C0. Introduction

C0.1

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

Tofaş Türk Otomobil Fabrikası – whose shares are equally owned by Koç Holding and FCA - Fiat Chrysler Automobiles – was established in 1968 by Vehbi Koç -, who was the founder of Koç Holding. Bursa Plant of Tofaş – which began its production with Murat 124 model in 1971 – was established on a 735.170 square meter area in total, – 61.848 square meters of which was indoor area. – in the beginning. Today, Tofaş is operating on a total of 1 million square meters area, with 411.621 square meters of which is an indoor area.
Being the only automotive company in Turkey to manufacture both passenger cars and light commercial vehicles, Tofaş today produces Linea, Doblo, Egea (Tipo) and Fiorino models for Fiat. Besides, Tofaş also represents Alfa Romeo, Jeep, Lancia brands in Turkey as well as Fiat, and Ferrari and Maserati brands through its sub-company Fer Mas. The company owns Turkey's leading spare parts company Opar, which has recently signed a collaboration agreement with Magnetti Marelli. As part of the World Class Manufacturing (WCM) journey that began in 2006, we had managed to rank among one of the top three factories within FCA, reaching the "Golden Level" in 2013. We have continued to improve our production standards since then, and we increased our score to 81 as a result of the audit that took place in 2019 and achieved to be the company with the highest score among all automobile factories where WCM is applied. Tofaş comes to the forefront leads as one of the biggest manufacturer in Turkey with its 10.000 employees and annual production capacity of 450,000 units.
Carrying out the one-fourth of the automotive production and one-fifth of the automotive export in Turkey, Tofaş keeps creating added value with its qualified human resources, its cutting-edge technology, its competency in R&D field and its production capability. Initiating its R&D activities 20 years ago, Tofaş has now become one of the top 3 strategic production and R&D centers of Stellantis at a global scale. As one of Stellantis's foremost manufacturing and R&D centers, Tofaş creates added value for Turkey's economy, industry, and R&D know-how by undertaking important roles in its parent's global product-development projects. Being a global player with its R&D and production operations carried out for 5 brands at the global scale, Tofaş plays a leading role in the Turkish automotive sector with its R&D competencies.

We aim to ensure that the decisions we take by evaluating all our activities with a focus on our social and environmental responsibilities are compatible with our sustainability culture. With organizations such as Tofaş Environment and Energy Day and Go Tech, we aimed to support our suppliers in the field of sustainability. We supported the development of our dealers' employees with programs such as Sales and Service School carried out under Tofaş Academy, as well as with organizations such as Proudly Fiat, Discovery Days.
Tofaş is also the first automotive company listed in the Borsa Istanbul (BIST) Sustainability Index.

C0.2

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

Reporting year

Start date
January 1 2022

End date
December 31 2022

Indicate if you are providing emissions data for past reporting years
Yes

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

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

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

C0.3

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

C0.4

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

C0.5

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

Operational control

C-TO0.7/C-TS0.7

(C-TO0.7/C-TS0.7) For which transport modes will you be providing data?

Light Duty Vehicles (LDV)

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
No	<Not Applicable>

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
Chief Executive Officer (CEO)	Sustainability activities (including climate change) are reported to the Corporate Governance Committee and the Board of Directors is informed about sustainability activities. Therefore, the issue of sustainability is the responsibility of the Board of Directors and is monitored by its members. The risks and opportunities that may arise from climate change are evaluated. The results of the evaluation receive. Budget management is required for approved risks and opportunities. Deciding and finalizing where and how the resulting budget will be spent on climate change, which investments will be made. Between all these steps, the CEO's oversight and approval is required.

C1.1b

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

Frequency with which climate-related issues are a scheduled agenda item	Governance mechanisms into which climate-related issues are integrated	Scope of board-level oversight	Please explain
Scheduled – all meetings	Reviewing and guiding annual budgets Reviewing and guiding strategy Monitoring the implementation of a transition plan Monitoring progress towards corporate targets Reviewing and guiding the risk management process	<Not Applicable>	At Tofaş, we assume that creating a sustainable and value-generating management model is our top priority. At Tofaş, Sustainability Management subject, one of the six main pillars of our corporate risk management, is under the responsibility of the Early Detection of Risk and Risk Management Committee who meets twice a year. Activities are reported to the Corporate Governance Committee, and the Board of Directors is informed about sustainability efforts including climate change. Therefore, the operations conducted by executives, notably CEO, related directors, are coordinated by the Sustainability Working Group and reported to the given Board Committees.

C1.1d

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

	Board member(s) have competence on climate-related issues	Criteria used to assess competence of board member(s) on climate-related issues	Primary reason for no board-level competence on climate-related issues	Explain why your organization does not have at least one board member with competence on climate-related issues and any plans to address board-level competence in the future
Row 1	Yes	The CEO, who is also a member of the board of directors, is responsible for the management of climate-oriented issues, which are closely related to environmental and economic dynamics. In measuring individual performance, the principle of long-term sustainable improvement is taken into account, even outside the financial areas. In the wages determined according to the performance of the company; Among the principles that are taken into consideration when determining company targets are the sustainability of success and improvements compared to previous years.	<Not Applicable>	<Not Applicable>

C1.2

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

Position or committee
Chief Executive Officer (CEO)

Climate-related responsibilities of this position
Assessing climate-related risks and opportunities
Managing climate-related risks and opportunities

Coverage of responsibilities
<Not Applicable>

Reporting line
Reports to the board directly

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

Please explain
Sustainability activities, including climate change, are reported to the Corporate Governance Committee, and the Board of Directors is regularly informed about these activities. Consequently, the responsibility for sustainability lies with the Board of Directors, and its members actively monitor these initiatives. Risks and opportunities stemming from climate change are carefully evaluated, and the outcomes of these assessments are duly considered. Budget management is essential for addressing approved risks and pursuing opportunities.
Decisions regarding the allocation of the resulting budget for climate change and the identification of specific investments are made through a series of steps that require oversight and approval from the CEO. The CEO, who also serves as a member of the Board of Directors, bears the responsibility for managing climate-related issues, which are closely intertwined with environmental and economic dynamics.
In assessing individual performance, the principle of long-term sustainable improvement is taken into account, extending beyond financial metrics. In determining remuneration based on company performance, sustainability of success and progress compared to previous years are among the guiding principles.

C1.3

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

	Provide incentives for the management of climate-related issues	Comment
Row 1	Yes	

C1.3a

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

Entitled to incentive
All employees

Type of incentive
Monetary reward

Incentive(s)
Promotion

Performance indicator(s)
Achievement of climate transition plan KPI
Progress towards a climate-related target
Achievement of a climate-related target

Incentive plan(s) this incentive is linked to
Both Short-Term and Long-Term Incentive Plan

Further details of incentive(s)
Number of proposals and improvement actions (Kaizen) related with energy efficiency and GHG reduction within Tofas Proposal System. Tofas applies an Awarding System as well to promote and deploy the improvement actions to all employee.

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan
With the incentives promised to the employees, it is aimed to change the approach of the employees towards climate risks and to raise their awareness. In addition, it is expected that it will be a preliminary step to increase the performance of the employees by increasing their seriousness on this issue. As Tofaş, it is important for us to share this happiness with our employees for every positive step we take regarding climate change and to adopt our goals individually.

Entitled to incentive
Management group

Type of incentive
Monetary reward

Incentive(s)
Promotion

Performance indicator(s)
Achievement of climate transition plan KPI
Progress towards a climate-related target
Achievement of a climate-related target

Incentive plan(s) this incentive is linked to
Both Short-Term and Long-Term Incentive Plan

Further details of incentive(s)
As Tofaş, we reward our employees for every goal achieved or approached to achieve during the year for climate change. Positive effects on the parameters included in our KPI values such as energy efficiency, consumption values, emission amount are also subject to reward by us.

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan
With the incentives promised to the employees, it is aimed to change the approach of the employees towards climate risks and to raise their awareness. In addition, it is expected that it will be a preliminary step to increase the performance of the employees by increasing their seriousness on this issue. As Tofaş, it is important for us to share this happiness with our employees for every positive step we take regarding climate change and to adopt our goals individually.

Entitled to incentive
Facilities manager

Type of incentive
Monetary reward

Incentive(s)
Promotion

Performance indicator(s)
Achievement of climate transition plan KPI
Progress towards a climate-related target
Achievement of a climate-related target

Incentive plan(s) this incentive is linked to
Both Short-Term and Long-Term Incentive Plan

Further details of incentive(s)
As Tofaş, we reward our employees for every goal achieved or approached to achieve during the year for climate change. Positive effects on the parameters included in our KPI values such as energy efficiency, consumption values, emission amount are also subject to reward by us.

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan
With the incentives promised to the employees, it is aimed to change the approach of the employees towards climate risks and to raise their awareness. In addition, it is expected that it will be a preliminary step to increase the performance of the employees by increasing their seriousness on this issue. As Tofaş, it is important for us to share this happiness with our employees for every positive step we take regarding climate change and to adopt our goals individually.

Entitled to incentive
Environmental, health, and safety manager

Type of incentive
Monetary reward

Incentive(s)
Promotion

Performance indicator(s)
Achievement of climate transition plan KPI
Progress towards a climate-related target
Achievement of a climate-related target

Incentive plan(s) this incentive is linked to
Both Short-Term and Long-Term Incentive Plan

Further details of incentive(s)
As Tofaş, we reward our employees for every goal achieved or approached to achieve during the year for climate change. Positive effects on the parameters included in our KPI values such as energy efficiency, consumption values, emission amount are also subject to reward by us.

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan
With the incentives promised to the employees, it is aimed to change the approach of the employees towards climate risks and to raise their awareness. In addition, it is expected that it will be a preliminary step to increase the performance of the employees by increasing their seriousness on this issue. As Tofaş, it is important for us to share this happiness with our employees for every positive step we take regarding climate change and to adopt our goals individually.

Entitled to incentive
Energy manager

Type of incentive
Monetary reward

Incentive(s)
Promotion

Performance indicator(s)
Achievement of climate transition plan KPI
Progress towards a climate-related target
Achievement of a climate-related target

Incentive plan(s) this incentive is linked to
Both Short-Term and Long-Term Incentive Plan

Further details of incentive(s)
As Tofaş, we reward our employees for every goal achieved or approached to achieve during the year for climate change. Positive effects on the parameters included in our KPI values such as energy efficiency, consumption values, emission amount are also subject to reward by us.

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan
With the incentives promised to the employees, it is aimed to change the approach of the employees towards climate risks and to raise their awareness. In addition, it is expected that it will be a preliminary step to increase the performance of the employees by increasing their seriousness on this issue. As Tofaş, it is important for us to share this happiness with our employees for every positive step we take regarding climate change and to adopt our goals individually.

C2. Risks and opportunities

C2.1

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

C2.1a

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

	From (years)	To (years)	Comment
Short-term	0	2	
Medium-term	2	5	
Long-term	5	10	

C2.1b

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

In Tofaş,Risk Management System is an integrated multi-disciplinary process and risk management processes are under the responsibility of the Board of Directors.

Risk management in Tofaş is organized in accordance with the applicable legislation and directly reported to the board of directors; basics of the policy are “protection of company assets and their values”, “provision of commercial, financial and operational reliability” and “ a sustainable corporate risk management.”
Basic risks which Tofas may be exposed to are defined and monitored under six basic categories namely strategic, operational, financial, compatibility and external and sustainability risks.
Board of Directors manages the estimations and actions regarding financial, commercial and operational risks through Early Detection of Risk and Risk Management Committee (EDR & RMC).
Assessment revealed various types of risk related to climate change, which include risks concerning regulations, consumer preferences for eco-sustainable products and increase in energy costs. Tofas has demonstrated continuous appropriate management of these risks through the most effective tools, gearing research and investments toward products with an ever decreasing environmental impact, promoting low-emission vehicles, improving sales force skills to convey the benefits of the ecological features of our vehicles to customers, adopting efficiency projects for reducing our energy consumption in manufacturing.

