

C0. Introduction

C0.1

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

The Goodyear Tire & Rubber Company, headquartered in Akron, Ohio, was founded in 1898 with just 13 associates producing bicycle and carriage tires. Today, Goodyear is one of the world's leading tire companies, with an iconic brand and operations in most regions of the world. Following the acquisition of Cooper Tire in 2021, Goodyear employs more than 70,000 people and manufactures its products in 57 facilities in 23 countries around the world. Its two Innovation Centers in Akron, Ohio, and Colmar-Berg, Luxembourg, strive to develop state-of-the-art products and services that set the technology and performance standard for the industry.

For more than 120 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 the record books and even on the moon. From today's vehicles to the driverless fleets of the future, Goodyear is not just putting cars on tires; it is fueling the science of motion.

Across Goodyear's brands, the company offers all the benefits today's drivers are looking for, from innovative technology and performance handling to all-weather reliability and

affordable quality.

. Goodyear is annually recognized as a top place to work and is guided by its corporate responsibility framework, Goodyear Better Future, which articulates the company's commitment to sustainability. Goodyear is a publicly traded company with shares of its common stock listed on the Nasdaq Global Select Market (symbol GT). Annual sales in 2021 were \$17.4 billion

Additional financial information is available on the company's Investor Relations webpage, [goodyear.com/investors](http://goodyear.com/investors), including its most recent quarterly and annual earnings reports.

C0.2

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

	Start date	End date	Indicate if you are providing emissions data for past reporting years	Select the number of past reporting years you will be providing emissions data for
Reporting year	January 1 2021	December 31 2021	No	<Not Applicable>

C0.3

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

- Brazil
- Canada
- Chile
- China
- Colombia
- France
- Germany
- India
- Indonesia
- Japan
- Luxembourg
- Malaysia
- Mexico
- Netherlands
- Peru
- Poland
- Serbia
- Slovenia
- South Africa
- 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(s)	Please explain
Board-level committee	Goodyear's Board Committee on Corporate Responsibility and Compliance (CRC) is comprised of no fewer than three members of our Board of Directors. It is responsible for monitoring and providing recommendations related to the company's policies, objectives, strategies, programs and performance on environmental, social and governance matters, including climate. This includes reviewing Goodyear's climate targets and actions, and regularly monitoring progress toward achieving them. Case Study: In 2021 the Board was involved in Goodyear's decision to commit to a long-term climate strategy to achieve net-zero greenhouse gas emissions by 2050 and 2030 emission reduction targets based on Science-Based Targets initiative (SBTi) standards, as well as our plan to adopt disclosures aligned with the Task Force on Climate-related Financial Disclosures (TCFD) in 2022.

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	Reviewing and guiding strategy	<Not Applicable>	The Board Committee on Corporate Responsibility and Compliance typically meets three times a year to review and receive updates from management relating to climate issues, which includes reports and updates from the Vice President and Chief Sustainability Officer. The full Board receives regular report outs following each Committee meeting. The Board is aware and supportive of the current work underway regarding the Company's climate-related risk and opportunity materiality assessment, scenario analysis and financial impact assessment and plans to review results upon completion. This Board oversight is increasing Goodyear's focus on climate-related risks and opportunities and their impacts on its business, strategy and financial planning, as well as risk management processes.
Scheduled – some meetings	Monitoring and overseeing progress against goals and targets for addressing climate-related issues	<Not Applicable>	The Board Committee on Corporate Responsibility and Compliance typically meets three times a year to review and receive updates from management relating to climate issues, which includes reports and updates from the Vice President and Chief Sustainability Officer. The full Board receives regular report outs following each Committee meeting. The Board is aware and supportive of the current work underway regarding the Company's climate-related risk and opportunity materiality assessment, scenario analysis and financial impact assessment and plans to review results upon completion. The Board of Directors and Board Committee on Corporate Responsibility and Compliance was involved in reviewing Goodyear's climate targets and actions and will regularly monitor 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.

Name of the position(s) and/or committee(s)	Reporting line	Responsibility	Coverage of responsibility	Frequency of reporting to the board on climate-related issues
Chief Sustainability Officer (CSO)	<Not Applicable>	Both assessing and managing climate-related risks and opportunities	<Not Applicable>	Quarterly
Chief Executive Officer (CEO)	<Not Applicable>	Assessing climate-related risks and opportunities	<Not Applicable>	Quarterly
Other, please specify (Board Committee on Corporate Responsibility and Compliance)	<Not Applicable>	Assessing climate-related risks and opportunities	<Not Applicable>	Quarterly

## C1.2a

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

Goodyear's Chairman, CEO and President is the executive sponsor of Goodyear's climate strategy. This entails receiving updates and making final decisions related to Goodyear's strategy. An example of that responsibility would be reviewing and approving Goodyear's decision to pursue science-based targets.

The Board Committee on Corporate Responsibility and Compliance (CRC) oversees Goodyear's corporate responsibility objectives, reviews Goodyear's climate targets and actions, and regularly monitors its progress toward achieving them. The CRC typically meets three times a year to review and receive updates from management relating to these matters, which includes reports and updates from the Vice President and Chief Sustainability Officer, ask questions and provide guidance.

Goodyear's Vice President and Chief Sustainability Officer oversees Goodyear's strategy, goals and progress and has direct daily responsibility for climate-related efforts within the company. As part of this position's responsibility, Goodyear's carbon strategy, goals, and performance are reviewed with the relevant company officers and each strategic business unit. Carbon performance and plant operational reviews are conducted monthly with operational leaders.

## 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	Type of incentive	Activity incentivized	Comment
Chief Sustainability Officer (CSO)	Monetary reward	Efficiency target	Reduction in greenhouse gas emissions and in tire rolling resistance, which positively impacts vehicle fuel efficiency.

## 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**

More than once a year

**Time horizon(s) covered**

Short-term  
Medium-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. Informational interviews with thoughtfully selected internal stakeholders helped to outline and define Goodyear's "risk universe." 2. A survey was distributed to a broader and more diverse group of internal stakeholders that evaluated the identified risks and opportunities based on when and how dramatically those stakeholders thought those risks and opportunities may impact Goodyear's business model. 3. Industry and market trends, benchmarking of industry-relevant examples, climate-related risk reporting, and professional consultation were leveraged to balance and evaluate the internal insights. 4. Internal and external insights were cross-referenced to consolidate a list of material risks and opportunities. 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 the most recent 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. 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 the TCFD. 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, strategy, 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 assessment are being used to inform climate change mitigation and adaptation strategies, including business continuity and emergency preparedness/response plans, and GHG footprint reduction strategies. 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 will be integrated into Goodyear's Better Future corporate responsibility framework, which is responsible for facilitating the integration of corporate responsibility into all levels of the organization, promoting communication and awareness, and driving alignment with Goodyear's corporate strategy and stakeholder priorities. Climate-related risks and opportunities will continue to inform Goodyear's short- and medium-term and 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 internal 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 its operations and complies with all local climate- and environmental-related regulations. Goodyear monitors all regulations at the global, regional, and local level. Examples of current regulatory risk: Product efficiency regulations and standards; product labelling regulations and standards; fuel/energy taxes and regulations; cap and trade schemes; and carbon taxes all have the potential to impact Goodyear.
Emerging regulation	Relevant, always included	Understanding potential regulatory changes and new legislation helps Goodyear anticipate any impacts to operations and prepare accordingly. Emerging regulations are monitored at the global and regional level. Examples of emerging regulatory risk: Product efficiency regulations and standards; product labelling regulations and standards; fuel/energy taxes and regulations; cap and trade schemes; and carbon taxes all have the potential to impact Goodyear.
Technology	Relevant, always included	Goodyear understands that technological shifts and advancements could have an impact on its operations and closely tracks all technological developments and standards relevant to its industry. Examples of technological risk: As the transportation sector shifts towards low-carbon alternatives such as electric vehicles, Goodyear responds by providing products and services compatible with these types of vehicles. Inability to successfully provide products and services compatible 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 its operations and complies with all climate- and environment-related laws. Example of legal risk: Goodyear's manufacturing facilities may become subject to further limitations on the emission of greenhouse gases due to public policy concerns regarding climate change issues or other environmental or health and safety concerns. 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 in the United States. Any such "cap-and-trade" system (including the system currently in place in the European Union) or other limitations imposed on the emission of greenhouse gases could require Goodyear to increase its capital expenditures, acquire emission credits, or restructure its manufacturing operations, which could have a material adverse effect on Goodyear's operating results, financial condition and liquidity.
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 ensures products and services offer a unique and desirable value proposition in alignment with customer requests. Example of market risk: Customers are increasingly requesting low-carbon products and information about how Goodyear will be decreasing the climate impact of its operations and products.
Reputation	Relevant, always included	Goodyear recognizes the role that its climate strategy plays related to its corporate reputation. Example of reputational risk: As part of Goodyear's climate strategy, the company believes it has the ability to further reduce energy consumption, emissions, and waste within its operations, not only to meet and exceed environmental regulations, but also to help protect the environment, the company's reputation as a good corporate citizen and its bottom line. If these efforts are not clearly and transparently communicated to Goodyear's stakeholders, 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 its reputation.
Acute physical	Relevant, always included	Goodyear manages businesses and facilities worldwide. Its facilities and operations, and the facilities and operations of its 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 ~ 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**

Current regulation	Mandates on and regulation of existing products and services
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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 potentially 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 issues 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 by driving greater energy efficiencies and increasing the use of low-carbon energy sources or risk the required purchase of carbon emission credits. While the form of any additional regulations cannot be predicted, a system similar to the one adopted in the EU could be adopted in the United States. 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 its 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 indirectly passed to the company. For example, an Emissions Trading System (ETS) has been enacted in the EU. Although Goodyear has not needed to purchase credits to date, this example illustrates how Goodyear may be exposed to added costs from the emergence of such programs. However, the recently revised EU ETS Directive sets the rules for the system of free allocation of CO2 emission allowances for the period 2021-2030 eventually excluding the tire sector from qualifying for free emissions allowances. With four European plants currently under the ETS scheme, Goodyear's ETS installations will receive up to 30% of free emissions allowances until 2026, which will then be phased out progressively toward 2030. The remaining 70% shall be purchased on the market. While there are remaining uncertainties about how much of our emissions will be covered by this program and the cost to

be paid, the EU's ETS is a good example of the need to start considering this type of cost on our emissions.

