-REC

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

Brazil

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

No

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

<Not Applicable>

Comment

Country/area of low-carbon energy consumption

Chile

Sourcing method

Retail supply contract with an electricity supplier (retail green electricity)

Energy carrier

Electricity

Low-carbon technology type

Hydropower (capacity unknown)

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

234751.53

Tracking instrument used

Contract

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

Chile

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

No

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

<Not Applicable>

Comment

Country/area of low-carbon energy consumption

Colombia

Sourcing method

Retail supply contract with an electricity supplier (retail green electricity)

Energy carrier

Electricity

Low-carbon technology type

Hydropower (capacity unknown)

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

16840.96

Tracking instrument used

Contract

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

Colombia

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

No

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

<Not Applicable>

Comment

Country/area of low-carbon energy consumption

Peru

Sourcing method

Retail supply contract with an electricity supplier (retail green electricity)

Energy carrier

Electricity

Low-carbon technology type

Hydropower (capacity unknown)

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

55105.17

Tracking instrument used

Contract

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

Peru

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

No

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

<Not Applicable>

Comment

Country/area of low-carbon energy consumption

United States of America

Sourcing method

Retail supply contract with an electricity supplier (retail green electricity)

Energy carrier

Electricity

Low-carbon technology type

Wind

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

7724.17

Tracking instrument used

Contract

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

United States of America

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

No

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

<Not Applicable>

Comment

Country/area of low-carbon energy consumption

India

Sourcing method

Other, please specify (Owned onsite solar, metered onsite)

Energy carrier

Electricity

Low-carbon technology type

Solar

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

2552.75

Tracking instrument used

Other, please specify (Owned onsite solar, metered onsite)

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

India

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

Yes

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

2019

Comment

Country/area of low-carbon energy consumption

Indonesia

Sourcing method

Other, please specify (Owned onsite solar, metered onsite)

Energy carrier

Electricity

Low-carbon technology type

Solar

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

64

Tracking instrument used

Other, please specify (Owned onsite solar, metered onsite)

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

Indonesia

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

Yes

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

2019

Comment

Country/area of low-carbon energy consumption

Malaysia

Sourcing method

Other, please specify (Owned onsite solar, metered onsite)

Energy carrier

Electricity

Low-carbon technology type

Solar

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

3417

Tracking instrument used

Other, please specify (Owned onsite solar, metered onsite)

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

Malaysia

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

Yes

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

2019

Comment

Country/area of low-carbon energy consumption

Thailand

Sourcing method

Other, please specify (Owned onsite solar, metered onsite)

Energy carrier

Electricity

Low-carbon technology type

Solar

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

1635

Tracking instrument used

Other, please specify (Owned onsite solar, metered onsite)

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

Thailand

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

Yes

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

2019

Comment

Country/area of low-carbon energy consumption

Germany

Sourcing method

Other, please specify (Owned onsite solar, metered onsite)

Energy carrier

Electricity

Low-carbon technology type

Solar

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

425

Tracking instrument used

Other, please specify (Owned onsite solar, metered onsite)

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

Germany

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

Yes

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

2022

Comment

C8.2g

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

Country/area

United States of America

Consumption of purchased electricity (MWh)

4054087

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

284643

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

0

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

4338730

Country/area

Canada

Consumption of purchased electricity (MWh)

786414

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

786414

Country/area

Mexico

Consumption of purchased electricity (MWh)

401740

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

401740

Country/area

India

Consumption of purchased electricity (MWh)

327573

Consumption of self-generated electricity (MWh)

2553

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

68861.95

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

0

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

398987.95

Country/area

China

Consumption of purchased electricity (MWh)

865693

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

291520

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

0

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

1157213

Country/area

Germany

Consumption of purchased electricity (MWh)

765147

Consumption of self-generated electricity (MWh)

425

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

54124

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

0

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

819696

Country/area

France

Consumption of purchased electricity (MWh)

168699

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

38586

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

0

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

207285

Country/area

Turkey

Consumption of purchased electricity (MWh)

47976

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

47976

Country/area

Luxembourg

Consumption of purchased electricity (MWh)

390253

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

195455

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

0

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

585708

Country/area

Other, please specify (Asia Pacific (or JAPA))

Consumption of purchased electricity (MWh)

450973

Consumption of self-generated electricity (MWh)

5116

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

456089

Country/area

Other, please specify (Latin America (LATAM))

Consumption of purchased electricity (MWh)

890337

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

Total non-fuel energy consumption (MWh) [Auto-calculated]890337

Country/area

Other, please specify (Europe, Middle East and Africa (EMEA))

Consumption of purchased electricity (MWh)

1028686

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

64998

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

0

Total non-fuel energy consumption (MWh) [Auto-calculated]1093684

C9. Additional metrics

C9.1

(C9.1) Provide any additional climate-related metrics relevant to your business.**C10. Verification**

C10.1

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

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

C10.1a

(C10.1a) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.**Verification or assurance cycle in place**

Annual process

Status in the current reporting year

Complete

Type of verification or assuranceReasonable assurance

Attach the statement

1
Raport ALC 2022.pdf

Page/ section reference

Page 4 (Debica facility)

Relevant standard

European Union Emissions Trading System (EU ETS)

Proportion of reported emissions verified (%)

3

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Complete

Type of verification or assurance

Reasonable assurance

Attach the statement

1
ZIP_14310-1087_EmB2022_1.pdf

Page/ section reference

Page 1 (Hanau facility)

Relevant standard

European Union Emissions Trading System (EU ETS)

Proportion of reported emissions verified (%)

2

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Complete

Type of verification or assurance

Reasonable assurance

Attach the statement

1
Lux ETS.pdf

Page/ section reference

Page 45 (Lux facility)

Relevant standard

European Union Emissions Trading System (EU ETS)

Proportion of reported emissions verified (%)

3

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Complete

Type of verification or assurance

Reasonable assurance

Attach the statement

1
Poročilo o emisijah_2022_podpisano.pdf

Page/ section reference

Page 2 (SAVA facility)

Relevant standard

European Union Emissions Trading System (EU ETS)

Proportion of reported emissions verified (%)

2

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, but we are actively considering verifying within the next two years

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)?

