

Welcome to your CDP Climate Change Questionnaire 2023

C0. Introduction

C0.1

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

Element Fleet Management (TSX: EFN) is the largest publicly traded pure-play automotive fleet manager in the world, providing the full range of fleet services and solutions to a growing base of loyal, world-class clients – corporates, governments and not-for-profits – across North America, Australia and New Zealand. Element's services address every aspect of clients' fleet requirements, from vehicle acquisition, maintenance, accidents and remarketing, to integrating EVs and managing the complexity of gradual fleet electrification. Clients benefit from Element's expertise as the largest fleet solutions provider in its markets, offering unmatched economies of scale and insight used to reduce fleet operating costs and improve productivity and performance. For more information, visit www.elementfleet.com/investors.

C0.2

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

Reporting year

Start date

January 1, 2022

End date

December 31, 2022

Indicate if you are providing emissions data for past reporting years

Yes

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

2 years

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

2 years

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

2 years

C0.3

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

Australia

Canada

Mexico

New Zealand

United States of America

C0.4

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

CAD

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, a Ticker symbol	TSX: EFN

C1. Governance

C1.1

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

Yes

C1.1a

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

Position of individual or committee	Responsibilities for climate-related issues
Board-level committee	The Compensation and Corporate Governance (C&CG) Committee oversees climate-related issues. The actions that the C&CG Committee takes to fulfil its responsibilities with respect to corporate governance, include, among other things: (a) conducting periodic reviews of the Corporation's corporate governance policies; (b) reviewing the Corporation's public disclosure in respect of corporate governance; (c) reviewing the mandate of the Board and each committee of the Board; (d) ensuring that the Board and each of its committees function independently of management; (e) monitoring for any real or perceived conflicts of interest of both the Board and management; and (f) overseeing environmental, social and governance issues.

C1.1b

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

Frequency with which climate-related issues are a scheduled agenda item	Governance mechanisms into which climate-related issues are integrated	Please explain
Scheduled – some meetings	Reviewing and guiding strategy Overseeing and guiding the development of a transition plan Overseeing and guiding scenario analysis	Element's Board of Directors receives regular updates on Element's sustainability initiatives and practices. The Compensation and Corporate Governance (C&CG) Committee receives biannual updates on sustainability strategy, including the timing of Element's scenario planning, Greenhouse Gas inventory results and overall strategy. Additionally, Element's Audit Committee receives an update from our third-party independent practitioners on the emissions inventory assurance process.

	Overseeing the setting of corporate targets Reviewing and guiding the risk management process	
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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
Row 1	Yes	Ms. Joan Lamm-Tennant is the executive expert on resilience and sustainability for the International Insurance Society and author / commentator on environment, social and governance (ESG) matters.

C1.2

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

Position or committee

Other C-Suite Officer, please specify

Executive Vice President and Chief People and Social Impact Officer

Climate-related responsibilities of this position

Managing annual budgets for climate mitigation activities

Developing a climate transition plan

Integrating climate-related issues into the strategy

Conducting climate-related scenario analysis

Managing value chain engagement on climate-related issues

Assessing climate-related risks and opportunities

Managing climate-related risks and opportunities

Coverage of responsibilities

Reporting line

CEO reporting line

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

Half-yearly

Please explain

The Executive Vice President and Chief People and Social Impact Officer (CPSIO) directly guides Element's climate-related strategy including the greenhouse gas accounting process, materiality assessment, and environmental, social, and governance team. The CPSIO is a member of Element's Environmental, Social, and Governance (ESG) Steering Committee.

Oversight of climate-related issues is overseen by the Environmental, Social, and Governance (ESG) Steering Committee ('Steer Co') comprised of Element's Executive Vice President and Chief People and Social Impact Officer, Executive Vice President and Chief Operating Officer, Executive Vice President, and General Counsel, senior leaders from across key functions and led by the Vice President, ESG. This committee meets on a monthly cadence and provides bi-annual updates to the Compensation and Corporate Governance (C&CG) Committee. The Steer Co oversees expense approval, transition planning, scenario analysis, value chain engagement, and climate-related risk and opportunity assessment.

As Element has matured its sustainability strategy the Steer Co has worked to drive Element's electric vehicle targets including:

- Installing charging infrastructures across all global offices by 2023.
- Setting a goal to electrify our internal fleet globally by the end of 2025.
- And transitioning 350,000 client vehicles by 2030.

The Steer Co also oversees Element's emissions calculation process. In 2022, Element's combined scope 1 and 2 emissions have decreased by 55% compared to a 2019 baseline. Using our emissions inventory, the Steer Co will guide Element's transition, scenario planning and emission reduction targets in the second half of 2023.

Position or committee

Chief Operating Officer (COO)

Climate-related responsibilities of this position

Managing annual budgets for climate mitigation activities
Developing a climate transition plan
Integrating climate-related issues into the strategy
Conducting climate-related scenario analysis
Managing value chain engagement on climate-related issues
Assessing climate-related risks and opportunities
Managing climate-related risks and opportunities

Coverage of responsibilities

Reporting line

CEO reporting line

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

Half-yearly

Please explain

The Executive Vice President and Chief Operating Officer (COO) leads Element's sustainable product offering Arc by Element, providing leading electric vehicle solutions, as well as Element's sustainable procurement strategy. The COO is a member of Element's Environmental, Social, and Governance (ESG) Steering Committee.

Oversight of climate-related issues is overseen by the Environmental, Social, and Governance (ESG) Steering Committee ('Steer Co') comprised of Element's Executive Vice President and Chief People and Social Impact Officer, Executive Vice President and Chief Operating Officer, Executive Vice President, and General Counsel, senior leaders from across key functions and led by the Vice President, ESG. This committee meets on a monthly cadence and provides bi-annual updates to the Compensation and Corporate Governance (C&CG) Committee. The Steer Co oversees expense approval, transition planning, scenario analysis, value chain engagement, and climate-related risk and opportunity assessment.

As Element has matured its sustainability strategy the Steer Co has worked to drive Element's electric vehicle targets including:

- Installing charging infrastructures across all global offices by 2023.
- Setting a goal to electrify our internal fleet globally by the end of 2025.
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The Steer Co also oversees Element's emissions calculation process. In 2022, Element's combined scope 1 and 2 emissions have decreased by 55% compared to a 2019 baseline. Using our emissions inventory, the Steer Co will guide Element's transition, scenario planning and emission reduction targets in the second half of 2023.

Position or committee

General Counsel

Climate-related responsibilities of this position

Managing annual budgets for climate mitigation activities
Developing a climate transition plan
Integrating climate-related issues into the strategy
Conducting climate-related scenario analysis
Managing value chain engagement on climate-related issues
Assessing climate-related risks and opportunities
Managing climate-related risks and opportunities

Coverage of responsibilities

Reporting line

CEO reporting line

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

Half-yearly

Please explain

The Executive Vice President and General Counsel provides legal, regulatory, and governance expertise on climate-related matters, the General Counsel also leads Element's continuous improvement efforts partnering across the business to reduce environmental impact and streamline business operations. The General Counsel is a member of Element's Environmental, Social, and Governance (ESG) Steering Committee.

Oversight of climate-related issues is overseen by the Environmental, Social, and Governance (ESG) Steering Committee ('Steer Co') comprised of Element's Executive Vice President and Chief People and Social Impact Officer, Executive Vice President and Chief Operating Officer, Executive Vice President, and General Counsel, senior leaders from across key functions and led by the Vice President, ESG. This committee meets on a monthly cadence and provides bi-annual updates to the Compensation and Corporate Governance (C&CG) Committee. The Steer Co oversees expense approval, transition planning, scenario analysis, value chain engagement, and climate-related risk and opportunity assessment.