The risk assessment process starts with the classification of the likelihood of occurrence and the potential impact on profitability, business continuity and reputation (or a combination of these elements). These elements, analysed jointly, determine the significance of the risks and their prioritization. For events that exceed a predetermined significance threshold, existing measures are analysed and future containment measures, action plans and individuals responsible identified.

According to Tofaş’s risk assessment methodology; the risks are scored considering financial, reputation, production, operational, human and legal impacts and the max score is defined as risk assessment score. All risks are evaluated according to impact and likelihood and time frame. As a result of calculation if score is less than 6 we define the risk as acceptable. Other classifications are medium risk (6<score<12) and high (12<score<16). If there is a reputation issue or legal risk, potential risk is defined as "High" at any case. For scoring financial impact, risk can be defined as an appropriate level of financial loss that does not have a significant impact on the company. Less than 1 000 000 Euro is not considered as substantive financial impact.

If there is a reputation issue or legal risk, potential risk is defined as "High".

CC risks and opportunities are being assessed and audited annually by the internal and external integrated systems’ (ISO 14001&50001&14064-1) audit experts in site audits.
Risk management is also a part of the annual target spread and performance evaluation system. We attach importance to the implementation and dissemination of internationally recognized principles and steps on risk management. We follow our risk management processes within the scope of our 5-step methodology. 1-Risk identification 2- Risk measurement 3- Risk assessment 4-Risk reduction or transfer 5-Continuous monitoring of risks

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
For all value chain stages , we use our defined risk assessment methodology using the likelihood of occurrence and the potential impact on profitability, business continuity and reputation (or a combination of these elements). All risks are evaluated according to impact and likelihood and time frame. As a result of calculation if score is less than 6 we define the risk as acceptable. Other classifications are medium risk (6<score<12) and high (12<score<16). If a score is higher than 12, that means we need to take actions immediately. Actions are planned also according to time frame of potential impacts. If a potential impact will be effective less than 2 years , actions and budgeting are planned with priority. Also, if there is a reputation risk or legal risk , actions and budgeting are planned with priority. For example, one of our spesific risk drivers is fuel economy and greenhouse gas regulations. We pursue compliance with these main subjects. To provide 100% legal compliance and getting ready for the future regulations, our studies on reducing emissions consist of 21 percent of our R&D activities. In 2018 we completed to conversion of all our vehicles filled with new type cooling gas which has 1000 times less CO_2 emission factor than R134a before legislation operating in Turkey.
We consider our direct suppliers as one of most important value chain member . So we managing another risk management assessment process to our direct suppliers. Annualy, we send a questionnarie including questions about their environmental performance risk management situation in due dilligance logic. We analyse responds on a risk assessment matrix (according to impact and likelihood) considering production continuity and legal impacts. In 2019 , direct suppliers selected according the results. We operated site audits and also method improvement to decrease their risk scores. We planned short-middle and long term action plans and as a result of short term actions , risk scores are decreased approximately 20% already.

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

In preparation for its own TCFD aligned reporting, Tofaş worked with Trucost ESG Analysis (S&P Global) for addressing climate-related risks in line with TCFD recommendations, as well as opportunities to improve disclosure to address identified gaps, allowing Tofaş to improve its disclosure. . The scope of our assessment covers the following modules of analysis:
Transition Risk: Policy Risk Exposure
Transition Risk: Market Risk Exposure
Transition Risk: Reputation Risk Exposure
Transition Risk: Technology Risk Exposure
Physical Risk
In order to assess exposure to climate-related policy risk, Trucost has assembled a database of publically available information on current carbon prices across over 100 geographies. The database includes information on prices and sector coverage (the proportion of sector emissions covered by the policy) for emissions trading schemes, carbon taxes and fuel taxes in each geography.
The methodology for measuring carbon pricing is comprised of the following key components:
Carbon Price Data: A database of current carbon taxes, emissions trading schemes and fuel taxes in over 100 geographies.
Carbon Price Scenarios: Potential future carbon price trajectories informed by published research and climate change modelling.
Revenue, Expenditure and Emissions Projections: Projections of revenue, operating expenditure and greenhouse gas emissions for future years based on assumptions concerning future growth.
Pass Through Modelling: Modelling of the pass-through of rising carbon prices to a company from its suppliers.
Analysis Tools: Analysis designed to draw insights on the impact of rising carbon prices on company financial performance.

The Trucost Carbon Pricing Scenarios include three future carbon price scenarios based on published research and Trucost analysis:
High Carbon Price Scenario: This scenario represents the implementation of policies that are considered sufficient to reduce greenhouse gas emissions in line with the goal of limiting climate change to 2°C by 2100. This scenario is based on research by OECD and IEA (2017).
Moderate Carbon Price Scenario: This scenario assumes that policies will be implemented to reduce greenhouse gas emissions and limit climate change to 2°C in the long term, but with action delayed in the short term. This scenario draws on research by OECD and IEA along with assessments of the sufficiency of country Nationally Determined Contributions by Climate Action Tracker by Ecofys, Climate Analytics and New Climate Team. Countries with Nationally Determined Contributions that are not aligned to the 2°C goal in the short term are assumed to increase their climate mitigation efforts in the medium and long term.
Low Price Scenario: This scenario represents the full implementation of country Nationally Determined Contributions under the Paris Agreement, based on research by OECD and IEA (2017). Prices in this scenario are considered likely to be insufficient to achieve the goals of the Paris Agreement.
The TCFD identifies changes in revenue mix and sources, resulting in decreased revenues, as an example of climate-related market risk.
While the ways in which markets could be affected by climate change are varied and complex, one of the major ways is through shifts in supply and demand for certain commodities, products, and services as climate-related risks and opportunities are increasingly taken into account.
As a measure of market risk exposure, Trucost has calculated the increased carbon pricing risk associated with Tofas' suppliers under different carbon pricing scenarios. Trucost has also calculated the market risk using a metric 'EBITDA at Risk'. The metric EBITDA at Risk allows us to calculate forward-looking estimates of the financial risk of Tofas' suppliers and assesses the potential impact to a companies' earnings today if companies had to pay a future price for their greenhouse gas emissions.
Tofas' suppliers, if faced with increased carbon taxes (e.g. on diesel fuel use), may seek to pass these increases on via higher priced products. This assessment, therefore, allows Tofas to identify upstream parts of the value chain that are subjected to carbon pricing risks under a 2ºC scenario, and help to identify ways of reducing exposure to these risks over time by exerting influence over its suppliers and encouraging its suppliers to reduce their own GHG emissions.
The TCFD identifies increased stakeholder concern or negative stakeholder feedback as an example of climate-related reputation risk. The higher the overall reputation risk exposure facing a company, the more likely it is to face challenges regarding talent attraction and retention, long-term customer relationships, license to operate and access to capital. Tofaş have been assessed based on:
The company's GICS Industry Group Impact Classification (high, medium or low)*
The company's carbon intensity decile ranking relative to the GICS subsidiary sub-industry group.
The company's Paris Alignment, based on an assessment of its GHG Transition Pathway
To do physical analysis, we're using asset level data. We're taking the latitude and longitude coordinates of the particular facilities in question. We're then mapping those facilities to a range of different climate change hazards that there are seven in total. we're looking at water stress, flooding, heat waves, cold waves, hurricanes, wildfires, and sea level rise.
Once we've done that overlay, we're in a position to then quantify the level of exposure at a facility level. And this then feeds into the corporate or the aggregated physical risk scores.
We're incorporating scenario analysis into our assessment of physical risk exposure as well.
We have a high, moderate and low climate change scenario and what differentiates these scenarios are the implied temperature pathways. In a low climate change scenario we are looking at 2 degrees of warming by the end of the century, in a moderate scenario, it's in excess of two degrees - between 2 and 4 degrees, and then in the high scenario it's in excess of 4 degrees by the end of the century.
The time horizon is identical to the transition risk analysis, particularly market risk and policy risk pieces, so looking up to 2050.

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	Our company is all in comply with the current related regulations. This topic closely monitored for the current and possible future regulations. Current regulations directly related with the company operations. Every year approximately 200K euro is budgeted regulary in order to current legal compliance.
Emerging regulation	Relevant, always included	Emerging regulations directly related with the company operations. Emerging laws, regulations and governmental policies' relevance regarding increased fuel economy requirements and reduced greenhouse gas emissions, have a significant effect on how we do business. Additional costs/investment as well as significant management resources, vehicle engineering and design attention could be required to maintain compliance with emerging regulatory restrictions related to climate change.
Technology	Relevant, always included	Technological changes directly related with the company operations. Particularly trends in automotive industry new technologies are closely followed. For instance, in view of the transition to a lower-carbon and energy-efficient economic system, increased research focus on autonomous driving technology;we continued our research projects in technology fields, to which we give strategic priority, in 2020, both within the company and within the framework of university-industry collaborations.Tofaş worked with 12 supplier companies in 2020 on design development projects supported by TÜBİTAK and H2020. Also, The studies for the "Fiat Yol Arkadaşım Connect" (FYA Connect) Project, which was developed within Tofaş as the first remote access technology in its class, were completed in 2018, and the current number of users of FYA Connect has reached 20.000. With the improvements in 2019, FYA Connect is now applicable to all models produced by Tofaş.
Legal	Not relevant, included	We do not expect any conflict in future on this material aspect.
Market	Relevant, always included	Customer behavior changes directly related with the company operations. Risks associated with this change in customer expectations/needs and resulting demand are relevant as delays in the development of new technology for electrification as well as in the progress of new technology compared to competitors may result in the inability to create and sell profitable products that meet regulatory requirements. We also aim to provide our customers with new mobility solutions that fit their changing needs. Ever-changing trends and the developing technology throughout the world come up with new mobility needs for individuals, including our customers. At Tofaş, we develop technologies and solutions to ensure freedom of travel and to satisfy various mobility needs through sustainable methods. Another area we are working in within the scope of our mobility solutions is the development of alternative fuel vehicles. Accordingly, we are closely following the electric vehicle technologies around the world. We are carrying out studies aimed at integrating these technologies with the innovative solutions and applications developed and aimed at performing the local production of electric vehicle systems and components. We also support FCA's efforts to expand the use of alternative fuel systems such as those using natural gas and biofuels. Our hybrid vehicles entered the market in 2022, and we aim to increase the number of hybrid vehicles in the market in the coming years.
Reputation	Relevant, sometimes included	We do not expect any conflict in future on this material aspect.
Acute physical	Relevant, always included	The main risk identified as flooding. Nilufer River which is 500 meters away from Tofas.
Chronic physical	Not relevant, included	We do not expect any conflict in future on this material aspect.

C2.3

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

Yes

C2.3a

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

Identifier

Risk 1

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Current regulation	Mandates on and regulation of existing products and services

Primary potential financial impact

Increased direct costs

Climate risk type mapped to traditional financial services industry risk classification

<Not Applicable>

Company-specific description

Laws, regulations and governmental policies, including those regarding increased fuel efficiency requirements and reduced greenhouse gas and tailpipe emissions, have a significant effect on how we do business.

Time horizon

Medium-term

Likelihood

More likely than not

Magnitude of impact

Low

Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

Potential financial impact figure (currency)

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

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

Explanation of financial impact figure
Estimated theoretical cost according to sales (in case of non compliance). The actual fine will be based on the number of vehicles sold, fleet composition and CO2 grams per km, and cannot be stated with certainty at the time of this questionnaire submission. Although, in Turkey there is not a spesific regulation which define a penalty directly related to CO2 emissions. So the potential financial impact couldn't be calculated.