Yes

C11.1a

(C11.1a) Select the carbon pricing regulation(s) which impacts your operations.

EU ETS

C11.1b

(C11.1b) Complete the following table for each of the emissions trading schemes you are regulated by.

EU ETS

% of Scope 1 emissions covered by the ETS

10

% of Scope 2 emissions covered by the ETS

0

Period start date

January 1 2022

Period end date

December 31 2022

Allowances allocated

22466

Allowances purchased

0

Verified Scope 1 emissions in metric tons CO₂e

126132

Verified Scope 2 emissions in metric tons CO₂e

0

Details of ownership

Facilities we own and operate

Comment

Of the four facilities with verified emissions, one is a joint venture between Cegyo S.A. and Goodyear. Goodyear owns 50% of the co-generation plant.

C11.1d

(C11.1d) What is your strategy for complying with the systems you are regulated by or anticipate being regulated by?

Goodyear, through our energy and greenhouse gas management strategy, aims to reduce energy demand in every facility and minimize the need for purchasing credits.

Federal, state, local and foreign governments and regulatory agencies continue to consider various options and measures to control greenhouse gas (GHG) emissions in response to climate change. We strive to comply with all applicable laws and regulations, carefully monitor our energy usage and GHG emissions and set company-wide and facility-specific goals to reduce our energy use and emissions, thereby reducing Goodyear's subjection to carbon taxes. As part of our commitment to reduce our GHG emissions, we continue to focus on reducing energy consumption and emissions in our manufacturing facilities and utilizing renewable energy sources. In December 2021, we announced our climate ambition, which includes our goal to reach net-zero Scope 1 and 2 as well as certain Scope 3 greenhouse gas emissions by 2050, aligned with the Science Based Target initiative (SBTi) and its Net-Zero Standard. We also announced our commitment to achieve near-term science-based targets by 2030, including reducing Scope 1 and 2 emissions by 46% and certain Scope 3 emissions by 28%, as compared to a 2019 baseline. In December 2022, Goodyear submitted our science-based targets to SBTi for validation. Our climate ambition includes several other important long-term sustainability goals, including our commitments to use 100% renewable electricity in all manufacturing facilities by 2030 and 100% renewable energy in all manufacturing facilities by 2040, develop a tire made of 100% sustainable materials by 2030 and replace all petroleum-derived oils in our products by 2040. We achieved our previously announced goal to procure 100% renewable electricity for all our facilities across Europe, Middle East and Africa by the end of 2022.

In 2022, Goodyear conducted a climate-related risks and opportunities materiality assessment, a qualitative scenario analysis and financial impact assessment to identify and prioritize climate-related risks and opportunities relevant to Goodyear's value chain, of which carbon taxes was identified as a risk. Complete details can be found in Goodyear's latest TCFD report, published in December 2022 at <https://corporate.goodyear.com/us/en/responsibility.html>. Goodyear's climate-related risks and opportunities are evaluated on an annual basis, led by Goodyear's Global Sustainability leadership, Chief Risk Officer and Vice President, Global Finance. The aim is to ensure an up-to-date view of potential climate-related risks and opportunities in the short, medium and long term, and an understanding of the significance of impacts, under different climate scenarios. Goodyear will evaluate and potentially adjust inputs, parameters, assumptions, data and analytical choices annually, as you will see in our updated risks and opportunities assessment, in sections 2.3 and 2.4, in this submission. Goodyear will use this analysis to evaluate our decarbonization, adaptation and resiliency strategies. Goodyear will continue to report the details of this analysis and strategic responses through our annual CDP. While strategy-specific decarbonization roadmaps are being built to 2030, various materials, energy and transport strategies are being implemented. For example, Goodyear is actively pursuing bio-based, recycled and carbon-neutral materials, further investing in energy efficiency projects and additional renewable energy, and evaluating and implementing emissions-optimized transportation and warehousing options. These strategies will be reported in our next Corporate Responsibility Report.

C11.2

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

No

C11.3

(C11.3) Does your organization use an internal price on carbon?

No, but we anticipate doing so in the next two years

C12. Engagement

C12.1

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

Yes, our suppliers

Yes, our customers/clients

C12.1a

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

Type of engagement

Information collection (understanding supplier behavior)

Details of engagement

Collect GHG emissions data at least annually from suppliers

Collect targets information at least annually from suppliers

% of suppliers by number

94

% total procurement spend (direct and indirect)

55

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

Rationale for the coverage of your engagement

Given the potential social and environmental impacts of a global supply chain, we proactively seek to understand our supply chain risks and address them to support a healthy ecosystem. At Goodyear, sustainable sourcing is our approach to responsibly managing the materials we use for our operations and products. That includes our efforts to source sustainable natural rubber, increase our sustainable material usage, pursue raw material traceability, remove materials of concern and proactively manage supply chain ESG risks. Goodyear's Business Continuity and Procurement teams annually conduct an all-category and commodity risk assessment that identifies top raw material supplier risks across our global supply chain. This annual survey considers a wide range of factors, including: procurement spend and volume; supply or supplier alternatives; geographic spend; geopolitical concerns; and emerging laws and regulations. Goodyear reserves the right to request information or access to suppliers' facilities at any time to confirm compliance. Goodyear audits all natural rubber suppliers every two years to ensure our operations are not supporting child or forced labor. In 2022, we conducted either onsite or virtual audits at 100% of our supply. All other raw material suppliers are selected for audit by our Procurement Category and Global Material Science teams. In addition, Goodyear has 94% of our raw material supply base actively using EcoVadis, a leading global environmental social and governance (ESG) survey and assessment tool.