As Element has matured its sustainability strategy the Steer Co has worked to drive Element's electric vehicle targets including:

- Installing charging infrastructures across all global offices by 2023.
- Setting a goal to electrify our internal fleet globally by the end of 2025.
- And transitioning 350,000 client vehicles by 2030.

The Steer Co also oversees Element's emissions calculation process. In 2022, Element's combined scope 1 and 2 emissions have decreased by 55% compared to a 2019 baseline. Using our emissions inventory, the Steer Co will guide Element's transition, scenario planning and emission reduction targets in the second half of 2023.

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
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Row 1	No, not currently but we plan to introduce them in the next two years	Element engaged a third party to conduct an assessment of material topics, which was completed in December 2022. From this, Element has garnered a comprehensive understanding of the topics most important to our long-term performance. This materiality assessment concluded that electric vehicle solutions and the company's Greenhouse Gas footprint are amongst two of the most important factors. Given this understanding, Element is exploring climate-related incentives to management.
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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	1	3	
Medium-term	3	5	
Long-term	5	10	

C2.1b

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

Our organization defines the substantive financial or strategic impact on our business using a scale from one to four, with higher-rated risks to be addressed sooner than lower-rated risks. Impacts are then assessed by risk area, with the areas being Financial, Commercial, Operational, Legal and Compliance, Reputational, and IT. Risk assessment criteria vary by area with specific financial, operational, reputational, or compliance impact associated. If an impact crosses multiple risk areas a mean value is derived. Materiality metrics by risk category are tied to Element's financial performance and are re-evaluated as needed.

C2.2

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

Value chain stage(s) covered

Direct operations

Upstream

Downstream

Risk management process

Integrated into multi-disciplinary company-wide risk management process

Frequency of assessment

More than once a year

Time horizon(s) covered

Short-term

Medium-term

Long-term

Description of process

Element's Enterprise Risk Council conducts an annual strategic planning and risk assessment, including assessment of climate factors and potential impact on the company and industry. In addition, Element is implementing a Climate Risk sub-committee comprised of key stakeholders from across the business that works to detect and prevent climate risk. This sub-committee will be established by the end of 2023, with the intent to meet on a bi-annual basis to detect and prevent risks in the short, medium, and long-term. Our organization also constantly collaborates with environmental think tanks to identify opportunities to increase vehicle electrification.

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	A mix of mandates and incentives across Europe, China, & North America are accelerating Electric Vehicle adoption, specifically Europe's 2050 emissions mandate for light-duty vehicles. In 2020, Europe raised its vehicle efficiency standards. Passenger car standards are 95 g/km of CO ₂ , phasing in for 95% of vehicles in 2020 with 100% compliance in 2021. The light-commercial vehicle standards are 147 g/km of CO ₂ for 2020. This moved the fleet market to sell more HEV, PHEVs and EVs and altered plans for international clients.
Emerging regulation	Relevant, always included	Governments in specific U.S. states (CA, MA, WA, NY), Canadian provinces (BC), and 15 countries have plans to phase out internal combustion engines by 2035 at the latest. Similarly, the development of how tax credits can be applied to owners and lessees of electric vehicles may impact policy and service offerings. Additionally, there continues to be the risk that certain jurisdictions will reduce or eliminate

		tax and other incentives due to fiscal constraints, EVs hitting critical mass, and/or policy changes. For example, if fuel tax revenue diminishes (which pays for roads), an alternative means of taxation may need to be enacted.
Technology	Relevant, always included	Attentively following the evolution in electric vehicle technology, shorter supply chains focused on EV markets and expansion in charging infrastructure. Such improvements will support demand, improve cost reduction strategies, and increase vehicle accessibility to reach total cost parity with internal combustion engines.
Legal	Relevant, always included	Potential liability risk when financing infrastructure/charging stations as well as introducing/leasing vehicles from new OEMs.
Market	Relevant, always included	Demand for vehicle-related products and services may be reduced by factors that are beyond Element's control, such as general market conditions or the implementation of fuel efficiency standards and the development by manufacturers and adoption by Element's clients of vehicles with greater fuel efficiency or alternative fuel sources. To the extent that Element's clients require less fuel, that decline in purchase volume could reduce Element's revenues, limiting Element's profitability and preventing Element from taking on other initiatives.
Reputation	Relevant, always included	Desire to be a leader in vehicle electrification and sustainable solutions. With a 98% client retention rate, our clients trust us to help guide their fleet electrification journey and support decarbonization.
Acute physical	Relevant, always included	Element's business may be negatively impacted to varying degrees by a number of events which are beyond its control, including cyber-attacks, unauthorized access, energy blackouts, pandemics, terrorist attacks, acts of war, earthquakes, hurricanes, tornadoes, fires, floods, ice storms or other natural or manmade catastrophes. Element engages in business preparedness, including business continuity planning and emergency response, to mitigate risks, such events can evolve very rapidly, and their impacts can be difficult to predict.
Chronic physical	Relevant, always included	Our ability to provide leasing and fleet management services to our clients is dependent upon vehicle manufacturers delivering sufficient quantities of vehicles on time to meet our clients' needs. In certain cases, vehicle production is dependent on raw materials and parts that are ultimately derived from a single source and may be at an increased risk for supply disruptions for vehicle manufacturers.

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

Technology

Substitution of existing products and services with lower emissions options

Primary potential financial impact

Decreased revenues due to reduced demand for products and services

Company-specific description

With the introduction of products and services to support fuel-efficient and zero-emission vehicles, Element will be positioned to replace and augment existing internal combustion engine (ICE) vehicle revenue streams. Demand for existing ICE vehicle-related products and services may be reduced by factors that are beyond Element's control, such as general market conditions or the implementation of fuel efficiency standards and the development by manufacturers, and adoption by Element's clients, of vehicles with greater fuel efficiency or alternative fuel sources. To the extent that Element's clients require less fuel, that decline in purchase volume could reduce Element's revenues, limiting Element's profitability and preventing Element from taking on other initiatives.

Time horizon

Medium-term

Likelihood

Unlikely

Magnitude of impact

Medium

Are you able to provide a potential financial impact figure?

No, we do not have this figure

Potential financial impact figure (currency)

Potential financial impact figure – minimum (currency)

Potential financial impact figure – maximum (currency)

Explanation of financial impact figure

Element does not have a financial impact figure for the identified risk at this time, however, we plan to conduct scenario planning in the second half of 2023 to fully understand the financial impact behind our climate-related risks.

Cost of response to risk

0

Description of response and explanation of cost calculation

We do not currently have financial impact figures for the risks we have identified. Element plans to conduct scenario planning in the second half of 2023 to better understand any substantive financial or strategic impact on our business. From this exercise, we will be able to understand the potential financial impact behind our climate-related risks.

Comment

Element plans to conduct scenario planning in the second half of 2023 to fully understand the financial impact behind our climate-related risks and opportunities.

Identifier

Risk 2

Where in the value chain does the risk driver occur?

Upstream

Risk type & Primary climate-related risk driver

Emerging regulation

Mandates on and regulation of existing products and services

Primary potential financial impact

Increased indirect (operating) costs

Company-specific description

Various governments and regulatory authorities in the U.S., Canada and internationally have considered, and will likely continue to consider, numerous measures related to climate change and greenhouse gas emissions. Should rules establishing limitations on greenhouse gas emissions or rules imposing fees on entities deemed to be responsible for greenhouse gas emissions become effective, demand for Element's services could be affected, total cost of vehicle ownership and/or other costs could increase, and our business could be adversely affected.