Cost of response to risk

Description of response and explanation of cost calculation
In order to minimize this risk , our R&D budget allocated to Climate change activities. In order to comply with CO2, polluting emissions and fuel economy regulations, Tofas as a part of Fiat Group is working to: -optimize the environmental performance of conventional engines -increase use of Compressed Natural Gas (CNG) -reduce vehicle energy demand (e.g. weight reduction and aerodynamic improvements) -design systems to cut emissions (e.g. Start and Stop) -engage and raise awareness of customers (e.g. eco:Drive). Developing the first electric light commercial vehicle in Turkey, Tofaş closely follows electric vehicle technologies in the world. Activities performed within this framework are being carried out with the objective of enabling local production of electric vehicle systems and components by integrating developed innovative solutions/ applications and these technologies. Conscious of such issues as fuel consumption, exhaust emission and the environment impact of lowering the total weight of vehicles, Tofaş carries out intensive activities in this field. Activities conducted in this field focus on high-strength/light material technologies and hybrid solutions, as well as light design solutions based on section and topology optimization.

Comment

Identifier
Risk 2

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

Risk type & Primary climate-related risk driver

Market	Changing customer behavior

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

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

Company-specific description
The risk might be caused by a heavy and unexpected increase in demand for low CO2 emission vehicles.

Time horizon
Long-term

Likelihood
Likely

Magnitude of impact
Low

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

Potential financial impact figure (currency)

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

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

Explanation of financial impact figure
The main financial implications of this risk are represented by the loss of potential sales due to temporary unavailability of the vehicles requested by the market. As a result of market search, we observed that there is a potential risk to lose market share approximately 2,5%. Financial impact is calculated taking this ratio in to account.

Cost of response to risk

Description of response and explanation of cost calculation
Awareness is raising about the climate change, as a result of which automobile industry's mobility solutions focus more and more on low-emission vehicles. Acting as a counterpart in these works, we, as Tofaş, see this topic as one of the most significant areas of development. In order to properly manage this risk, Tofas on one hand conducts consumer analyses to identify new market trends, and on the other hand, seeks a positive collaboration with unions and employee representatives in order to ensure production flexibility. Tofas continually monitors market share and consumer demand evolution, analysing any possible future scenarios and their financial impact. Specific analyses are conducted on: consumer attitude towards ecological cars, price elasticity, market penetration, reputation index, etc. Developing the first electric light commercial vehicle in Turkey, Tofaş closely follows electric vehicle technologies in the world. Activities performed within this framework are being carried out with the objective of enabling local production of electric vehicle systems and components by integrating developed innovative solutions/ applications and these technologies. Our hybrid vehicles entered the market in 2022, and we aim to increase the number of hybrid vehicles in the market in the coming years.

Comment

Identifier
Risk 3

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

Risk type & Primary climate-related risk driver

Emerging regulation	Carbon pricing mechanisms

Primary potential financial impact
Increased direct costs

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

Company-specific description
Turkish Emissions Trading System (ETS) will launch in 2024.

Time horizon
Short-term

Likelihood
Very likely

Magnitude of impact
Medium-high

Are you able to provide a potential financial impact figure?
Yes, an estimated range

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
512310

Potential financial impact figure – maximum (currency)
2561550

Explanation of financial impact figure
The carbon pricing represents the range of carbon tax that Tofaş is obligated to pay on the emitted emission values. The calculations are based on the 2022 current emission values and the EU ETS carbon price. After the implementation of the ETS, the pricing may be closer to the maximum or minimum. However, the expected carbon taxation lies within this range of two values.

Cost of response to risk
1536000

Description of response and explanation of cost calculation
After the implementation of TR ETS, free allocation will be granted to production facilities based on their current emissions, proportionate to their emission values. The remaining emissions beyond the free allocation will contribute to the total carbon tax when multiplied by the carbon price. It is expected that approximately 90% to 50% of emissions will fall within the free allocation range. Consequently, it is anticipated that the fee to be paid will be between 10% and 50% of the emissions. The calculations are based on multiplying the emission values at the maximum and minimum points of this range by the carbon price.

Comment

C2.4

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

C2.4a

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

Identifier
Opp1

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

Opportunity type
Resource efficiency

Primary climate-related opportunity driver
Use of more efficient production and distribution processes

Primary potential financial impact
Reduced indirect (operating) costs

Company-specific description
Energy saving projects that Tofas is implementing in line with World Class Manufacturing (one of the highest standards in manufacturing globally) a structured production system that promotes sustainable, systematic improvements aimed to eliminate losses. Furthermore, any reduction in energy consumption achieved following the implementation of such projects contributes to the reduction of operating costs and provide legal compliance.

Time horizon
Short-term

Likelihood
More likely than not

Magnitude of impact
Medium

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

Potential financial impact figure (currency)
2400000

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

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

Explanation of financial impact figure
Financial impact of these opportunities is mainly linked to the reduction in energy expenses and other costs that could be achieved as a direct consequence of energy efficiency initiatives implemented during the year. In 2022, Tofas realised 115,055 GJ of total energy efficiency and €2,400,000 saving.

Cost to realize opportunity
990000

Strategy to realize opportunity and explanation of cost calculation
Tofas has implemented ISO 50001 Energy Management System and also apply World Class Manufacturing Energy Pillar tools to reduce energy consumption. All improvement activities (Kaizens) are tracked in Matrices by Energy Pillar Team and Cost Deployment Pillar Team (Finance Dept.) to evaluate the effects to financial results.

Comment

Identifier
Opp2

Where in the value chain does the opportunity occur?
Downstream

Opportunity type
Products and services

Primary climate-related opportunity driver
Development and/or expansion of low emission goods and services

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

Company-specific description
Institutions are working on initiatives to promote the development and circulation of environmentally-friendly vehicles through research programs and fiscal measures (taxation/ targeted incentives) aiming to stimulate the market of low environmental impact vehicles. Considering Fiat Group's long standing attention to the environment and its recognized leadership in CO2 emissions in Europe. Climate change is generating new market opportunities, based on growing environmental consciousness among consumers.This driver could determine new commercial opportunities for also Tofaş. Accordingly, we are closely following the electric vehicle technologies around the world. We are carrying out studies aimed at integrating these technologies with the innovative solutions and applications developed and aimed at performing the local production of electric vehicle systems and components. We also support FCA's efforts to expand the use of alternative fuel systems such as those using natural gas and biofuels. In addition to reducing the level of emission from vehicles, we also reduce the amount of raw materials used in manufacturing without compromising the safety of the vehicle, thus ensuring more efficient resource utilization and less waste generation.

Time horizon
Short-term

Likelihood
More likely than not

Magnitude of impact
Medium

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

Potential financial impact figure (currency)
108375000

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

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

Explanation of financial impact figure
2.89% of the total production is classfied as low-carbon product for 2022 is generated from low-carbon products. This value is calculated by taking 2.89% of the 2022 revenue.

Cost to realize opportunity
370000000

Strategy to realize opportunity and explanation of cost calculation
Tofas's attention to the environment is not occasional but is a core value on which the company has based its strategic choices over the years. We accelerated the production of CNG and hybrid vehicles in 2022. These products, classified as low carbon, had a production of 3,800 units last year, but this reporting year, this quantity has been increased up to double.

Comment

C3. Business Strategy

C3.1

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

Row 1

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

Publicly available climate transition plan
Yes

Mechanism by which feedback is collected from shareholders on your climate transition plan
Our climate transition plan is voted on at Annual General Meetings (AGMs)

Description of feedback mechanism
<Not Applicable>

Frequency of feedback collection
<Not Applicable>

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

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

Explain why climate-related risks and opportunities have not influenced your strategy
<Not Applicable>

C3.2

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

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

C3.2a

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

Climate-related scenario	Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Transition scenarios: IEA 2DS	Company-wide	<Not Applicable>	TOFAŞ has signed "The 2˚C Challenge Communique" which is an international business statement calling for global policies and actions to tackle climate change.
Physical climate scenarios: RCP 2.6	Company-wide	<Not Applicable>	Aggressive mitigation actions to halve emissions by 2050. This scenario is likely to result in warming of less than 2 degree Celsius by 2100. To do this analysis, we're using asset level data.In a low climate change scenario we are looking at 2 degrees of warming by the end of the century, in a moderate scenario, it's in excess of two degrees - between 2 and 4 degrees, and then in the high scenario it's in excess of 4 degrees by the end of the century. The time horizon is identical to the transition risk analysis, particularly market risk and policy risk pieces, so looking up to 2050. We're taking the latitude and longitude coordinates of the particular facilities in question. We're then mapping those facilities to a range of different climate change hazards that there are seven in total. Once we've done that overlay, we're in a position to then quantify the level of exposure at a facility level. And this then feeds into the corporate or the aggregated physical risk scores. For asessement; we're looking at water stress, flooding, heat waves, cold waves, hurricanes, wildfires, and sea level rise.

C3.2b

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

Row 1

Focal questions

What possible future developments need to be probed?
How transitioning to a lower-carbon economy may effect Tofaş according to policy, legal, technology, and market changes?
Which physical risks we have?

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

For policy risk exposure we use three different scenarios : High Carbon Price Scenario: This scenario represents the implementation of policies that are considered sufficient to reduce greenhouse gas emissions in line with the goal of limiting climate change to 2°C by 2100. This scenario is based on research by OECD and IEA (2017).
Moderate Carbon Price Scenario: This scenario assumes that policies will be implemented to reduce greenhouse gas emissions and limit climate change to 2°C in the long term, but with action delayed in the short term. This scenario draws on research by OECD and IEA along with assessments of the sufficiency of country Nationally Determined Contributions by Climate Action Tracker by Ecofys, Climate Analytics and New Climate Team. Countries with Nationally Determined Contributions that are not aligned to the 2°C goal in the short term are assumed to increase their climate mitigation efforts in the medium and long term.
Low Price Scenario: This scenario represents the full implementation of country Nationally Determined Contributions under the Paris Agreement, based on research by OECD and IEA (2017). Prices in this scenario are considered likely to be insufficient to achieve the goals of the Paris Agreement.
By 2030, Tofaş could be exposed to an annual carbon pricing risk of between $1.6 million up to $5.6 million for Scope 1. by 2050, the carbon pricing risk exposure could vary from 37.1 to 127.2 million U.S. dollars. This risk is increasing because carbon prices are increasing under these different scenarios.
For phsical risk exposure we use three different scenarios: High Climate Change Scenario (RCP 8.5): Continuation of business as usual with emissions at current rates. This scenario is expected to result in warming in excess of 4 degrees Celsius by 2100.
Moderate Climate Change Scenario (RCP 4.5): Strong mitigation actions to reduce emissions to half of current levels by 2080. This scenario is more likely than not to result in warming in excess of 2 degrees Celsius by 2100.
Low Climate Change Scenario (RCP 2.6): Aggressive mitigation actions to halve emissions by 2050. This scenario is likely to result in warming of less than 2 degree Celsius by 2100.
Tofaş's score is 59/100 for moderate scenario.

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	The risk for the company is to pay penalties and market loss in the event the regulation requirements are not met. In the European Union new CO2 emission regulations require CO2 reductions, ranging from 30-50 percent untill 2030 As a part of FCA Group, Tofas exports passenger cars and LCVs to EU under FCA's sales and distribution network, and therefore, Tofas' products are contributed to total FCA plants fleet averages with respect to product emissions regulations.
Supply chain and/or value chain	Yes	Although we have not experienced any major loss of production as a result of material or parts shortages in recent years, we are at risk of production delays and lost production should any supplier fail to deliver goods and services on time. Furthermore, we continuously monitor supplier performance according to key metrics such as part quality, delivery, performance, financial solvency and sustainability.
Investment in R&D	Yes	With the gradually increasing importance of climate change, the share of the development of low-emission vehicles under FCA within mobility solutions is increasing. As Tofaş, we support these studies and consider this issue as an area that requires continuous improvement. The total investments for the design and test infrastructure made at Tofaş R&D center in the areas of vehicle concept, style, body, interior design, suspension, engine, emission, vibration and acoustics exceeded 49 million Euros. Tofaş R&D Center has increased the number of its EU supported research projects to 23 and has worked with more than 200 international project partners within the scope of these projects. Tofaş R&D Center aims to increase the number of patent applications every year with new projects and innovative ideas that provide added value. As a result of its innovative studies, Tofaş R&D Center made 45 patent applications within the country and 17 patent applications in the international arena.
Operations	Yes	Any future restrictive legislation on energy purchases or GHG emissions are mainly related to increase in the cost of operations. Non-compliance with regulations generates risks in terms of reduced volumes of export which may effect the profitability of the business.