Impact of engagement, including measures of success

Our existing screening process includes an ESG survey and requires raw material suppliers—new and existing—to respond to the survey or provide answers to a similar assessment. In 2022, we completed an assessment for 94% of our raw material spend. Through our screening process, which includes an ESG survey for all existing and new raw material suppliers, they are required to provide information on policies and programs pertaining to various ESG topics including climate change. Examples of climate-related information collected through EcoVadis includes emissions data and targets. These survey results help position us to take effective action as we determine supply chain opportunities and strategies, as well as to create and implement action and improvement plans when appropriate. Success is measured by requiring suppliers to meet a minimum score according to EcoVadis. Suppliers with scores below par are individually followed up with by Goodyear to work on improvement plans. In 2023, Goodyear plans to continue to work with suppliers as needed to develop agreed upon improvement plans as well as introduce a pilot program for strategic indirect suppliers to be included in our ESG assessment process.

Case study: Goodyear is engaging in dialogue with various suppliers on their low-carbon solutions and more sustainable material alternatives, such as carbon neutral carbon black. This is critical to advancing toward Goodyear's commitment to its science-based targets and sustainable materials tires. Additionally, Goodyear is building a supplier engagement program specific to climate, with a request for climate commitments from existing and new suppliers. The details of this climate-specific engagement program will be detailed in next year's CDP report.

Comment

C12.1b

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

Type of engagement & Details of engagement

Education/information sharing	Share information about your products and relevant certification schemes (i.e. Energy STAR)
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% of customers by number

100

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

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

Goodyear publicly reports our decarbonization roadmap and strategies and responds to requests from various customers, original equipment (OE) customers, fleet customers, aviation customers, and more, to go into more detail regarding our climate strategy, focusing on topics including sustainable materials, renewable energy and low rolling resistance tires. In addition, Goodyear provides lifecycle assessments to various customers and discusses strategies for lowering the carbon footprint of tires. We are also working with our suppliers to educate them on Goodyear's and our customers' climate ambitions and targets and to provide guidelines and support as our suppliers develop lower carbon products and services for our use in tire development and transport.

Impact of engagement, including measures of success

Strengthening relationships and collaboration with customers on decarbonization efforts is leading to our understanding of available low-carbon solutions and innovation opportunities and is informing our customers of our decarbonization efforts which has the potential to secure ongoing business.

Goodyear also provides relative fuel-saving calculation tools for both consumer and commercial customers, and we provide product use information and services regarding proper maintenance of tires for better fuel performance.

C12.2

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

Yes, suppliers have to meet climate-related requirements, but they are not included in our supplier contracts

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

Climate-related requirement

Climate-related disclosure through a non-public platform

Description of this climate related requirement

Goodyear's existing screening process includes an ESG survey and requires raw material suppliers—new or existing—to respond to the survey or provide answers to a similar assessment. In 2022, we completed an assessment for 94% of our raw material spend. Through this process, covered suppliers are required to provide information on policies and programs pertaining to, but not limited to, human rights; employee training; environmental, health and safety; chemical management; hazardous material controls; and waste management. These survey results help position us to take effective action as we determine supply chain opportunities and strategies, as well as to create and implement action and improvement plans when appropriate. In 2023, we plan to continue to work with suppliers as needed to develop agreed-upon improvement plans as well as introduce a pilot program for strategic indirect suppliers to be included in our ESG assessment process.

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

94

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

55

Mechanisms for monitoring compliance with this climate-related requirement

Off-site third-party verification

Supplier scorecard or rating

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

Suspend and engage

Climate-related requirement

Implementation of emissions reduction initiatives

Description of this climate related requirement

Goodyear requires our suppliers to comply with Goodyear's Supplier Code of Conduct or have their own equally substantial code of conduct, and Goodyear may deny or terminate a business relationship should a supplier not do so. Specifically, suppliers are expected to: (i) identify, and minimize or eliminate, the use, in their manufacturing processes and products, of substances restricted under applicable laws and regulations, including hazardous or toxic substances, and ensure full regulatory compliance, including proper management, storage and disposal; (ii) be aware of any use of reportable substances in their manufacturing processes and products, and actively investigate suitable substitutes; and (iii) obtain all necessary environmental permits or similar consents, and comply with all conditions. Suppliers must also consider the impact their operations have on the environment and reduce that impact where practicable to protect the environment, such as by:

- Tracking and documenting energy use and greenhouse gas emissions at a facility and/or corporate level, implementing a comprehensive energy reduction strategy and management program and increasing use of renewable energy. Suppliers are encouraged to look for cost effective ways to minimize energy consumption and greenhouse gas emissions.
- Routinely monitoring, controlling, minimizing, and to the extent feasible eliminating, emissions contributing to local air pollution and waste sent to landfills.

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

100

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

100

Mechanisms for monitoring compliance with this climate-related requirement

Supplier self-assessment

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

Suspend and engage

Climate-related requirement

Waste reduction and material circularity

Description of this climate related requirement

Goodyear requires our suppliers to comply with Goodyear's Supplier Code of Conduct or have their own equally substantial code of conduct, and Goodyear may deny or terminate a business relationship should a supplier not do so. Specifically, suppliers must comply with applicable environmental laws in the jurisdictions in which they operate. Suppliers are expected to: (i) identify, and minimize or eliminate, the use, in their manufacturing processes and products, of substances restricted under applicable laws and regulations, including hazardous or toxic substances, and ensure full regulatory compliance, including proper management, storage and disposal; (ii) be aware of any use of reportable substances in their manufacturing processes and products, and actively investigate suitable substitutes; and (iii) obtain all necessary environmental permits or similar consents, and comply with all conditions. Suppliers must also consider the impact their operations have on the environment and reduce that impact where practicable to protect the environment, such as by:

- Encouraging and supporting the use of sustainable, renewable natural resources while reducing waste and increasing reuse and recycling. Suppliers are encouraged to set targets for waste reduction and establish a waste management hierarchy.
- Routinely monitoring, controlling, minimizing, and to the extent feasible eliminating, emissions contributing to local air pollution and waste sent to landfills.