Time horizon

Long-term

Likelihood

More likely than not

Magnitude of impact

Medium

Are you able to provide a potential financial impact figure?

No, we do not have this figure

Potential financial impact figure (currency)

Potential financial impact figure – minimum (currency)

Potential financial impact figure – maximum (currency)

Explanation of financial impact figure

Element does not have a financial impact figure for the identified risk at this time, however, we plan to conduct scenario planning in the second half of 2023 to fully understand the financial impact behind our climate-related risks.

Cost of response to risk

0

Description of response and explanation of cost calculation

We do not currently have financial impact figures for the risks we have identified. Element plans to conduct scenario planning in the second half of 2023 to better understand any substantive financial or strategic impact on our business. From this exercise, we will be able to understand the potential financial impact behind our climate-related risks.

Comment

Element plans to conduct scenario planning in the second half of 2023 to fully understand the financial impact behind our climate-related risks.

C2.4

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

Yes

C2.4a

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

Identifier

Opp1

Where in the value chain does the opportunity occur?

Downstream

Opportunity type

Products and services

Primary climate-related opportunity driver

Development and/or expansion of low emission goods and services

Primary potential financial impact

Increased revenues resulting from increased demand for products and services

Company-specific description

As demand for electric vehicles increases, there is increased revenue potential with financing and servicing associated charging infrastructure and other services to support the electrification of fleets.

Time horizon

Medium-term

Likelihood

Virtually certain

Magnitude of impact

High

Are you able to provide a potential financial impact figure?

No, we do not have this figure

Potential financial impact figure (currency)

Potential financial impact figure – minimum (currency)

Potential financial impact figure – maximum (currency)

Explanation of financial impact figure

Element does not have a financial impact figure for the identified opportunity at this time, however, we plan to conduct scenario planning in the second half of 2023 to fully understand the financial impact behind our climate-related risks and opportunities.

Cost to realize opportunity

0

Strategy to realize opportunity and explanation of cost calculation

We do not currently have financial impact figures for the risks we have identified. Element plans to conduct scenario planning in the second half of 2023 to better

understand any substantive financial or strategic impact on our business. From this exercise, we will be able to understand the potential financial impact behind our climate-related risks.

Comment

Element plans to conduct scenario planning in the second half of 2023 to fully understand the financial impact behind our climate-related opportunities.

C3. Business Strategy

C3.1

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

Row 1

Climate transition plan

No, but our strategy has been influenced by climate-related risks and opportunities, and we are developing a climate transition plan within two years

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

We plan to develop emission reduction targets that align with a 1.5°C world in Q4 2023 through Q2 2024.

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	No, but we anticipate using qualitative and/or quantitative analysis in the next two years	Other, please specify Element plans to be conducting climate-related scenario planning in the second half of 2023.	Using the knowledge gained by calculating three years of emissions data, Element plans to conduct climate-related scenario planning in the second half of 2023. This exercise will be cross-functional and tied to the company's strategic priorities.

C3.3

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

	Have climate-related risks and opportunities influenced your strategy in this area?	Description of influence
Products and services	Yes	As electric vehicles are evolving rapidly, and we can facilitate a smooth transition - it has become a key growth segment for global operations.
Supply chain and/or value chain	Yes	Focus on developing relationships with current and new electric vehicle manufacturers, associated charging infrastructure, and global EV alliances to accelerate the availability of these products.
Investment in R&D	No	We do not manufacture tangible vehicle products.
Operations	Yes	Collection of data from vehicle telematics to ensure electric vehicles are used most efficiently and utilize their full potential from vehicle chargers. This will help select the most efficient vehicle in the market tailored to operate in their specific environment.

C3.4

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

	Financial planning elements that have been influenced	Description of influence
Row 1	Revenues Capital allocation	As we provide services to clients for their vehicle needs, the most significant GHG contributor and the growing interest from our clients asking to help them cut their emissions has made us exercise our capacity to procure the largest amount of zero-emission vehicles, alleviate the barrier of the higher purchase price (compared to gas vehicles) and partner to install the related charging infrastructure for our clients.

C3.5

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

Identification of spending/revenue that is aligned with your organization's climate transition
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Row 1	No, but we plan to in the next two years
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C4. Targets and performance

C4.1

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

No target

C4.1c

(C4.1c) Explain why you did not have an emissions target, and forecast how your emissions will change over the next five years.

	Primary reason	Five-year forecast	Please explain
Row 1	We are planning to introduce a target in the next two years	In 2022, Element engaged an international greenhouse gas consultancy to calculate our 2022, 2021, and 2019 emissions. Three years of emissions were calculated to gain a better understanding of our impact over time, with 2019 as a baseline. The emissions inventory was calculated in accordance with the Greenhouse Gas Protocol. Element's 2022 combined scope 1+2 emissions have declined 55% since 2019.	Using these learnings, Element plans to conduct scenario-planning in 2023 to better understand the financial impacts of reduction targets, giving considerations to introduce emission reduction targets in the next two years.

C4.2

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

Other climate-related target(s)

C4.2b

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

Target reference number

Oth 1

Year target was set

2022

Target coverage

Company-wide

Target type: absolute or intensity

Absolute

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

Low-carbon vehicles

Percentage of low-carbon vehicles in company fleet

Target denominator (intensity targets only)

Base year

2019

Figure or percentage in base year

2

Target year

2025

Figure or percentage in target year

100

Figure or percentage in reporting year

20

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

18.3673469388

Target status in reporting year

New

Is this target part of an emissions target?

This target is not part of an overall emission reduction target.

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 our global internal fleet of vehicles, the electrification target is inclusive of Hybrid Electric Vehicles, Plug-in Hybrid Electric Vehicles, and Battery Electric Vehicles.

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

This target is tracked on our global balanced scorecard and is reported to management quarterly. Within the reporting year, we had minor incremental progress as the target was coming online in the back half of the year and our organization planned the phase-in of electric vehicles.

List the actions which contributed most to achieving this target

C4.3

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

Yes

C4.3a

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

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e (only for rows marked *)
Under investigation	3	0
To be implemented*	1	10
Implementation commenced*	0	0
Implemented*	1	29
Not to be implemented	0	0

C4.3b

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

Initiative category & Initiative type

Energy efficiency in buildings

Lighting

Estimated annual CO2e savings (metric tonnes CO2e)

29

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

Scope 2 (location-based)

Voluntary/Mandatory

Voluntary

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

0

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

0

Payback period

No payback

Estimated lifetime of the initiative

Ongoing

Comment

The initiative is the result of an LED lighting retrofit in one of our North American office locations, undertaken in partnership with the building ownership group.

C4.3c

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

Method	Comment
Compliance with regulatory requirements/standards	
Internal finance mechanisms	

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)

Other

Other, please specify

Fleet Management Service

Description of product(s) or service(s)

Arc by Element is our end-to-end service to facilitate and support our clients' EV transition. We are developing new products and services that can scale to meet the

demands of fleets of any size, from hundreds of vehicles to thousands. In 2022, we streamlined and scaled our approach to client fleet electrification:

- EV Transition Planning: We are supporting demands for bespoke analysis for GHG reduction goal development, long-term EV transition roadmaps, EV feasibility studies, and custom pilot designs.
- Roadmaps and Pilots: Arc by Element helps position our clients for EV transition at scale through a series of pilots unique to their fleets. In 2022, we more than doubled our target with the launch of approximately 70 pilots globally across a wide range of EV types and use cases.
- Driver experience: Part of our pilot focus is the driver experience. We held over 30 driver support and education training sessions and effectively coordinated vehicle delivery with infrastructure deployment across 40 pilots globally.