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 Indirect costs Access to capital Assets	We work on solutions in our manufacturing processes that enable further reductions in our energy consumption, with a particular focus on decreasing the use of fossil fuels. Over time, these solutions have generated significant savings in energy-related costs.In 2022, Tofas realised 115055 GJ of total energy efficiency and €2,000,000 saving. Also , according to our green procurement strategy, energy efficient machines and facilities are chosen at first place. Risk and opportunity management processes increase our credility score and creates an opportunity to collabrate investment banks. So the environmental studies make more easy to access to capital. Climate change will further alter the magnitude and frequency of natural hazards and can threaten our physical assets and business continuity. Our risk management policy strongly focused on loss prevention and mitigation to help prevent property damage that could result in interruptions to our business. According to risk assessment annual investment and maintenance budget arranges in order to decrease risk score.

C3.5

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

	Identification of spending/revenue that is aligned with your organization's climate transition	Indicate the level at which you identify the alignment of your spending/revenue with a sustainable finance taxonomy
Row 1	Yes, we identify alignment with our climate transition plan	<Not Applicable>

C3.5a

(C3.5a) Quantify the percentage share of your spending/revenue that is aligned with your organization's climate transition.

Financial Metric
CAPEX

Type of alignment being reported for this financial metric
Alignment with our climate transition plan

Taxonomy under which information is being reported
<Not Applicable>

Objective under which alignment is being reported
<Not Applicable>

Amount of selected financial metric that is aligned in the reporting year (unit currency as selected in C0.4)
150717953

Percentage share of selected financial metric aligned in the reporting year (%)
4

Percentage share of selected financial metric planned to align in 2025 (%)
7

Percentage share of selected financial metric planned to align in 2030 (%)
10

Describe the methodology used to identify spending/revenue that is aligned
While budgeting, scenario adaptation projects are followed in a separate category and reviewed at monthly meetings.

C4. Targets and performance

C4.1

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

C4.1a

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

Target reference number
Abs 1

Is this a science-based target?
No, but we anticipate setting one in the next two years

Target ambition
<Not Applicable>

Year target was set
2021

Target coverage
Company-wide

Scope(s)
Scope 1
Scope 2

Scope 2 accounting method
Location-based

Scope 3 category(ies)
<Not Applicable>

Base year
2021

Base year Scope 1 emissions covered by target (metric tons CO2e)
55191

Base year Scope 2 emissions covered by target (metric tons CO2e)
47726

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)
<Not Applicable>

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

Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 10: Processing of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 14: Franchises emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 15: Investments emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (upstream) emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (downstream) emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year total Scope 3 emissions covered by target (metric tons CO2e)
<Not Applicable>

Total base year emissions covered by target in all selected Scopes (metric tons CO2e)
102917

Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1
100

Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2
100

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 2: Capital goods emissions covered by target as % of total base year emissions in Scope 3, Category 2: Capital goods (metric tons CO2e)
<Not Applicable>

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

Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target as % of total base year emissions in Scope 3, Category 5: Waste generated in operations (metric tons CO2e)
<Not Applicable>

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

<Not Applicable>

Base year Scope 3, Category 7: Employee commuting covered by target as % of total base year emissions in Scope 3, Category 7: Employee commuting (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 8: Upstream leased assets (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target as % of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 10: Processing of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 10: Processing of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 13: Downstream leased assets (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 14: Franchises emissions covered by target as % of total base year emissions in Scope 3, Category 14: Franchises (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 15: Investments emissions covered by target as % of total base year emissions in Scope 3, Category 15: Investments (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (upstream) emissions covered by target as % of total base year emissions in Scope 3, Other (upstream) (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (downstream) emissions covered by target as % of total base year emissions in Scope 3, Other (downstream) (metric tons CO2e)
<Not Applicable>

Base year total Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)
<Not Applicable>

Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes
100

Target year
2030

Targeted reduction from base year (%)
50

Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]
51458.5

Scope 1 emissions in reporting year covered by target (metric tons CO2e)
38827

Scope 2 emissions in reporting year covered by target (metric tons CO2e)
46558

Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

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

Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 8: Upstream leased assets emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 9: Downstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 10: Processing of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 12: End-of-life treatment of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 13: Downstream leased assets emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 14: Franchises emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 15: Investments emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Other (upstream) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Other (downstream) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Total Scope 3 emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)
85385

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

% of target achieved relative to base year [auto-calculated]
34.0701730520711

Target status in reporting year
Underway

Please explain target coverage and identify any exclusions
2022 consumption values have been reduced. In particular, the fuel types evaluated under scope-1 were reduced in consumption of natural gas, diesel and gasoline. In addition, with the reduction in fugitive emissions, scope-1 emissions, which were 55,191 tons of CO2e in the base year 2021, were reduced to 38,827 tons of CO2 in 2022.

Plan for achieving target, and progress made to the end of the reporting year
Our studies and plans on energy efficiency continue. We have new projects implemented this year; We have reduced our GHG emissions with projects such as solar panels and waste heat use. We plan to reach our emission targets by increasing the number of active projects in the coming years.

List the emissions reduction initiatives which contributed most to achieving this target
<Not Applicable>

C4.1b

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

Target reference number
Int 1

Is this a science-based target?
No, but we anticipate setting one in the next two years

Target ambition
<Not Applicable>

Year target was set
2011

Target coverage
Company-wide

Scope(s)
Scope 1
Scope 2

Scope 2 accounting method
Location-based

Scope 3 category(ies)
<Not Applicable>

Intensity metric
Metric tons CO2e per unit of production

Base year
2021

Intensity figure in base year for Scope 1 (metric tons CO2e per unit of activity)
0.209

Intensity figure in base year for Scope 2 (metric tons CO2e per unit of activity)
0.18

Intensity figure in base year for Scope 3, Category 1: Purchased goods and services (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 2: Capital goods (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 5: Waste generated in operations (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 6: Business travel (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 7: Employee commuting (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 8: Upstream leased assets (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 10: Processing of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 11: Use of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 13: Downstream leased assets (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 14: Franchises (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 15: Investments (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Other (upstream) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Other (downstream) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for total Scope 3 (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for all selected Scopes (metric tons CO2e per unit of activity)
0.39

% of total base year emissions in Scope 1 covered by this Scope 1 intensity figure
100

% of total base year emissions in Scope 2 covered by this Scope 2 intensity figure
100

% of total base year emissions in Scope 3, Category 1: Purchased goods and services covered by this Scope 3, Category 1: Purchased goods and services intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 2: Capital goods covered by this Scope 3, Category 2: Capital goods intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) covered by this Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution covered by this Scope 3, Category 4: Upstream transportation and distribution intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 5: Waste generated in operations covered by this Scope 3, Category 5: Waste generated in operations intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 6: Business travel covered by this Scope 3, Category 6: Business travel intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 7: Employee commuting covered by this Scope 3, Category 7: Employee commuting intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 8: Upstream leased assets covered by this Scope 3, Category 8: Upstream leased assets intensity figure

<Not Applicable>

% of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution covered by this Scope 3, Category 9: Downstream transportation and distribution intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 10: Processing of sold products covered by this Scope 3, Category 10: Processing of sold products intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 11: Use of sold products covered by this Scope 3, Category 11: Use of sold products intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products covered by this Scope 3, Category 12: End-of-life treatment of sold products intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 13: Downstream leased assets covered by this Scope 3, Category 13: Downstream leased assets intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 14: Franchises covered by this Scope 3, Category 14: Franchises intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 15: Investments covered by this Scope 3, Category 15: Investments intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Other (upstream) covered by this Scope 3, Other (upstream) intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Other (downstream) covered by this Scope 3, Other (downstream) intensity figure
<Not Applicable>

% of total base year emissions in Scope 3 (in all Scope 3 categories) covered by this total Scope 3 intensity figure
<Not Applicable>

% of total base year emissions in all selected Scopes covered by this intensity figure
100

Target year
2030

Targeted reduction from base year (%)
50

Intensity figure in target year for all selected Scopes (metric tons CO2e per unit of activity) [auto-calculated]
0.195

% change anticipated in absolute Scope 1+2 emissions
50

% change anticipated in absolute Scope 3 emissions
25

Intensity figure in reporting year for Scope 1 (metric tons CO2e per unit of activity)
0.147

Intensity figure in reporting year for Scope 2 (metric tons CO2e per unit of activity)
0.176

Intensity figure in reporting year for Scope 3, Category 1: Purchased goods and services (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 2: Capital goods (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 5: Waste generated in operations (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 6: Business travel (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 7: Employee commuting (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 8: Upstream leased assets (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 10: Processing of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 11: Use of sold products (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 13: Downstream leased assets (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 14: Franchises (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 15: Investments (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Other (upstream) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Other (downstream) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for total Scope 3 (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for all selected Scopes (metric tons CO2e per unit of activity)
0.323

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

% of target achieved relative to base year [auto-calculated]
34.3589743589744

Target status in reporting year
Underway

Please explain target coverage and identify any exclusions
Our target scope includes Scope 1 and Scope 2 emissions. The number of vehicles produced within one calendar year reflects the decreasing emissions, providing the emissions per unit of product. There are no exclusions in our Scope 1 & 2 emission calculations, and they have been calculated in accordance with ISO 14064 standards. The calculations have undergone verification.

Plan for achieving target, and progress made to the end of the reporting year
We have ongoing projects each year to reduce the total emissions of Scope 1 and Scope 2. For this year, examples of such projects include the implementation of a solar panel project to reduce Scope 2 emissions and energy efficiency initiatives to lower Scope 1 emissions. Our energy efficiency projects have been steadily increasing each year. We aim to achieve a 50% reduction in total Scope 1 & 2 emissions by the year 2030. In line with this goal, we have also submitted our application to the Science Based Targets initiative (SBTi).

List the emissions reduction initiatives which contributed most to achieving this target
<Not Applicable>

C4.2

(C4.2) Did you have any other climate-related targets that were active in the reporting year?
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
2021

Target coverage
Company-wide

Target type: absolute or intensity
Intensity

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

Energy consumption or efficiency	GJ

Target denominator (intensity targets only)
unit of production

Base year
2020

Figure or percentage in base year
4.82

Target year
2022

Figure or percentage in target year
3.31

Figure or percentage in reporting year
3.31

% of target achieved relative to base year [auto-calculated]
100

Target status in reporting year
Achieved

Is this target part of an emissions target?
yes, abs 1 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
The calculation covers the totoal energy consumption in production and total production in 2022. There is no any exclusion.