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

100

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

100

Mechanisms for monitoring compliance with this climate-related requirement

Supplier self-assessment

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

Suspend and engage

Climate-related requirement

Complying with regulatory requirements

Description of this climate related requirement

Goodyear requires our suppliers to comply with Goodyear's Supplier Code of Conduct or have their own equally substantial code of conduct, and Goodyear may deny or terminate a business relationship should a supplier not do so. Specifically, suppliers must comply with applicable environmental laws in the jurisdictions in which they operate. Suppliers are expected to: (i) identify, and minimize or eliminate, the use, in their manufacturing processes and products, of substances restricted under applicable laws and regulations, including hazardous or toxic substances, and ensure full regulatory compliance, including proper management, storage and disposal; (ii) be aware of any use of reportable substances in their manufacturing processes and products, and actively investigate suitable substitutes; and (iii) obtain all necessary environmental permits or similar consents, and comply with all conditions. Suppliers must also consider the impact their operations have on the environment and reduce that impact where practicable to protect the environment.

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

100

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

100

Mechanisms for monitoring compliance with this climate-related requirement

Supplier self-assessment

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

Suspend and engage

C12.3

(C12.3) Does your organization engage in activities that could either directly or indirectly influence policy, law, or regulation that may impact the climate?**Row 1****External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the climate**

Yes, we engage directly with policy makers

Yes, our membership of/engagement with trade associations could influence policy, law, or regulation that may impact the climate

Does your organization have a public commitment or position statement to conduct your engagement activities in line with the goals of the Paris Agreement?

Yes

Attach commitment or position statement(s)

See attached.

Goodyear CRR_2022_FINAL.pdf.coredownload.pdf.pdf

2022_December_TCFD_FINAL.pdf.coredownload.pdf.pdf

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

In 2022, Goodyear conducted a climate-related risks and opportunities materiality assessment, a qualitative scenario analysis and financial impact assessment to identify and prioritize climate-related risks and opportunities relevant to Goodyear's value chain. Complete details can be found in Goodyear's latest TCFD report, published in December 2022 on our corporate responsibility website <https://corporate.goodyear.com/us/en/responsibility.html>. Goodyear's climate-related risks and opportunities will be evaluated on an annual basis, led by Goodyear's Global Sustainability leadership, Chief Risk Officer and Chief Financial Officer. The aim is to ensure an up-to-date view of potential climate-related risks and opportunities in the short, medium and long term, and an understanding of the significance of impacts, including under different climate scenarios. Goodyear will evaluate and potentially adjust inputs, parameters, assumptions, data and analytical choices annually. Goodyear will use this analysis to evaluate our adaptation and resiliency strategies. Goodyear will continue to report the details of this analysis and strategic responses through our annual CDP and TCFD reports. While strategy-specific decarbonization roadmaps are being built to 2030, various materials, energy and transport strategies are being implemented. For example, Goodyear is actively pursuing bio-based, recycled and carbon-neutral materials, further investing in energy efficiency projects and additional renewable energy, and evaluating and implementing emissions-optimized transportation and warehousing options. These strategies will be reported in future Corporate Responsibility Reports.

Primary reason for not engaging in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

<Not Applicable>

Explain why your organization does not engage in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

<Not Applicable>

C12.3a

(C12.3a) On what policy, law, or regulation that may impact the climate has your organization been engaging directly with policy makers in the reporting year?**Specify the policy, law, or regulation on which your organization is engaging with policy makers**

Sustainable Supply Chains

Category of policy, law, or regulation that may impact the climate

Climate change mitigation

Focus area of policy, law, or regulation that may impact the climate

Traceability requirements

Policy, law, or regulation geographic coverage

Regional

Country/area/region the policy, law, or regulation applies to

Other, please specify (Europe)

Your organization's position on the policy, law, or regulation

Support with minor exceptions

Description of engagement with policy makers

Goodyear supports EU legislative intentions for sustainable sourcing of raw materials with due diligence focused on environmental and social impacts. This is valid, inter

alia, for the recently adopted EU Deforestation Regulation (EUDR), which included natural rubber and its derived products. Along with the rest of the tire and rubber sector in Europe, we have been providing the legislator with expertise on viable and efficient methods for traceability in the rubber supply chain.

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation

Goodyear works independently and through our various industry trade associations to engage with governments and regulators seeking to develop sensible regulations that advance goals related to climate and the protection of the environment.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?

Yes, we have evaluated, and it is aligned

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?

Yes. Sustainable Sourcing is one of the core pillars of our corporate responsibility framework, Better Future. The sourcing of sustainable natural rubber is a key focus area of this pillar.

Specify the policy, law, or regulation on which your organization is engaging with policy makers

Ecodesign for Sustainable Products and related consumer rights legislative proposals

Category of policy, law, or regulation that may impact the climate

Low-carbon products and services

Focus area of policy, law, or regulation that may impact the climate

Circular economy

Policy, law, or regulation geographic coverage

Regional

Country/area/region the policy, law, or regulation applies to

Other, please specify (Europe)

Your organization's position on the policy, law, or regulation

Support with minor exceptions

Description of engagement with policy makers

A recent draft legislative package in the EU aims to make products more durable, reliable, reusable, upgradable, repairable, easier to maintain, refurbish and recycle, and energy and resource efficient; as well as to empower consumers in the transition to a Green Economy. The package is directly related to the EU Green Deal and Circular Economy Action Plan. Amongst the suggested requirements is a Digital Product Passport to make it easier to repair or recycle products and facilitate tracking substances of concern along the supply chain. The EU tire industry is evaluating how tires could best respond to these legislative objectives in a complementary and efficient manner along with other existing requirements, such as the EU Tire Label.

