

## C0. Introduction

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### C0.1

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

The Bridgestone Group, headquartered in Tokyo, is a global leader in tires and rubber building on its expertise to provide solutions for safe and sustainable mobility. We manufacture and sell a variety of tires, including those for passenger cars, trucks and buses, aircraft, construction and off-road mining vehicles, industrial and agricultural machinery, motorcycles, scooters and other vehicles. We also provide automotive parts, automotive maintenance and repair services, raw materials for tires and other products. In the diversified products business, we produce and sell industrial products, sporting goods and bicycles and other products. In addition, we have recently been going beyond simply selling tires and diversified products on a standalone basis to develop a solutions business. This business combines products, maintenance and other services, with IT and sensing technologies to provide solutions to the customers. These products and services are sold in over 150 nations and territories around the world.

### C0.2

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#### (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

No

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

### C0.3

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

Argentina  
Australia  
Belgium  
Brazil  
Canada  
China  
Costa Rica  
France  
Hungary  
India  
Indonesia  
Italy  
Japan  
Liberia  
Malaysia  
Mexico  
Philippines  
Poland  
Russian Federation  
Singapore  
South Africa  
Spain  
Taiwan, China  
Thailand  
Turkey  
United Kingdom of Great Britain and Northern Ireland  
United States of America  
Viet Nam

C0.4

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

JPY

C0.5

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

Operational control

C0.8

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

Indicate whether you are able to provide a unique identifier for your organization	Provide your unique identifier
Yes, an ISIN code	JP3830800003

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)	The Global CEO is a member of the board, and has the highest-level responsibility for climate-related issues. The Global CEO is responsible for deciding policies and measures or presenting to the board and overseeing company-wide management activities about management vision, mid-term strategies, and annual policies including climate-related issues. In 2020, the Board of Directors including the Global CEO discussed and approved a new Mid-Long Term Business Strategy that places sustainability at the core of Bridgestone management. In the process of developing the Mid-Term Business Plan based on the business strategy, a Sustainability Business Framework that links carbon neutral initiatives with the business model was also discussed and approved.

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 – some meetings	Overseeing and guiding employee incentives Reviewing and guiding strategy Overseeing and guiding the development of a transition plan Monitoring the implementation of a transition plan Overseeing the setting of corporate targets Monitoring progress towards corporate targets Reviewing and guiding the risk management process	<Not Applicable>	<p>&lt;Board’s oversight&gt; Bridgestone, in accordance with its Articles of Incorporation and applicable laws, stipulates in the Regulations of the Board of Directors that the Board of Directors is the highest decision-making body within the company. The restructuring of the Board’s authority conducted in February 2018 enables the Board to focus more on deliberations concerning business strategy including:</p> <p>1) Fundamental management policy includes: -The Environmental Mission Statement one of the important objectives of which is CO2 reduction -The Bridgestone E8 Commitment: an axis to drive management while earning the trust of future generations through the pursuit of both social and customer value. Bridgestone is committed to providing 8 Bridgestone-like values starting with the letter “E”. The 8 value includes Energy committed to the realization of a carbon neutral mobility society.</p> <p>2) Mid-Long Term Business Strategy: This is the new growth strategy, where sustainability is embedded as a core business driver. The Group will create new value for society by addressing social issues and positively contributing to the achievement of the SDGs including Climate Change issues. By creating, balancing and expanding its social and customer value, the Group will further its competitive advantage. The Group’s mid-term business plan for 2021-2023, based on the Mid-Long Term Business Strategy, sets out a Sustainability Business Framework to achieve carbon neutrality and a circular economy. This includes CO2 reduction targets in Milestone 2030 (Reduce our absolute CO2 emissions by 50% versus 2011 and contribute to reducing more than 5 times our emissions).</p> <p>3) Board Members’ and Executive Officers’ remuneration: The policy for setting remuneration by position and individual remunerations to the Company’s Board Members and Executive Officers is determined by the Board Compensation Committee, composed solely of Independent Outside Directors. The remuneration of Executive Officers includes Restricted Stock Unit (RSU), etc. which are provided according to the evaluation of sustainability and transformation initiatives in each fiscal year. The achievement of sustainability targets, such as carbon neutrality, is considered during the evaluation of RSU.</p> <p>&lt;Report to the Board&gt; To the Board, situation and progress of execution of the items above are reported quarterly. The progress and activities of mid-term strategy related to sustainability, including environment and climate change issues, are reported and discussed four times a year by the Global Executive Committee (Global EXCO), Bridgestone highest-level execution committee.</p> <p>&lt;Examples of reported contents in 2022&gt; Additional target and countermeasures to reduce Scope 1 and 2 emissions for 2023</p>

**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	<p>Bridgestone Corporation has the following nominating policy for appointment to the Board:</p> <p>The nominating policy for outside directors requires the candidate’s expertise, experience and ability to make judgements from an independent perspective. One director has excellent academic knowledge in the field of sociology and international business administration, as well as abundant wisdom regarding CSR and sustainability in Japan and overseas. He was expected to contribute to the sustainability perspective, including climate-related issues, when nominating the outside director.</p> <p>The nominating policy for members of the board who are not outside directors requires the candidate’s scope of knowledge and experience regarding the business and its operations. Two Directors have experience as Executive Officer in charge of Environment, and the one other Director has also experience as Executive Officer in charge of CSR and Environment. These three Directors were expected to contribute to the sustainability perspective, including climate-related issues, when nominating the board members.</p>	<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**

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

**Coverage of responsibilities**

<Not Applicable>

**Reporting line**

Reports to the board directly

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

Quarterly

**Please explain**

At Bridgestone, Global CEO is the highest-level management position and has ultimate responsibility for management strategy and overall management including climate-related issues. And the highest-level committee associated with the Bridgestone Group global business execution is the Global Executive Committee (Global EXCO). Members of the Global EXCO are nominated from full-time corporate officers by the Global CEO/ Joint Global COO. Reporting to the Global EXCO, Bridgestone has the Global Sustainability Committee (GSC) that is led by the Joint Global COO and comprised of executive officers and professionals responsible for Sustainability and representatives of Strategic Business Units (SBUs) and functions. Sustainability is led holistically and globally by the GSC with working groups of cross-functional, cross-regional leaders responsible for operationalizing the Bridgestone Group's sustainability framework. Under the GSC, Bridgestone has 6 working groups\*. Each working group comprised of members from corresponding functions or related areas in each SBU and report to the GSC. Among the 6-working groups, the "Environment Working Group" and "Carbon Neutral Working Group" summarize and report results related to CO2 goals and management, and proposes strategies to the GSC, taking into account the latest social trends that might represent environmental risks/opportunities. The Group also established a Global Sustainability Function with members from each region to activate its sustainability journey to ensure the successful cultural, strategic and operational integration. According to deliverables from the working groups including that from the Environment Working Group as written above, the GSC prioritizes Sustainability initiatives in areas pertaining to a variety of global issues including climate change, formulates global strategies and tracks the progress of activities in each area. Then, the GSC reports to the Global EXCO and ask them for decision making on important issues. Under this structure, the Global EXCO receives quarterly reports from the GSC, on plans and progress in addressing climate-related issues, and the Global CEO makes decisions on key climate-related issues with Global EXCO members such as CO2 reduction targets. As for risk management/assessment, the Bridgestone Group broadly divides risks into two categories: business strategic risks, which are related to management decision-making, and operational risks, which include climate change risks and are related to daily operations. The former is handled through business operations, while the latter is handled by the Chief Risk Officer (CRO), who has overall responsibility for managing risks and reports to the Global CEO. \*6 working groups under the GSC: "People", "Environment", "Compliance, Fair Competition", "Human Rights, Labor Practices", "Sustainable Procurement" and "Carbon Neutral"

**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**

Corporate executive team

**Type of incentive**

Monetary reward

**Incentive(s)**

Shares  
Retirement plan

**Performance indicator(s)**

Achievement of climate transition plan KPI  
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)**

50% is provided as stock units, and cash equivalent to the market value is paid at time of retirement. The remaining 50% is provided as restricted stock, and the transfer restriction is lifted upon retirement.

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

To promote transformation from a long-term perspective and encourage the achievement of the sustainability business framework, we have adopted sustainability incentives as new mid- to long- term incentives from fiscal year 2022. Since the amount of RSU, etc. provided based on this framework varies from 0% to 120% in accordance with the evaluation of sustainability and transformation initiatives such as achievement of carbon neutrality targets in each fiscal year, and the results of these efforts are reflected in the corporate value (price of Company shares) over the mid- to long-term, vesting of RSU, etc. shall be at the time of retirement.

**Entitled to incentive**

All employees

**Type of incentive**

Monetary reward

**Incentive(s)**

Bonus – set figure

**Performance indicator(s)**

Achievement of a climate-related target  
Implementation of an emissions reduction initiative  
Reduction in absolute emissions  
Energy efficiency improvement  
Reduction in total energy consumption

**Incentive plan(s) this incentive is linked to**

Not part of an existing incentive plan

**Further details of incentive(s)**

A system to raise employees' awareness and encourage environmental activities, including financial rewards in some regional awards.