Plan for achieving target, and progress made to the end of the reporting year
<Not Applicable>

List the actions which contributed most to achieving this target
Thanks to operations and projects listed below, 115.055 of energy have been conserved and, in this way,apporximately 17.000 tone of CO_2 emissions have been prevented.
Important energy efficiency projects realized in 2021;
Paint workshop waste heat recovery projects
Carbon fiber fin application in Paint and Energy Center cooling towers
Paint workshop PYROGEL heat insulation jacket applications
Project to prevent overheating by performing online workshop thermal load analysis with outdoor air optimization
Lighting automation projects
Optimizing non-production time energy consumption
Expanding the use of portable compressors
Reducing air pressures during non-production times
Systematic reporting of consumption of production units in PP and NPP times on a daily basis

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	0	0
To be implemented*	3	11000
Implementation commenced*	2	3500
Implemented*	3	16672
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 production processes	Waste heat recovery

Estimated annual CO2e savings (metric tonnes CO2e)
9622

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 1

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
2384000

Investment required (unit currency – as specified in C0.4)
1209459

Payback period
<1 year

Estimated lifetime of the initiative
6-10 years

Comment

Initiative category & Initiative type

Low-carbon energy generation	Solar PV

Estimated annual CO2e savings (metric tonnes CO2e)
2600

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 2 (location-based)
Scope 2 (market-based)

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
1330000

Investment required (unit currency – as specified in C0.4)
3250000

Payback period
1-3 years

Estimated lifetime of the initiative
21-30 years

Comment

Initiative category & Initiative type

Energy efficiency in buildings	Lighting

Estimated annual CO2e savings (metric tonnes CO2e)
4450

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 2 (location-based)
Scope 2 (market-based)

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
1608000

Investment required (unit currency – as specified in C0.4)
1125000

Payback period
<1 year

Estimated lifetime of the initiative
3-5 years

Comment

C4.3c

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

Method	Comment
Dedicated budget for energy efficiency	Every year budget required for foreseen efficiency projects is revised and approved by the Top Management.
Internal finance mechanisms	People involvement is one of the Pillars of World Class Manufacturing (one of the highest manufacturing standards in the world). Everyone in Tofas is continually encouraged to contribute suggestions and Kaizens. Every suggestion or Kaizen are considered and its potential application evaluated. In 2021 approximately 9500 employee suggestions were received, covering all World Class Manufacturing topics. These suggestions for projects are evaluated financially by the Cost Deployment pillar of WCM and, if economically sustainable, developed and monitored.
Compliance with regulatory requirements/standards	100% compliance with regulations of GHG emissions and energy consumption is one of our main strategies. We collabrate with all relevant ministry departments and NGOs to implementation of EU regulations to Turkish regulations system.
Employee engagement	Everyone in Tofas is continually encouraged to contribute continuous improvement system with energy efficiency and emission reduction suggestions or Kaizens. As a result they are rewarded. Also every month, best suggestion and best kaizen are chosen by an independent comittee and their team are rewarded and announced as "Best of the month".

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

Product or service

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

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

Type of product(s) or service(s)

Road	Lithium-ion batteries

Description of product(s) or service(s)

Passenger car with hybrid engine

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

No

Methodology used to calculate avoided emissions

<Not Applicable>

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

<Not Applicable>

Functional unit used

<Not Applicable>

Reference product/service or baseline scenario used

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

Explain your calculation of avoided emissions, including any assumptions

<Not Applicable>

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

4

C5. Emissions methodology

C5.1

(C5.1) Is this your first year of reporting emissions data to CDP?
No

C5.1a

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

Row 1

Has there been a structural change?
No

Name of organization(s) acquired, divested from, or merged with
<Not Applicable>

Details of structural change(s), including completion dates
<Not Applicable>

C5.1b

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

	Change(s) in methodology, boundary, and/or reporting year definition?	Details of methodology, boundary, and/or reporting year definition change(s)
Row 1	No	<Not Applicable>

C5.2

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

Scope 1

Base year start
January 1 2021

Base year end
December 31 2021

Base year emissions (metric tons CO2e)
55191

Comment
Tofas's Scope 1 emissions are focused on fuel consumption and refrigerant gases.

Scope 2 (location-based)

Base year start
January 1 2021

Base year end
December 31 2021

Base year emissions (metric tons CO2e)
47726

Comment
Tofas's Scope 2 emissions are focused on direct energy consumption such as purchased electricity.

Scope 2 (market-based)

Base year start
January 1 2021

Base year end
December 31 2021

Base year emissions (metric tons CO2e)
0

Comment
Tofas has not market-based Scope 2.

Scope 3 category 1: Purchased goods and services

Base year start
January 1 2021

Base year end
December 31 2021

Base year emissions (metric tons CO2e)
509708

Comment
Tofas focuses on scope 3 emission categories which are identified as purchased goods and services.

Scope 3 category 2: Capital goods

Base year start
January 1 2021

Base year end
December 31 2021

Base year emissions (metric tons CO2e)
0

Comment
Tofas focuses on scope 3 emission categories which are identified as relevant according to the following two criteria: Share in total Tofas' scope 3 emissions and influence of Tofas on emission reductions. We do not regard this scope3 category to be of particular relevance because of our limited influence on these suppliers.

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

Base year start
January 1 2021

Base year end
December 31 2021

Base year emissions (metric tons CO2e)
0

Comment
Tofas focuses on scope 3 emission categories which are identified as relevant according to the following two criteria: Share in total Tofas scope 3 emissions and influence of Tofas on emission reductions. Tofas can not directly influence the efficiency losses in energy grids and transport. Consequently the scope 3 category “Fuel-and-energy-related activities” is not of substantial relevance.

Scope 3 category 4: Upstream transportation and distribution

Base year start
January 1 2021

Base year end
December 31 2021

Base year emissions (metric tons CO2e)
40238

Comment
The calculation of CO2 emissions was based on the criteria illustrated in The Greenhouse Gas Protocol; "Calculating CO2 Emissions from Mobile Sources". For Marine transport calculation of importal materials, GHG Protocol "Transport_Tool_v2_6" was applied. As activity data, total millage as km and total weight of containers as tonnes were taken and diesel fueled articulated heavy duty vehicle was selected as vehicle type. For the calculation of Road transport of local or imported components/materials from suppliers, Emission Factors defined in 2006 IPCC Guidelines for National Greenhouse Gas Inventories -Volume 3-Mobile Combustion (Fuei-based) were used. As Activity Data, total Diesel fuel consumed was derived from the data : total millage of transport as km divided by average fuel consumption of heavy-duty articulated vehicles (33,5 liters/100 km.)

Scope 3 category 5: Waste generated in operations

Base year start
January 1 2021

Base year end
December 31 2021

Base year emissions (metric tons CO2e)
27

Comment
Waste-Type-Specific Method has been applied defined in 2006 IPCC Volume 5 and the GHG Protocol, Technical Guidance for Calculating Scope 3 emissions. Average emission factore was calculated according to dry-fosil-carbon fraction of the waste which is assumed as 12%.

Scope 3 category 6: Business travel

Base year start
January 1 2021

Base year end
December 31 2021

Base year emissions (metric tons CO2e)
5

Comment
DEFRA emission factors were used based on short or long haul distance. The travel distances are Great Circle Flight and 100% from primary data (travel agency).

Scope 3 category 7: Employee commuting

Base year start
January 1 2021

Base year end
December 31 2021

Base year emissions (metric tons CO2e)
7219

Comment
The calculation of CO2 emissions was based on the criteria illustrated in The Greenhouse Gas Protocol; "Calculating CO2 Emissions from Mobile Sources". As activity data, total distance commuted as km was taken as supplier data. Emission Factors defined in 2006 IPCC Guidelines for National Greenhouse Gas Inventories -Volume 3-Mobile Combustion (Fuei-based) were used. As Activity Data, total Diesel fuel consumed was derived from the data : total distance commuted as km divided by average fuel consumption of busses (33,5 liters/100 km.).

Scope 3 category 8: Upstream leased assets

Base year start
January 1 2021

Base year end
December 31 2021

Base year emissions (metric tons CO2e)
0

Comment
Tofas has leased transportation cars for business travel. Fuel consumed for these vehicles has been accounted inside the mobile combustion, employee commuting.

Scope 3 category 9: Downstream transportation and distribution

Base year start
January 1 2021

Base year end
December 31 2021

Base year emissions (metric tons CO2e)
174670

Comment
The calculation of CO2 emissions was based on the criteria illustrated in The Greenhouse Gas Protocol; "Calculating CO2 Emissions from Mobile Sources". For Marine transport calculation of exported products, GHG Protocol "Transport_Tool_v2_6" was applied. As activity data, total millage as km and total weight of products as tonnes were taken and Watercraft - Shipping - Large Container Vessel (20000 tonnes deadweight) was selected as vehicle type. For the calculation of Road transport of products sold, Emission Factors defined in 2006 IPCC Guidelines for National Greenhouse Gas Inventories -Volume 3-Mobile Combustion (Fuei-based) were used. As Activity Data, total Diesel fuel consumed was derived from data : total millage of transport as km divided by average fuel consumption of heavy-duty articulated vehicles as 33,5 liters/100 km

Scope 3 category 10: Processing of sold products

Base year start
January 1 2021

Base year end
December 31 2021

Base year emissions (metric tons CO2e)
0

Comment
Tofas products are consumer products (passenger cars and LCV) and are not processed or re-processed any further after they have been sold.

Scope 3 category 11: Use of sold products

Base year start
January 1 2021

Base year end
December 31 2021

Base year emissions (metric tons CO2e)
5646066

Comment
Data is estimated on the basis of the following elements: - 272837 passenger cars sold in 2019. - passenger cars' average CO2 emissions for (mix of diesel and petrol powered) 2019 is 135,8 gr/km; - estimated average life cycle mileage of approximately 150,000 km for gasoline and diesel vehicles. Emissions of greenhouse gases (GHGs) other than CO2 have a negligible impact and therefore are not included (CO2 accounts for over 99% of total GHG emissions). Emissions calculated is the total of sold products (which emission value could be calculated) in year 2019

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

Base year start
January 1 2021

Base year end
December 31 2021

Base year emissions (metric tons CO2e)
90818

Comment
Tofas recognizes the targets set for 2015 by the European Directive 2000/53/EC giving responsibilities to all economic operators (85% recycling and 95% recovery). In order to reach the targets, about 10% of ELV should be further recovered as energy. Waste-Type-Specific Method has been applied defined the GHG Protocol, Technical Guidance for Calculating Scope 3 emissions. Awerage Dry-fosil-carbon fraction of the ELV waste after recycling (ASR-Automotive Shredder Residue, waste tyres, waste combustible liquids) was assumed as 75%. Total amount of ELV waste recovered as energy was assumed as 10% of total sold product in weight.
The most important GHG source is Mobile Air Conditioning gasses in transportation sector. Total amount of MAC gas filled to sold products was assumed as lossed once during life cycle or end of life of vehicles.

Scope 3 category 13: Downstream leased assets

Base year start
January 1 2021

Base year end
December 31 2021

Base year emissions (metric tons CO2e)
0

Comment
Tofas incorporates emissions from products leased to customers into the category – use of sold products in order to avoid double-counting between the two categories. In fact the same product is provided to customers both through sales or lease contracts and it's not considered relevant to separate them in terms of efforts aimed at developing strategies for emissions reduction. The accounting of CO2 emissions for products leased to customers is the same as for products sold to customers.

Scope 3 category 14: Franchises

Base year start
January 1 2021

Base year end
December 31 2021

Base year emissions (metric tons CO2e)
0

Comment
Tofas has no franchising activities.

Scope 3 category 15: Investments

Base year start
January 1 2021

Base year end
December 31 2021

Base year emissions (metric tons CO2e)
0

Comment
Emissions from short-, mid-, and long-term investments, in place at Tofas have already been included in Scope 1 and 2.

Scope 3: Other (upstream)

Base year start
January 1 2021

Base year end
December 31 2021

Base year emissions (metric tons CO2e)

Comment

Scope 3: Other (downstream)

Base year start
January 1 2021

Base year end
December 31 2021

Base year emissions (metric tons CO2e)

Comment

C5.3

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

IPCC Guidelines for National Greenhouse Gas Inventories, 2006
ISO 14064-1
The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)
The Greenhouse Gas Protocol: Scope 2 Guidance

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)
38827

Start date
January 1 2022

End date
December 31 2022

Comment
Sum of fuel consumption and refrigerant gases.