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation

Goodyear works independently and through our various industry trade associations to engage with governments and regulators seeking to develop sensible regulations that advance goals related to climate and the protection of the environment.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?

No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?

Goodyear is committed to the decarbonization ambition of the EU Green Deal and has been dedicated to reducing our CO2 footprint throughout the tire lifecycle by investing in innovative and sustainable technologies, while improving road safety performance. A more determined tire regulatory framework tightening the Type Approval limits for Rolling Resistance performance has already been approved in March 2023 under UN Regulation 117 to be transposed into the General Safety Regulation. This will gradually remove more than 50% of the worst performing products from the EU market by 2028. The upcoming revision of the EU Tire Labelling regulation that will require a rescaling of the label grades for rolling resistance will help consumers make an informed choice. Rolling resistance should therefore be retained under the existing framework. We are asking the legislators that all future improvements should take place within the Type Approval legislation and no separate eco-design requirements should be established for energy efficiency.

Specify the policy, law, or regulation on which your organization is engaging with policy makers

Tire and Road Wear Particles

Category of policy, law, or regulation that may impact the climate

Low-carbon products and services

Focus area of policy, law, or regulation that may impact the climate

Circular economy

Policy, law, or regulation geographic coverage

Regional

Country/area/region the policy, law, or regulation applies to

Other, please specify (Europe)

Your organization's position on the policy, law, or regulation

Support with minor exceptions

Description of engagement with policy makers

This subject is related to the EU Green Deal and the 2020 Circular Economy Plan. In November 2022, the EU started working on a legislative proposal to further reduce emissions from vehicles - "Euro 7" norms. Along with tailpipe emissions, it addresses also non-tailpipe emissions from brakes and tire abrasion. The EU tire sector has been contributing towards the development of an international, standardized test method for tire abrasion. Along with that, the EU tire industry, represented by the European Tyre & Rubber Manufacturers' Association (ETRMA), has been exploring effective ways for mitigation and capturing of tire and road wear particles. Goodyear is also working at the international level with the rest of the tire sector - through the World Business Council for Sustainable Development's (WBCSD's) Tire Industry Project (TIP) to contribute to advanced scientific knowledge about tire and road wear particles.

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation

Goodyear works independently and through our various industry trade associations to engage with governments and regulators seeking to develop sensible regulations that advance goals related to climate and the protection of the environment.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?

No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?

Our work on TRWP, including on tire abrasion rules, is pertinent to our work in Advanced Mobility and Advancing Tire Performance that are components of the overall corporate responsibility framework.

Specify the policy, law, or regulation on which your organization is engaging with policy makers

Strategy for Sustainable and Smart Mobility

Category of policy, law, or regulation that may impact the climate

Climate change mitigation

Focus area of policy, law, or regulation that may impact the climate

Climate-related targets

Policy, law, or regulation geographic coverage

Regional

Country/area/region the policy, law, or regulation applies to

Other, please specify (Europe)

Your organization's position on the policy, law, or regulation

Support with minor exceptions

Description of engagement with policy makers

Goodyear will continue to work with European tire trade associations, EU policy makers and vehicle manufacturers to optimize the contributions of our tires and services to help lower the overall carbon footprint of road transport. Most notably, we have actively worked via ETRMA on the European Commission's EU data Act regulatory proposal, as well as the ongoing consultation on in-vehicle data access. We see these two pieces of legislation as an opportunity to enable industry players—big and small—to strengthen their partnerships and deliver smarter, safer and more sustainable mobility solutions.

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation

Goodyear works independently and through our various industry trade associations to engage with governments and regulators seeking to develop sensible regulations that advance goals related to climate and the protection of the environment.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?

No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?

We explore and work collectively to improve various tire-related sustainability topics through our membership in several regional tire trade associations, including ETRMA.

Specify the policy, law, or regulation on which your organization is engaging with policy makers

EPA Smartway

Category of policy, law, or regulation that may impact the climate

Low-carbon products and services

Focus area of policy, law, or regulation that may impact the climate

Energy efficiency requirements

Policy, law, or regulation geographic coverage

National

Country/area/region the policy, law, or regulation applies to

United States of America

Your organization's position on the policy, law, or regulation

Support with minor exceptions

Description of engagement with policy makers

Goodyear is in support of the U.S. EPA's SmartWay® program and currently has 36 verified products lines. In addition, a number of retreaded verified offerings also exist.

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation

Goodyear works independently and through our various industry trade associations to engage with governments and regulators seeking to develop sensible regulations that advance goals related to climate and the protection of the environment.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?

No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?

We explore and work collectively to improve various tire-related sustainability topics through our membership in several regional tire trade associations, including the United States Tire Manufacturers Association (USTMA).

Specify the policy, law, or regulation on which your organization is engaging with policy makers

NHTSA: Tire Fuel Efficiency Consumer Information

Category of policy, law, or regulation that may impact the climate

Low-carbon products and services

Focus area of policy, law, or regulation that may impact the climate

Energy efficiency requirements

Policy, law, or regulation geographic coverage

National

Country/area/region the policy, law, or regulation applies to

United States of America

Your organization's position on the policy, law, or regulation

Support with minor exceptions

Description of engagement with policy makers

Goodyear is supporting the program by working with USTMA to provide comments to NHTSA. Goodyear is also assisting NHTSA by participating in its tire testing programs to evaluate the current tire rolling resistance situation in the marketplace.