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

The Bridgestone Group Awards (BGA) are the highest global recognition for all employees that rewards efforts of organizations and individuals. The BGA 2022 were comprised of four categories:

- Solution for Sustainability Business
- Value Creation for Society
- Value Creation for Customers
- Management Fundamentals

One of award categories, Value Creation for Society, recognizes efforts related to social value creation with society and our partners, such as achieving a CO2 reduction target, reducing energy use, and improving efficiency.

**C2. Risks and opportunities**

**C2.1**

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

Yes

**C2.1a**

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

	From (years)	To (years)	Comment
Short-term	0	5	
Medium-term	5	10	
Long-term	10	40	

## C2.1b

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

From a strategic point of view, Bridgestone defines Risk as "events (incidents, accidents, natural disasters, problems, etc.) that may cause losses to the organization, employees, products and services, financial conditions, brands, customers, shareholders, business partners, and neighbouring residents, etc." in the Risk Management Basic Manual, and Climate Change is also included as a factor that causes these events. The degree of risk impact is assessed quantitatively according to the Risk Assessment Criteria from 5 viewpoints: Amount of damage, Human life, Operational impact, Environmental and Social trust. Then, it is comprehensively classified into five levels: Extensive impact, Substantial impact, Major impact, Moderate impact and Minor impact based on the impact level of each viewpoint. Among them, Extensive impact, Substantial impact, Major impact are defined as substantive financial impact, which are equivalent or more than one week impact on operational impacts or a major damage amount (assessed and judged around the order of USD 0.4 million).

And also, from a financial perspective, the threshold for the judgement is whether the risk is anticipated to cause more financial loss than a standardized amount.

The process for risk identification and assessment mentioned above is also applied to the risks other than environment related ones including climate change, so various risks which we may face can be assessed in comparable manner.

## 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

<1. Risk assessment structure in the Bridgestone Group>

The Bridgestone Group established the Global Management Risk Committee (the "GMRC"). The GMRC, chaired by the Group Global General Counsel, is a chartered committee consisting of the CEOs and Chief Risk Officers (each a "CRO") of each region, as well as others with relevant expertise within the organization. Members of the GMRC also periodically provide updates and reports to the global CEO and board members.

In addition to the GMRC, the Bridgestone Group has also formed a Chief Risk Officer Council (the "CRO Council"). The CRO Council consists of the CROs and dedicated enterprise risk management professionals from each region. The CRO Council reports into the GMRC. The GMRC and CRO Council closely collaborate with the Bridgestone Group's Global Sustainability Committee to ensure that sustainability including climate-related risk is integrated into enterprise risk management processes.

<2. The process for assessing and responding to risks and opportunities>

In the Bridgestone group, the Chief Risk Officers (CRO) of each SBU in cooperation with functional departments within SBUs hold group-wide process at least once a year to identify potential risks from the perspective of potential impact and probability of occurrence. The each identified risk is reviewed four times a year to publicly disclose major categories of these risks in our quarterly Securities Report. The risk categories identified and addressed include ESG risks, including but not limited to occupational health and safety, environmental protection, sustainable business operations (e.g., climate change, water intake), supplier management and compliance programs, ethics and compliance. Bridgestone standardized the degree of potential impacts of risks by impact-type such as human life/health, financial loss, operational impact (period of suspension of sales and plant operation or time necessary for response), social trust and so on. The criteria to determine rank differs by the impact type. As for environment related risks including climate change and CO2 emission etc., the Group considers the possible impact is substantive when it falls under one of the following criteria: "Strong feeling of discomfort extending to areas surrounding the office/plant, accompanied by health damage in some cases, or health damage caused externally over a wide area", "Excess limit of financial amount (determined by company)", "Over two weeks' impact on division (period of suspension of sales and plant operation or time necessary for response)", or "Trust damaged in terms of the company's reputation (falsified reports, organizational scandal)". On the other hand, we also estimate probability of occurrence and classify them into 4 ranks based on the likelihood.

Then, the GMRC evaluates various global risks from short-, medium-, and long-term perspectives, and provides direction and oversight for the relevant leaders and cross-functional groups within the organization who are charged with leading the risk management efforts. The GMRC meets several times a year and has direct oversight of the most significant enterprise-wide global risks. Additionally, the assessment results of climate and sustainability-related risks and opportunities, as well as climate and sustainability-related mid-term strategy and its progress, are reported and discussed four times a year at the Board meeting by the Global Executive Committee (Global EXCO), Bridgestone highest-level execution committee.

The CRO Council meets frequently and has direct responsibility for the design and implementation of enterprise risk management at the global and regional levels, including investment in and use of leading risk management technology and systems, and continuously enhancing our business continuity and crisis management activities. Each of the CROs are also responsible for driving and coordinating operational risk mitigation and management activities at the department and SBU levels within their respective regions.

## 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	Recently, various regulations have been introduced for the purpose of curbing climate change. With respect to tires also, maximum limits on rolling resistance and the labelling system have been introduced. Following such new regulations, operational cost such as to develop low rolling resistance tires, to measure rolling resistance coefficient value and to print labels has been increased. There is a possibility of further increase of operational cost in case such regulations become stricter and/or expand globally. For example, Europe (EU member states), South Korea, Brazil and the Middle East (GCC, Israel) have already introduced the maximum limit and labelling systems for rolling resistance. Studies of introducing regulations are underway in the United States, India and China, and there is a possibility of further expansion in the future. Bridgestone's tire sales accounts for more than 90% of total sales, and since we sell a wide range of tires in over 150 countries, such as for passenger cars, truck and bus, and light truck, in each country that has introduced or is considering the labelling system and promoting development of low rolling resistance tires as represented by ECOPIA which superior level of fuel efficiency and other performance. Therefore, its impact is significant. The global Environment Working Group is monitoring social trends including current regulations and Bridgestone encourages the development and launch of low rolling resistance tires to contribute to CO2 emissions reduction activities.
Emerging regulation	Relevant, always included	There are discussions about introducing carbon pricing in many countries, and since Bridgestone has facilities in over 20 countries, there is a possibility of increasing operational cost. For example, the current carbon tax rate in Japan is 289 yen/CO2e, in the case the carbon tax rises to 1,000 yen in the future, the impact will be 750,000,000 yen. If the carbon tax increases gradually in the future, it is considered that the impact will be large. The global Environment Working Group is monitoring social trends including emerging regulations such as carbon tax, etc. and Bridgestone continues to encourage activities to reduce CO2 emissions.
Technology	Relevant, always included	There is a possibility of sales decrease in the case of becoming less competitive because of delay of low carbon technology development enhancing energy efficiency of products/manufacturing. We estimate that the potential financial impact is 38.32 billion yen per 1% decreasing of annual sales. It will be a significant impact for Bridgestone, whose tire sales account for more than 90% of total sales. By introducing such energy-efficient technologies, Bridgestone encourages providing products and services that can contribute to reduce CO2 emissions, such as fuel-efficient tires.
Legal	Relevant, always included	Bridgestone is subject to relevant laws and regulations in each country in which it conducts business. In case of providing accurate information with climate change-related data in administrative reports and product labelling, there is a risk of investigation by authorities and litigation. For example, there may be cases in which an incorrect explanation of energy efficiency is displayed in the tire labelling, or CO2 emissions from production sites are reported incorrectly. Incorrect tire fuel consumption information will also affect the fuel consumption information of the vehicle, which will prevent measures against climate change by vehicles with a large impact on CO2 emissions. As it affects not only the company's laws and regulations, but also car manufacturers and their purchasers, it is considered to be a major risk. In the future, mistaking compliance with new laws and regulations may have negative impacts such as business activity restrictions and increased costs for litigation.
Market	Relevant, always included	Bridgestone encourages providing products and services which can contribute to reducing CO2 emissions, such as fuel-efficient tires. However, changes on climate-related requirements in the market may impact our sales. For instance, expectations for fuel efficient tires and retread tires are increasing in our markets. However, there is a possibility of losing competitiveness and drop in market share in case of delaying the development and providing tires which can not improve customer satisfactions related to CO2 reductions. We estimate that the potential financial impact is 38.32 billion yen per 1% decreasing of annual sales. It will be a significant impact for Bridgestone, whose tire sales accounts for more than 90% of total sales. In addition, in case that global temperature becomes significantly higher and snowfall becomes lower, demand for winter tires might be lower. The global Environment Working Group is monitoring social trends including market requirements from customers such as automakers.
Reputation	Relevant, always included	With the increasing demand for climate change response in the automotive industry, disclosure of environmental data is also becoming more important. Bridgestone encourages ESG disclosure, and disclose environmental data including energy and CO2 emission data in various media such as the Annual Report, Integrated Report and website. But in the event of a crisis that damages social credibility by providing inaccurate information related to climate change, there are possibilities to lose trust from customers and stock price. It may cause a decline and adversely affect business performance and financial condition. It could negatively impact Bridgestone's business performance and financial position, and at the same time impair investors' chances of making appropriate decisions on climate change initiatives. To enhance the transparency and reliability of disclosure, Bridgestone conducts third-party verification and reviews of most of the data contained in sustainability reports such as CO2 emissions. The global Environment Working Group also monitors ratings of Bridgestone by externals. The global Environment Working Group also monitors social trends including reputations of advanced companies on ESG as benchmark and criticisms for companies with ESG related misdoings to avoid potential negative reputational impacts.
Acute physical	Relevant, always included	Bridgestone's main business is tires whose raw materials consist of natural rubber. Currently, natural rubber is almost entirely made from the sap (latex) of para rubber tree. 90% of the growing area of para rubber tree is in Southeast Asia and owing to droughts in the tropical rainforests of Southeast Asia caused by El Nino, the deciduous period for para rubber tree becomes longer and the period during which sap can be obtained becomes shorter, thereby leading to a decrease in yield. As a result, the balance of supply and demand is expected to be upset and the price of natural rubber, which plays a vital role as a raw material of tires, is expected to surge. If the price of natural rubber rises and it becomes difficult to procure such rubber, the cost of tire production will increase. This in turn is expected to result in lower profit or a decrease in share due to higher tire prices. In addition, severe weather such as floods and hurricanes could affect operations at manufacturing facilities and/or distribution channels. The global Environment Working Group is monitoring social trends including yearly climate change status in all regions.
Chronic physical	Relevant, always included	Bridgestone's main business is tires whose raw materials consist of natural rubber. Currently, natural rubber is almost entirely made from the sap (latex) of para rubber tree. 90% of the growing area of para rubber tree is in Southeast Asia. There is a risk of rubber supply shortage as climate pattern changes in regions where para rubber tree grows and rubber production efficiency worsen. It can lead to lower profit because of a higher rubber procurement cost. For example, in 2017, rubber prices rose about 15% when rubber yields temporarily declined 10% in Thailand. If the yield of rubber decreases chronically due to climate change and the price of rubber continues to rise, the cost of manufacturing tires will increase. This in turn is expected to result in lower profit or a decrease in share due to higher tire prices. The global Environment Working Group is monitoring social trends including publications about long-term estimations related to climate-change.