**Time horizon**

Medium-term

**Likelihood**

More likely than not

**Magnitude of impact**

Medium

**Are you able to provide a potential financial impact figure?**

Yes, a single figure estimate

**Potential financial impact figure (currency)**

92000000

**Potential financial impact figure – minimum (currency)**

<Not Applicable>

**Potential financial impact figure – maximum (currency)**

<Not Applicable>

**Explanation of financial impact figure**

The figure represents potential added costs (in USD) over the period 2023-2030 with the EMEA (Europe, Middle East, and Africa) operating region. It includes the added costs to Goodyear if taxed on its own Scope 1 and 2 emissions, as well as an estimate of the added costs to Goodyear's material suppliers if they were to be similarly taxed and these costs were passed through to Goodyear. In doing so, we have assumed that both Goodyear and its suppliers are currently able to pass much of this cost on to customers but that this ability declines in the coming years, such that by 2030 all the cost impact of carbon taxes in this region are borne by the emitter without being passed up the supply chain. In forecasting Goodyear's future emissions over this period, we have assumed that Goodyear's emissions and those in its supply chain are declining in absolute terms in line with emissions reduction commitments are currently being finalized through the Science Based Targets Initiative. The tax rates that have been used consider the information Goodyear has on the current cost of carbon emissions in this geography, as well as projections of evolution of these rates over the period in question based largely on information from the International Energy Agency. All future costs are adjusted for inflation and discounted based on our presumed cost of capital to arrive at a cost in current US Dollars.

**Cost of response to risk**

400000000

**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 its recent annual expenses of this type. Goodyear has updated its energy efficiency goal for its manufacturing operations to align with its science-based climate ambition. A new goal was set to reduce energy intensity (BTU/LB) 20% by 2030 from a 2019 baseline. Goodyear also has a goal to transform its manufacturing operation to 100% renewable energy by 2040. We have already begun implementing onsite renewable energy projects, renewable energy procurement, and investigating new technologies for process upgrades and renewable fuel sources. In addition, Goodyear has developed a renewable electricity roadmap to have a plan in place to achieve 100% renewable electricity by 2030. Case study: In 2021, Goodyear announced it will adopt 100% renewable energy at its Goodyear plants across Europe and Turkey as the first step in a multiple-phase plan to procure 100% renewable energy in all its facilities across Europe, Middle East and Africa by the end of 2022. By purchasing around 700,000 MWh of renewable electricity, Goodyear can ensure that manufacturing plants in France, Germany, Luxembourg, Poland, Slovenia, Turkey and the Netherlands will operate on sustainably-sourced electricity. This shift will reduce the company's carbon footprint by up to 260,000 MT.

**Comment**

**Identifier**

Risk 2

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

Upstream

**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 subject to risks due to interruptions in the supply side of its value chain due to chronic weather events. Where not able to be managed, these interruptions may delay or prevent the successful production of Goodyear's products. Added costs could be incurred in managing supply chain issues, managing operational consequences on production, increased material costs, added logistics, customer management, and other areas. Goodyear has experienced such weather-related supply interruptions on several occasions in the past decade, including related to tornadoes, flooding, and freezing, both in its U.S. operations and overseas. A recent example is the widespread freezing event that occurred across a wide, non-winterized area of the southern US in early 2021.

**Time horizon**

Short-term

**Likelihood**

Virtually certain

**Magnitude of impact**

Medium

**Are you able to provide a potential financial impact figure?**

Yes, a single figure estimate

**Potential financial impact figure (currency)**

210000000

**Potential financial impact figure – minimum (currency)**

&lt;Not Applicable&gt;

**Potential financial impact figure – maximum (currency)**

&lt;Not Applicable&gt;

**Explanation of financial impact figure**

The \$210M figure represents the total increased costs (in US dollars) over the period 2023 to 2030. This estimate is based on assessing the historical frequency and severity of weather-related supply interruptions and extrapolating into the future. Goodyear tracks the financial impact of significant weather events, including impacts caused by interruptions to suppliers. This figure assumes a similar frequency and severity for the 2023-2030 period compared to the 2017-2021 period, factoring some aspects such as anticipated business growth, inflation and discounting based on the cost of capital.

**Cost of response to risk**

981000000

**Description of response and explanation of cost calculation**

Goodyear's 2021 capital expenditure was \$981 million, and a portion of this spend was allocated to support initiatives during this fiscal year. Goodyear sees reducing the costs associated with this risk to be a key climate-related opportunity. Goodyear describes its current actions to address this opportunity under the Opportunity 1 section of this report below.

**Comment****Identifier**

Risk 3

**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**

Decreased revenues due to reduced production capacity

**Climate risk type mapped to traditional financial services industry risk classification**

&lt;Not Applicable&gt;

**Company-specific description**

Goodyear is exposed to risks of extreme weather events interrupting its operational facilities. As a global manufacturing company with 57 manufacturing locations, weather impacts can disrupt operations, even though Goodyear's manufacturing operations strive to have the flexibility to adapt quickly. In recent years, Goodyear was impacted by hurricanes of moderate severity. For example, Goodyear's US operations saw significant, flood-related costs in 2017 and 2019 associated with hurricanes Harvey, Irma and Imelda. Costs can be incurred in managing interruptions from these events and repairing damaged equipment, and in lost revenue where product manufacture and delivery is compromised. The unpredictability of these kinds of extraordinary incidents demands greater business continuity efforts, including the implementation of emergency response and recovery procedures.

**Time horizon**

Short-term

**Likelihood**

Virtually certain

**Magnitude of impact**

Medium

**Are you able to provide a potential financial impact figure?**

Yes, a single figure estimate

**Potential financial impact figure (currency)**

180000000

**Potential financial impact figure – minimum (currency)**

&lt;Not Applicable&gt;

**Potential financial impact figure – maximum (currency)**

&lt;Not Applicable&gt;

**Explanation of financial impact figure**

The figure represents lost revenue or increased cost (in USD) over the period 2023-2030. This estimate is based on assessing historical frequency and severity of weather-related events and extrapolating to the future. Goodyear tracks the financial impact of significant weather events. Extended interruption of a single facility can create significant costs, including costs of repairs, facility downtime, increased logistics costs and more. This figure assumes a similar frequency and severity for the 2023-2030 period compared to the 2017-2021 period, factoring some aspects such as anticipated business growth, inflation and discounting based on the cost of capital. 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.

**Cost of response to risk**

21600000

**Description of response and explanation of cost calculation**

Goodyear budgets \$2.7M annually 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 \$21.6M however, major natural incidents and events are not currently impacting Goodyear on an annual basis. In all cases of a major impact, Goodyear uses its 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 its current expenses in preparedness and recovery planning and extrapolating to 2030. By successfully 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 any potential gaps in their risk planning that are most likely to affect them. A specific example of where this management approach was implemented in 2020 was during Hurricane Imelda that impacted our Beaumont facility in Texas.

**Comment**

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**C2.4**

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**(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**

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**(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?**

Upstream

**Opportunity type**

Products and services

**Primary climate-related opportunity driver**

Development of climate adaptation, resilience and insurance risk solutions

**Primary potential financial impact**

Reduced direct costs

**Company-specific description**

Goodyear sees an opportunity to avoid costs from supply chain interruptions through successful efforts to encourage and support its supply chain partners in effective climate action and preparedness. Goodyear also invests in suppliers' future volumes and technologies, and at Goodyear's significant scale, this helps secure future supply and efficiencies and leads to less downtime than Goodyear's smaller competitors experience. As with all tire manufacturers, natural rubber pricing can impact Goodyear's financial performance. Climate change, particularly in the Southeast Asia tropical rainforest region, may have the potential to negatively impact the supply of natural rubber and, consequently, Goodyear's supply costs. 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. Although there is no absolute substitution for natural rubber for all tire applications, synthetic rubber alternatives have been developed for most applications. This poses an opportunity for the industry to increase the sustainability in natural rubber supply chains. Such considerations are also relevant against the background of the EU's intentions for tabling draft legislation in 2021 to minimize EU-imported deforestation, as well as render more sustainable supply chains and corporate operations.

**Time horizon**

Medium-term

**Likelihood**

About as likely as not

**Magnitude of impact**

Low

**Are you able to provide a potential financial impact figure?**

Yes, a single figure estimate

**Potential financial impact figure (currency)**

21000000

**Potential financial impact figure – minimum (currency)**

<Not Applicable>

**Potential financial impact figure – maximum (currency)**

<Not Applicable>

**Explanation of financial impact figure**

The \$21M figure represents avoided costs (in USD) over the period 2023-2030 if Goodyear were to achieve the mitigation of 10% of the weather-related supply interruptions it's been witnessing in recent years, through active engagement and collaboration with suppliers. The estimate of added costs due to weather-related interruptions in Goodyear's supply chain is based on real data gathered from the prior 5-year period that shows the historical frequency and financial impact of weather-related supply interruptions and extrapolating from these into the future 8-year period. Goodyear tracks the financial impact of significant weather events, including impacts caused by interruptions to suppliers. This figure assumes a similar frequency and severity for the 2023-2030 period compared to the 2017-2021 period, factoring in anticipated business growth. Based on this overall estimate of weather-related supply chain costs, the cost savings were calculated by looking at Goodyear being able to effectively mitigate 10% of these costs over this period through supply management and supply chain engagement activities. Future costs have been adjusted for inflation and discounted based on the cost of capital to arrive at a value in present US Dollars.