Past year 1

Gross global Scope 1 emissions (metric tons CO2e)
55191

Start date
January 1 2021

End date
December 31 2021

Comment

C6.2

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

Row 1

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

Scope 2, market-based
We have no operations where we are able to access electricity supplier emission factors or residual emissions factors and are unable to report 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
46558

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

Start date
January 1 2022

End date
December 31 2022

Comment
Electricity consumption.

Past year 1

Scope 2, location-based
47726

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

Start date
January 1 2021

End date
December 31 2021

Comment

C6.4

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

C6.4a

(C6.4a) Provide details of the sources of Scope 1, Scope 2, or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure.

Source of excluded emissions
Thermal oxidation treatment of volatile organic compounds emissions emitted from Paint process' stack

Scope(s) or Scope 3 category(ies)
Scope 1

Relevance of Scope 1 emissions from this source
Emissions are not relevant

Relevance of location-based Scope 2 emissions from this source
<Not Applicable>

Relevance of market-based Scope 2 emissions from this source
<Not Applicable>

Relevance of Scope 3 emissions from this source
<Not Applicable>

Date of completion of acquisition or merger
<Not Applicable>

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

Estimated percentage of total Scope 3 emissions this excluded source represents
<Not Applicable>

Explain why this source is excluded
The significance of emissions is considered to be negligible, and the calculation method used in the standards lacks clarity. To determine the highest potential emission, Tofas employed a specific methodology as follows: The quantity of volatile organic compounds (VOCs), primarily xylene, that were incinerated in the Thermal Oxidation Unit was 29 tonnes. The calculation for greenhouse gas (GHG) emissions assumed a calorific value of 41,000 kj/kg, within the range for aromatic solvents (40,200-41,000 kj/kg). The emission factor for white spirit, equivalent to the emission factor for VOC incineration, was taken into account as 69.3 ton/TJ. Additionally, it was determined that approximately 83 tons of GHGs could be released from the VOC TAR incineration process. However, this amount was deemed negligible, comprising less than 0.2% of Scope 1 emissions. The total consumption of solvent without combustion within the internal environment could not be accurately calculated and has been disregarded. It should be noted that this information is not indicative of an error.

Explain how you estimated the percentage of emissions this excluded source represents
The emission amount was calculated.

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)
546706

Emissions calculation methodology
Average data method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
75

Please explain
Metal sheet consumed for vehicle body is the major component . 49% of total vehicle weight is assumed as metal sheet. Tofas has started to work on a comprehensive analysis based on life cycle assessment of all vehicle components. For other components we used this analysis : OSD Life cycle report https://www.osd.org.tr/pdf/OSD_URUN_YASAM_DONGUSU.pdf page 12) This scope 3 category has been verified.
DEFRA 2021, Material Use, Metal: aluminium cans and foil,
DEFRA 2021, Material Use, Average Plastic,
DEFRA 2021, Material Use, Batteries
DEFRA 2021, Material Use, Glass
https://worldsteel.org/steel-topics/sustainability/sustainability-indicators/

Capital goods

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

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

Please explain
Tofas focuses on scope 3 emission categories which are identified as relevant according to the following two criteria: Share in total Tofas' scope 3 emissions and influence of Tofas on emission reductions. We do not regard this scope3 category to be of particular relevance because of our limited influence on these suppliers.

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

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

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

Please explain
Tofas focuses on scope 3 emission categories which are identified as relevant according to the following two criteria: Share in total Tofas scope 3 emissions and influence of Tofas on emission reductions. Tofas can not directly influence the efficiency losses in energy grids and transport. Consequently the scope 3 category "Fuel-and-energy related activities" is not of substantial relevance.

Upstream transportation and distribution

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
63187

Emissions calculation methodology
Average data method

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

Please explain
Calculations were made for the following activities: - Marine Transport of Imported components - Marine Transport of Imported metal sheet - Road transport of local metal sheet - Road Transport of Imported Components/Materials - Road Transport of local milkrun - Other Road Transport by local Suppliers
The calculation of CO2 emissions was based on the criteria illustrated in The Greenhouse Gas Protocol. As activity data, total millage as km and total weight of containers as tonnes were taken and diesel fueled articulated heavy duty vehicle was selected as vehicle type. For the calculation of Road transport of local or imported components/materials from suppliers, Emission Factors defined in DEFRA 2021 Freighting Goods has beeen used.

Waste generated in operations

Evaluation status
Not relevant, calculated

Emissions in reporting year (metric tons CO2e)
1362

Emissions calculation methodology
Average data method

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

Please explain
Waste-Type-Specific Method 2006 IPCC Volume 5 and the GHG Protocol, Technical Guidance for Calculating Scope 3 emissions.
DEFRA 2021 waste disposal, commercial and industrial waste, combustion : 21,294 kg CO2e

Business travel

Evaluation status
Not relevant, calculated

Emissions in reporting year (metric tons CO2e)
36

Emissions calculation methodology
Average data method

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

Please explain
DEFRA Bussines Travel-Air, International, to/from non-UK, Economy class : 0,140625 kgCO2e
To calculate the emissions from air flights, Tofas uses internal SAP air travel records (covering 100% of individual flights) which includes data associated to departures and arrivals for each flight.

Employee commuting

Evaluation status
Not relevant, calculated

Emissions in reporting year (metric tons CO2e)
6065

Emissions calculation methodology
Average data method

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

Please explain
The calculation of CO2 emissions was based on the criteria illustrated in The Greenhouse Gas Protocol; "Calculating CO2 Emissions from Mobile Sources". As activity data, total fuel consumption was taken as supplier data. Emission Factors defined in 2006 IPCC Guidelines for National Greenhouse Gas Inventories -Volume 3- Mobile Combustion (Fuel-based) were used.

Upstream leased assets

Evaluation status
Not evaluated

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

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

Please explain
Tofas has leased transportation cars for business travel. Fuel consumed for these vehicles has been accounted inside the mobile combustion category of scope 1 emissions.

Downstream transportation and distribution

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
194813

Emissions calculation methodology
Average data method

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

Please explain
The calculation of CO2 emissions was based on the criteria illustrated in The Greenhouse Gas Protocol.

Processing of sold products

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

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

Please explain
Tofas products are consumer products (passenger cars and LCV) and are not processed or re-processed any further after they have been sold.

Use of sold products

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
6365694

Emissions calculation methodology
Methodology for direct use phase emissions, please specify (WLTP)

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

Please explain
It is calculated for the engine types for which fuel consumption data is obtained under laboratory conditions (WLTP). Data is estimated on the basis of the following elements: - passenger cars and LCV sold in 2022.

End of life treatment of sold products

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
73735

Emissions calculation methodology
Average data method

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

Please explain
Tofas recognizes the targets set for 2015 by the European Directive 2000/53/EC giving responsibilities to all economic operators (85% recycling and 95% recovery). In order to reach the targets, about 10% of ELV should be further recovered as energy. Waste-Type-Specific Method has been applied defined the GHG Protocol, Technical Guidance for Calculating Scope 3 emissions. Average Dry-fossil-carbon fraction of the ELV waste (ASR-Automotive Shredder Residue, waste tyres, waste combustible liquids) was assumed as 75%. Emission factor of 2,75 kg CO2/kg is derived from 75% dry-fossil-carbon fraction multiplied by 44/12. Total amount of ELV waste recovered as energy was assumed as 10% of total sold product in weight. The most important GHG source is Mobile Air Conditioning gasses in transportation sector. Total amount of MAC gas filled to sold products was assumed as lost once during life cycle or end of life of vehicles.

Downstream leased assets

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

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

Please explain
Tofas incorporates emissions from products leased to customers into the category – use of sold products in order to avoid double-counting between the two categories. In fact the same product is provided to customers both through sales or lease contracts and it's not considered relevant to separate them in terms of efforts aimed at developing strategies for emissions reduction. The accounting of CO2 emissions for products leased to customers is the same as for products sold to customers.

Franchises

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

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

Please explain
Tofas has no franchising activities.

Investments

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

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

Please explain
Emissions from short-, mid-, and long-term investments, in place at Tofas have already been included in Scope 1 and 2. Thus, emissions from other investments in out of Tofas plant are considered not relevant.

Other (upstream)

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

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

Please explain
Tofas has no any other scope 3 category

Other (downstream)

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

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

Please explain
Tofas has no any other scope 3 category.

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)
509708

Scope 3: Capital goods (metric tons CO2e)

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

Scope 3: Upstream transportation and distribution (metric tons CO2e)
40238

Scope 3: Waste generated in operations (metric tons CO2e)
27

Scope 3: Business travel (metric tons CO2e)
5

Scope 3: Employee commuting (metric tons CO2e)
7219

Scope 3: Upstream leased assets (metric tons CO2e)

Scope 3: Downstream transportation and distribution (metric tons CO2e)
174670

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

Scope 3: Use of sold products (metric tons CO2e)
5592718

Scope 3: End of life treatment of sold products (metric tons CO2e)
135053

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
0.00002266

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)
85385

Metric denominator
unit total revenue

Metric denominator: Unit total
3767948837

Scope 2 figure used
Location-based

% change from previous year
42

Direction of change
Decreased

Reason(s) for change
Other emissions reduction activities
Change in revenue

Please explain
In 2022, there was a reduction in the total gross Scope 1 and Scope 2 emissions compared to the previous year. There was a significant increase in revenue. As a result, while the numerator decreased, the denominator increased, leading to a significant decrease in economic intensity.

C7. Emissions breakdowns

C7.1

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

C7.1a

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

Greenhouse gas	Scope 1 emissions (metric tons of CO2e)	GWP Reference
CO2	38616	IPCC Fifth Assessment Report (AR5 – 100 year)
CH4	50	IPCC Fifth Assessment Report (AR5 – 100 year)
N2O	161	IPCC Fifth Assessment Report (AR5 – 100 year)

C7.2

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

Country/area/region	Scope 1 emissions (metric tons CO2e)
Turkey	38827

C7.3

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

C7.3c

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

Activity	Scope 1 emissions (metric tons CO2e)
Stationary Combustion	27676
Mobile Combustion	7047
Fugitive Emissions	4104

C-CE7.4/C-CH7.4/C-CO7.4/C-EU7.4/C-MM7.4/C-OG7.4/C-ST7.4/C-TO7.4/C-TS7.4

(C-CE7.4/C-CH7.4/C-CO7.4/C-EU7.4/C-MM7.4/C-OG7.4/C-ST7.4/C-TO7.4/C-TS7.4) Break down your organization's total gross global Scope 1 emissions by sector production activity in metric tons CO2e.

	Gross Scope 1 emissions, metric tons CO2e	Net Scope 1 emissions , metric tons CO2e	Comment
Cement production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Chemicals production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Coal production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Electric utility activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Metals and mining production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (upstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (midstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (downstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Steel production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport OEM activities	38827	<Not Applicable>	
Transport services activities	<Not Applicable>	<Not Applicable>	<Not Applicable>

C7.5

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

Country/area/region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Turkey	46558	0

C7.6

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

By activity

C7.6c

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

Activity	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Manufacturing Activities	45491	
Indirect emissions from Management Building	1067	

C7.7

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

Not relevant as we do not have any subsidiaries

C-CE7.7/C-CH7.7/C-CO7.7/C-MM7.7/C-OG7.7/C-ST7.7/C-TO7.7/C-TS7.7

(C-CE7.7/C-CH7.7/C-CO7.7/C-MM7.7/C-OG7.7/C-ST7.7/C-TO7.7/C-TS7.7) Break down your organization's total gross global Scope 2 emissions by sector production activity in metric tons CO2e.