**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**

Emerging regulation	Carbon pricing mechanisms
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**Primary potential financial impact**

Increased indirect (operating) costs

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

<Not Applicable>

**Company-specific description**

Introducing carbon pricing in various countries would cause increase of operational cost since Bridgestone has facilities in over 20 countries. For example, in October 2012, the Tax for Climate Change Mitigation was introduced in Japan. In response to such introduction, the Bridgestone Group is paying more taxes directly according to the use of fuel and indirectly according to the use of electricity. Specifically, by using a CO2 emissions factor of each fossil fuel, the tax rate per unit quantity (kilo liter or tonne) is set so that each tax burden is equal to 289 yen per tonne of CO2 emissions. For Bridgestone, it is an important climate risk to consider because approx. 33% (45 facilities as of 2022) of our manufacturing facilities are located in Japan and CO2 emission of these facilities accounts for approx. 24% of our Scope1 & Scope 2, the highest percentage of our Scope 1 & 2 emissions by country. Therefore, there is a risk of a further increase in the operational cost if the tax rate increases.

**Time horizon**

Medium-term

**Likelihood**

Likely

**Magnitude of impact**

High

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

Yes, a single figure estimate

**Potential financial impact figure (currency)**

750000000

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

<Not Applicable>

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

<Not Applicable>

**Explanation of financial impact figure**

Financial impact is estimated to 289 yen/tCO2 based on the current carbon tax rate. Although it depends on the degree of increase the tax rate, the figure shown in the "Potential financial impact 750,000,000 yen" is a calculation to 1,000 yen increase case. This 1,000 yen increase is the lowest of the four options for the carbon tax increase estimated by the Ministry of the Environment, Government of Japan in 2021: 1,000 yen, 3,000 yen, 5,000 yen, and 10,000 yen.

In the breakdown of CO2 emissions (Scope1, 2) in 2022, Japan's emissions were around 750,000 tonnes.

(750,000 tCO2 \* 1,000 yen/tCO2 = 750,000,000 yen)

This is the financial impact in Japan, and further impact is expected if the carbon pricing is introduced in various countries where we operate.

**Cost of response to risk**

7532000000

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

To mitigate this risk, Bridgestone has two approaches to reduce the impact of future carbon taxes by reducing CO2 emissions. One is to include the evaluation from the viewpoint of CO2 emission cost in the equipment introduction study. The internal guidelines stipulate that a comprehensive evaluation including the realization of a sustainable society such as CO2 reduction should be made when making investment decisions. The carbon price of CO2 emission cost is set accordingly considering business characteristics and regional situations of each business unit, however the common default value for reference is updated once a year. Based on this information, each business unit will install equipment while considering reducing the future impact of carbon prices. The other is to improve energy efficiency with existing equipment. To maximize energy efficiency, we are promoting conversion to energy that produces little CO2 emissions and also reducing energy use itself. Energy saving initiatives at production sites are one of our primary activities.

We have been implementing CO2 reduction measures such as the introduction of high efficiency equipment, installing steam turbine generators, converting to fuel emitting less CO2 and so on. In 2022, as an example, we implemented 326 projects with a payback period of 4-10 years. CO2 emission reductions per year from projects completed in 2022 were approximately 7,600 tonnes. The largest amount, approximately 2,500 tonnes out of the 7,600 tonnes, in 2022 was due to a fuel conversion from heavy oil to city gas at the Amagi Plant resulting from the boiler replacement. At the Amagi Plant, over 90% of Scope 1 emissions were from heavy oil in 2020, and our challenge was to reduce the risk and cost of Scope 1 emissions from the heavy oil. Therefore, we invested in the boiler replacement with one of the main objectives of converting the fuel from heavy oil to city gas, which has lower Scope1 emissions.

Capital investments in 2022 totalled 7,532 million yen to enhance energy saving, consisting of (1) building efficiency improvements through heat insulation, repair, air conditioning, and lighting, and (2) processes efficiency improvement through heat recovery, fuel conversion, and equipment replacements. These were extracted from the list of capital investment in 2022 at the production facilities, and the investment amounts were totalled.

**Comment****Identifier**

Risk 2

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

Upstream

**Risk type & Primary climate-related risk driver**

Chronic physical	Changing precipitation patterns and types (rain, hail, snow/ice)
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**Primary potential financial impact**

Increased direct costs

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

<Not Applicable>

**Company-specific description**

Bridgestone's tire sales account for more than 90% of total sales and tire's raw materials consist of natural rubber. Currently, natural rubber is almost entirely made from the sap (latex) of the Hevea rubber tree and 90% of the Hevea rubber supply is grown in Southeast Asia. The Bridgestone Group sources most of its natural rubber from Southeast Asia and sourced 77% of our natural rubber from Indonesia and Thailand and 7% from the other Asia in 2021. In addition, the Group owns two rubber farms in Indonesia.

Due to droughts in the tropical rainforests caused by El Nino, the deciduous period for the Hevea rubber tree, which grows mainly in Southeast Asia such as Indonesia and Thailand, becomes longer and the period during which sap can be obtained becomes shorter, thereby leading to a decrease in yield. As a result, the balance of supply and

demand is expected to be upset and the price of natural rubber, which plays a vital role as a raw material of tires, is expected to surge. If the price of natural rubber rises and it becomes difficult to procure such rubber, the cost of tire production will increase. This in turn is expected to result in lower profit or a decrease in share due to higher tire prices. Therefore, we are aware that this risk has a significant impact.

**Time horizon**

Medium-term

**Likelihood**

Likely

**Magnitude of impact**

Medium-high

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

Yes, a single figure estimate

**Potential financial impact figure (currency)**

4389000000

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

<Not Applicable>

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

<Not Applicable>

**Explanation of financial impact figure**

Financial impact is estimated to 1 yen/kg based on our total amount of raw materials used for production. Although it depends on the degree of increase the raw material prices, the figure shown in the "Potential financial impact 4,611,000,000 yen" is a calculation when the price of all raw materials increases by 1 yen/kg based on our latest data.

Our total amount of raw materials used for production, including natural and synthetic rubber, is 4,389 thousand tonnes in 2022.

(4,389,000 tonnes \* 1 yen/kg = 4,389,000,000 yen)

**Cost of response to risk**

3200000000

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

Bridgestone is reducing the above risks through improving productivity of natural rubber plantations Bridgestone owns in Southeast Asia. Bridgestone will invest a total of U.S.\$26.7 million (approximately ¥3.2 billion) from 2022 to 2030 in our two natural rubber plantations which consist of PT BRIDGESTONE SUMATRA RUBBER ESTATE in Indonesia (area in total: about 17,900ha) and PT BRIDGESTONE KALIMANTAN PLANTATION in Indonesia (area in total: about 6,000ha). Bridgestone will make harvest volumes in a given area double in 2035, compared with 2022 projections. Initiatives to this end include introduction of elite trees with stable harvest volume, which are selected by genome analysis technology and ongoing, systematic afforestation for ensuring that natural rubber plantations owned by Bridgestone are properly managed depending on tree age and afforestation cycle. Measures hiring the latest technology that utilizes artificial intelligence (AI) image analysis to diagnose and detect disease in Para rubber trees and the big data to implement optimal plantation for higher yield in natural rubber plantations are also parts of these initiatives. Through these efforts, we are augmenting output and preparing for the risk of being unable to procure.

**Comment**

**Identifier**

Risk 3

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

Downstream

**Risk type & Primary climate-related risk driver**

Reputation	Increased stakeholder concern or negative stakeholder feedback
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**Primary potential financial impact**

Decreased access to capital

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

<Not Applicable>

**Company-specific description**

Disclosure of GHG related information is increasingly being required around the world. If Bridgestone stocks are deemed to be outside the scope of ESG investment by financial institutions due to our failure to disclose information or negative campaigns are conducted by NGOs, there is a risk that this would lead to a decline in the stock price. In 2022, the number of letters and inquiries about climate change, especially from investors, was almost the same as the previous year. It is expected that requests for disclosure of climate change information to the Company will increase further in the future, and the reputational risk is high. We should be managed properly by the measures as written below.