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

No

Methodology used to calculate avoided emissions

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

Functional unit used

Reference product/service or baseline scenario used

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

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

Explain your calculation of avoided emissions, including any assumptions

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

2

C5. Emissions methodology

C5.1

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

Yes

C5.2

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

Scope 1

Base year start

January 1, 2019

Base year end

December 31, 2019

Base year emissions (metric tons CO₂e)

2,005.1

Comment

Scope 2 (location-based)

Base year start

January 1, 2019

Base year end

December 31, 2019

Base year emissions (metric tons CO₂e)

4,896.8

Comment

Scope 2 (market-based)

Base year start

January 1, 2019

Base year end

December 31, 2019

Base year emissions (metric tons CO₂e)

5,210.8

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)

16,237.6

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)

1,646,134.4

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)

1,592.4

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)

90,606.5

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)

932.8

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)

933.8

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)

681.4

Comment

Scope 3 category 8: Upstream leased assets

Base year start

Base year end

Base year emissions (metric tons CO₂e)

Comment

Scope 3 category 9: Downstream transportation and distribution

Base year start

Base year end

Base year emissions (metric tons CO₂e)

Comment

Scope 3 category 10: Processing of sold products

Base year start

Base year end

Base year emissions (metric tons CO₂e)

Comment

Scope 3 category 11: Use of sold products

Base year start

Base year end

Base year emissions (metric tons CO₂e)

Comment

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

Base year start

Base year end

Base year emissions (metric tons CO₂e)

Comment

Scope 3 category 13: Downstream leased assets

Base year start

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.

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)

950.54

Start date

January 1, 2022

End date

December 31, 2022

Comment

Past year 1

Gross global Scope 1 emissions (metric tons CO2e)

959.75

Start date

January 1, 2021

End date

December 31, 2021

Comment

Past year 2

Gross global Scope 1 emissions (metric tons CO2e)

2,005.1

Start date

January 1, 2019

End date

December 31, 2019

Comment

C6.2

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

Row 1

Scope 2, location-based

We are reporting a Scope 2, location-based figure

Scope 2, market-based

We are reporting a Scope 2, market-based figure

Comment

C6.3

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

Reporting year

Scope 2, location-based

2,453.95

Scope 2, market-based (if applicable)

2,277.29

Start date

January 1, 2022

End date

December 31, 2022

Comment

Past year 1

Scope 2, location-based

2,258.49

Scope 2, market-based (if applicable)

2,315.85

Start date

January 1, 2021

End date

December 31, 2021

Comment

Past year 2

Scope 2, location-based

4,896.8

Scope 2, market-based (if applicable)

5,210.8

Start date

January 1, 2019

End date

December 31, 2019

Comment

C6.4

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

No

C6.5

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

Purchased goods and services

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO₂e)

15,136.7

Emissions calculation methodology

Supplier-specific method

Hybrid method

Spend-based method

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

37.8

Please explain

Capital goods

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO₂e)

1,793,304.3

Emissions calculation methodology

Supplier-specific method

Hybrid method
Spend-based method

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

34.76

Please explain

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

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO₂e)

1,149.5

Emissions calculation methodology

Average data method
Fuel-based method

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

Please explain

Upstream transportation and distribution

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO₂e)

12,447.9

Emissions calculation methodology

Spend-based method
Fuel-based method
Distance-based method

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

Please explain

Waste generated in operations

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

437.8

Emissions calculation methodology

Average data method

Spend-based method

Waste-type-specific method

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

Please explain

Business travel

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

796.2

Emissions calculation methodology

Average data method

Spend-based method

Distance-based method

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

Please explain

Employee commuting

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

2,251.7

Emissions calculation methodology

Average data method

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

Please explain

Upstream leased assets

Evaluation status

Not relevant, explanation provided

Please explain

Emissions for upstream leased assets are not relevant as Element does not lease any assets other than our offices, which are included within our Scope 1 and 2 emissions.

Downstream transportation and distribution

Evaluation status

Not relevant, explanation provided

Please explain

Emissions from Downstream transportation and distribution are not relevant as Downstream transportation emissions have been determined to be immaterial with the majority falling under category 4.

Processing of sold products

Evaluation status

Not relevant, explanation provided

Please explain

Emissions from the processing of sold products are not relevant as Element does not sell products that require further refinement.

Use of sold products

Evaluation status

Relevant, not yet calculated

Please explain

Emissions from the use of sold products are relevant. Element will be conducting additional analysis on this category with the intent to publicly disclose in future years.

End of life treatment of sold products

Evaluation status

Relevant, not yet calculated

Please explain

Emissions from end-of-life treatment of sold products are relevant. Element will be conducting additional analysis on this category with the intent to publicly disclose in future years.

Downstream leased assets

Evaluation status

Relevant, not yet calculated

Please explain

Emissions from downstream leased assets are relevant. Element will be conducting additional analysis on this category with the intent to publicly disclose in future years.

Franchises

Evaluation status

Not relevant, explanation provided

Please explain

Emissions from franchises are not relevant as Element does not own or operate any franchises.

Investments

Evaluation status

Not relevant, explanation provided

Please explain

Emissions from investments are not relevant, as investments have been determined to make up an immaterial portion of emissions, with asset investment via leases determined to fall under category 13.

Other (upstream)

Evaluation status

Not relevant, explanation provided

Please explain

Emissions from other (upstream) are not relevant as Element does not have any upstream emissions that are not already included elsewhere.

Other (downstream)

Evaluation status

Not relevant, explanation provided

Please explain

Emissions from other (downstream) are not relevant as Element does not have any downstream emissions that are not already included elsewhere.

C6.5a

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

Past year 1

Start date

January 1, 2021

End date

December 31, 2021

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

12,224.1

Scope 3: Capital goods (metric tons CO2e)

1,382,744

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

1,091.5

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

60,118.1

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

505

Scope 3: Business travel (metric tons CO2e)

140

Scope 3: Employee commuting (metric tons CO2e)

1,593.6

Scope 3: Upstream leased assets (metric tons CO2e)

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

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

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

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

Scope 3: Downstream leased assets (metric tons CO2e)

Scope 3: Franchises (metric tons CO2e)

Scope 3: Investments (metric tons CO2e)

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

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

Comment

Past year 2

Start date

January 1, 2019

End date

December 31, 2019

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

16,237.6

Scope 3: Capital goods (metric tons CO2e)

1,646,134.4

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

1,592.4

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

90,606.5

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

932.8

Scope 3: Business travel (metric tons CO2e)

933.8

Scope 3: Employee commuting (metric tons CO2e)

681.4

Scope 3: Upstream leased assets (metric tons CO2e)

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

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

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

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

Scope 3: Downstream leased assets (metric tons CO2e)

Scope 3: Franchises (metric tons CO2e)

Scope 3: Investments (metric tons CO2e)

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

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

Comment

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

0.000002851

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

3,227.56

Metric denominator

unit total revenue

Metric denominator: Unit total

1,132,049,000

Scope 2 figure used

Market-based

% change from previous year

15

Direction of change

Decreased

Reason(s) for change

Other emissions reduction activities

Please explain

We have worked to consolidate the office footprint in which our employees work. Additionally, we have switched lightbulbs to LEDs in some of our office locations and switched off lights in sections of our buildings. We reevaluated our space and the responsibilities of our employees in order to shift many to full-time remote work. These changes have led to an overall reduction in energy usage and therefore emission reductions.