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation

Goodyear works independently and through our various industry trade associations to engage with governments and regulators seeking to develop sensible regulations that advance goals related to climate and the protection of the environment.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?

No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?

We explore and work collectively to improve various tire-related sustainability topics through our membership in several regional tire trade associations, including USTMA.

Specify the policy, law, or regulation on which your organization is engaging with policy makers

Ley General de Cambio Climático

Category of policy, law, or regulation that may impact the climate

Climate change mitigation

Focus area of policy, law, or regulation that may impact the climate

Emissions – CO2

Policy, law, or regulation geographic coverage

National

Country/area/region the policy, law, or regulation applies to

Mexico

Your organization's position on the policy, law, or regulation

Neutral

Description of engagement with policy makers

GHG Annual Report

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation

<Not Applicable>

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?

Yes, we have evaluated, and it is aligned

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?

It requires us to constantly monitor and keep evidence of energy consumption, to demonstrate our environmental impact, as well as accredit the mitigation measures implemented.

Specify the policy, law, or regulation on which your organization is engaging with policy makers

End of Life Tire - Decreto Supremo N° 024-2021-MINAM

Category of policy, law, or regulation that may impact the climate

Low-carbon products and services

Focus area of policy, law, or regulation that may impact the climate

Circular economy

Policy, law, or regulation geographic coverage

National

Country/area/region the policy, law, or regulation applies to

Peru

Your organization's position on the policy, law, or regulation

Support with no exceptions

Description of engagement with policy makers

Goodyear is required to report annually in April and includes the quantity of tires introduced to the Peruvian market and the % of valorization.

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation

<Not Applicable>

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?

No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?

The current regulation for end-of-life tires requires us to value a percentage of the tires introduced to the Peruvian market in the immediate year, through the Annual Declaration of the Producer, which we must present in April of each year.

C12.3b

(C12.3b) Provide details of the trade associations your organization is a member of, or engages with, which are likely to take a position on any policy, law or regulation that may impact the climate.

Trade association

Other, please specify (European Tyre & Rubber Manufacturers Association (ETRMA))

Is your organization's position on climate change policy consistent with theirs?

Mixed

Has your organization attempted to influence their position in the reporting year?

Yes, we publicly promoted their current position

Describe how your organization's position is consistent with or differs from the trade association's position, and any actions taken to influence their position

ETRMA is supportive of the European Commission's ambitious goal to reduce greenhouse gas emissions and is committed to support the transition to a decarbonized mobility ecosystem. The industry has been dedicated to meeting market demand by reducing their CO2 footprint throughout the tire lifecycle and investing in sustainable technologies, while improving road safety performance. ETRMA does not have per se climate change-related objectives. However, its strategy, positions and actions are aligned with the EU objectives on decarbonization, circular economy, sustainable supply and products, to name a few. ETRMA members are committed and already contributing to the EU decarbonization agenda by continuously innovating toward improved production processes and enhanced product performances in order to contribute to carbon reductions. In terms of product performance, the tire industry is committed to gradually removing from the market most of tires with rolling resistance below label grade C. CO2 savings related to this commitment will be equivalent to taking close to one million vehicles off the road. ETRMA also recognizes that the Emission Trading Scheme (ETS) is the keystone of EU climate policy and an efficient way to reduce carbon emissions in a cost-effective manner. ETRMA wants the ETS to be effective and workable, but also fair to all sectors.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding

<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?

Yes, we have evaluated, and it is aligned

Trade association

Other, please specify (U.S. Tire Manufacturers Association (USTMA))

Is your organization's position on climate change policy consistent with theirs?

Consistent

Has your organization attempted to influence their position in the reporting year?

Yes, we publicly promoted their current position

Describe how your organization's position is consistent with or differs from the trade association's position, and any actions taken to influence their position

USTMA believes the U.S. tire industry has a role in mitigating climate change throughout a tire's lifecycle. Its members are committed to reducing greenhouse gas (GHG) emissions throughout a tire's lifecycle, include a focus on:

- Manufacturing products that contribute to the reduction of CO2 emissions;
- Researching and the development of materials with lower carbon footprints;
- Taking proactive measures to reduce GHG emissions from manufacturing facilities; and
- Advancing the circular economy for scrap tires.

Engagement is focused on reasonable standards for products and technologies without compromising safety and performance while meeting sustainability needs. These would include, but are not limited to, performance standards, effective product labeling, competitively neutral and equally enforced regulations, standards and technology.

For more information, please reference USTMA's Climate Policy Principles.

<https://www.ustires.org/sites/default/files/USTMA%20Climate%20Policy%20Principles.pdf>

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding

<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?

No, we have not evaluated

Trade association

Other, please specify (Global Platform for Sustainable Natural Rubber (GPSNR))

Is your organization's position on climate change policy consistent with theirs?

Consistent

Has your organization attempted to influence their position in the reporting year?