**Time horizon**

Short-term

**Likelihood**

About as likely as not

**Magnitude of impact**

Medium-low

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

Yes, a single figure estimate

**Potential financial impact figure (currency)**

714000000

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

<Not Applicable>

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

<Not Applicable>

**Explanation of financial impact figure**

Financial impact is estimated to 1 yen/share based on our stock price. Although it depends on the degree of decrease actually stock price, the figure shown in the "Potential financial impact 714,000,000 yen" is a calculation of 1 yen decline case. Number of shares issued was about 713,698,221 share in the end of 2022. (714,000,000 share \* 1 yen = 714,000,000 yen) It brings more difficult access to capital.

**Cost of response to risk**

42600000

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

Expectations for climate change disclosure to our company are high, and we believe that appropriate disclosure can enhance our brand value. To this end, we believe it is necessary to properly understand not only GHG emissions but also the information required by stakeholders, such as governance and strategies for addressing climate change, and to disclose reliable information in a timely manner through the appropriate channels.

To respond to the needs of stakeholders, we are following the framework of the TCFD recommendations in our information disclosure on our corporate website. To ensure transparency and reliability of the data, we also obtained a third-party verification of our 2021 calculation results through an external organization. We have received third-party assurance for key environmental data since 2015, and our 144 production sites' CO2 emissions Scope 1, 2 and our Scope 3 emissions have been verified on an ongoing basis as reported in C10.

In addition, we use our corporate website and Global Sustainability Report to make it possible for all stakeholders to access information of our various activities. As the result of such effort by 2022, we were selected for inclusion in the DJSI World, FTSE4Good Index Series, and ranked AA on MSCI ESG Ratings as of December 2022. We spent approx. 42.6 million yen in 2022 to obtain a third-party verification of our 2022 GHG calculation results and issue an Integrated Report.

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

Yes

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

Opp1

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

Downstream

**Opportunity type**

Products and services

**Primary climate-related opportunity driver**

Development and/or expansion of low emission goods and services

**Primary potential financial impact**

Increased revenues resulting from increased demand for products and services

**Company-specific description**

Recently, various regulations have been introduced with the purpose of curbing climate change. With respect to tires, maximum limits on rolling resistance and the labelling system have been introduced. "Rolling resistance" is resistance arising when a tire rolls, and the same vehicle will have better fuel consumption if the tire rolling resistance is low. Therefore, each country is adopting the following systems as a measure to lower rolling resistance. 1. Set a maximum value for rolling resistance and prohibit sale if this maximum value is exceeded. (Maximum limit) 2. Grade rolling resistance according to 5-7 levels and carry out labelling. For example, several regions and countries such as Europe (EU member states), South Korea, Brazil and the Middle East (GCC, Israel) have already introduced the maximum limit and labelling systems, and Japan has introduced only the labelling system as a voluntary industry standard. Bridgestone's tire sales account for more than 90% of total sales, and since we sell a wide range of tires in over 150 countries, such as for passenger cars, truck and bus, and light truck, in each country that has introduced or is considering the labelling system and promote development of low rolling resistance tires as represented by ECOPIA. Therefore, its impact is significant. Bridgestone considers the introduction of these systems could be comparatively large opportunity to fairly disclose and appeal to consumers the maximum limit and grading of rolling resistance of our products and result in the increased revenues. Bridgestone's fuel-efficient tires, represented by ECOPIA, contribute to greater vehicle fuel efficiency and meet a variety of customer needs, including superior levels of low-rolling resistance, lighter weights and other performance metrics. For example, Bridgestone's ECOPIA EP001S is the first tire to be rated the highest grade for both fuel efficiency and wet grip performance under Japan's Labelling System (the grade is achieved by submitting specified test data to the Tire Fair Trade Council and having that data approved.) In 2022, the contribution to CO2 reduction by providing solutions based on our products and services across the entire value chain is equivalent to approximately 2,854,000t-CO2. Bridgestone believes that it can respond to the labelling system through the development of such fuel-efficient tires and appeal to the demand for fuel-efficient tires.

**Time horizon**

Short-term

**Likelihood**

Very likely

**Magnitude of impact**

High

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

Yes, a single figure estimate

**Potential financial impact figure (currency)**

38320000000

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

<Not Applicable>

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

<Not Applicable>

**Explanation of financial impact figure**

The global tire market is valued at approximately 167 billion US dollars in 2019 (Reference: Tire Business – Global Tire Company Rankings) and is expected to grow two to three-fold by 2050. Financial impact is estimated to 1% based on our tire sales. Although it depends on the degree of increase actually sales, the figure is a calculation when the sales of tire business increase 1%.

Our tire sales in 2022 was about 3,832 billion yen.

(3,832,000,000,000 yen \* 0.01 = 38,320,000,000 yen)

**Cost to realize opportunity**

480000000000

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

The most important factor in taking advantage of such systems is the development of technology to reduce tire-rolling resistance.

In the Mid Term Business Plan for the years 2021 to 2023, the Bridgestone Group is challenging to realize a sustainable business framework, which ties in efforts for resource circulation, CO2 emission reduction and achieving carbon neutrality with our business model. In this strategy, it is important to reinforce "Dan-totsu" (the absolute and clear leaders) products, so we are developing and expanding fuel-efficient tires equipped with ENLITEN, an innovative tire technology that combines environmental and driving performance. In 2022, ENLITEN was selected as the tire to be installed on new vehicles. In order to promote the development of such low rolling resistance tires, we have set a target in 2010 of reducing rolling resistance by 25% compared to 2005 by 2020, and have achieved a 24% reduction in 2020 compared to 2005. In 2022, we continued to reduce the tire rolling resistance, and the contribution to CO2 reduction combined with the activities of the entire value chain is equivalent to approximately 2.9 million tonnes. In addition, we set the focused target towards 2030: contributing to global CO2 emissions reduction across the lifecycle and value chain (Scope 3) of its products and services exceeding five times its operation's (Scope 1 and 2) CO2 emissions. To do so, we define a key action towards 2030: developing products and services that contribute to CO2 emissions reduction (e.g. fuel-efficient tires with low rolling resistance).

The amount of strategic investment and expenses for the premium tires business\* under the 2030 Long Term Strategic Aspiration announced in August 2022 is 40% of approximately 1,200 billion yen ,i.e., approximately 480 billion yen, from 2022 to 2030. This breakdown consists of investments from 2022 to 2026 to build the foundation of the premium tire business, and investments from 2027 to 2030 to continue reinforcing the premium tire business.

\* Premium tires business is business that produce and sell products, where we will further focus on creating a new premium from Mid Term Business Plan (2024-2026), with ENLITEN technology, and OR tire for mining vehicles MasterCore at the core. The ENLITEN technology achieves both tire-rolling resistance reduction and driving performance improvement, and MasterCore is best-in-class mining tires.

**Comment****Identifier**

Opp2

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

Upstream

**Opportunity type**

Resilience

**Primary climate-related opportunity driver**

Resource substitutes/diversification

**Primary potential financial impact**

Increased revenues resulting from increased demand for products and services

**Company-specific description**

Currently, natural rubber, the main raw material of tires, is almost entirely produced from the sap of para rubber trees. 90% of growing areas of para rubber trees are in Southeast Asia and its price often fluctuates due to issues such as demand change, climate change and speculation etc.

Therefore, finding a substitute for the raw material source will be one key factor to enhance competitiveness and resilience of Bridgestone's business.

The Bridgestone Group proactively conducts research and production of natural rubber resources consisting of Guayule cultivated in arid climates as substitutes for para rubber trees. It accumulates rubber in the bark layer as a stress response to cold, almost identical to natural rubber harvested from Para rubber tree. Importantly, guayule does not compete with food crops and is suitable to mechanization.

Additionally, we have successfully developed a rubber material with a "double network" structure in collaboration with 12 research organizations. It combines hard, energy-absorbing properties with soft, supple properties. While maintaining the fuel efficiency of conventional fuel-efficient rubber (made with standard rubber), the new material is about five times stronger, making it possible to produce thinner and lighter tires. We expect this new technology would contribute to reducing natural rubber usage amount. Through these activities, we can use this opportunity to differentiate ourselves in terms of diversity of raw material source and cost competitiveness and supply of tires. Increased availability of natural rubber resources could contribute to the financial impact of stabilized sales, increased market share, and lower procurement costs.

**Time horizon**

Medium-term

**Likelihood**

Likely

**Magnitude of impact**

Medium-high

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

Yes, a single figure estimate

**Potential financial impact figure (currency)**

307000000000

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

<Not Applicable>

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

<Not Applicable>

### Explanation of financial impact figure

Financial impact is estimated to 1% based on tire sales per market share. Although it depends on the degree of expansion of actually market share, the figure shown in the "Potential financial impact 166,000,000,000 yen" is a calculation when the market share increases 1%.

Our tire sales in 2022 was about 3,832 billion yen and the latest our tire share is 12.5%.