C7. Emissions breakdowns

C7.1

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

Yes

C7.1a

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

Greenhouse gas	Scope 1 emissions (metric tons of CO ₂ e)	GWP Reference
CO ₂	753.08	IPCC Sixth Assessment Report (AR6 - 100 year)
CH ₄	1.71	IPCC Sixth Assessment Report (AR6 - 100 year)
N ₂ O	1.62	IPCC Sixth Assessment Report (AR6 - 100 year)

HFCs	194.12	IPCC Sixth Assessment Report (AR6 - 100 year)
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C7.2

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

Country/area/region	Scope 1 emissions (metric tons CO ₂ e)
Australia	33.95
Canada	222.56
United States of America	488.37
New Zealand	4.87
Mexico	200.5

C7.3

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

By facility

C7.3b

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

Facility	Scope 1 emissions (metric tons CO ₂ e)	Latitude	Longitude
Sparks	77.37	39.53	-76.65
Hopkins	48.82	44.92	-93.4
Calgary	12.7	51.12	-114.22
Toronto	55.56	43.65	-79.38
Hoffman Estates	1.23	42.07	-88.33
Mississauga	118.81	43.6	-79.82
Guam	0.14	13.48	144.79
Trevose	84.57	40.14	-74.99
Houston	6.9	29.73	-95.46
New York	0.28	40.76	-73.98
Newport Beach	0.14	33.68	-117.86
Greensboro	0.23	36.09	-79.82
Greenville	0.26	34.81	-82.29
Plantation	0	26.11	-80.26
Edmonton	0	53.55	-113.61
Montreal	0	45.52	-73.55

Mexico City	18.9	19.37	-99.26
Interlomas	0.73	19.4	-99.27
Guadalajara	0.39	20.71	-103.41
Monterrey	0.42	25.66	-100.35
Collins Street	1	-37.89	145.1
Parramatta	6.89	-33.81	151
Springfield	2	-27.68	152.9
Jandakot	1.58	-32.09	115.87
Auckland	4.87	-46.85	174.77
Non-stationary sources	506.18	0	0

C7.5

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

Country/area/region	Scope 2, location-based (metric tons CO ₂ e)	Scope 2, market-based (metric tons CO ₂ e)
United States of America	1,911.16	1,759.95
Canada	94.29	68.46
Australia	331.35	331.35
New Zealand	8.99	8.99
Mexico	107.64	107.64

C7.6

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

By facility

C7.6b

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

Facility	Scope 2, location-based (metric tons CO ₂ e)	Scope 2, market-based (metric tons CO ₂ e)
Sparks	1,242.6	1,078.42
Hopkins	481.53	497.28
Calgary	9.33	47.83
Toronto	14.23	3.45

Hoffman Estate	2.46	2.31
Mississauga	70.72	17.17
Guam	1.53	1.53
Trevose	155.27	149.87
Houston	26.01	28.82
New York	0.18	0.18
Newport Beach	0.56	0.55
Greensboro	0.46	0.45
Greenville	0.56	0.54
Plantation	0	0
Edmonton	0	0
Montreal	0	0
Mexico City	86.67	86.67
Interlomas	10.74	10.74
Guadalajara	5.11	5.11
Monterrey	5.11	5.11
Collins St	75.07	75.07
Parramatta	166.6	166.6
Springfield	49.82	49.82
Jandakot	39.86	39.86
Auckland	8.99	8.99

C7.7

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

No

C7.9

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

Decreased

C7.9a

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

	Change in emissions (metric tons CO ₂ e)	Direction of change in emissions	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption				
Other emissions reduction activities	197.66	Decreased	14	Consolidated office footprint for Sparks office thereby allowing a section of the building's lights to be switched off at the breaker. Consolidated office footprint for the Mississauga office and converted all lightbulbs to LEDs. Shifted more than half of employees within Trevose office to full-time remote work.
Divestment				
Acquisitions				
Mergers				
Change in output				
Change in methodology				
Change in boundary				
Change in physical operating conditions				
Unidentified				
Other				

C7.9b

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

Market-based

C8. Energy

C8.1

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

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

C8.2

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

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

C8.2a

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

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh

Consumption of fuel (excluding feedstock)	Unable to confirm heating value	0	6,479.11	6,479.11
Consumption of purchased or acquired electricity		0	7,552.27	7,552.27
Total energy consumption		0	14,033.06	14,033.06

C8.2b

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

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

C8.2c

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

Sustainable biomass

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

Comment

N/A

Other biomass

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

Comment

N/A

Other renewable fuels (e.g. renewable hydrogen)

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

Comment

N/A

Coal

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

Comment

N/A

Oil

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

Comment

N/A

Gas

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

6,453.08

Comment

N/A

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

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

Comment

N/A

Total fuel

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

26.04

Comment

C8.2e

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

Country/area of low-carbon energy consumption

United States of America

Sourcing method

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

Energy carrier

Electricity

Low-carbon technology type

Solar

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

468,549

Tracking instrument used

Contract

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

United States of America

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

No

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

Comment

C8.2g

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

Country/area

Australia

Consumption of purchased electricity (MWh)

508.28

Consumption of self-generated electricity (MWh)

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

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

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

Country/area

United States of America

Consumption of purchased electricity (MWh)

5,911.05

Consumption of self-generated electricity (MWh)

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

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

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

Country/area

Canada

Consumption of purchased electricity (MWh)

774.1

Consumption of self-generated electricity (MWh)

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

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

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

Country/area

New Zealand

Consumption of purchased electricity (MWh)

69.25

Consumption of self-generated electricity (MWh)

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

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

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

Country/area

Mexico

Consumption of purchased electricity (MWh)

289.6

Consumption of self-generated electricity (MWh)

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

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

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

C9. Additional metrics

C9.1

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

C10. Verification

C10.1

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

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

C10.1a

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

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Complete

Type of verification or assurance

Limited assurance

Attach the statement

 ghg-emissions-2022-limited-assurance-report-final.pdf

Page/ section reference

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Relevant standard

Other, please specify

Canadian Standard on Assurance Engagements 3410, Assurance Engagements
on Greenhouse Gas Statements ("CSAE 3410")

Proportion of reported emissions verified (%)

100

C10.1b

**(C10.1b) Provide further details of the verification/assurance undertaken for your
Scope 2 emissions and attach the relevant statements.**

Scope 2 approach

Scope 2 market-based

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Complete

Type of verification or assurance

Limited assurance

Attach the statement

 ghg-emissions-2022-limited-assurance-report-final.pdf

Page/ section reference

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Relevant standard

Other, please specify

Canadian Standard on Assurance Engagements 3410, Assurance Engagements
on Greenhouse Gas Statements ("CSAE 3410")

Proportion of reported emissions verified (%)

100

C10.1c

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

Scope 3 category

Scope 3: Purchased goods and services

Scope 3: Capital goods

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

Scope 3: Upstream transportation and distribution

Scope 3: Waste generated in operations

Scope 3: Business travel

Scope 3: Employee commuting

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Complete

Type of verification or assurance

Limited assurance

Attach the statement

 ghg-emissions-2022-limited-assurance-report-final.pdf

Page/section reference

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Relevant standard

Other, please specify

Canadian Standard on Assurance Engagements 3410, Assurance Engagements
on Greenhouse Gas Statements ("CSAE 3410")

Proportion of reported emissions verified (%)

100

C10.2

(C10.2) Do you verify any climate-related information reported in your CDP disclosure other than the emissions figures reported in C6.1, C6.3, and C6.5?