**Cost to realize opportunity**

4000000000

**Strategy to realize opportunity and explanation of cost calculation**

Goodyear engages and supports its supply chain partners in effective climate action and preparedness. Goodyear also invests in suppliers' future volumes and technologies, and at Goodyear's significant scale, this helps secure future supply and efficiencies and leads to less downtime than smaller competitors. Goodyear also improves global risk management by advancing sustainable material use. Goodyear's Technology teams work to incorporate new innovations and use and/or investigate alternative raw materials that are more sustainable, such as innovative new rubber and soybean oil. This \$4B figure represents Goodyear's expected R&D spend (in USD) over the period 2023-2030 based on its 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 researching alternative, more sustainable materials. Goodyear is committed to managing sourcing



in a way that helps reduce environmental and social impacts and improve its global risk management. To that end, Goodyear is committed to responsibility sourcing natural rubber, with its Natural Rubber Procurement Policy. The same holds true for soybean oil, as Goodyear continues to increase its use as a replacement for petroleum products, the company developed a Soybean Oil Procurement Policy to drive responsible procurement. Case Study: As with all tire manufacturers, natural rubber availability and pricing can impact Goodyear's performance. Goodyear is a founding member of the Tire Industry Project (TIP), a CEO-led initiative with 10 of the world's major tire companies. Through TIP, Goodyear has worked with other stakeholders in the natural rubber supply chain, including automakers, rubber producers and civil society, to move the industry toward natural rubber sustainability. In 2018, TIP members launched the Global Platform for Sustainable Natural Rubber (GPSNR). With this platform, the industry hopes to "harmonize standards to improve human rights; prevent land grabbing and deforestation; protect biodiversity and water resources; improve yields; and increase supply chain transparency and traceability." The GPSNR has and is developing clear membership criteria and supply chain standards for members to maintain effective involvement. In 2021, GPSNR approved reporting requirements, under which members in the natural rubber value chain will report on their policy implementation progress.

#### Comment

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#### Identifier

Opp2

#### Where in the value chain does the opportunity occur?

Upstream

#### Opportunity type

Products and services

#### Primary climate-related opportunity driver

Shift in consumer preferences

#### Primary potential financial impact

Increased revenues resulting from increased demand for products and services

#### Company-specific description

Goodyear sees an opportunity to increase its market share and/or pricing, and therefore revenue, through marketplace benefits associated with strong climate performance. This benefit might occur through increased Goodyear brand value or product-specific demand from either its OEM customers and/or consumers. Recognizing the potential impact of tires on vehicle carbon emissions during use, governments in Europe, Japan, Korea, US, China, and Brazil are progressing on consumer information labelling programs for tires sold within the respective country. The purpose of these programs is to: 1) enable each country to reduce its carbon emissions, 2) inform the tire-buying public of the impact the tires they are selecting will have on vehicle fuel efficiency and other attributes (e.g., wet grip, noise), and 3) influence customer buying habits to select lower carbon-emitting tires (through the tire's rolling resistance). The first of these tire performance labelling programs became effective in 2012 in the EU. A revised law applies in Europe as of May 2021. While the introduction of the program did not have any major impact on consumer preference for best-labelled products, these mandatory/government-mandated labelling programs provide a basis for both consumer and Goodyear's OEM customers to distinguish its products. Goodyear believes these comparisons will showcase the technological innovations its award-winning products, such as the Assurance Fuel Max in the United States and the EfficientGrip in Europe. There would be impacts and opportunities on products sold in markets where these regulations exist. Goodyear's lifecycle assessment (LCA) results point to the product-use phase as our greatest opportunity to reduce GHG emissions. Goodyear has the ability to help influence fuel efficiency through its tires' rolling resistance and weight. To help reduce rolling resistance, tire construction reduces unnecessary weight and minimizes the energy losses in the tire, while providing performance. To illustrate its commitment to improve vehicle fuel efficiency, Goodyear is working toward the following goals for its global consumer tire portfolio: reduce rolling resistance by 40% and reduce tire weight by 9% by 2025 from a 2005 baseline. Goodyear foresees an opportunity to perform well in this new regulatory and market environment where climate performance and other related sustainability attributes are highly valued.

#### Time horizon

Short-term

#### Likelihood

More likely than not

#### Magnitude of impact

Medium

#### Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

#### Potential financial impact figure (currency)

395000000

#### Potential financial impact figure – minimum (currency)

<Not Applicable>

#### Potential financial impact figure – maximum (currency)

<Not Applicable>

#### Explanation of financial impact figure

The figure represents Goodyear's estimated result of an increase in 1% in market share and 1% in pricing on its revenue (in USD) over the period 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 a successful climate program. This evaluation has considered the current tire market size and Goodyear's current price points in identifying the size of these 1% increases.

#### Cost to realize opportunity

4000000000

#### Strategy to realize opportunity and explanation of cost calculation

This figure represents Goodyear's expected R&D spend over the period 2023-2030 based on its 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 of its tires. Case study: Goodyear is actively testing current and new products against labelling standards and using the results to improve its product portfolio. For example, tire labelling regulations in Europe require three metrics – fuel efficiency, wet grip and external road noise. In Europe, Goodyear was first to achieve an A label in rolling resistance for an all-season tire also rated as 3 Peak Mountain Snowflake-certified. We also test our tires across more than 50 safety and performance metrics before they enter the market. A certain percentage of its overall R&D expenditure was dedicated to this during 2021. Goodyear believes these comparisons of Goodyear's products against labelling standards will showcase the technological innovations in its award-winning products, such as the Assurance Fuel Max in the United States and the EfficientGrip in Europe.

#### Comment

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#### Identifier

Opp3

**Where in the value chain does the opportunity occur?**

Direct operations

**Opportunity type**

Products and services

**Primary climate-related opportunity driver**

Development of climate adaptation, resilience and insurance risk solutions

**Primary potential financial impact**

Increased revenues resulting from increased demand for products and services

**Company-specific description**

Goodyear sees an opportunity for increased market share through effective action to lead in the fast-emerging market for electric vehicles, which is supported by the drive to deliver climate solutions. Goodyear believes electrification of the vehicle fleet 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 EVs in recent years and the many policy actions around the world that encourage this transition. Indeed, many of Goodyear's customers have committed to increasing their share of electric vehicles from 2021-2030. As the automotive industry evolves, Goodyear expects to provide a wider range of products and services to remain competitive, including products that require additional capability to manufacture and related services. The growing trend of consumer fleets of electric vehicles coincides with similar trends such as shared vehicles, autonomous vehicles, and connected vehicles, and 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. 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 10% market share advantage due to a combination of its scale, customer relationships and fast action on this trend. Over the next five to 10 years, we expect this market share advantage in EVs to decline as competitors build their capabilities.

**Time horizon**

Short-term

**Likelihood**

More likely than not

**Magnitude of impact**

Medium

**Are you able to provide a potential financial impact figure?**

Yes, a single figure estimate

**Potential financial impact figure (currency)**

240000000

**Potential financial impact figure – minimum (currency)**

<Not Applicable>

**Potential financial impact figure – maximum (currency)**

<Not Applicable>

**Explanation of financial impact figure**

This figure reflects increased revenue (in USD) for the period of 2023-2030 by estimating the impact of 1 point of share for the original equipment electric vehicle market. The estimate does not include the replacement tire market since the dynamics of this market are different. The current impact of our leadership advantage is estimated at 10%, although we expect this advantage to reduce over time as lower-tier competitors adapt to the higher technological requirements.

**Cost to realize opportunity**

400000000

**Strategy to realize opportunity and explanation of cost calculation**

This figure represents Goodyear's expected R&D spend (in USD) over the period 2023-2030 based on its recent annual expenses of this type. The estimated cost and management principles of the innovation process to support evolving mobility challenges is considered confidential. Goodyear focuses its innovation process on designing tires with the necessary performance characteristics, and Goodyear offers these products in the market segments where customer needs are changing. While Goodyear's R&D focuses on a variety of product and technology improvements, a significant portion of these expenditures is dedicated to projects directly related to improving fuel efficiency and developing other attributes (e.g. wet grip, noise, tread life) of our tires. This includes new technology needed to support consumer and commercial fleets of shared vehicles, autonomous vehicles, connected vehicles, and electric vehicles. Case Study: Goodyear has responded to the increasing electrification of vehicles with tires customized to the unique load, torque, noise, range, rolling resistance and performance requirements of those vehicles. In 2021, we introduced the ElectricDrive GT, our first replacement tire in North America tuned for electric vehicles. This ultra-high-performance, all-season tire delivers long-lasting tread wear and a quiet ride for drivers and passengers.

**Comment**

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## C3. Business Strategy

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### C3.1

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

Row 1

**Transition plan**

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

**Publicly available transition plan**

No

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

We do not have a feedback mechanism in place, but we plan to introduce one within the next two years

**Description of feedback mechanism**

<Not Applicable>

**Frequency of feedback collection**

<Not Applicable>

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

goodyear-tcfd-response-final.pdf.coredownload.pdf

**Explain why your organization does not have a 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 Customized publicly available transition scenario	Company-wide	1.5°C	Three climate scenarios were developed based on the latest publicly available scenarios from the IPCC and IEA. 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. 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" (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's 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.).
Transition scenarios Customized publicly available transition scenario	Company-wide	2.1°C - 3°C	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 rigour 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.).
Transition scenarios Customized publicly available transition scenario	Company-wide	4.1°C and above	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.).

## C3.2b

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**(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. How might Goodyear's identified climate-related risks and opportunities plausibly affect our company's value chain and finances over the short-, medium-, and long-term?
2. What climate-related forces and developments 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. What must Goodyear do to increase corporate resilience to climate risks while capturing climate-related opportunities?

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

During scenario analysis, senior leadership across multiple functions were asked to reflect on the four "focal questions". Scenario analysis revealed that all risk and opportunity have a wide range of potential impacts across the value chain and corporate finances. Goodyear demonstrates how all four questions were answered for one material physical risk: "the increased frequency and intensity of acute physical risks such as drought, flood, heavy precipitation, and storms." Goodyear recognized this risk as a key climate-related force with high potential to shape the company's future performance. This risk showed primary negative impacts on manufacturing and production, with secondary negative impacts on upstream & downstream logistics, markets, and customers. 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 secondary negative impacts across all other categories including revenues, assets & liabilities, and capital & financing. While some impact of acute physical risk can already be seen today, 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 all 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 imposed by increasing extreme weather by improving physical facilities to minimize damage and interruption, deploying business continuity plans to allocate resources, continually monitoring weather in relevant procurement & operations regions, storing back-up inventories of key materials, implementing diversified sourcing strategies, and purchasing insurance policies. Scenario analysis revealed these risk mitigation & 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 dealing with weather-related crises. To increase resilience over time and prevent strain, Goodyear acknowledged that it can proactively recognize and capture climate-related 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 strategic, business, and financial planning.