	Scope 2, location-based, metric tons CO2e	Scope 2, market-based (if applicable), metric tons CO2e	Comment
Cement production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Chemicals production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Coal production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Metals and mining production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (upstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (midstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (downstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Steel production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport OEM activities	46558	0	
Transport services activities	<Not Applicable>	<Not Applicable>	<Not Applicable>

C-TO7.8

(C-TO7.8) Provide primary intensity metrics that are appropriate to your indirect emissions in Scope 3 Category 11: Use of sold products from transport.

Activity
Light Duty Vehicles (LDV)

Emissions intensity figure
0.00009875

Metric numerator (Scope 3 emissions: use of sold products) in Metric tons CO2e
6365694

Metric denominator
p.km

Metric denominator: Unit total
6250804

% change from previous year

Vehicle unit sales in reporting year
263747

Vehicle lifetime in years
10

Annual distance in km or miles (unit specified by column 4)
15000

Load factor
The research has been conducted based on the country average. The average number of passengers in the vehicle during its lifetime is approximately 1.6.

Please explain the changes, and relevant standards/methodologies used
In 2022, Tofaş calculated this metric for the first time, so a comparison with the previous year was not provided. However, we will continue to explain the difference in the upcoming reporting years. The load factor was assumed to be 1.6, considering the average number of people traveling in active vehicles in Turkey.

C7.9

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

C7.9a

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

	Change in emissions (metric tons CO2e)	Direction of change in emissions	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	1168	Decreased	15.9	
Other emissions reduction activities	16364	Decreased	1.14	
Divestment	0	No change	0	
Acquisitions	0	No change	0	
Mergers	0	No change	0	
Change in output	0	No change	0	
Change in methodology	0	No change	0	
Change in boundary	0	No change	0	
Change in physical operating conditions	0	No change	0	
Unidentified	0	No change	0	
Other	0	No change	0	

C7.9b

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

Location-based

C8. Energy

C8.1

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

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

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	Yes

C8.2a

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

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	LHV (lower heating value)	0	134166	134166
Consumption of purchased or acquired electricity	<Not Applicable>	0	107498	107498
Consumption of purchased or acquired heat	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired steam	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired cooling	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of self-generated non-fuel renewable energy	<Not Applicable>	2463	<Not Applicable>	2463
Total energy consumption	<Not Applicable>	2463	241664	244127

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	Yes
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

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

MWh fuel consumed for self-generation of heat
0

MWh fuel consumed for self-generation of steam
0

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

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

Comment
In production processes sustainable biomass is not used as a fuel.

Other biomass

Heating value
Unable to confirm heating value

Total fuel MWh consumed by the organization
0

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

MWh fuel consumed for self-generation of heat
0

MWh fuel consumed for self-generation of steam
0

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

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

Comment
In production processes other biomass is not used as a fuel.

Other renewable fuels (e.g. renewable hydrogen)

Heating value
Unable to confirm heating value

Total fuel MWh consumed by the organization
0

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

MWh fuel consumed for self-generation of heat
0

MWh fuel consumed for self-generation of steam
0

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

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

Comment
In production processes sustainable biomass is not used as a fuel.

Coal

Heating value
Unable to confirm heating value

Total fuel MWh consumed by the organization
0

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

MWh fuel consumed for self-generation of heat
0

MWh fuel consumed for self-generation of steam
0

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

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

Comment
In production processes coal is not used as a fuel.

Oil

Heating value
Unable to confirm heating value

Total fuel MWh consumed by the organization
0

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

MWh fuel consumed for self-generation of heat
0

MWh fuel consumed for self-generation of steam
0

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

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

Comment
In production processes oil is not used as a fuel.

Gas

Heating value
LHV

Total fuel MWh consumed by the organization
134166

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

MWh fuel consumed for self-generation of heat
93916

MWh fuel consumed for self-generation of steam
40250

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

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

Comment

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

Heating value
Unable to confirm heating value

Total fuel MWh consumed by the organization

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

MWh fuel consumed for self-generation of heat

MWh fuel consumed for self-generation of steam

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

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

Comment
In production processes other non-renewable fuel is not used as a fuel.

Total fuel

Heating value
LHV

Total fuel MWh consumed by the organization
134166

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

MWh fuel consumed for self-generation of heat
93916

MWh fuel consumed for self-generation of steam
40250

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

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

Comment

C8.2d

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

	Total Gross generation (MWh)	Generation that is consumed by the organization (MWh)	Gross generation from renewable sources (MWh)	Generation from renewable sources that is consumed by the organization (MWh)
Electricity	2463	2463	2463	2463
Heat	93916	93916	0	0
Steam	40250	40250	0	0
Cooling	0	0	0	0

C8.2g

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

Country/area
Turkey

Consumption of purchased electricity (MWh)
107498

Consumption of self-generated electricity (MWh)
2463

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
109961

C-TO8.5

(C-TO8.5) Provide any efficiency metrics that are appropriate for your organization's transport products and/or services.

Activity
Light Duty Vehicles (LDV)

Metric figure
0.0665

Metric numerator
tCO2e

Metric denominator
Production: Vehicle

Metric numerator: Unit total
17532

Metric denominator: Unit total
263747

% change from previous year
195.4

Please explain
This efficiency metrics indicates unit CO2 emission efficiency in production process of a vehicle. It means CO2eq ton efficiency/vehicle in production process. It is calculated as dividing total GHG emissions efficiency due to energy efficiency activities in production to total amount of produced vehicles. Reduction activities comprise energy efficiency activities which are carried out in the production processes. Emission reduction value is increased from 5148 tCO2e to 17532 tCO2e. Due to this increase, numerator is tripled.

C9. Additional metrics

C9.1

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

Description
Waste

Metric value
4.9

Metric numerator
1292370 kg waste

Metric denominator (intensity metric only)
263747 total production in 2022.

% change from previous year
12.5

Direction of change
Decreased

Please explain
The parameter indicates the amount of waste generated per produced vehicle, with 111 kg waste generated during the production in 2022. The total number of vehicles produced in 2022 is 55. When calculated as kg waste per product, the value for 2022 is determined to be 4.9, representing a 12.5% reduction compared to the previous year. At Tofaş, we continuously strive to improve this metric every year, successfully reducing the amount of waste generated per vehicle produced on a regular basis.

C-TO9.3/C-TS9.3

(C-TO9.3/C-TS9.3) Provide tracking metrics for the implementation of low-carbon transport technology over the reporting year.

Activity
Light Duty Vehicles (LDV)

Metric
Production

Technology
Other, please specify (Vehicle using LPG/CNG)

Metric figure
7219

Metric unit
Units

Explanation
One of the areas we focus on in regards to mobility studies is to develop vehicles with alternative fuel engines. We closely monitor electric vehicle technologies globally. We carry out studies to integrate innovative solutions and applications with these technologies. We realize projects about developing electric engines, interfaces and various systems, and parts and components to be used in vehicles equipped with CNG and ANG fuel systems.

C-CE9.6/C-CG9.6/C-CH9.6/C-CN9.6/C-CO9.6/C-EU9.6/C-MM9.6/C-OG9.6/C-RE9.6/C-ST9.6/C-TO9.6/C-TS9.6

(C-CE9.6/C-CG9.6/C-CH9.6/C-CN9.6/C-CO9.6/C-EU9.6/C-MM9.6/C-OG9.6/C-RE9.6/C-ST9.6/C-TO9.6/C-TS9.6) Does your organization invest in research and development (R&D) of low-carbon products or services related to your sector activities?

	Investment in low-carbon R&D	Comment
Row 1	Yes	

C-TO9.6a/C-TS9.6a

(C-TO9.6a/C-TS9.6a) Provide details of your organization's investments in low-carbon R&D for transport-related activities over the last three years.

Activity
Light Duty Vehicles (LDV)

Technology area
Other, please specify (Alternative Fuels)

Stage of development in the reporting year
Applied research and development

Average % of total R&D investment over the last 3 years
23

R&D investment figure in the reporting year (unit currency as selected in C0.4) (optional)

Average % of total R&D investment planned over the next 5 years
50

Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan
At Tofaş, we adopt environmental protection as a crucial part of our social responsibility. Along with climate change that gains importance, the share of FCA's projects providing low fuel consumption and emissions studies in total sustainable mobility studies has been increasing. At Tofaş, we contribute these studies and consider this subject as a continuous development area.
Within the scope of transition to a low carbon economy,
We support the following efforts of FCA, which were launched in accordance with its product strategies:
increasing efficiency in conventional motor vehicles; expanding the use of alternative fuel systems, and developing electric and hybrid vehicles. Our R&D investments in the last three years have been calculated to be approximately 25-40%. We aim to increase this percentage to over 50% during the targeted 5-year period.
- Studies on the development of a fully electric vehicle
- Development of a battery management system
- Integration of a wireless high-speed charging system (100kW) into a vehicle,
- Computer-aided analyses and simulations (HiL and SiL etc.)
- Studies on the development of a model-based embedded software
- Development of a control unit for electric vehicles
- Development and integration onto a vehicle of a 48 V Light hybrid system
- In-wheel driving systems application

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

Page/ section reference
Page 2

Relevant standard
ISO14064-1

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 location-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

Page/ section reference
Page 2

Relevant standard
ISO14064-1

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: Upstream transportation and distribution
Scope 3: Waste generated in operations
Scope 3: Business travel
Scope 3: Employee commuting
Scope 3: Downstream transportation and distribution
Scope 3: Use of sold products

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

Page/section reference
Page 2

Relevant standard
IS)14064-1

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?
No, but we are actively considering verifying within the next two years

C11. Carbon pricing

C11.1

(C11.1) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?
No, but we anticipate being regulated in the next three years

C11.1d

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

Currently, there is no active carbon pricing or tax in place in Turkey, where we conduct our production activities. The pilot phase of the Turkish ETS is expected to commence in 2024. With the establishment of a market price for carbon in Turkey, we will compare market pricing with our internal carbon pricing as Tofaş. The actions taken for the anticipated implementation of the Turkish ETS are as follows:

The steps we take in our transition to low-carbon economy and fight against climate change focus on three main topics:

• Reduction of emissions from our production activities

• Raising awareness of our supply chain regarding

climate change and monitoring the related emissions

• Studies on energy efficiency and alternative fuels in

vehicles

All relevant works carried out in Tofaş are managed by the Sustainability Committee and Sustainability Working Group, and the results are reported to the CEO. All of

our stakeholders are informed about the significance we attach to these works, and we see all of them as our solution partners.

21% of our R&D activities are about reducing emissions and by 2030, we aim to reduce our greenhouse gas emissions resulting from production by 50% compared

to 2019.

C11.2

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

No

C11.3

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

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

C12. Engagement

C12.1

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

Yes, our suppliers

Yes, our customers/clients

Yes, other partners in the value chain

C12.1a

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

Type of engagement
Information collection (understanding supplier behavior)

Details of engagement
Collect GHG emissions data at least annually from suppliers
Collect targets information at least annually from suppliers

% of suppliers by number
100

% total procurement spend (direct and indirect)
3

% of supplier-related Scope 3 emissions as reported in C6.5
100

Rationale for the coverage of your engagement
As Tofaş, we have around 150 direct suppliers and an additional 5000 indirect suppliers. In our efforts, we primarily engage with our direct suppliers. The engagement activities cover 100% of these 150 direct suppliers, including their procurements and Scope 3 calculations. The procurement calculation considers the total number of suppliers, both direct and indirect, and out of the total of 5150 suppliers, 150 are included in the calculation.
We regularly collect information from all 150 direct suppliers about their ESG scores and GHG emissions on an annual basis. Starting this year, we have requested our suppliers to set emission targets for the next 2 years as part of a commitment. In this regard, we are diligently monitoring their targets, projects, and progress as Tofaş. Also since 2017, as a part of our Green Procurement strategy , 100% of our direct suppliers have been involved in a improving programme . At this programme our suppliers respond a questionnaire about their environmental management systems and performance, including their green house gas emissions and other impacts on climate change. After that we cooperate about environmental improving projects (such as energy efficiency etc.) and we support them.