(3,832 billion / 0.125 \* 1%= 307 billion)

### Cost to realize opportunity

500000000

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

The Bridgestone Group is diversifying the regions where it produces natural rubber. To aim at easing the overconcentration of natural rubber producing areas in Southeast Asia, we conduct research and development of guayule as a new natural rubber source replacing para rubber tree to stabilize supply. As guayule grows in arid regions, unlike para rubber tree, and the rubber component contained in its tissue has similar properties to the natural rubber harvested from the para rubber tree, it is expected to be a new natural rubber source. The Group commenced experimental production of natural rubber harvested from guayule in 2015.

BSAM (Bridgestone Americas Inc) announced the results of this collaborative project in January 2021. They were able to fully sequence and assemble a guayule genome, making it possible to identify genes for important traits. Through the joint work, Bridgestone developed mapping populations and paved the way towards selecting genes from inherent genetic diversity to breed highly productive varieties of guayule.

Furthermore, Bridgestone Corporation is developing a new technological innovation to increase the productivity of guayule farms through a joint project with Kirin Holdings. Combining the world-class biotechnologies of Kirin Holdings and the guayule cultivation expertise of Bridgestone, the project aims to deliver large-scale propagation of guayule plants from high-quality seeds.

Aiming for practical use by 2026, with full-scale production and commercialization by 2030, we will continue to improve guayule productivity through sustainable methods, establish new production processes, improve logistics, and promote other initiatives.

Bridgestone plans to invest an \$42 million (approx. 5 billion yen) from 2022 to 2025 with the aim of practical use of guayule by 2026. The \$42 million (approx. 5 billion yen) consists of (1) increasing capacity of up to 25,000 additional acres of farmland for planting and harvesting guayule and (2) research initiatives to establish commercial operations for planting and harvesting guayule at scale.

### Comment

#### Identifier

Opp3

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

Downstream

#### Opportunity type

Products and services

#### Primary climate-related opportunity driver

Shift in consumer preferences

#### Primary potential financial impact

Increased revenues resulting from increased demand for products and services

#### Company-specific description

Bridgestone delivers a wide range of products to customers around the world, including tires, rubber and other diversified products. We have been providing best-in-class services, sensor devices, data-driven technology and tire asset management systems as "Solution Business" that enable increased productivity for our customers.

Among the customers, Commercial Fleet operators are under constant pressure to maximize their fleet performance whilst minimizing costs. Bridgestone provides mobility solutions that help reduce vehicle downtime by using digital technologies to predict vehicle performance and tire wear while also offering highly efficient tire replacement and maintenance services to a wide range of customers. From climate-related viewpoint, improvement of fuel efficiency brought by our solutions have been contributing to lower fuel use and CO2 reduction.

In case that stricter emission control and/or carbon pricing etc. are introduced with the rise of social momentum in future, CO2 emission reduction would become more important theme for such operators. We consider that this increased demand for CO2 emission reduction is an opportunity to increase revenues in the Mobility Solutions business and expanding the Mobility Solutions business leads to expanding truck and bus premium tire customer.

#### Time horizon

Short-term

#### Likelihood

Very likely

#### Magnitude of impact

Medium

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

Yes, a single figure estimate

#### Potential financial impact figure (currency)

3832000000

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

<Not Applicable>

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

<Not Applicable>

### Explanation of financial impact figure

The global tire market is valued at approximately 167 billion US dollars in 2019 (Reference: Tire Business – Global Tire Company Rankings) and is expected to grow two to three-fold by 2050. Financial impact is estimated to 1% based on our tire sales. Although it depends on the degree of increase actually sales, the figure shown in the Potential financial impact is a calculation when the tire sales increases 1%.

Our tire sales in 2022 was about 3,832 billion yen.

(3,832,000,000,000 yen \* 0.01 = 38,320,000,000 yen)

### Cost to realize opportunity

10930000000

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

With recent developments like MaaS (Mobility as a Solution) and CASE (Connected, Autonomous, Shared, Electric), the mobility industry is facing a once-in-a-century pace of change. As mobility continues to rapidly evolve, it has the strong potential to solve many of the challenges affecting society. The Bridgestone Group's mobility solutions business creates new value by combining its wealth of knowledge about tires with tire and mobility data to contribute to world mobility. For customers, the Group's solutions that maximize tire performance help optimize operations and introduce damage prevention measures that avoid downtime, improve vehicle performance and reduce TCO (Total Cost of Ownership). For society, the value the Group co-creates with customers and partners reduces CO2 emissions and helps realize a circular economy. Based on this strategy, Bridgestone has focused on the solutions business, including the acquisition of Bandag in 2007 and the introduction of a package of new tires, retreaded tires and tire maintenance services for fleets. Moreover, Webfleet solutions joined our business from 2019. "WEBFLEET" service supports transportation operation and contributes to improved safety, efficiency and productivity by managing various data related to vehicle operations. It also contributes to improved fuel efficiency and reduced CO2 emissions by streamlining operations. To date, 900,000 vehicles have used WEBFLEET. By combining vehicle operations data with the Bridgestone Group's knowledge of tire wear and durability, it can provide a wider range of solutions, including products and services based on customers' unique operating conditions and needs. As an example, one customer reported that WEBFLEET reduced fuel consumption costs by 10% and CO2 emissions by 2000 tonnes. Additionally, data on vehicle operating and tire usage conditions is being deployed by R&D teams to more rapidly develop high-quality tires that meet customers' evolving needs. Based on the strategy, Bridgestone will maximize the value of the solution to meet the needs of customers and create business opportunities that can contribute from the perspective of climate change.

The figure of "Cost to realize opportunity" the net of payments for acquisition of the Webfleet solutions (former TOMTOM TELEMATICS) totalled 109.3 billion yen per year in 2019.

**Comment**

**C3. Business Strategy**

**C3.1**

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

**Row 1**

**Climate transition plan**

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

**Publicly available climate transition plan**

Yes

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

We have a different feedback mechanism in place

**Description of feedback mechanism**

We receive feedback every year from institutional investors who are shareholders on our annual Sustainability Report, which includes our transition plan. In 2022, we received feedback from 5 companies.

In addition, we hold dialogues with institutional investors as shareholders on ESG issues, including our climate transition plan. In 2022, we held dialogues with 16 companies.

**Frequency of feedback collection**

Annually

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

Page 39 of the document  
Mid-Term Business Plan (2021-2023) Progress Update\_February 16, 2023.pdf

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

<Not Applicable>

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

<Not Applicable>

**C3.2**

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

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

**C3.2a**

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

Climate-related scenario		Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Physical climate scenarios	RCP 8.5	Company-wide	<Not Applicable>	<p>On the 4 degree scenario, we assume that GHG emission will be kept high due to insufficient climate policy and/or social actions. Therefore, the risks to focus are limited to physical impact caused by high temperature, flood, hurricane, drought etc. The following changes are assumed in the RCP 8.5 scenario, where global surface temperature averaged over 2081–2100 is very likely to be higher by 3.3°C to 5.7°C:</p> <ul style="list-style-type: none"> <li>- Frequency and increase in intensity of heavy 1-day precipitation event that occurred once in 10 years on average in a climate without human influence will likely occur about 1.5 times from the base period (1850-1900) around 2030 and about 1.7 times around 2050.</li> <li>- Frequency and increase in intensity of an agricultural and ecological drought event that occurred once in 10 years on average across drying regions in a climate without human influence will likely occur 2.0 times from the base period (1850-1900) around 2030 and about 2.4 times around 2050.</li> </ul>
Physical climate scenarios	RCP 1.9	Company-wide	<Not Applicable>	<p>The following changes are assumed in the RCP 1.9 scenario, where global surface temperature averaged over 2081–2100 is very likely to be higher by 1.0°C to 1.8°C:</p> <ul style="list-style-type: none"> <li>- Frequency and increase in intensity of heavy 1-day precipitation event that occurred once in 10 years on average in a climate without human influence will likely occur about 1.5 times from the base period (1850-1900) both around 2030 and around 2050.</li> <li>- Frequency and increase in intensity of an agricultural and ecological drought event that occurred once in 10 years on average across drying regions in a climate without human influence will likely occur 2.0 times from the base period (1850-1900) both around 2030 and around 2050.</li> </ul>
Transition scenarios	IEA NZE 2050	Company-wide	<Not Applicable>	<p>On the 1.5 degree scenario, we assume that physical impact such as flood, water shortage caused by climate change won't be as significant as in the 4 degree scenario so the risks to focus is strong rise of social demand and stricter policy. The following demands and stricter policies are assumed in the NZE 2050 scenario:</p> <ul style="list-style-type: none"> <li>- CO2 price in advanced economies is assumed to rise to 130USD/t-CO2 in 2030 and 250USD/t-CO2 in 2050</li> <li>- CO2 price in the other major economies including China, Brazil, Russia and South Africa is assumed to rise to 90USD/t-CO2 in 2030 and 200USD/t-CO2 in 2050</li> <li>- No new internal combustion engine (ICE) car sales in 2035</li> </ul>
Transition scenarios	Customized publicly available transition scenario	Company-wide	1.6°C – 2°C	<p>PRI Forecast Policy Scenario is used as a supplement to IEA NZE 2050 scenario to identify transition risks and opportunities.</p> <p>On the 1.5 degree scenario, we assume that physical impact such as flood, water shortage caused by climate change won't be as significant as in the 4 degree scenario so the risks to focus is strong rise of social demand and stricter policy. The following demands and stricter policies are assumed in the PRI Forecast Policy Scenario:</p> <ul style="list-style-type: none"> <li>- Major tropical forest countries are assumed to end deforestation by 2030</li> <li>- Net deforestation is assumed to stop in 2030</li> </ul>

**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

<Focal questions>

The impact of climate change risks and opportunities on future automobile/tire market and natural rubber is continuing to increase so this is very important issue for Bridgestone as a tire manufacturer. For this reason, we raised the following focal questions:

In the physical climate scenario, the questions are what the significant company-wide risks and opportunities posed by natural disasters, the automobile/tire market, and raw material procurement is due to rising temperatures toward 2050, and should the identified risks and opportunities be incorporated in our mid-long term strategy and the other plans for 2030 and 2050.