## C3.3

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**(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	Climate-related risks and opportunities influence Goodyear's products and services strategy through the solutions the company offers to help its customers lower emissions, such as low rolling resistance tires and fleet solutions like tire pressure monitoring. Goodyear has the knowledge and experience to develop and provide tires that will continue to meet the ever-increasing demand for low emission goods and services. Goodyear's time horizon: Long term Case study: The Goodyear portfolio includes consumer tires that combine performance with fuel efficiency, including the Assurance Fuel Max and Efficient Grip. Commercial tires have been enhanced with greater retreadability and fuel efficiency. More than 30 Goodyear products with increased fuel efficiency and lower rolling resistance have received SmartWay verification from the U.S. EPA. The design of these products is intended to deliver a lower carbon lifecycle footprint. Goodyear's Proactive Service TPMS offering allows the remote monitoring of tire inflation allowing fleets to ensure their fleets' tires are inflated at the optimum pressure. Proper tire pressure plays an important role in improved fuel efficiency, reduced emissions and extended tire life, as well as keeping the vehicle's handling performance at optimal levels.
Supply chain and/or value chain	Yes	Climate change, particularly in the Southeast Asia tropical rainforest region, may have the potential to negatively impact the supply of natural rubber and, consequently, Goodyear's supply costs. 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. Although there is no absolute substitution for natural rubber for all tire applications, synthetic rubber alternatives have been developed for most applications. This poses an opportunity for the industry to increase the sustainability in natural rubber supply chains. Goodyear's time horizon: Long term Case study: Goodyear's innovation teams work to use and/or investigate alternative raw materials that are more sustainable. Goodyear is exploring dandelion rubber as an alternative raw material to rubber from the tropical Hevea brasiliensis tree species, the rubber tree, through The Program of Excellence in Natural Rubber Alternatives (PENRA ). Goodyear has also used soybean oil as an alternative to petroleum-based synthetic rubber. Another example is the use of bio-based replacements for silica. Goodyear is now using a silica product made from residual rice husk ash—a by-product of rice processing. Rice husk ash (RHA) silica can help deliver performance similar to traditional sand-based silica yet has a biological source and can help reduce waste going to landfill. Goodyear is actively working toward selecting sustainable materials that deliver the same or enhanced product quality and performance.
Investment in R&D	Yes	Advanced forms of mobility—such as fleets, autonomous, connected and electric vehicles—are transforming the tire industry and have the potential to make driving safer and more sustainable. Goodyear is positioned for success through our commitments to advanced energy efficiency, safety, tire longevity, comfort and convenience, as well as several digital-based solution offerings. And we don't expect to do this alone. Our Goodyear Ventures fund partners with innovative start-ups to help drive the future of mobility. Goodyear's time horizon: Long term. Case study: Goodyear's overall R&D expenditures in 2021 totalled \$496 million, an increase of approximately 47% since 2009. 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 of the company's tires. Goodyear has a goal that by 2025 we will reduce rolling resistance by 40% and tire weight by 9%, from a 2005 baseline. Through 2021, we achieved a 32% reduction in rolling resistance and an 8% decrease in tire weight. R&D also includes new technology needed to support consumer and commercial fleets of shared vehicles, autonomous vehicles, connected vehicles, and electric vehicles. In 2021, this work included various forms of information sharing, co-development and testing through collaborations with traditional and emerging mobility companies. Goodyear is continually innovating and collaborating to drive the tire industry's evolution to the next level of performance. Goodyear has a goal that by 2027 we will reinvent tires and service, delivery data- and sensor-enables intelligence in all of our new products. Goodyear announced a collaboration with the Stark Area Regional Transit Authority (SARTA) to test Goodyear's tire intelligence sensors and prototype tires on SARTA's fleet of diesel and zero emission hydrogen fuel cell-powered buses. Additionally, Goodyear began partnering with AmpUp, a leader in electric vehicle charging, and Voyomotive, a connected car technology company, to pilot tire monitoring solutions for more efficient vehicle operation in the U.S.
Operations	Yes	Climate risks and opportunities have influenced Goodyear's goals of 25% energy and emissions intensity reduction by 2023, compared to 2010. To support these goals, Goodyear continued expanding global energy leadership within Global Engineering, Sustainability and operational teams. As part of the strategy, Goodyear is continuing an effort to identify and secure opportunities for using renewable energy sources with the help of global, third-party consultants. Goodyear's Energy Optimization Strategy is one of its internal workstreams where the company applies zero loss thinking to prioritize cost savings opportunities at all manufacturing plants. This workstream has been implemented and supported with scorecards to continuously monitor the progress to ensure long-term success. Components of this strategy: Confirming annual reduction goals for energy use and carbon emissions by 2023; Implementation of a global energy and GHG management system; Development of global energy projects catalogue specific for each individual process area; Investment in a supporting infrastructure; Expanding energy monitoring capability; Certification of global associates from the areas of manufacturing, procurement, and engineering as Certified Energy Managers (CEM); Certification of two associates as Carbon Reduction Managers (CRM) accredited by AEE; Ongoing annual analysis of zero loss energy initiative at all global manufacturing facilities; Conducting monthly energy reviews at all global operations with the purpose of sharing best practices and initiatives among the plants; and fuel efficiency of Goodyear products. The most substantial business decisions that have been influenced by the climate change-driven aspects of the strategy are a result of the rising cost of energy use and carbon emissions. Goodyear has integrated energy into its global Operational Excellence strategy. With this integration, every manufacturing facility will explore significant capital and non-capital opportunities to eliminate unnecessary energy uses. The Goodyear Global Energy Management role reports to Global Manufacturing and Engineering, and closely interacts with Global Sustainability, Global Operation Excellence, Global Procurement, and many other functions. Best practices are captured and communicated in an enterprise management database as a source of benchmarking activities among Goodyear.

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	Capital allocation	Climate-related risks and opportunities are influencing Goodyear strategies across its operations (primarily energy and emissions), value chain (materials and logistics), products and services (rolling resistance, tire inflation, re-treading, lifespan, new technologies), and collaborative ventures supporting the movement to low-carbon technologies. Goodyear conducts an annual strategic planning process looking out five years at potential capital investments needed. As an example, to improve Goodyear's energy efficiency and reduce emissions in its operations, Goodyear has a capital investment plan with budget categories for energy efficiency projects, renewable electricity procurement, and onsite renewable electricity generation. Goodyear looks at implementation projects across the next five years, the funding required, and the expected impact. Goodyear has been and will continue to integrate carbon-related investments in this process. This is expected to expand in the future based on completion of climate-related scenario analyses and the creation of Goodyear's decarbonization roadmap in 2022. Time horizon: Short term and medium term Case Study: In 2021, Goodyear installed a steam turbine at our Aurangabad, India, plant resulting in 1,170 MWh power generation and GHG emissions reduction by 1,105 MT. Goodyear upgraded compressors in a facility in India and Japan, reducing power consumption by 3,133 MWh and GHG emissions reduction of 1,547 MT. Other 2021 investments included online steam trap installation, energy efficiency pumps, automation of oil temperature control systems, variable speed drives, and new steam traps all resulted in significant energy and emissions savings.

C3.5

**(C3.5) In your organization's financial accounting, do you identify spending/revenue that is aligned with your organization's transition to a 1.5°C world?**

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

C4. Targets and performance

## C4.1

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

Absolute target

## C4.1a

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

**Target reference number**

Abs 1

**Year target was set**

2021

**Target coverage**

Company-wide

**Scope(s)**

Scope 1

Scope 2

**Scope 2 accounting method**

Location-based

**Scope 3 category(ies)**

<Not Applicable>

**Base year**

2019

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

1345000

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

1704937

**Base year 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)**

3049936

**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 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]**

1646965.44

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

1401838

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

1608995

**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)**

3010833

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

2.78715755803172

**Target status in reporting year**

New

**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

**Please explain target coverage and identify any exclusions**

As part of our climate strategy, in December 2021 we announced our climate ambition, which features our goal to reach netzero value chain greenhouse gas (GHG) 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 and will submit our 2030 and 2050 targets to SBTi for independent validation. Using 2019 as a base year, we are committed to reducing our Scope 1 and 2 emissions by 46% by 2030 and relevant Scope 3 emissions by 28% over the same time frame.

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

As part of our climate strategy, in December 2021 we announced our climate ambition, which features our goal to reach netzero value chain greenhouse gas (GHG) 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 and will submit our 2030 and 2050 targets to SBTi for independent validation. Using 2019 as a base year, we are committed to reducing our Scope 1 and 2 emissions by 46% by 2030 and relevant Scope 3 emissions by 28% over the same time frame.

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

<Not Applicable>

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**Target reference number**

Abs 2

**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 emissions covered by target (metric tons CO2e)**

9262948

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

9262948

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

6

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

6

**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]**

6669322.56

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

9637544

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

9637544

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

-14.4429490173415

**Target status in reporting year**

New

**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

**Please explain target coverage and identify any exclusions**

As part of our climate strategy, in December 2021 we announced our climate ambition, which features our goal to reach netzero value chain greenhouse gas (GHG) 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 and will submit our 2030 and 2050 targets to SBTi for independent validation. Using 2019 as a base year, we are committed to reducing our Scope 1 and 2 emissions by 46% by 2030 and relevant Scope 3 emissions by 28% over the same time frame.

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

As part of our climate strategy, in December 2021 we announced our climate ambition, which features our goal to reach netzero value chain greenhouse gas (GHG) 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 and will submit our 2030 and 2050 targets to SBTi for independent validation. Using 2019 as a base year, we are committed to reducing our Scope 1 and 2 emissions by 46% by 2030 and relevant Scope 3 emissions by 28% over the same time frame.