Yes

C10.2a

(C10.2a) Which data points within your CDP disclosure have been verified, and which verification standards were used?

Disclosure module verification relates to	Data verified	Verification standard	Please explain
C7. Emissions breakdown	Year on year change in emissions (Scope 1)	Canadian Standard on Assurance Engagements 3410, Assurance Engagements on Greenhouse Gas Statements ("CSAE 3410")	The assurance engagement covered the years ended December 31, 2019, December 31, 2021 and December 31, 2022  1
C7. Emissions breakdown	Year on year change in emissions (Scope 2)	Canadian Standard on Assurance Engagements 3410, Assurance Engagements on Greenhouse Gas Statements ("CSAE 3410")	The assurance engagement covered the years ended December 31, 2019, December 31, 2021 and December 31, 2022  1
C7. Emissions breakdown	Year on year change in emissions (Scope 3)	Canadian Standard on Assurance Engagements 3410, Assurance Engagements on Greenhouse Gas Statements ("CSAE 3410")	The assurance engagement covered the years ended December 31, 2019, December 31, 2021 and December 31, 2022  1

 1ghg-emissions-2022-limited-assurance-report-final.pdf

C11. Carbon pricing

C11.1

(C11.1) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?

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

C11.2

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

No

C11.3

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

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

C12. Engagement

C12.1

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

Yes, our suppliers

Yes, our customers/clients

C12.1a

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

Type of engagement

Innovation & collaboration (changing markets)

Details of engagement

Run a campaign to encourage innovation to reduce climate impacts on products and services

% of suppliers by number

5

% total procurement spend (direct and indirect)

80

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

98

Rationale for the coverage of your engagement

Element engages and partners with our suppliers to drive innovation in Electric Vehicles (EVs) and charging requirements (Public, Home, and Depot/Workplace) as well with improvements driving climate impacts from Internal Combustion Engine vehicles. We hold meetings with all major Original Equipment Manufacturers (OEMs) to discuss upcoming models, technologies, and emerging trends in the market. Aside from

vehicles, Element also engages with fuel, lubricants, tires, and glass manufacturers in the same manner. The selected companies are engaged as they comprise the majority of our annual spend and are in a position to innovate and introduce new low-carbon products across the value chain.

Impact of engagement, including measures of success

In 2022, after the launch of Arc by Element, our EV offering, we saw a 75% increase in electric vehicle originations.

Comment

Element engages with our largest suppliers to discuss innovation. Due to the nature of our business, our largest suppliers by spend make up a disproportionately small percentage of our overall supplier network.

C12.1b

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

Type of engagement & Details of engagement

Education/information sharing

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

% of customers by number

86

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

0

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

Element engages with customers on an ad-hoc basis to identify opportunities to reduce greenhouse gas (GHG) emissions in our clients' fleets, including:

- Measuring and reporting greenhouse gas emissions
- Identifying alternative low-emission vehicles that meet operational needs
- Identifying idle reduction opportunities
- Evaluating and recommending alternative fuels, such as compressed natural gas (CNG), liquified natural gas (LNG), electric, ethanol blends, and biodiesel blends
- Providing driver communication to modify driving behaviors and understand the impact they may have on the company's sustainability efforts

Additionally, Element communicates quarterly to a portion of our client base on our sustainable product offering, Arc by Element. The scope of engagement was determined as a result of pre-existing technologies that allowed for ease of

communication with this portion of our clients. Moving forward, we hope to broaden the scope of our engagement to reach our entire client base.

Impact of engagement, including measures of success

At the beginning of 2022, Element launched Arc by Element, our end-to-end fleet electrification solution. By the end of 2022, Element had 26,200 electric vehicles under management (eVUM) in our global vehicle portfolio (inclusive of HEV, PHEV, and BEV). Since then we have continued to see a rapid acceleration in eVUM through client engagement with our Arc by Element product. Element has not yet disclosed any downstream scope 3 emissions.

C12.2

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

No, but we plan to introduce climate-related requirements within the next two years

C12.3

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

Row 1

External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

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

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

No, but we plan to have one in the next two years

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

Element currently does not have a public climate commitment.

C12.3b

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

Trade association

Other, please specify

Ceres Corporate Electric Vehicle Alliance

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

Consistent

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

No, we did not attempt to influence their position

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

Led by Ceres, the collaborative group of 32 companies is focused on accelerating the transition to electric vehicles. Element attended the inaugural meeting, and subsequent monthly engagements continue to increase our active participation in policies supporting zero-emission vehicle access for our clients.

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

Describe the aim of your organization's funding

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

Yes, we have evaluated, and it is aligned

Trade association

Other, please specify

Accelerate Canada's Zero Emission Vehicle Supply Chain Alliance

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

Consistent

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

No, we did not attempt to influence their position

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

Canada's Zero-Emission Vehicle (ZEV) Supply Chain Alliance is a five-year national initiative bringing together key players across Canada. Element will participate in

workshops around infrastructure, investment, and fleet adoption to support the development of the ZEV supply chain in Canada.

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

Describe the aim of your organization's funding

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

Yes, we have evaluated, and it is not aligned

Trade association

Other, please specify

American Automotive Leasing Association

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

Consistent

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

No, we did not attempt to influence their position

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

AALA—on behalf of its fleet management company members, including Element—lobbies members of Congress and instrumentalities of the Executive, submits comments and testimony in response to proposed rulemakings, and engages in other measures aimed at extending federal EV tax credits to vehicle lessees. Element supports this engagement in order to increase the velocity of EV transitioning among our business clients' fleets. More generally, AALA ensures that the business interests of the fleet leasing industry are properly represented before Congress, the Executive Branch and regulatory agencies.

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

Describe the aim of your organization's funding

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 not aligned

C12.4

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

Publication

In voluntary sustainability report

Status

Complete

Attach the document

 element-esg-report-2023-accessible-final.pdf

Page/Section reference

18, 36, 38-40

Content elements

Governance
Strategy
Emissions figures
Other metrics

Comment

Element works to manage our own greenhouse gas footprint, help our clients reduce theirs, and move the fleet management industry to a lower carbon economy. We are well-structured to ensure our climate ambitions are realized. We are on a journey to educate our people, so every individual can understand their responsibility and impact.

C12.5

(C12.5) Indicate the collaborative frameworks, initiatives and/or commitments related to environmental issues for which you are a signatory/member.

	Environmental collaborative framework, initiative and/or commitment	Describe your organization's role within each framework, initiative and/or commitment
Row 1	UN Global Compact	In 2022, Element became a signatory of the United Nations Global Compact. We will submit our first Communication on Progress in 2023. Element Mexico has been a signatory since

		2020 and submitted its second annual Communication on Progress in 2022.
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C15. Biodiversity

C15.1

(C15.1) Is there board-level oversight and/or executive management-level responsibility for biodiversity-related issues within your organization?

	Board-level oversight and/or executive management-level responsibility for biodiversity-related issues
Row 1	No, and we do not plan to have both within the next two years

C15.2

(C15.2) Has your organization made a public commitment and/or endorsed any initiatives related to biodiversity?

	Indicate whether your organization made a public commitment or endorsed any initiatives related to biodiversity
Row 1	No, and we do not plan to do so within the next 2 years

C15.3

(C15.3) Does your organization assess the impacts and dependencies of its value chain on biodiversity?