In the transition scenario, the questions are what the significant company-wide risk and opportunity posed by automobile/tire market, policies, and raw material procurement is due to the transition to a decarbonized society by 2050, and should the identified risks and opportunities be incorporated in our mid-long term strategy and the other plans for 2030 and 2050.

<Time horizon>

We conducted scenario analysis with business projections as of 2030 and/or 2050.

<Boundary>

The scope targets all of Bridgestone's businesses, including tire business which is our core segment that accounts for more than 90% of sales.

<Scenario identification>

We selected 4 degree and 1.5 degree scenarios to clarify climate risks widely on overall aspects (including procurement, manufacturing, logistics etc. not limiting to our product/service). We consider the 1.5 degree scenarios would be appropriate representatives of contrast viewpoints of "low carbon society" and society where climate change actualizes due to increasing of carbon emission.

<Methodology>

- 1) List climate risks on the scenarios widely
- 2) Estimate financial impacts of the risks and opportunities with the following inputs and their future prediction.
  - Financial information (Sales, cost, operating profit, capital expenditure etc.)
  - Non-financial information (CO2 emission, energy consumption, material consumption, water withdrawal etc.)
  - External information (Carbon price/tax, price of renewable energy, material, water etc.)
- 3) Evaluate importance of each risk based on the impacts and probability

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

<Results and implications to business objectives / strategy>

We found the following risks and opportunities are especially significant for Bridgestone Group on the scenarios.

[Physical risks and opportunities analysed by physical climate scenarios listed in C3.2a]

- Risks related to the procurement of raw materials as a result of changing rainfall patterns leading to poor harvesting of natural rubber.
- Risks of stronger typhoons and increased frequency of flooding and drought, which pose the risk of interrupting business activities.
- Risk of lower demand for winter tires due to reduced snowfalls.
- Opportunities to commercialize natural rubber derived from guayule, which grows in arid regions.
- Risks due to poor harvesting of natural rubber derived from Para rubber trees, which are found predominantly in Southeast Asia where the Bridgestone Group sourced 77% of our natural rubber and owns two rubber farms.

[Risks and opportunities analysed by transition scenarios listed in C3.2a]

- Risk of adverse effects on operating results and financial position, such as limitations on business activities and increased costs, if R&D expenses required to meet the rapidly changing needs of society and customers do not produce sufficient results when systems and regulations to combat climate change and loss of natural capital are introduced (for example, carbon taxes, CO2 emission reduction obligations and emissions trading systems, systems and regulations related to low-fuel consumption performance of tires, systems and regulations related to recycling used tires, water withdrawal, sustainable natural rubber, etc.).
- Opportunities associated with changes in competitive factors due to changes in mobility needs (for example, increased demand for tires for electric vehicles, increased demand for tires and solutions that help customers reduce CO2 emissions).
- Risk of increased price of natural rubber caused by stronger demand for forest protection and shortage of its supply
- Opportunities to commercialize the recycling business resulting from increased regulation around the recycling of used tires.

These risks and opportunities identified in the scenario analysis were incorporated in the 2030 Long term Strategic Aspiration, roadmap toward becoming a resilient "excellent" Bridgestone, announced in August 2022. This Aspiration shows the 2023, 2026, 2030, and 2050 goals, targets, and roadmap for Scope 1, 2, and 3 emissions toward achieving carbon neutrality to reduce the transition risks and increase opportunities. It also includes a roadmap for commercialization of guayule in 2026 and scale up for production and business toward 2030 to reduce physical risks and increase opportunities. The details are described at C3.3.

## C3.3

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

	Have climate-related risks and opportunities influenced your strategy in this area?	Description of influence
Products and services	Yes	The tire industry has introduced maximum limits on rolling resistance and a labelling system in response to climate change, and Bridgestone has taken steps to adapt its sales strategy. The introduction of these regulations is expected to increase in the future, so there is a risk that sales will decline if we are unable to respond to these regulations. The potential of financial impact to net sales is estimated 38.32 billion yen per 1% of our sales decrease by occurrence of the risk, in the short term. Since this risk impact is high, in the Bridgestone Mid-term Business Plan, we will expand next-generation eco-friendly products as a new premium to minimize these risks and differentiate from other products and services by contributing to CO2 reduction and resource productivity improvement. And in 2019, Bridgestone launched "ENLITEN," an innovative tire technology that is optimal for EV fitment and combines environmental and driving performance. Benefiting car manufacturers, drivers and environment, tires with embedded ENLITEN technology also improves the vehicle handling and stability to increase driving pleasure. And from 2021, we promoted the sales expansion of ENLITEN, and it was selected as the tire to be installed on new vehicles one after another.
Supply chain and/or value chain	Yes	We are working to reduce transition risks by setting the environmental mid-term target "Milestone 2030" in 2020, and promote to reduce CO2 emissions across the product lifecycle and entire value chain. One particular important example of approach to contribute CO2 reduction for customers is through our fleet solution services. It will also be an opportunity to increase profits when the need for fuel-efficient tires and cost reductions increases due to the effects of climate change in the short term. Bridgestone promotes this solution service through our overwhelming robust service network, which is our strength. In 2019, WEBFLEET joined our business as a fleet solution, which provides all the information fleet managers need to protect drivers, manage their inventories, optimize operations and total cost of ownership per vehicle, and reduce environmental impact. Monitoring and analysing driver behaviour and optimizing routes reduces fuel costs and greenhouse gas emissions. We think that this service will contribute to the long-term reduction of CO2 emissions for our customers. In 2020, Bridgestone strengthened its solution services, including the acquisition of the iTrack Solutions Business from UK-based Transense Technologies PLC. In addition, we are working to reduce CO2 emissions across the value chain through efforts to build a recycling business that converts used tires back into raw materials. We are also working to reduce physical risks by diversifying natural rubber supply sources through initiatives to commercialize guayule.
Investment in R&D	Yes	Currently, natural rubber, the main raw material used in the manufacturing of tires, is almost entirely produced from the sap of para rubber trees. 90% of para rubber trees are grown in Southeast Asia and the price often fluctuates due to issues such as demand change, climate change and speculation etc. Against this background, Bridgestone decided to conduct research to find a substitute for the raw material source in order to enhance competitiveness and resilience of its business. In 2020, we successfully developed a rubber material with a "double network" structure in collaboration with 12 research organizations. It combines hard, energy-absorbing properties with soft, supple properties. While maintaining the fuel efficiency of conventional fuel-efficient rubber (made with standard rubber), the new material is about five times stronger, making it possible to produce thinner and lighter tires. In the mid-term, we will promote R&D activities, such as the development of fuel-efficient tires and alternative materials to natural rubber, which will contribute to the mid-term target "Milestone 2030". * Contribute to global CO2 emissions reduction across the lifecycle and value chain (Scope 3) of our products and services exceeding five times our operation's (Scope 1 and 2) CO2 emissions by 2030 (vs 2020)
Operations	Yes	Efforts to reduce CO2 emissions in production are a direct means to prevent global warming, and many countries introduced carbon pricing, which is also an opportunity to reduce costs in the future. Bridgestone has been working to reduce CO2 based on the mid-term target "Milestone 2030": Reduce our absolute CO2 emissions (Scope 1 and 2) by 50% by 2030 (versus 2011). We are proceeding with the improvement energy efficiency through equipment and processes improvements, and introduction of renewable energy. In the mid-term, based on the Milestone 2030, we will continue to expand the introduction of renewable energy and improve energy efficiency, while also promoting manufacturing and engineering innovation. Concerning physical risks due to climate change and their associated opportunities, in line with our BCP, we continue to set up systems to ensure an appropriate response should a crisis occur, as well as support for resumption of business activities.