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

<Not Applicable>

**Target reference number**

Abs 3

**Year target was set**

2021

**Target coverage**

Company-wide

**Scope(s)**

Scope 1  
Scope 2  
Scope 3

**Scope 2 accounting method**

Please select

**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)**

1345000

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

1704937

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

9262948

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

12312884

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

100

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

6

**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)**

1401838

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

1608995

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

9637544

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

12648376



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

-2.72472314365993

**Target status in reporting year**

New

**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

**Please explain target coverage and identify any exclusions**

As part of our climate strategy, in December 2021 we announced our climate ambition, which features our goal to reach netzero value chain greenhouse gas (GHG) 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 and will submit our 2030 and 2050 targets to SBTi for independent validation. Using 2019 as a base year, we are committed to reducing our Scope 1 and 2 emissions by 46% by 2030 and relevant Scope 3 emissions by 28% over the same time frame.

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

As part of our climate strategy, in December 2021 we announced our climate ambition, which features our goal to reach netzero value chain greenhouse gas (GHG) 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 and will submit our 2030 and 2050 targets to SBTi for independent validation. Using 2019 as a base year, we are committed to reducing our Scope 1 and 2 emissions by 46% by 2030 and relevant Scope 3 emissions by 28% over the same time frame.

**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

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)**

10585839

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

0.8

**Target year**

2040

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

100

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

3.78

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

3.00403225806452

**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 2021 we made progress by completing several onsite solar projects and the procurement of renewable electricity in our EMEA region, Chile, Pulandian, China, and Lawton, Oklahoma facilities.

**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	million Btu
----------------------------------	-------------

**Target denominator (intensity targets only)**

unit of production

**Base year**

2019

**Figure or percentage in base year**

6846

**Target year**

2030

**Figure or percentage in target year**

0.2

**Figure or percentage in reporting year**

0.2

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

100

**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 including developing our Energy Management and Monitoring System, implementing energy efficiency projects, 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>

**C4.3**

**(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	494	376428
To be implemented*	125	95250
Implementation commenced*	394	300228
Implemented*	151	135000
Not to be implemented	17	12954

**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)

25000

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

Scope 1

Scope 2 (location-based)

Voluntary/Mandatory

Voluntary

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

10000000

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

20000000

Payback period

1-3 years

Estimated lifetime of the initiative

3-5 years

Comment

Goodyear has implemented a Global Energy Optimization Strategy at all manufacturing facilities. The Energy Optimization work focuses on capital projects and a variety of tactical programs to improve energy efficiency. Goodyear has standardized a common initiative for detecting and repairing leaks in the plants. These leaks are primarily of compressed air, steam or nitrogen. Plants use ultrasonic detectors to detect and quantify the leaks. Each leak is then tagged, and a work order is placed into the maintenance system. Leak repairs are scheduled during preventive maintenance activities and are reported every month to the plant energy committee. Due to COVID-19 impacts, actual savings estimations were difficult to obtain due to variations in production in 2020 and part of 2021. However, based on previous year's data, Goodyear has been able to estimate an associated emissions reduction from implementing energy efficiency projects.

Initiative category & Initiative type

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

Estimated annual CO2e savings (metric tonnes CO2e)

105000

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)

5000000

Payback period

4-10 years

Estimated lifetime of the initiative

1-2 years

Comment

Goodyear has procured Guarantees of Origin (GoO) in its EMEA region beginning in September 2021 resulting in absolute Scope 2 emissions. This solution is intended to be short term and Goodyear will transition to PPA/VPPA renewable electricity procurement for long-term solutions. Goodyear began procurement of wind electricity through a supplier green tariff at its Lawton, Oklahoma, facility in October 2021. Goodyear began procurement of wind electricity through a supplier green tariff at its Pulandian, China, facility throughout 2021.

Initiative category & Initiative type

Low-carbon energy consumption	Large hydropower (>25 MW)
-------------------------------	---------------------------

Estimated annual CO2e savings (metric tonnes CO2e)

1700

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**

Goodyear began sourcing hydropower at its Lima, Peru, facility in September 2021 through a supplier-based green tariff program resulting in absolute Scope 2 emissions reductions.

**Initiative category & Initiative type**

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

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

3400

**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)**

4000000

**Payback period**

1-3 years

**Estimated lifetime of the initiative**

16-20 years

**Comment**

Goodyear has installed 8 solar projects with a total investment value of \$4.1 million and resulted in 1.6% of the regions energy consumption coming from renewable investments.

**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	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 rice husk ash silica, Air Maintenance Technology (AMT), and the use of soybean oil as a partial or total replacement for petroleum oil 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 for eco-friendly driving. These products 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 pushing rolling resistance levels to new lows, which is desirable by both the OEM and the end user. 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"), the fifth largest tire manufacturer in North America. With the acquisition of Cooper Tire, Goodyear has grown its business in markets and segments that play to its strengths and have increased the company's portfolio of products and services for its customers and consumers. The combination marks a transformational milestone for both companies, each with rich histories in a shared home state of Ohio. The combination created a stronger U.S. leader in the global tire industry, with over 200 years of combined industry experience and more than 50 manufacturing locations. Goodyear believes this transaction drives significant value for all its stakeholders – its shareholders, its customers, its employees, and the communities in which it operates.

**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	As part of the company's corporate responsibility commitment, Goodyear reinforced its efforts around environmental stewardship over the last year. That's why the company launched its CEO-sponsored climate strategy development in 2021, led by a cross-functional operating committee and supported by external climate expertise. This work will ensure the company understands its most significant climate impacts and the key risks and opportunities it faces. As part of its climate strategy, in December 2021 Goodyear announced its climate ambition, which features the goal to reach net-zero value chain greenhouse gas (GHG) emissions by 2050, aligned with the Science Based Targets initiative (SBTi) and its new Net-Zero Standard. Goodyear also announced its commitment to achieve near-term science-based targets by 2030 and will submit its 2030 and 2050 targets to SBTi for independent validation. Using 2019 as a base year, Goodyear is committed to reducing its Scope 1 and 2 emissions by 46% by 2030 and certain direct Scope 3 emissions by 28% over the same time frame. In the next phase of its climate strategy work, Goodyear plans to deliver a comprehensive roadmap, including an action plan to achieve its climate ambition, and will expand its climate reporting to align with the recommendations and supplementary guidance from the Task Force on Climate-related Financial Disclosures (TCFD). Moving forward, Goodyear will work to integrate actions to achieve its ambitions into its operating plans and implement new metrics to track its progress across many of the topics outlined in Goodyear Better Future, the company's corporate responsibility framework.

**C5.1c**

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

	Base year recalculation	Base year emissions recalculation policy, including significance threshold
Row 1	Yes	As part of the company's corporate responsibility commitment, Goodyear reinforced its efforts around environmental stewardship over the last year. That's why the company launched its CEO-sponsored climate strategy development in 2021, led by a cross-functional operating committee and supported by external climate expertise. This work will ensure the company understands its most significant climate impacts and the key risks and opportunities it faces. As part of its climate strategy, in December 2021 Goodyear announced its climate ambition, which features the goal to reach net-zero value chain greenhouse gas (GHG) emissions by 2050, aligned with the Science Based Targets initiative (SBTi) and its new Net-Zero Standard. Goodyear also announced its commitment to achieve near-term science-based targets by 2030 and will submit its 2030 and 2050 targets to SBTi for independent validation. Using 2019 as a base year, Goodyear is committed to reducing its Scope 1 and 2 emissions by 46% by 2030 and certain direct Scope 3 emissions by 28% over the same time frame. In the next phase of its climate strategy work, Goodyear plans to deliver a comprehensive roadmap, including an action plan to achieve its climate ambition, and will expand its climate reporting to align with the recommendations and supplementary guidance from the Task Force on Climate-related Financial Disclosures (TCFD). Moving forward, Goodyear will work to integrate actions to achieve its ambitions into its operating plans and implement new metrics to track its progress across many of the topics outlined in Goodyear Better Future, the company's corporate responsibility framework.

**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)**  
1088452

**Comment**

**Scope 2 (location-based)**

**Base year start**  
January 1 2019

**Base year end**  
December 31 2019

**Base year emissions (metric tons CO2e)**  
1232692

**Comment**

**Scope 2 (market-based)**

**Base year start**  
January 1 2019

**Base year end**  
December 31 2019

**Base year emissions (metric tons CO2e)**  
0

**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)**

8012819

**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)**

177201

**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)**

883148

**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)**

366981

**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)**

26643

**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)**

19169

**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)**

190620.23

**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)**

148504

**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)**

214749

**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**

**Base year end**

**Base year emissions (metric tons CO2e)**

**Comment**

**Scope 3 category 15: Investments**

**Base year start**

**Base year end**

**Base year emissions (metric tons CO2e)**

**Comment**

**Scope 3: Other (upstream)**

**Base year start**

**Base year end**

**Base year emissions (metric tons CO2e)**

**Comment**

**Scope 3: Other (downstream)**

**Base year start**

**Base year end**

**Base year emissions (metric tons CO2e)**

**Comment**

**C5.3**

---

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

- 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)**

1334490

**Start date**

<Not Applicable>

**End date**

<Not Applicable>

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

**Comment**

Goodyear uses IEA Country level grid factors for all countries except the USA where it uses EPAeGrid factors. 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**

1400251

**Scope 2, market-based (if applicable)**

<Not Applicable>

**Start date**

<Not Applicable>

**End date**

<Not Applicable>

**Comment**

**C6.4**

---

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

Yes

**C6.4a**

---

**(C6.4a) Provide details of the sources of Scope 1 and Scope 2 emissions that are within your selected reporting boundary which are not included in your disclosure.**

**Source**

Some non-manufacturing locations

**Relevance of Scope 1 emissions from this source**

Emissions are relevant and calculated, but not disclosed

**Relevance of location-based Scope 2 emissions from this source**

Emissions are relevant and calculated, but not disclosed

**Relevance of market-based Scope 2 emissions from this source (if applicable)**

Emissions are not relevant

**Explain why this source is excluded**

All Goodyear sites with manufacturing facilities are included. Data from some of its non-manufacturing sites are also included. The non-manufacturing sites currently excluded contribute to a very small percentage (~6%) of the overall emissions. Manufacturing sites (including manufacturing facilities and co-located non-manufacturing operations) account for Goodyear's largest portion of emissions (~ 94%) A global web-based reporting system has been developed and piloted to enable the collection of the non-manufacturing location data. Data, at this time, are not readily available to capture from some non-manufacturing sources, but efforts are underway to collect these data, specifically for warehouses and retail operations.