Impacts on biodiversity

Indicate whether your organization undertakes this type of assessment

No and we don't plan to within the next two years

Dependencies on biodiversity

Indicate whether your organization undertakes this type of assessment

No and we don't plan to within the next two years

C15.4

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

No

C15.5

(C15.5) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

	Have you taken any actions in the reporting period to progress your biodiversity-related commitments?
Row 1	No, and we do not plan to undertake any biodiversity-related actions

C15.6

(C15.6) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
Row 1	No	

C15.7

(C15.7) Have you published information about your organization's response to biodiversity-related issues for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Report type	Content elements	Attach the document and indicate where in the document the relevant biodiversity information is located
No publications		

C16. Signoff

C-FI

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

C16.1

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

	Job title	Corresponding job category
Row 1	Frank Ruperto, Executive Vice President and Chief Financial Officer	Chief Financial Officer (CFO)

SC. Supply chain module

SC0.0

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

Element Fleet Management (TSX: EFN) is the largest publicly traded pure-play automotive fleet manager in the world, providing the full range of fleet services and solutions to a growing base of loyal, world-class clients – corporates, governments and not-for-profits – across North America, Australia and New Zealand. Element's services address every aspect of clients' fleet requirements, from vehicle acquisition, maintenance, accidents and remarketing, to integrating EVs and managing the complexity of gradual fleet electrification. Clients benefit from Element's expertise as the largest fleet solutions provider in its markets, offering unmatched economies of scale and insight used to reduce fleet operating costs and improve productivity and performance. For more information, visit www.elementfleet.com/investors.

SC0.1

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

	Annual Revenue
Row 1	1,132,049,000

SC1.1

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

Requesting member

Advance Auto Parts Inc

Scope of emissions

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Category 2: Capital goods

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO₂e

12,417

Uncertainty (±%)

5

Major sources of emissions

Embodied emissions as a result of motor vehicle origination.

Verified

Yes

Allocation method

Other, please specify

Allocation based on revenue percentage

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

7,838,484

Unit for market value or quantity of goods/services supplied

Currency

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

In 2022, Element engaged an international greenhouse gas consultancy to calculate our 2022, 2021, and 2019 emissions. The emissions inventory was calculated in accordance with the Greenhouse Gas Protocol and assured to a limited extent by an independent third-party. Scope 3, Category 2 Capital Goods was identified as the most carbon-intensive activity within Element's upstream value chain by a significant margin.

Requesting member

Anheuser Busch InBev

Scope of emissions

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Category 2: Capital goods

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO₂e

10,333

Uncertainty (±%)

5

Major sources of emissions

Embodied emissions as a result of motor vehicle origination.

Verified

Yes

Allocation method

Other, please specify

Allocation based on revenue percentage

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

6,522,746

Unit for market value or quantity of goods/services supplied

Currency

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

In 2022, Element engaged an international greenhouse gas consultancy to calculate our 2022, 2021, and 2019 emissions. The emissions inventory was calculated in accordance with the Greenhouse Gas Protocol and assured to a limited extent by an independent third-party. Scope 3, Category 2 Capital Goods was identified as the most carbon-intensive activity within Element's upstream value chain by a significant margin.

Requesting member

AT&T Inc.

Scope of emissions

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Category 2: Capital goods

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO₂e

3,503

Uncertainty (±%)

5

Major sources of emissions

Embodied emissions as a result of motor vehicle origination.

Verified

Yes

Allocation method

Other, please specify

Allocation based on revenue percentage

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

2,211,184

Unit for market value or quantity of goods/services supplied

Currency

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

In 2022, Element engaged an international greenhouse gas consultancy to calculate our 2022, 2021, and 2019 emissions. The emissions inventory was calculated in accordance with the Greenhouse Gas Protocol and assured to a limited extent by an independent third-party. Scope 3, Category 2 Capital Goods was identified as the most carbon-intensive activity within Element's upstream value chain by a significant margin.

Requesting member

Bank of Montreal

Scope of emissions

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Category 2: Capital goods

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO₂e

316

Uncertainty (±%)

5

Major sources of emissions

Embodied emissions as a result of motor vehicle origination.

Verified

Yes

Allocation method

Other, please specify

Allocation based on revenue percentage

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

199,189

Unit for market value or quantity of goods/services supplied

Currency

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

In 2022, Element engaged an international greenhouse gas consultancy to calculate our 2022, 2021, and 2019 emissions. The emissions inventory was calculated in accordance with the Greenhouse Gas Protocol and assured to a limited extent by an independent third-party. Scope 3, Category 2 Capital Goods was identified as the most carbon-intensive activity within Element's upstream value chain by a significant margin.

Requesting member

Bayer AG

Scope of emissions

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Category 2: Capital goods

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO₂e

6,865

Uncertainty (±%)

5

Major sources of emissions

Embodied emissions as a result of motor vehicle origination.

Verified

Yes

Allocation method

Other, please specify

Allocation based on revenue percentage

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

4,333,677

Unit for market value or quantity of goods/services supplied

Currency

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

In 2022, Element engaged an international greenhouse gas consultancy to calculate our 2022, 2021, and 2019 emissions. The emissions inventory was calculated in accordance with the Greenhouse Gas Protocol and assured to a limited extent by an independent third-party. Scope 3, Category 2 Capital Goods was identified as the most carbon-intensive activity within Element's upstream value chain by a significant margin.

Requesting member

British American Tobacco

Scope of emissions

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Category 2: Capital goods

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO₂e

2,743

Uncertainty (±%)

5

Major sources of emissions

Embodied emissions as a result of motor vehicle origination.

Verified

Yes

Allocation method

Other, please specify

Allocation based on revenue percentage

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

1,731,424

Unit for market value or quantity of goods/services supplied

Currency

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

In 2022, Element engaged an international greenhouse gas consultancy to calculate our 2022, 2021, and 2019 emissions. The emissions inventory was calculated in accordance with the Greenhouse Gas Protocol and assured to a limited extent by an independent third-party. Scope 3, Category 2 Capital Goods was identified as the most carbon-intensive activity within Element's upstream value chain by a significant margin.

Requesting member

Canada Post Corporation

Scope of emissions

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Category 2: Capital goods

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO₂e

92

Uncertainty (±%)

5

Major sources of emissions

Embodied emissions as a result of motor vehicle origination.

Verified

Yes

Allocation method

Other, please specify

Allocation based on revenue percentage

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

58,022

Unit for market value or quantity of goods/services supplied

Currency

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

In 2022, Element engaged an international greenhouse gas consultancy to calculate our 2022, 2021, and 2019 emissions. The emissions inventory was calculated in accordance with the Greenhouse Gas Protocol and assured to a limited extent by an independent third-party. Scope 3, Category 2 Capital Goods was identified as the most carbon-intensive activity within Element's upstream value chain by a significant margin.

Requesting member

Capgemini SE

Scope of emissions

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Category 2: Capital goods

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO₂e

1,744

Uncertainty (±%)

5

Major sources of emissions

Embodied emissions as a result of motor vehicle origination.

Verified

Yes

Allocation method

Other, please specify

Allocation based on revenue percentage

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

1,100,976

Unit for market value or quantity of goods/services supplied

Currency

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

In 2022, Element engaged an international greenhouse gas consultancy to calculate our 2022, 2021, and 2019 emissions. The emissions inventory was calculated in accordance with the Greenhouse Gas Protocol and assured to a limited extent by an independent third-party. Scope 3, Category 2 Capital Goods was identified as the most carbon-intensive activity within Element's upstream value chain by a significant margin.

Requesting member

Comcast Corporation

Scope of emissions

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Category 2: Capital goods

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO₂e

508

Uncertainty (±%)

5

Major sources of emissions

Embodied emissions as a result of motor vehicle origination.