**C3.4**

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

	Financial planning elements that have been influenced	Description of influence
Row 1	Revenues Direct costs Indirect costs Capital expenditures Capital allocation Acquisitions and divestments Access to capital Liabilities	The factor that particularly affected financial plans related climate risk was access to capital: In the face of calls for companies to step up their efforts on climate change, there is a risk that their access to mid and long-term capital will be reduced if they fail to adequately address the issue. To address this risk, companies are linking their borrowing from financial institutions to ESG risk assessments to promote their own climate change initiatives, and are also making their borrowing more transparent by making it consistent with the Sustainability Linked Loan Principles. As part of this activity, Bridgestone Americas, Inc. issued a \$1.1 billion sustainability-linked credit facility in 2021, one of the first of its kind in the U.S. tire industry. Bridgestone partnered with SMBC to execute this inaugural syndicated sustainability-linked credit facility. The financing features a sustainability-linked pricing adjustment mechanism that adjusts interest rate based on the ESG Risk Rating of Bridgestone, as determined by Sustainalytics, as well as by the ESG rating of FTSE Russell, both leading independent providers of environmental, social and governance ratings. As Bridgestone sustainability ratings improve, borrowing costs will be reduced. The sustainability mechanism was structured in accordance with the Sustainability-Linked Loan Principles promulgated by the syndicated loan market industry associations. Bridgestone set a new vision of "continuing to provide social and customer value as a sustainable solutions company toward 2050." and the Mid-Long Term Business Strategy was also introduced in the same year. Under the Sustainability Framework in this strategy, we aim to complete the Sustainability Business Model across our "produce and sell", "provide value at use", and "renew" business areas by 2030. This will facilitate a circular economy where business value is sustainably generated, linked with efforts toward resource circulation and achieving carbon neutrality. Other financial plans affected are as follows. Revenues: We promoted sales expansion of eco-products/services such as the ECOPIA and ENLITEN brand as an opportunity to increase profits as the market changing to low-carbon. In Japan, the ratio of environmental products in 2022 was 98.6%. Direct costs: Increased procurement costs due to a rubber supply shortage is a major risk for Bridgestone. Therefore, we set a Global Sustainable Procurement Policy to help identify and evaluate qualified suppliers and promote best practices on our value chain. Capital allocation: The entire research and development expense of the Global Group including costs for developing eco-related technology (i.e. developing tires with low rolling resistance), machines/equipment (i.e. tire building machine with low energy consumption) etc. totalled 112.2 billion yen per year in 2022. Expenses and investments mainly for introducing equipment for energy saving, including upgrading them, at Bridgestone plants amounted to 7,532 million yen in 2022. Access to capital: Introducing highly efficient equipment to manufacturing facilities is one important measure for CO2 reduction and we have promoted and will promote this.

**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

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

**Financial Metric**

Revenue/Turnover

**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)**

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

3

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

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

**Describe the methodology used to identify spending/revenue that is aligned**

The above shows the percentage of truck and bus retread tire sales forecast (global) for 2022 as of February 2022. A retread tire reuses a used tire by replacing the worn tread with a new tread on the existing casing.

The Climate Bonds Taxonomy defines the Facilities for the Re-use of Materials as assets and projects which are considered to be automatically compatible with a 1.5°C degree decarbonisation trajectory. And the SASB Standard for Auto Parts sector and the draft of IFRS Climate-related Disclosures for Auto Parts sector (as of July, 2022) define the following Accounting Metrics and its examples:

TR-AP-410a.1. Revenue from products designed to increase fuel efficiency and/or reduce emissions\*

\*Examples of products that may increase fuel efficiency and/or reduce emissions include (...) low rolling resistance (LRR) new and retread tire technologies

In addition, we plan to achieve 70% fitment of ENLITEN equipped products for passenger car and light truck tires by 2030. ENLITEN is the innovative tire technology optimized to fit EVs and the considerable reduction in tire weight and rolling resistance and longer wear life per raw material help to conserve resources and lower the environmental impact.

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## C4. Targets and performance

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### C4.1

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

Absolute target

### C4.1a

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

**Target reference number**

Abs 1

**Is this a science-based target?**

No, but we are reporting another target that is science-based

**Target ambition**

<Not Applicable>

**Year target was set**

2019

**Target coverage**

Company-wide

**Scope(s)**

Scope 1

Scope 2

**Scope 2 accounting method**

Market-based

**Scope 3 category(ies)**

<Not Applicable>

**Base year**

2011

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

2069200

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

2328777

**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)**

4397976

**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]**

2198988

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

1698795

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

1316111

**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)**

3014906

**Does this target cover any land-related emissions?**

Yes, it covers land-related CO2 emissions/removals associated with bioenergy and non-land related emissions (e.g. non-FLAG SBT with bioenergy)

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

62.8957502269226

**Target status in reporting year**

Underway

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

Bridgestone set a Mid-term Targets, Milestone 2030.

Focused target: Reduce our absolute CO2 emissions (Scope 1 and 2) by 50% by 2030

This target covers CO2 removals from bioenergy feedstocks such as wood chips which are the fuel for biomass boilers used to generate steam.

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

Bridgestone has set an interim target of reducing Scope 1 and 2 emissions by 30% or more by 2023, compared to 2011. To achieve the targets above, we define the following key actions in Milestone 2030:

- Continuously improve energy efficiency in operations to reduce total energy consumption
- Enhance renewable electricity ratio
- Promote manufacturing and engineering innovation

In addition, we also set a target for our production sites to increase the renewable electricity ratio to 50% or more by 2023.

In 2022, we continued its efforts to improve energy efficiency and introduce renewable energy sources and achieving 31.4% reduction compared to 2011.

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

<Not Applicable>

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**Target reference number**

Abs 2

**Is this a science-based target?**

Yes, and this target has been approved by the Science Based Targets initiative

**Target ambition**

Well-below 2°C aligned

**Year target was set**

2022

**Target coverage**

Company-wide

**Scope(s)**

Scope 1

Scope 2

**Scope 2 accounting method**

Market-based

**Scope 3 category(ies)**

<Not Applicable>

**Base year**

2019

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

1858223

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

2174232

**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)**

4032455

**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 (%)**

28

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

2903367.6

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

1782281

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

1458113

**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)**

3240394

**Does this target cover any land-related emissions?**

Yes, it covers land-related CO2 emissions/removals associated with bioenergy and non-land related emissions (e.g. non-FLAG SBT with bioenergy)

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

70.1505481329435

**Target status in reporting year**

New

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

Bridgestone set a target to reduce absolute scope 1 and 2 GHG emissions 28% by 2030 from a 2019 base year.

This target covers CO2 removals from bioenergy feedstocks such as wood chips which are the fuel for biomass boilers used to generate steam.

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

The plan achieving target is the same as for the "Abs 1" target.

That resulted in achieving 20% reduction in 2022 compared to 2019.

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

<Not Applicable>

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**Target reference number**

Abs 3

**Is this a science-based target?**

No, but we are reporting another target that is science-based

**Target ambition**

<Not Applicable>

**Year target was set**

2019

**Target coverage**

Company-wide

**Scope(s)**

Scope 1

Scope 2

**Scope 2 accounting method**

Market-based

**Scope 3 category(ies)**

<Not Applicable>

**Base year**

2011

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

2069200

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

2328777

**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)**

4397976

**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**

2050

**Targeted reduction from base year (%)**

100

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

0

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

1698795

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

1316111

**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)**

3014906

**Does this target cover any land-related emissions?**

Yes, it covers land-related CO2 emissions/removals associated with bioenergy and non-land related emissions (e.g. non-FLAG SBT with bioenergy)

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

31.4478751134613

**Target status in reporting year**

Underway

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

The Number "100" written in "Targeted reduction from base year (%)" indicates our long-term environmental vision of "Contribute towards carbon neutral (2050 and beyond)".

This target covers CO2 removals from bioenergy feedstocks such as wood chips which are the fuel for biomass boilers used to generate steam.

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

To achieve Bridgestone's long-term environmental vision by 2050, the Group had previously conducted global initiatives its mid-term 2020 targets under Milestone 2020, reduced emissions footprint from customers' use of Bridgestone tires will exceed the Group's emissions from raw material procurement, product manufacturing, distribution and its products' after-use, and reached ahead of schedule.

As part of reviewing initiatives for the next decade until 2030, the Group conducted an assessment of the business impact of environment-related social issues as well as its potential impact on society. It has applied the assessment results into the strategic and business plans to set Milestone 2030. See Abs 1 in C4.1a for progress on the Milestone 2030.

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

<Not Applicable>

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**C4.2**

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

Net-zero target(s)

Other climate-related target(s)

**C4.2b**

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

**Target reference number**

Oth 1

**Year target was set**

2022

**Target coverage**

Company-wide

**Target type: absolute or intensity**

Absolute

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

Engagement with suppliers	Percentage of suppliers (by emissions) with a science-based target
---------------------------	--

**Target denominator (intensity targets only)**

<Not Applicable>

**Base year**

2019

**Figure or percentage in base year**

0

**Target year**

2026

**Figure or percentage in target year**

92

**Figure or percentage in reporting year**

20

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

21.7391304347826

**Target status in reporting year**

New

**Is this target part of an emissions target?**

No

**Is this target part of an overarching initiative?**

Science Based Targets initiative – approved supplier engagement target

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

Bridgestone Corporation commits that 92% of its suppliers by emissions covering Scope 3 category 1 will have science-based targets by 2026.

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

Bridgestone is holding explanatory forums on its global sustainable procurement policy for suppliers in the various regions where Bridgestone conducts business to ensure that they fully understand Bridgestone's policies and activities. Bridgestone will continue working together with suppliers to reduce CO2 emissions in upstream areas of the supply chain.

As of May 2023, 20% of its suppliers by emissions covering Scope 3 category 1 have set the science-based targets.

**List the actions which contributed most to achieving this target**

<Not Applicable>

C4.2c

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

**Target reference number**

NZ1

**Target coverage**

Company-wide

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

Abs3

**Target year for achieving net zero**

2050

**Is this a science-based target?**

No, but we are reporting another target that is science-based

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

This net zero target indicates our long-term environmental vision of "Contribute towards carbon neutral (2050 and beyond)".