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

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

---

**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)**

8420106

**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**

Not relevant, calculated

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

194113

**Emissions calculation methodology**

Spend-based method

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

0

**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.

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

Relevant, calculated

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

783677

**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)**

433761

**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**

Not relevant, calculated

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

27158

**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**

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.

**Business travel****Evaluation status**

Not relevant, calculated

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

8140

**Emissions calculation methodology**

Spend-based method  
Distance-based method

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

**Employee commuting****Evaluation status**

Not relevant, calculated

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

78077

**Emissions calculation methodology**

Average data method

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

0

**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.

**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**

Not relevant, calculated

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

248114.92

**Emissions calculation methodology**

Distance-based method

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

0

**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.

**Processing of sold products****Evaluation status**

Not relevant, calculated

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

172136.18

**Emissions calculation methodology**

Average data method

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

**Use of sold products****Evaluation status**

Relevant, calculated

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

144913016

**Emissions calculation methodology**

Average product method

Methodology for indirect use phase emissions, please specify (Industry Standard Approach)

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

#### End of life treatment of sold products

**Evaluation status**

Not relevant, calculated

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

290703

**Emissions calculation methodology**

Waste-type-specific method

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

**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 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**

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.

#### Investments

**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 (upstream)

**Evaluation status**

Please select

**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**

**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**

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**

0.000150418

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

2734741

**Metric denominator**

unit total revenue

**Metric denominator: Unit total**

17478000000

**Scope 2 figure used**

Location-based

**% change from previous year**

23

**Direction of change**

Decreased

**Reason for change**

Net sales were \$17,478 million in 2021, compared to \$12,321 million in 2020. Net sales decreased in 2020 primarily due to lower global tire volume, lower sales in other tire-related businesses, primarily due to lower aviation sales globally and a decrease in third-party sales of chemical products in Americas, and unfavorable foreign currency translation, primarily in Americas and EMEA. These decreases were partially offset by improvements in price and product mix, primarily in EMEA and Americas. This combined with our energy efficiency activities at the manufacturing facilities has resulted in a slight increase in our energy and 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 CO2e)	GWP Reference
CO2	1333000	IPCC Fifth Assessment Report (AR5 – 100 year)
N2O	1040	IPCC Fifth Assessment Report (AR5 – 100 year)
CH4	897	IPCC Fifth Assessment Report (AR5 – 100 year)

## C7.2

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

Country/Region	Scope 1 emissions (metric tons CO2e)
United States of America	868559
Canada	39027
India	18632
Germany	62448
France	9557
Turkey	66297
Luxembourg	685
Asia Pacific (or JAPA)	50366
Latin America (LATAM)	100658
Europe, Middle East and Africa (EMEA)	84780
Mexico	31350
China	195

## 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	69000
Europe, Middle East and Africa Tire	201000
Americas Tire	375000
Chemical (North America)	533600
Cooper Tire	154400

## C7.5

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

Country/Region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
United States of America	550729	0
Canada	15301	0
India	111998	0
Germany	70693	0
France	10407	0
Turkey	3294	0
Luxembourg	44877	0
Asia Pacific (or JAPA)	81180	0
Latin America (LATAM)	14337	0
Europe, Middle East and Africa (EMEA)	175049	0
Mexico	60183	0
China	262203	0

## 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	351899	0
Europe, Middle East and Africa Tire	271338	0
Americas Tire	371550	0
Chemical (North America)	89437	0
Cooper Tire	316027	0

**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	259356	0
Purchased Electricity	1140896	0

**C7.9**

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

Increased

**C7.9a**

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

	Change in emissions (metric tons CO2e)	Direction of change	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	109928.799	Decreased	4	Several of our plants have already been implementing renewable energy such as, our plants in Chile and Peru purchases 100% renewable electricity from hydropower, eliminating CO2 emissions from the plant's electricity intake while reducing energy costs. In addition, in our Asia Pacific region has several on site solar installations at our plants in Aurangabad India, Ballabgarh India, Indonesia, Malaysia, and Thailand. , The investments in solar in that region have resulted in the generation of approximately 4.7 MW of electricity. The AP region has plans in place for 2022 to add additional onsite solar bringing the generation capacity up to ~7-10 MW. Goodyear's EMEA region also committed to the procurement of 100% renewable electricity through Energy Attribute Certificates (EAC's) in September 2021. In the NA region our facility in Lawton, OK began to procure a portion of their electricity from wind power in October 2021. To calculate these emissions, we multiplied total kWh purchased from renewable sources by the country-level IEA grid factor.
Other emissions reduction activities	135000	Decreased	5	Goodyear increased the total CO2 emissions by a net 330,000 metric tons over the last 12 months. Increases in production to pre-pandemic levels primarily accounted for the increase in emissions. In 2021, Scope 1 and Scope 2 emissions were 2,629,000 tCO2e. In 2020, total emissions were 2,403,000. Emissions intensity total normalized for production decreased from 2020 to 2021. This resulted in the decrease of emissions due to emissions reduction activities.
Divestment		<Not Applicable >		Not applicable.
Acquisitions		<Not Applicable >		Not applicable.
Mergers		<Not Applicable >		Not applicable.
Change in output	330000	Increased	14	The increase in 2021 production volume was 26% more than in 2020, mainly due to the recovery from impacts related to COVID-19. This led to an overall increase in emissions of 330,000 tons in 2021. If the use of renewable electricity and energy efficiency activities were not in place in 2021, then the absolute emissions increase would have been much greater than actually realized.
Change in methodology		<Not Applicable >		Not applicable.
Change in boundary		<Not Applicable >		Not applicable.
Change in physical operating conditions		<Not Applicable >		Not applicable.
Unidentified		<Not Applicable >		Not applicable.
Other		<Not Applicable >		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?**

Location-based

C8. Energy

C8.1

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

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

C8.2

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

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	Yes
Consumption of purchased or acquired electricity	Yes
Consumption of purchased or acquired heat	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	7154230	7154230
Consumption of purchased or acquired electricity	<Not Applicable>	411991	2639417	3051408
Consumption of purchased or acquired heat	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired steam	<Not Applicable>	0	817124	817124
Consumption of purchased or acquired cooling	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of self-generated non-fuel renewable energy	<Not Applicable>	5042	<Not Applicable>	5042
Total energy consumption	<Not Applicable>	417033	10610771	11027804

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**

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 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**

131792

**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**

591

**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**

2716

**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**

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**

**Total fuel**

**Heating value**

LHV

**Total fuel MWh consumed by the organization**

7154821

**MWh fuel consumed for self-generation of electricity**

426581

**MWh fuel consumed for self-generation of heat**

0

**MWh fuel consumed for self-generation of steam**

6519584

**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	2092339	2092339	0	0
Heat	0	0	0	0
Steam	704178	704178	0	0
Cooling	0	0	0	0

**C8.2g**

**(C8.2g) Provide a breakdown of your non-fuel energy consumption by country.**

**Country/area**

United States of America

**Consumption of electricity (MWh)**

1246378

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

197841

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

1444219

**Is this consumption excluded from your RE100 commitment?**

<Not Applicable>

**Country/area**

Canada

**Consumption of electricity (MWh)**

136516

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

0

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

136516

**Is this consumption excluded from your RE100 commitment?**

<Not Applicable>

---

**Country/area**

Mexico

**Consumption of electricity (MWh)**

132184

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

0

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

132184

**Is this consumption excluded from your RE100 commitment?**

<Not Applicable>

---

**Country/area**

India

**Consumption of electricity (MWh)**

111322

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

80529

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

191851

**Is this consumption excluded from your RE100 commitment?**

<Not Applicable>

---

**Country/area**

China

**Consumption of electricity (MWh)**

310177

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

225734

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

535911

**Is this consumption excluded from your RE100 commitment?**

<Not Applicable>

---

**Country/area**

Germany

**Consumption of electricity (MWh)**

248178

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

47593

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

295771

**Is this consumption excluded from your RE100 commitment?**

<Not Applicable>

---

**Country/area**

France

**Consumption of electricity (MWh)**

49498

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

33055

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

82553

**Is this consumption excluded from your RE100 commitment?**

<Not Applicable>

---

**Country/area**

---

Turkey

**Consumption of electricity (MWh)**

11695

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

0

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

11695

**Is this consumption excluded from your RE100 commitment?**

<Not Applicable>

---

**Country/area**

Luxembourg

**Consumption of electricity (MWh)**

128616

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

184289

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

312905

**Is this consumption excluded from your RE100 commitment?**

<Not Applicable>

---

**Country/area**

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

**Consumption of electricity (MWh)**

138897

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

0

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

138897

**Is this consumption excluded from your RE100 commitment?**

<Not Applicable>

---

**Country/area**

Other, please specify (Latin America (LATAM))

**Consumption of electricity (MWh)**

202999

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

0

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

202999

**Is this consumption excluded from your RE100 commitment?**

<Not Applicable>

---

**Country/area**

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

**Consumption of electricity (MWh)**

339989

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

48083

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

388072

**Is this consumption excluded from your RE100 commitment?**

<Not Applicable>

---

C9. Additional metrics

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C9.1

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

**Description**

Please select

**Metric value**

**Metric numerator**

**Metric denominator (intensity metric only)**

**% change from previous year**

**Direction of change**

<Not Applicable>

**Please explain**

---

**C10. Verification**

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**C10.1**

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**(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 assurance**

Reasonable assurance

**Attach the statement**

1  
Raport ALC 2021.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\_EmB2021\_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  
EQE-2021-01\_CEGYCO\_EB2021 (1).pdf

**Page/ section reference**

Page 10 (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**

Poročilo o emisijah TGP 2021\_spremenjen em\_f\_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

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### C11.1

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(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

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

EU ETS

### C11.1b

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(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

11

% of Scope 2 emissions covered by the ETS

0

Period start date

January 1 2021

Period end date

December 31 2021

Allowances allocated

22466

Allowances purchased

0

Verified Scope 1 emissions in metric tons CO<sub>2</sub>e

127318.6

Verified Scope 2 emissions in metric tons CO<sub>2</sub>e

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. Goodyear owns 50% of the co-generation plant.