Yes, we publicly promoted their current position

Describe how your organization's position is consistent with or differs from the trade association's position, and any actions taken to influence their position

Tire Industry Project (TIP) members and other stakeholders, including automakers, rubber producers and traders, other end users, and civil society, launched the Global Platform for Sustainable Natural Rubber (GPSNR) in 2018 to move the natural rubber industry toward a sustainable natural rubber supply chain. In addition to being a GPSNR founding member, Goodyear continues to be an active GPSNR member. We continue to prioritize direct engagement within GPSNR working groups, or indirect engagement as appropriate. We maintain a role on the Executive Committee representing the tiremaker category. We are the co-chair for the Strategy & Objectives Working Group that completed the Environmental & Social Risk Studies and developed GPSNR's Theory of Change. Work within this group refocused during 2022 on understanding how to assess risk within the global natural rubber supply chain to support the development of a GPSNR assurance model that members can use to verify the natural rubber they use comes from sustainable sources. Goodyear is also involved with the Shared Responsibility Framework and Assurance Model working groups. The GPSNR Capacity-Building working group launched multiple projects in 2022. Goodyear was a gold-level donor, helping fund a project in Indonesia that provided Good Agricultural Practices (GAP) coaching to more than a thousand smallholders. Goodyear will continue to fund this long-term project in 2023 to further engage more smallholders with GAP trainings that will enable sustainable practices for years to come. Lastly, GPSNR launched its reporting requirements, whereby members report annually on their natural rubber sustainability policy implementation progress. Goodyear submitted our data, and we anticipate a full member report will be released in 2023.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding

<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?

No, we have not evaluated

Trade association

Other, please specify (National Business Association of Colombia (R/ANDI) (Non-Board member))

Is your organization's position on climate change policy consistent with theirs?

Consistent

Has your organization attempted to influence their position in the reporting year?

No, we did not attempt to influence their position

Describe how your organization's position is consistent with or differs from the trade association's position, and any actions taken to influence their position
National Business Association of Colombia (R/ANDI) is the association name for a multi-industry group in Colombia that focuses on productivity, competitiveness, energy, environmental, legal regulations, etc.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding

<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?

No, we have not evaluated

Trade association

Other, please specify (Associação Nacional da Indústria de Pneumáticos (ANIP) - Reciclanip)

Is your organization's position on climate change policy consistent with theirs?

Consistent

Has your organization attempted to influence their position in the reporting year?

No, we did not attempt to influence their position

Describe how your organization's position is consistent with or differs from the trade association's position, and any actions taken to influence their position
Reciclanip lead a responsible end-of-use tire destination system, according to Brazilian law CONAMA 416/2009. All Goodyear Brazil sites are involved.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding

<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?

Yes, we have evaluated, and it is aligned

Trade association

Other, please specify (National Society of Industries)

Is your organization's position on climate change policy consistent with theirs?

Consistent

Has your organization attempted to influence their position in the reporting year?

No, we did not attempt to influence their position

Describe how your organization's position is consistent with or differs from the trade association's position, and any actions taken to influence their position
SNI has special committees. For example: i) Water User Committee for Industrial Use, ii) Social Responsibility Committee, Environmental and Occupational Health and Safety.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding

<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?

No, we have not evaluated

Trade association

Other, please specify (National Chamber of the Rubber Industry (CNIH))

Is your organization's position on climate change policy consistent with theirs?

Consistent

Has your organization attempted to influence their position in the reporting year?

No, we did not attempt to influence their position

Describe how your organization's position is consistent with or differs from the trade association's position, and any actions taken to influence their position
Participation in the review of Mexican Official Standards projects from various government agencies.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding

<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?

No, we have not evaluated

Trade association

Other, please specify (Tire Industry Project (TIP))

Is your organization's position on climate change policy consistent with theirs?

Consistent

Has your organization attempted to influence their position in the reporting year?

Yes, we publicly promoted their current position

Describe how your organization's position is consistent with or differs from the trade association's position, and any actions taken to influence their position
Goodyear is a leader in the World Business Council for Sustainable Development's (WBCSD) Tire Industry Project (TIP), formed in 2005 as a global, voluntary, CEO-led initiative undertaken by leading tire companies. Together, TIP member companies, representing approximately 65% of the world's tire manufacturing capacity, work to anticipate, identify, analyze and address the potential human health and environmental impacts associated with tire development, use and management throughout the

tire's lifecycle. TIP's focus areas include materials and chemicals, tire and road wear particles (TRWP), end-of-life tire management, and tools and frameworks. TIP member CEOs meet biennially to review project progress and approve a two-year work plan. The work plan is reviewed by an assurance group of independent scientists, who provide guidance on the scientific relevance and robustness of planned work.

Some of TIP's major accomplishments from the year include:

Tire and Road Wear Particles (TRWP) - TIP has been studying the potential impacts of TRWP on human health and the environment since 2005. The early research launched by TIP has been groundbreaking in terms of identification, quantification and risk assessment of TRWP in different environmental compartments, including air, soil, sediment, and water, through the development of new sample collection methods and analytical techniques. As a result of this research, TIP has published 19 peer-reviewed scientific studies on TRWP to date.

End-of-Life Tires (ELT) - In 2021, TIP published the End-of-Life (ELT) Management Toolkit, a guide to proven management systems to maximize collection and recycling of ELT in countries that do not have efficient programs in place.

Environmental Impacts – TIP published its 2022 report on environmental key performance indicators (KPIs) for tire manufacturing, noting that TIP members overall either maintained or improved performance at TIP member locations. The KPIs include energy use, CO2 emissions, water use, ISO 14001 certification, and, for the first time, waste at member company tire manufacturing operations. In 2023, TIP plans to publish an expanded KPI report with indicators across the tire life cycle demonstrating our contributions to the SDGs as a sector.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding

<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?

Yes, we have evaluated, and it is aligned

Trade association

Other, please specify (Tire & Rubber Association of Canada (TRAC))

Is your organization's position on climate change policy consistent with theirs?

Consistent

Has your organization attempted to influence their position in the reporting year?

Yes, we publicly promoted their current position

Describe how your organization's position is consistent with or differs from the trade association's position, and any actions taken to influence their position

TRAC believes tires are crucial to the world's mobility and our way of life, and sustainability and environmental protection are critical to the tire industry. The industry continues to decrease environmental impact of rubber production and tire manufacturing and it is taking on additional in the areas of environmental impact of tires on the road and end-of-life tires. Engagement is focused on reasonable standards for products and technologies without compromising safety and performance, while meeting sustainability needs. These would include, but are not limited to, performance standards, effective product labeling, competitively neutral and equally enforced regulations, standards and technology.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding

<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?