Impact of engagement, including measures of success
The inquiry and awareness-raising regarding ESG scoring and GHG emissions status from our suppliers have resulted in concrete steps being taken towards raising awareness and implementing actions. The 100% participation rate of our direct 150 suppliers stands as tangible evidence of the actions taken.
To further increase our impact on climate change, we, as Tofaş, have requested our suppliers to work on GHG emission target initiatives, and we have collected their target efforts to be achieved within the next 2 years. The evaluation of our suppliers' performance is carried out in detail, considering the committed emission values and timeline. This evaluation process is ongoing as we continue to strengthen our efforts to address climate change.

Comment

Type of engagement
Engagement & incentivization (changing supplier behavior)

Details of engagement
Run an engagement campaign to educate suppliers about climate change

% of suppliers by number
100

% total procurement spend (direct and indirect)
3

% of supplier-related Scope 3 emissions as reported in C6.5
100

Rationale for the coverage of your engagement
In line with the information flow received from our suppliers, we carry out efforts to understand their actions, existing targets, and ongoing projects concerning climate change. According to their ESG questionnaire responses, we analysed their performances on a assessment matrix. After that, we selected 15 suppliers from different sectors . We made workshops, site visits and planned action plans including technical and methodical development projects. to improve their performances and reduce risk scores. Action plans are planned as short-middle and long term. As Tofaş, it is our responsibility to share our know-how on Climate Change with our suppliers. Following our support to the suppliers, we expect to see tangible developments. After the two-year commitment period, we anticipate a reduction in emission values and/or improvement in ESG scores. We closely monitor the processes to enhance our suppliers' approach to Climate Change.

Impact of engagement, including measures of success
The participation rate of our direct suppliers was recorded as 100% this year. All 150 companies, which are our suppliers, completed scoring and emission calculations based on our requirements. In addition, they were mandated to start a target setting process from now on.

Comment

C12.1b

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

Type of engagement & Details of engagement

Education/information sharing	Share information about your products and relevant certification schemes (i.e. Energy STAR)

% of customers by number
25

% of customer - related Scope 3 emissions as reported in C6.5
25

Please explain the rationale for selecting this group of customers and scope of engagement
Tofaş maintains continuous communication with its customers to offer guidance on the appropriate utilization of our products and services, Ensuring alignment with brand values, local regulations, and individual customer preferences. For instance, the FİAT Yol Arkadaşım application analyzes drivers' driving habits and provides insights into efficient driving techniques and fuel economy. This valuable information can help decrease fuel consumption and minimize harmful emissions released into the environment. Conversely, such devices have the potential to increase fuel consumption by up to +25% in urban driving conditions.

Impact of engagement, including measures of success
Tofaş provides its customers with various features and services, including access to manuals and guides, connectivity options such as Fiat Yol Arkadaşım Connect, and educational videos. Additionally, our vehicles are equipped with the eco:Drive system, available in selected models, which offers personalized driving tips to help reduce fuel consumption and emissions. The eco:Drive system also tracks the impact of its users, including the amount of CO2 emissions avoided by the eco:Drive community, which is updated daily.

C12.1d

(C12.1d) Give details of your climate-related engagement strategy with other partners in the value chain.

Tofaş has effective multi-stakeholder engagement strategy for all sustainable issues. We aim to demonstrate to all our stakeholders the importance we attach to this challenge by carrying out all of works on this issue through the Sustainability Committee and Sustainability Working Group, that report directly to the CEO . We collobrate universities, co-designer suppliers and engineering companies, keeping in mind that cooperation will strengthen our strategical progress.

We are one of the members of TÜSİAD Climate Change Task force .

Tofaş is also committed to support the monitoring and progressive reduction of the environmental footprint attributable to the Dealer Network, despite the fact that it only has operational control over Company-owned dealerships and that the majority of the dealer network is privately-owned .

C12.2

(C12.2) Do your suppliers have to meet climate-related requirements as part of your organization's purchasing process?
Yes, climate-related requirements are included in our supplier contracts

C12.2a

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

Climate-related requirement
Setting a low-carbon energy target

Description of this climate related requirement
As Tofaş, we have around 5200 direct and indirect suppliers. The number of direct suppliers involved in our production operations is approximately 150. All these suppliers are required to share their emission data and ESG (Environmental, Social, and Governance) ratings with us. Starting from this reporting year, they are not only obligated to provide current status information but also required to disclose their sustainability targets. Tofaş evaluates the commitments and performances of the suppliers. Following the assessment, contracts with suppliers who do not show positive progress or fail to achieve their two-year targets include a termination clause. We take steps to raise awareness of the climate crisis and its severity throughout our value chain.

% suppliers by procurement spend that have to comply with this climate-related requirement
3

% suppliers by procurement spend in compliance with this climate-related requirement
3

Mechanisms for monitoring compliance with this climate-related requirement
On-site third-party verification
Supplier scorecard or rating

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

C12.3

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

Row 1

External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the climate
Yes, we engage directly with policy makers
Yes, our membership of/engagement with trade associations could influence policy, law, or regulation that may impact the climate

Does your organization have a public commitment or position statement to conduct your engagement activities in line with the goals of the Paris Agreement?
No, but we plan to have one in the next two years

Attach commitment or position statement(s)
<Not Applicable>

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
Tofaş regards climate change as a matter that has legal implications (such as emission limits), physical and operational implications (such as radical changes in weather conditions), and financial implications (such as emissions trading). As part of its general corporate risk-management operations, the company identifies what risks these issues may entail, determines what its responses will be, and develops sustainable and effective solutions to deal with them.

Tofaş keeps a close watch on the progress of the European Green Deal in order to integrate EGD policies and practices into its own strategies for combating climate change. Tofaş is currently engaged in efforts to make itself a carbon-neutral company. The conduct of its projects to reduce emissions arising from production operations and the results that those projects achieve are independently verified and certified every year.

Supporting the transition to a low-carbon economy through its energy-efficiency efforts, Tofaş is also a corporate member of the Climate Platform. Tofaş has also committed itself to the “2 ˚C Challenge” program, an internationally-promoted corporate-mission statement that calls for global policies and actions to tackle climate change. The hundreds of energy efficiency projects which the company has undertaken are steadily reducing the energy density of its operations. When new investments are to be undertaken or changes are to be made in machinery and equipment, environmental-impact and energy-efficiency procedures are standardized both by initiating a Kanban (lean/just-in-time manufacturing) process and by adhering to best-available-technology (BAT) practices.

Tofaş works with NGOs, professional associations, and statutory authorities in the formulation of policies to deal with environmental issues. As a member of the Turkish Automotive Manufacturers Association and of the Turkish Industrialists’ and Businessmen’s Association, it takes part in both organizations’ working groups. Tofaş likewise seeks to contribute to the environmental value chain through partnerships with universities and with professional associations and chambers.

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

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

C12.3a

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

Specify the policy, law, or regulation on which your organization is engaging with policy makers
The Turkey Emission Trading System (TR-ETS) and the automotive industry. With the TR ETS, which is expected to start with the pilot phase in 2024, the regulations, innovations and obligations expected in the automotive sector.

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

Focus area of policy, law, or regulation that may impact the climate
International agreement related to climate change adaptation
Planning

Policy, law, or regulation geographic coverage
Regional

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

Your organization’s position on the policy, law, or regulation
Support with minor exceptions

Description of engagement with policy makers
The Turkish MRV regulation has been issued. We are one of the members of TÜSİAD Climate Change Task force . Tofas is the member Turkish Automotive Manufacturers Association (OSD), Turkish partner of ACEA (The European Automobile Manufacturers Association) and has presented its legislative proposals on existing regulations to policy makers through OSD.

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

Have you evaluated whether your organization’s engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
Yes, we have evaluated, and it is aligned

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
Tofaşın hedeflerine ulaşmasında proposalın desteği merkezi bir unsur mu?

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 (OSD (Automotive Manufacturers 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?
Yes, and they have changed 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
Turkish Automotive Manufacturers Association, Turkish partner of ACEA (The European Automobile Manufacturers Association) represents the interests of the 15 car, truck and bus manufacturers in Turkey. Using limited resources responsibly and protecting our environment: these are probably the greatest assignments of society today. In both respects, European automobile manufacturers have an important role to play and they are embracing this challenge. Vehicle makers are technology leaders, driving innovation towards cleaner, 'greener' transport. Every year, lower-emission new cars, vans and trucks come onto market, demonstrating this commitment. The auto industry shares concerns about global warming and is contributing actively to finding sustainable solutions. Thanks to huge efforts by industry and billions of euros of investments in R&D, the sector is on the right path to bringing down CO2 emissions. With respect to long-term CO2 targets, the OSD position is that the target set by the EU is very ambitious and will require breakthroughs in technologies, a new refueling infrastructure and a swift renewal of the car fleet on Europe's roads. This will be a tough challenge, and all relevant players will have to combine their efforts, including the fuel and energy sectors and policy makers. It is essential that personal mobility remain affordable, to ensure that new technologies are accepted by the consumer. Market demand will be key in reaching today's and future targets.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)
0

Describe the aim of your organization's funding
<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?
Yes, we have evaluated, and it is aligned

C12.4

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

Publication
In mainstream reports

Status
Complete

Attach the document

Page/Section reference
71-80

Content elements
Strategy
Emissions figures
Emission targets

Comment

C12.5

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

	Environmental collaborative framework, initiative and/or commitment	Describe your organization's role within each framework, initiative and/or commitment
Row 1	We are not a signatory/member of any collaborative framework, initiative and/or commitment related to environmental issues	<Not Applicable>

C15. Biodiversity

C15.1

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

	Board-level oversight and/or executive management-level responsibility for biodiversity-related issues	Description of oversight and objectives relating to biodiversity	Scope of board-level oversight
Row 1	Yes, executive management-level responsibility	Sustainability activities (inc Biodiversity) are reported to the Corporate Governance Committee, and the Board of Directors is informed about sustainability efforts. Thus, sustainability subject is under responsibility of the Board and monitored by its members. In line with our new sustainability targets, we focus on Biodiversity issues by 2021. Now our Plant Director is responsible our biodiversity activities.	<Not Applicable>

C15.2

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

	Indicate whether your organization made a public commitment or endorsed any initiatives related to biodiversity	Biodiversity-related public commitments	Initiatives endorsed
Row 1	No, but we plan to do so within the next 2 years	<Not Applicable>	<Not Applicable>

C15.3

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

Impacts on biodiversity

Indicate whether your organization undertakes this type of assessment
No, but we plan to within the next two years

Value chain stage(s) covered
<Not Applicable>

Portfolio activity
<Not Applicable>

Tools and methods to assess impacts and/or dependencies on biodiversity
<Not Applicable>

Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)
<Not Applicable>

Dependencies on biodiversity

Indicate whether your organization undertakes this type of assessment
No, but we plan to within the next two years

Value chain stage(s) covered
<Not Applicable>

Portfolio activity
<Not Applicable>

Tools and methods to assess impacts and/or dependencies on biodiversity
<Not Applicable>

Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)
<Not Applicable>

C15.4

(C15.4) Does your organization have activities located in or near to biodiversity- sensitive areas in the reporting year?
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?	Type of action taken to progress biodiversity- related commitments
Row 1	Yes, we are taking actions to progress our biodiversity-related commitments	Land/water protection Species management Law & policy

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	Yes, we use indicators	State and benefit indicators

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
Other, please specify	Impacts on biodiversity Details on biodiversity indicators	RENATUEvaluationTemplate20201022rev3 (1).xlsx

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	Chief Executive Officer	Chief Executive Officer (CEO)

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
I have read and accept the applicable Terms