### C11.1d

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

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

Case Study (Global-level): Climate change may pose risks that could adversely impact Goodyear's operations, including risks related to its plans to continue to develop and supply the types of products, services and technologies demanded by consumers. Such risks could also include an increase in severe weather events that could temporarily disrupt Goodyear's operations or supply chain or the operations of Goodyear's customers, and the cost of compliance associated with increased climate-related regulations globally. Accordingly, Goodyear launched its CEO-sponsored climate strategy development in 2021, led by a cross-functional operating committee and supported by external climate expertise. This collaborative approach ensures the Company understands its most significant climate impacts and the key risks and opportunities the business faces. In December 2021, Goodyear announced its climate ambition, which includes its goal to reach net-zero Scope 1, 2 and certain direct Scope 3 greenhouse gas emissions (GHG) by 2050, aligned with the Science Based Targets initiative (SBTi) and its new Net-Zero Standard. Goodyear also announced its commitment to achieve near-term science-based targets by 2030, including reducing Scope 1 and 2 emissions by 46% and certain direct Scope 3 emissions by 28%, as compared to 2019. In the next phase of its climate strategy work, Goodyear will conduct a scenario analysis to evaluate the resilience of Goodyear's business model in the context of different climate scenarios and evaluate adaptation and mitigation strategies. Goodyear will also evaluate additional carbon reduction activities and will deliver a comprehensive roadmap, including an action plan to achieve its climate ambition. In 2022, Goodyear will expand its climate reporting to align with the recommendations and supplementary guidance from the Task Force for Climate-related Financial Disclosures (TCFD). Goodyear's TCFD report was published in March 2022 and will be updated later in 2022 with the results of the extensive climate analysis work described on this page. Moving forward, Goodyear will work to integrate the climate roadmap activities across the business, and it will integrate the ongoing identification and analysis of climate-related risks into risk management and other business processes.

Case Study (Renewable Energy): The increased use of renewable energy at its manufacturing facilities will help Goodyear achieve its climate goals, and several of Goodyear's plants have already implemented renewable energy. For example, the company's plants in Chile and Peru purchase 100% renewable electricity from hydropower, eliminating CO2 emissions from the plant's electricity intake while reducing energy costs. In addition, in the company's AP region, there are solar installations at its plants in Aurangabad and Ballabgarh, India; Bogor, Indonesia; Kuala Lumpur, Malaysia; and Bangkok, Thailand. The investments in solar in Goodyear's AP region have resulted in the generation capacity of approximately 4.7 MW of electricity with plans in place in 2022 to add additional onsite solar, bringing the generation capacity up to 7-10 MW. Goodyear's EMEA region also committed to the procurement of 100% renewable electricity through Energy Attribute Certificates (EACs) in late 2021. In its Americas region, the Goodyear facility in Lawton, Oklahoma, began to procure a portion of their electricity from wind power in late 2021. Globally, Goodyear's total renewable purchases and generation at its Goodyear manufacturing facilities account for 17% of its annual electricity consumption. Goodyear is projecting to increase the amount of renewable electricity to 28% in its footprint (including at legacy Cooper Tire facilities) in 2022 through our implemented and planned activities. To continue the progress the company has made, Goodyear established a cross-functional team within its Manufacturing, Global Engineering, Procurement and Sustainability teams to develop a global renewable energy strategy that will help the company achieve its climate goals. In 2021, Goodyear worked with a renewable energy consultant to help develop a global roadmap for implementing renewable electricity at our facilities. This roadmap is helping Goodyear to define its long-term strategy to procure and generate renewable electricity in its manufacturing operations. In addition, Goodyear is beginning to investigate how it can significantly reduce the direct emissions from its operations by switching fuels to renewable options and developing new technologies for its processes.

**C11.2**

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**(C11.2) Has your organization originated or purchased any project-based carbon credits within the reporting period?**

No

**C11.3**

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

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

**C12. Engagement**

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**C12.1**

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

Yes, our suppliers  
Yes, our customers/clients

**C12.1a**

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

**Type of engagement**

Engagement & incentivization (changing supplier behavior)

**Details of engagement**

Other, please specify (Compliance & Onboarding: Climate change is integrated into supplier evaluation processes)

**% of suppliers by number**

95

**% total procurement spend (direct and indirect)**

54

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

**Rationale for the coverage of your engagement**

Goodyear's Business Continuity and Procurement teams annually conduct an all-category and commodity risk assessment that identifies top raw material supplier risks across its 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. The tire industry uses approximately 70% of the world's natural rubber, and the demand is growing. This raises various social, environmental and economic concerns and opportunities associated with the production of this important commodity. Social and agricultural practices in natural rubber production can vary greatly and can have significant impacts on the livelihood and rights of local people, as well as local ecosystems through potential habitat conversions and reduction of species from deforestation. Beginning in 2018, Goodyear audits all of its natural rubber suppliers every two years to ensure its operations are not supporting child or forced labor. All other raw material suppliers are selected for audit by Procurement Category teams and Global Material Science. Quality, performance, qualification projects, or time are the various criteria used to assess audits of suppliers other than natural rubber. Suppliers are encouraged but not required to do so to remain in good standing. In addition, Goodyear has over 90% of our raw material supply base actively using EcoVadis, a leading global environmental, social and governance (ESG) survey and assessment tool. 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

**Impact of engagement, including measures of success**

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 2021, Goodyear completed an assessment for 95% of its 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 Goodyear to take effective action as it determines supply chain opportunities and strategies, as well as to create and implement action and improvement plans when appropriate. In 2022, 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. This tool provides Goodyear and its suppliers quantitative feedback of their policies and practices related to ESG actions. For this response, Goodyear is focused on its raw material suppliers. 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. Targeting key suppliers for more sustainable material alternatives (e.g. collaboration with companies on silica from rice husk ash and collaboration with preferred suppliers on soybean oil). Additionally, Goodyear's new supplier approval process will engage suppliers from the onset with respect to GHG targets and expectations. Plans to implement this process began in 2018.

**Comment**

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**C12.1b**

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**(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**

We collaborate with targeted original equipment (OE) customers regarding our climate strategy including for example sustainable materials, renewable energy, and low rolling resistance tires. In addition, we work with customers to develop lower carbon footprint tires through the use of LCA. We also are working with our suppliers to educate them on our and our customers' climate ambitions and targets, and to provide guidelines and support as our suppliers develop lower carbon footprint products for our use in tire development.

**Impact of engagement, including measures of success**

Strengthening relationships and collaboration with customers on decarbonization efforts are some of the ways we see positive impact of engagement. Goodyear has relative fuel-saving calculation tools for both consumer and commercial customers. In addition, we provide product use information and service regarding proper maintenance of tires for better fuel performance.

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**C12.2**

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**(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**

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**(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 2021, Goodyear completed an assessment for 95% of its 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 Goodyear to take effective action as it determines supply chain opportunities and strategies, as well as to create and implement action and improvement plans when appropriate. In 2022, 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 its ESG assessment process.

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

95

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

54

**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**

Fugitive emissions reductions

**Description of this climate related requirement**

Goodyear requires its 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: • 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**

Implementation of emissions reduction initiatives

**Description of this climate related requirement**

Goodyear requires its 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 its 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.

**% 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

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**Climate-related requirement**

Complying with regulatory requirements

**Description of this climate related requirement**

Goodyear requires its 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

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### 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**

**Direct or indirect engagement that could influence policy, law, or regulation that may impact the climate**

Yes, we engage directly with policy makers

Yes, we engage indirectly through trade associations

**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)**

GOODYEAR ANNOUNCES NEW CLIMATE AMBITION, COMMITS TO SCIENCE-BASED TARGETS.pdf

goodyear-tcf-d-response-final.pdf.coredownload.pdf

2022-proxy-statement (1).pdf

**Describe the process(es) your organization has in place to ensure that your engagement activities are consistent with your overall climate change strategy**

As part of its corporate responsibility commitment, Goodyear reinforced its efforts around environmental stewardship over the last year. That's why it launched its CEO-sponsored climate strategy development in 2021, led by a cross-functional operating committee and supported by external climate expertise. This work will ensure Goodyear understands its most significant climate impacts and the key risks and opportunities it faces. As part of its climate strategy, in December 2021, Goodyear announced its climate ambition, which features its goal to reach net-zero value chain greenhouse gas (GHG) emissions by 2050, aligned with the Science Based Targets initiative (SBTi) and its new Net-Zero Standard. Goodyear also announced its commitment to achieve near-term science-based targets by 2030 and will submit its 2030 and 2050 targets to SBTi for independent validation in 2022. Using 2019 as a base year, Goodyear is committed to reducing our Scope 1 and 2 emissions by 46% by 2030 and certain direct Scope 3 emissions by 28% over the same time frame. In the next phase of its climate strategy work, Goodyear will deliver a comprehensive roadmap, including an action plan to achieve its climate ambition, and will expand its climate reporting to align with the recommendations and supplementary guidance from the Task Force on Climate-related Financial Disclosures (TCFD). Moving forward, Goodyear will work to integrate actions to achieve its ambitions into its operating plans and implement new metrics to track its progress across many of the topics outlined in the company's corporate responsibility framework, Goodyear Better Future.