No, we have not evaluated

C12.4

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

Publication

In mainstream reports

Status

Complete

Attach the document

2
2023 Proxy Statement.pdf
2022 Annual Report.pdf

Page/Section reference

2022 Annual Report (pages 3-5)
2023 Proxy Statement (pages 12-13)

Content elements

Governance
Strategy
Risks & opportunities
Emission targets
Other metrics

Comment

Publication

In voluntary sustainability report

Status

Complete

Attach the document

1
Goodyear CRR_2022_FINAL.pdf.coredownload.pdf.pdf

Page/Section reference

5, 13-16, 40-42, 92-94

Content elements

Governance
Strategy
Risks & opportunities
Emissions figures
Emission targets
Other metrics

Comment

C12.5

(C12.5) Indicate the collaborative frameworks, initiatives and/or commitments related to environmental issues for which you are a signatory/member.

	Environmental collaborative framework, initiative and/or commitment	Describe your organization’s role within each framework, initiative and/or commitment
Row 1	<p>Science Based Targets Network (SBTN)</p> <p>World Business Council for Sustainable Development (WBCSD)</p> <p>Other, please specify (Automotive Industry Action Group (AIAG), The Conference Board, Trade Associations (USTMA and ETRMA), Coalition for Reimagined Mobility (CRM), and Global Platform for Sustainable Natural Rubber (GPSNR))</p>	<p>In December 2021, we announced our climate ambition, which includes our goal to reach net-zero Scope 1 and 2 as well as certain Scope 3 greenhouse gas emissions by 2050, aligned with the Science-Based Targets initiative (“SBTi”) and its new Net-Zero Standard. We also announced our commitment to achieve near-term science-based targets by 2030, including reducing Scope 1 and 2 emissions by 46% and certain Scope 3 emissions by 28%, as compared to a 2019 baseline. In December 2022, Goodyear submitted our science-based targets to SBTi for validation.</p> <p>We demonstrate our commitment to sustainable development by collaborating with a variety of organizations, including:</p> <ul style="list-style-type: none"> World Business Council for Sustainable Development (WBCSD) Digitalization and Data in Urban Mobility Tire Industry Project (TIP) Global Platform for Sustainable Natural Rubber (GPSNR) Coalition for Reimagined Mobility (CRM) Automotive Industry Action Group (AIAG) The Conference Board Trade Associations (ETRMA and USTMA) <p>For more information, please see pages 21-23 of our most recent Corporate Responsibility Report.</p>

C15. Biodiversity

C15.1

(C15.1) Is there board-level oversight and/or executive management-level responsibility for biodiversity-related issues within your organization?

	Board-level oversight and/or executive management-level responsibility for biodiversity-related issues	Description of oversight and objectives relating to biodiversity	Scope of board-level oversight
Row 1	Yes, both board-level oversight and executive management-level responsibility	Goodyear's Board Committee on Corporate Responsibility and Compliance (CRC) comprises no fewer than three members of our Board or Directors. It is responsible for monitoring and providing recommendations related to the company's policies, objectives, programs and performance on environmental, social and governance matters, including climate & natural resource issues and strategy. As part of our Goodyear Better Future framework, Goodyear is committed to understanding the potential impacts e> our value chain may have on climate and natural resources, such as forests, land and water. This includes confirming Goodyear's climate targets and actions, and regularly monitoring progress toward achieving them.	<Not Applicable>

C15.2

(C15.2) Has your organization made a public commitment and/or endorsed any initiatives related to biodiversity?

	Indicate whether your organization made a public commitment or endorsed any initiatives related to biodiversity	Biodiversity-related public commitments	Initiatives endorsed
Row 1	Yes, we have endorsed initiatives only	<Not Applicable>	Other, please specify (Global Platform for Sustainable Natural Rubber (GPSNR))

C15.3

(C15.3) Does your organization assess the impacts and dependencies of its value chain on biodiversity?

Impacts on biodiversity

Indicate whether your organization undertakes this type of assessment

No, but we plan to within the next two years

Value chain stage(s) covered

<Not Applicable>

Portfolio activity

<Not Applicable>

Tools and methods to assess impacts and/or dependencies on biodiversity

<Not Applicable>

Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)

<Not Applicable>

Dependencies on biodiversity

Indicate whether your organization undertakes this type of assessment

No, but we plan to within the next two years

Value chain stage(s) covered

<Not Applicable>

Portfolio activity

<Not Applicable>

Tools and methods to assess impacts and/or dependencies on biodiversity

<Not Applicable>

Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)

<Not Applicable>

C15.4

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

Not assessed

C15.5

(C15.5) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

	Have you taken any actions in the reporting period to progress your biodiversity-related commitments?	Type of action taken to progress biodiversity-related commitments
Row 1	No, we are not taking any actions to progress our biodiversity-related commitments, but we plan to within the next two years	<Not Applicable>

C15.6

(C15.6) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
Row 1	No, we do not use indicators, but plan to within the next two years	Please select

C15.7

(C15.7) Have you published information about your organization's response to biodiversity-related issues for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Report type	Content elements	Attach the document and indicate where in the document the relevant biodiversity information is located
In voluntary sustainability report or other voluntary communications	Content of biodiversity-related policies or commitments Governance	Page 18 Goodyear CRR_2022_FINAL.pdf.coredownload.pdf.pdf

C16. Signoff

C-FI

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

C16.1

(C16.1) Provide details for the person that has signed off (approved) your CDP climate change response.

	Job title	Corresponding job category
Row 1	Director Global Sustainability of The Goodyear Tire & Rubber Company	Environment/Sustainability manager