Verified

Yes

Allocation method

Other, please specify

Allocation based on revenue percentage

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

320,575

Unit for market value or quantity of goods/services supplied

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

In 2022, Element engaged an international greenhouse gas consultancy to calculate our 2022, 2021, and 2019 emissions. The emissions inventory was calculated in accordance with the Greenhouse Gas Protocol and assured to a limited extent by an independent third-party. Scope 3, Category 2 Capital Goods was identified as the most carbon-intensive activity within Element's upstream value chain by a significant margin.

Requesting member

HP Inc

Scope of emissions

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Category 2: Capital goods

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO₂e

974

Uncertainty (±%)

5

Major sources of emissions

Embodied emissions as a result of motor vehicle origination.

Verified

Yes

Allocation method

Other, please specify

Allocation based on revenue percentage

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

615,091

Unit for market value or quantity of goods/services supplied

Currency

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

In 2022, Element engaged an international greenhouse gas consultancy to calculate our 2022, 2021, and 2019 emissions. The emissions inventory was calculated in accordance with the Greenhouse Gas Protocol and assured to a limited extent by an independent third-party. Scope 3, Category 2 Capital Goods was identified as the most carbon-intensive activity within Element's upstream value chain by a significant margin.

Requesting member

Medtronic PLC

Scope of emissions

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Category 2: Capital goods

Allocation level

Allocation level detail

Emissions in metric tonnes of CO₂e

2,941

Uncertainty (±%)

5

Major sources of emissions

Embodied emissions as a result of motor vehicle origination.

Verified

Yes

Allocation method

Other, please specify

Allocation based on revenue percentage

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

1,856,851

Unit for market value or quantity of goods/services supplied

Currency

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

In 2022, Element engaged an international greenhouse gas consultancy to calculate our 2022, 2021, and 2019 emissions. The emissions inventory was calculated in accordance with the Greenhouse Gas Protocol and assured to a limited extent by an independent third-party. Scope 3, Category 2 Capital Goods was identified as the most carbon-intensive activity within Element's upstream value chain by a significant margin.

Requesting member

MetLife, Inc.

Scope of emissions

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Category 2: Capital goods

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO₂e

88

Uncertainty (±%)

5

Major sources of emissions

Embodied emissions as a result of motor vehicle origination.

Verified

Yes

Allocation method

Other, please specify

Allocation based on revenue percentage

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

55,803

Unit for market value or quantity of goods/services supplied

Currency

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

In 2022, Element engaged an international greenhouse gas consultancy to calculate our 2022, 2021, and 2019 emissions. The emissions inventory was calculated in accordance with the Greenhouse Gas Protocol and assured to a limited extent by an independent third-party. Scope 3, Category 2 Capital Goods was identified as the most carbon-intensive activity within Element's upstream value chain by a significant margin.

Requesting member

Schlumberger Limited

Scope of emissions

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Category 2: Capital goods

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO₂e

11,712

Uncertainty (±%)

5

Major sources of emissions

Embodied emissions as a result of motor vehicle origination.

Verified

Yes

Allocation method

Other, please specify

Allocation based on revenue percentage

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

7,393,086

Unit for market value or quantity of goods/services supplied

Currency

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

In 2022, Element engaged an international greenhouse gas consultancy to calculate our 2022, 2021, and 2019 emissions. The emissions inventory was calculated in accordance with the Greenhouse Gas Protocol and assured to a limited extent by an independent third-party. Scope 3, Category 2 Capital Goods was identified as the most carbon-intensive activity within Element's upstream value chain by a significant margin.

Requesting member

TD Bank Group

Scope of emissions

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Category 2: Capital goods

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO₂e

817

Uncertainty (±%)

5

Major sources of emissions

Embodied emissions as a result of motor vehicle origination.

Verified

Yes

Allocation method

Other, please specify

Allocation based on revenue percentage

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

515,798

Unit for market value or quantity of goods/services supplied

Currency

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

In 2022, Element engaged an international greenhouse gas consultancy to calculate our 2022, 2021, and 2019 emissions. The emissions inventory was calculated in accordance with the Greenhouse Gas Protocol and assured to a limited extent by an independent third-party. Scope 3, Category 2 Capital Goods was identified as the most carbon-intensive activity within Element's upstream value chain by a significant margin.

Requesting member

Verizon Communications Inc.

Scope of emissions

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Category 2: Capital goods

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO₂e

8,088

Uncertainty (±%)

5

Major sources of emissions

Embodied emissions as a result of motor vehicle origination.

Verified

Yes

Allocation method

Other, please specify

Allocation based on revenue percentage

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

5,105,647

Unit for market value or quantity of goods/services supplied

Currency

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

In 2022, Element engaged an international greenhouse gas consultancy to calculate our 2022, 2021, and 2019 emissions. The emissions inventory was calculated in accordance with the Greenhouse Gas Protocol and assured to a limited extent by an independent third-party. Scope 3, Category 2 Capital Goods was identified as the most carbon-intensive activity within Element's upstream value chain by a significant margin.

Requesting member

Visteon

Scope of emissions

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Category 2: Capital goods

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO₂e

18

Uncertainty (±%)

5

Major sources of emissions

Embodied emissions as a result of motor vehicle origination.

Verified

Yes

Allocation method

Other, please specify

Allocation based on revenue percentage

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

11,330

Unit for market value or quantity of goods/services supplied

Currency

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

In 2022, Element engaged an international greenhouse gas consultancy to calculate our 2022, 2021, and 2019 emissions. The emissions inventory was calculated in accordance with the Greenhouse Gas Protocol and assured to a limited extent by an independent third-party. Scope 3, Category 2 Capital Goods was identified as the most carbon-intensive activity within Element's upstream value chain by a significant margin.

Requesting member

National Grid PLC

Scope of emissions

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Category 2: Capital goods

Allocation level

Company wide

Allocation level detail

Emissions in metric tonnes of CO₂e

18,680

Uncertainty (±%)

5

Major sources of emissions

Embodied emissions as a result of motor vehicle origination.

Verified

Yes

Allocation method

Other, please specify

Allocation based on revenue percentage

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

11,791,773

Unit for market value or quantity of goods/services supplied

Currency

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

In 2022, Element engaged an international greenhouse gas consultancy to calculate our 2022, 2021, and 2019 emissions. The emissions inventory was calculated in accordance with the Greenhouse Gas Protocol and assured to a limited extent by an independent third-party. Scope 3, Category 2 Capital Goods was identified as the most carbon-intensive activity within Element's upstream value chain by a significant margin.

SC1.2

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

Information above is derived based on percentage of Element's 2022 revenue (per Element's Q4 2022 Financial Statements) that the requested client comprises applied to the Scope 3, Category 2 emissions disclosed in Element's 2023 ESG Report "Progress that Matters" on page 36.

SC1.3

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

Allocation challenges	Please explain what would help you overcome these challenges
Other, please specify	

SC1.4

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

Yes

SC1.4a

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

Continuous improvement of organizational climate capabilities will assist in working towards Task Force on Climate-related Financial Disclosures alignment and furthering our understanding of climate-related risks and opportunities. Additionally, using the knowledge gained from our greenhouse gas inventory process we will begin scenario planning to inform the establishment of emission reduction targets.

SC2.1

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

SC2.2

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

No

SC4.1

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

No, I am not providing data

Submit your response

In which language are you submitting your response?

English

Please confirm how your response should be handled by CDP

	I understand that my response will be shared with all requesting stakeholders	Response permission
Please select your submission options	Yes	Public

Please confirm below