**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>

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### 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?**

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

Traceability requirements

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

Sustainable Supply Chains

**Policy, law, or regulation geographic coverage**

Regional

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

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 ongoing legislative considerations whether natural rubber and its derived products should be included in the scope of a prospective legislation aiming to minimize EU-imported deforestation. Along with the rest of the tire and rubber sector in Europe, we provide 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 its 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 is aligned with the goals of the Paris Agreement?**

Yes, we have evaluated, and it is aligned

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

Circular economy

**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

**Policy, law, or regulation geographic coverage**

Regional

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

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 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 its 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 is aligned with the goals of the Paris Agreement?**

No, we have not evaluated

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

Circular economy

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

Tire and Road Wear Particles

**Policy, law, or regulation geographic coverage**

Regional

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

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. It is expected that in 2022 and 2023 the EU legislator would put forward several legislative proposals to reduce or mitigate microplastics. Tire and road wear particles (TRWP) are associated to the category of unintentionally released microplastics. The EU tire industry, represented by ETRMA, has been exploring effective ways for mitigation and capturing of mentioned particles and is working with policy-makers to identify most effective policy options. 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 its 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 is aligned with the goals of the Paris Agreement?**

No, we have not evaluated

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

Climate-related targets

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

Strategy for Sustainable and Smart Mobility

**Policy, law, or regulation geographic coverage**

Regional

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

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 its 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 is aligned with the goals of the Paris Agreement?**

No, we have not evaluated

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

Minimum energy efficiency requirements

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

EPA Smartway

**Policy, law, or regulation geographic coverage**

National

**Country/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 33 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 its 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 is aligned with the goals of the Paris Agreement?**

No, we have not evaluated

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

Minimum energy efficiency requirements

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

NHTSA: Tire Fuel Efficiency Consumer Information

**Policy, law, or regulation geographic coverage**

National

**Country/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 the U.S. Tire Manufacturers Association (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 its 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 is aligned with the goals of the Paris Agreement?**

No, we have not evaluated

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C12.3b

**(C12.3b) Provide details of the trade associations your organization 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 consistent with theirs?**



Mixed

**Has your organization influenced, or is your organization attempting to influence their position?**

We publicly promote their current position

**State the trade association's position on climate change, explain where your organization's position differs, and how you are attempting to influence their position (if applicable)**

The European Tire Industry welcomes the European Commission's ambitious goal to reduce greenhouse gas emissions and is committed to support the transition to a decarbonized mobility ecosystem. Industry has been dedicated in 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 towards improved production processes and enhanced product performances in order to contribute to carbon reductions. In terms of product performance Tire Industry is committed to gradually remove 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, if applicable (currency as selected in C0.4) (optional)**

**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**

US Chamber of Commerce

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

Consistent

**Has your organization influenced, or is your organization attempting to influence their position?**

We are not attempting to influence their position

**State the trade association's position on climate change, explain where your organization's position differs, and how you are attempting to influence their position (if applicable)**

Representing U.S. businesses invested in Europe, AmCham EU is committed to working together to tackle climate change, while creating jobs and growth. AmCham EU companies are playing an active role in the transition towards a greener economy in Europe. With clearly defined targets, and a path for achieving them, our member companies will continue to be constructive partners in the definition and implementation of climate policies. Goodyear is not a board member of AMCHAM EU, but sits on the Executive Committee, gathering the business leaders of member companies.

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

**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 (U.S. Tire Manufacturers Association (USTMA))

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

Consistent

**Has your organization influenced, or is your organization attempting to influence their position?**

We publicly promote their current position

**State the trade association's position on climate change, explain where your organization's position differs, and how you are attempting to influence their position (if applicable)**

At USTMA we believe we have a role in mitigating climate change throughout a tire's lifecycle. Our members are committed to reducing greenhouse gas (GHG) emissions throughout a tire's life cycle, including focusing on: • Manufacturing products that contribute to the reduction of CO2 emissions; • Research and development of materials with lower carbon footprints; • Proactive measures to reduce GHG emissions from our 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, if applicable (currency as selected in C0.4) (optional)**

**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 consistent with theirs?**

Consistent

**Has your organization influenced, or is your organization attempting to influence their position?**

We are not attempting to influence their position

**State the trade association's position on climate change, explain where your organization's position differs, and how you are attempting to influence their position (if applicable)**

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, if applicable (currency as selected in C0.4) (optional)**

**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

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**Trade association**

Other, please specify (Associação Nacional da Indústria de Pneumáticos (ANIP) - Reciclanip)

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

Consistent

**Has your organization influenced, or is your organization attempting to influence their position?**

We are not attempting to influence their position

**State the trade association's position on climate change, explain where your organization's position differs, and how you are attempting to influence their position (if applicable)**

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, if applicable (currency as selected in C0.4) (optional)**

**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

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**Trade association**

Alliance of Automobile Manufacturers

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

Consistent

**Has your organization influenced, or is your organization attempting to influence their position?**

We have already influenced them to change their position

**State the trade association's position on climate change, explain where your organization's position differs, and how you are attempting to influence their position (if applicable)**

Goodyear Chile, as a member of the CINC, has been invited to participate in meetings with government bodies from specific ministries toward a future tire labeling/grading project that involves other parameters, such as rolling resistance.

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

**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

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**Trade association**

Other, please specify (AmCham Chile)

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

Consistent

**Has your organization influenced, or is your organization attempting to influence their position?**

We have already influenced them to change their position

**State the trade association's position on climate change, explain where your organization's position differs, and how you are attempting to influence their position (if applicable)**

The AmCham Chile Sustainability Committee was born from the idea of promoting a culture that enhances collaboration between different civil society actors with a focus on caring for the environment, ensuring the correct and comprehensive implementation of best practices, thus contributing to creating a sustainable future for both society and companies.

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

**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

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**Trade association**

Other, please specify (National Society of Industries)

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

Consistent

**Has your organization influenced, or is your organization attempting to influence their position?**

We are not attempting to influence their position

**State the trade association's position on climate change, explain where your organization's position differs, and how you are attempting to influence their position (if applicable)**

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, if applicable (currency as selected in C0.4) (optional)**

**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

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**Trade association**

Other, please specify (National Chamber of the Rubber Industry (CNIH))

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

Consistent

**Has your organization influenced, or is your organization attempting to influence their position?**

We are not attempting to influence their position

**State the trade association's position on climate change, explain where your organization's position differs, and how you are attempting to influence their position (if applicable)**

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, if applicable (currency as selected in C0.4) (optional)**

**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

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**Trade association**

Other, please specify (Tire Industry Project (TIP))

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

Consistent

**Has your organization influenced, or is your organization attempting to influence their position?**

We publicly promote their current position

**State the trade association's position on climate change, explain where your organization's position differs, and how you are attempting to influence their position (if applicable)**

TIP published its 2021 report on environmental key performance indicators (KPIs) for tire manufacturing, noting overall maintained or improved performance at TIP member locations. The selected KPIs include energy use, CO2 emissions, water use and ISO 14001 certification at member company tire manufacturing operations. In 2021, common methodology was developed among TIP members in order to include waste data as a fifth environmental KPI that will be included for the first time in the 2022 report. This information will be used to demonstrate the work the industry is doing as a whole to reduce resource consumption and GHG emissions. Additional work will be conducted to identify and integrate SDG-related KPIs to report progress highlighted in the Sustainability Driven: Accelerating Impact with the Tire Sector SDG Roadmap.

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

**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

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**Trade association**

Other, please specify (Tire & Rubber Association of Canada (TRAC))

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

Consistent

**Has your organization influenced, or is your organization attempting to influence their position?**

We publicly promote their current position

**State the trade association's position on climate change, explain where your organization's position differs, and how you are attempting to influence their position (if applicable)**

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, if applicable (currency as selected in C0.4) (optional)**

**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

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**Trade association**

Other, please specify (Global Platform for Sustainable Natural Rubber (GPSNR))

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

Consistent

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**Has your organization influenced, or is your organization attempting to influence their position?**

We publicly promote their current position

**State the trade association's position on climate change, explain where your organization's position differs, and how you are attempting to influence their position (if applicable)**

In September 2020, GPSNR established a Policy Framework for members and non-members to establish within their natural rubber supply chains to establish supply chain commitments through their natural rubber purchasing policies, on all aspects of sustainability including economic, environmental, and societal. This includes commitments towards protecting and maintaining healthy, functioning ecosystems, and a commitment to increased production efficiency including improving usage of natural resources. Goodyear updated our Natural Rubber Procurement Policy to be aligned with this Policy Framework in 2021.

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

80000

**Describe the aim of your organization's funding**

\$20,000 goes towards our membership fees. \$60,000 was contributed to support capacity building projects led by GPSNR to fund projects for build capacity for sustainable practices for smallholders.

**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

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## 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**

1  
2022-proxy-statement (1).pdf  
Goodyear 2021 10K.pdf  
2021-annual-report.pdf

**Page/Section reference**

Annual report (page 5) Proxy Statement (pages ix, 1-10, 22-23, 29-55) 10K (pages 11-21)

**Content elements**

Governance  
Strategy  
Risks & opportunities  
Emission targets  
Other metrics

**Comment**

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**Publication**

In voluntary sustainability report

**Status**

Complete

**Attach the document**

1  
2021 Goodyear Corporate Responsibility Report.pdf.coredownload.pdf

**Page/Section reference**

Governance (pages 5-8 and 90-91) Strategy (pages 5-8, 90-93) Risks & Opportunities (pages 93-94) Emission figures and targets (27-29, 72-74, 89, and 94-95) Other metrics (pages 65-89)

**Content elements**

Governance  
Strategy  
Risks & opportunities  
Emissions figures  
Emission targets  
Other metrics

**Comment**

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## C15. Biodiversity

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### 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 responsible operations, which includes understanding the potential impacts our operations 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 impact of its value chain on biodiversity?**

	Does your organization assess the impact of its value chain on biodiversity?	Portfolio
Row 1	No, but we plan to assess biodiversity-related impacts within the next two years	<Not Applicable>

**C15.4**

**(C15.4) 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>

**C15.5**

**(C15.5) 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

**C15.6**

**(C15.6) 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	Corporate Responsibility Report (pages 5-8 and 11) Refer to our policies on sustainable natural rubber and soybean oil. goodyear_sustainable_soybean_oil_policy.pdf 2021 Goodyear Corporate Responsibility Report.pdf.coredownload.pdf goodyear_natural_rubber_procurement_policy.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

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(C16.1) Provide details for the person that has signed off (approved) your CDP climate change response.

	Job title	Corresponding job category
Row 1	Vice President and Chief Sustainability Officer	Chief Sustainability Officer (CSO)