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

No

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

<Not Applicable>

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

**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*	62	8751
Implementation commenced*	165	19177
Implemented*	99	7653
Not to be implemented	0	0

**C4.3b**

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

**Initiative category & Initiative type**

Energy efficiency in buildings	Insulation
--------------------------------	------------

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

856

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

Scope 1

Scope 2 (market-based)

**Voluntary/Mandatory**

Voluntary

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

45708000

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

228530000

**Payback period**

4-10 years

**Estimated lifetime of the initiative**

6-10 years

**Comment**

**Initiative category & Initiative type**

Energy efficiency in production processes	Fuel switch
---	-------------

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

2475

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

Scope 1

Scope 2 (market-based)

**Voluntary/Mandatory**

Voluntary

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

24320000

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

121600000

**Payback period**

4-10 years

**Estimated lifetime of the initiative**

6-10 years

**Comment****Initiative category & Initiative type**

Energy efficiency in production processes	Process optimization
---	----------------------

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

4323

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

Scope 1

Scope 2 (market-based)

**Voluntary/Mandatory**

Voluntary

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

226922000

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

1134619000

**Payback period**

4-10 years

**Estimated lifetime of the initiative**

6-10 years

**Comment**

## C4.3c

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

Method	Comment
Internal price on carbon	Relevant divisions report the emission costs and reduction benefits of CO2-related measures in the budgetary discussions, and investment decisions on capital expenditure are made for overall optimization. Management examines the business plans in the yearly mid-term plan, but carefully reviews investment projects based on Investment Profit Criteria taking into account the CO2 emission costs and reduction benefits as the criteria at that time. Based on the EUA price, CO2 emissions are converted into monetary value and incorporated into the Investment Profit Criteria using the Discounted Cash Flow method and used as one of the indexes for investment decisions. Both aspects of cost increase and decrease resulting from CO2 emission increase/decrease are considered for decision making.

## C4.5

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

Yes

## C4.5a

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

**Level of aggregation**

Group of products or services

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

Other, please specify ("Tyre LCCO2 Calculation Guidelines" published by Japan Automobile Tyre Manufacturers Association (JATMA))

**Type of product(s) or service(s)**

Other	Other, please specify (Fuel-efficient tires)
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**Description of product(s) or service(s)**

Tires that have reduced tire rolling resistance which influences vehicle fuel efficiency. A wide-ranging line-up is available, from passenger car tires to tires for trucks/buses, and the design facilitates rolling resistance in order to enhance fuel efficiency. We are developing and expanding fuel-efficient tires equipped with ENLITEN, an innovative tire technology that combines environmental and driving performance, and mobility solutions that provide fleet management services.

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

Yes

**Methodology used to calculate avoided emissions**

Other, please specify ("Tyre LCCO2 Calculation Guidelines" published by Japan Automobile Tyre Manufacturers Association (JATMA))

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

Use stage

**Functional unit used**

One fuel-efficient passenger car tire is installed (Fuel-efficient tyre B tyre in the JATMA Guidelines: size 195/65R15, rolling resistance coefficient 6.2 N/kN, driving life 30,000 km)

**Reference product/service or baseline scenario used**

One conventional passenger car tire is installed (Conventional PC tyre in the JATMA Guidelines: size 195/65R15, rolling resistance coefficient 10.5N/kN, driving life 30,000 km)

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

Use stage

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

0.251

**Explain your calculation of avoided emissions, including any assumptions**

CO2 reduction using fuel-efficient tires during the product use stage. Reasons for the possibility of reduction: Improvement of tire rolling efficiency can contribute to fuel efficiency improvement/CO2 reduction when customers use one's vehicles. Since the tire fuel efficiency or its standards differ by country, we approximate CO2 emissions. We estimate the above "Estimated Avoided Emissions" based on "Tyre LCCO2 Calculation Guidelines" published by JATMA. This figure the following: For every 1% reduction in rolling resistance coefficient of passenger car tire, each tire contributes 251.1 kgCO2e reduction\*. When we calculate using the "Estimated Avoided Emission", our reduction rate of the tire rolling resistance coefficient and the 2022 sales volume of our passenger cars tire, it contributed about 9,000,000 tonnes of CO2 reduction in 2022 compared with our products in 2005.

\* Calculation Methodology:

Estimated avoided emissions per tire was calculated using the following formula

Difference in GHG emissions (250.5 kgCO2e for conventional tire - 155.1 kgCO2e for fuel efficient tire) / Difference in tire rolling resistance (100% for conventional tire - 62% for fuel efficient tire)

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

79

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**C5. Emissions methodology**

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**C5.1**

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

No

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**C5.1a**

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

**Row 1**

**Has there been a structural change?**

Yes, a divestment

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

"Prospira Corporation" and "Archem Inc."

**Details of structural change(s), including completion dates**

<Anti-vibration rubber business>

On December 10, 2021, Bridgestone Corporation made the decision to transfer its anti-vibration rubber business (the "Business Operations") to Anhui Zhongding Holding (Group) Co., Ltd. (AZ). This entails the Company establishing a new wholly-owned subsidiary (Prospira Corporation) to which it transfers the Business Operations by carrying out an absorption-type demerger (the "Corporate Demerger"), then integrating the Business Operations of the Group into Prospira Corporation, and subsequently transferring all shares of Prospira Corporation to AZ. Bridgestone Corporation completed the Business Transaction on September 1, 2022.

<Chemical products solutions business>

On December 10, 2021, Bridgestone Corporation made a decision to transfer its chemical products solutions business (the "Business Operations") to Endeavour United II Investment Business Limited Partnership (EU Investment Partnership). This entails Bridgestone Corporation establishing a new wholly-owned subsidiary (Archem Inc.) to which it transfers the Business Operations by carrying out an absorption-type demerger, then integrating the Business Operations of the Group into Archem Inc., and subsequently transferring all shares of Archem Inc. to EU Investment Partnership, which is structured, managed, and operated by Endeavour United Co., Ltd. Bridgestone Corporation completed the Business Transaction on August 1, 2022.

**C5.1b**

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

	Change(s) in methodology, boundary, and/or reporting year definition?	Details of methodology, boundary, and/or reporting year definition change(s)
Row 1	Yes, a change in methodology	The emission factors used have been updated to the latest version.

**C5.1c**

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

	Base year recalculation	Scope(s) recalculated	Base year emissions recalculation policy, including significance threshold	Past years' recalculation
Row 1	Yes	Scope 1 Scope 2, market-based	The base year emissions are recalculated in the event of any business divestment.	No

**C5.2**

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

**Scope 1**

**Base year start**

January 1 2019

**Base year end**

December 31 2019

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

1858223

**Comment**

**Scope 2 (location-based)**

**Base year start**

**Base year end**

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

**Comment**

**Scope 2 (market-based)**

**Base year start**

January 1 2019

**Base year end**

December 31 2019

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

2174232

**Comment**

**Scope 3 category 1: Purchased goods and services**

**Base year start**

January 1 2019

**Base year end**

December 31 2019

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

12515164

**Comment**

**Scope 3 category 2: Capital goods**

**Base year start**

January 1 2019

**Base year end**

December 31 2019

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

836382

**Comment**

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

**Base year start**

January 1 2019

**Base year end**

December 31 2019

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

518129

**Comment**

**Scope 3 category 4: Upstream transportation and distribution**

**Base year start**

January 1 2019

**Base year end**

December 31 2019

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

456957

**Comment**

**Scope 3 category 5: Waste generated in operations**

**Base year start**

January 1 2019

**Base year end**

December 31 2019

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

161367

**Comment**

**Scope 3 category 6: Business travel**

**Base year start**

January 1 2019

**Base year end**

December 31 2019

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

17443

**Comment**



**Scope 3 category 7: Employee commuting**

**Base year start**

January 1 2019

**Base year end**

December 31 2019

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

61828

**Comment**

**Scope 3 category 8: Upstream leased assets**

**Base year start**

**Base year end**

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

**Comment**

GHG emissions from Bridgestone's upstream leased assets are included in Scope 1 and 2, and are not subject to being calculated as Scope 3.

**Scope 3 category 9: Downstream transportation and distribution**

**Base year start**

January 1 2019

**Base year end**

December 31 2019

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

300510

**Comment**

**Scope 3 category 10: Processing of sold products**

**Base year start**

January 1 2019

**Base year end**

December 31 2019

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

3002

**Comment**

**Scope 3 category 11: Use of sold products**

**Base year start**

January 1 2019

**Base year end**

December 31 2019

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

109054198

**Comment**

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

**Base year start**

January 1 2019

**Base year end**

December 31 2019

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

1949173

**Comment**

**Scope 3 category 13: Downstream leased assets**

**Base year start**

**Base year end**

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

**Comment**

Bridgestone had no downstream leased assets in 2022.

**Scope 3 category 14: Franchises**

**Base year start**

January 1 2019

**Base year end**

December 31 2019

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

72420

**Comment**

**Scope 3 category 15: Investments**

**Base year start**

January 1 2019

**Base year end**

December 31 2019

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

64346

**Comment**

**Scope 3: Other (upstream)**

**Base year start**

**Base year end**

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

**Comment**

**Scope 3: Other (downstream)**

**Base year start**

**Base year end**

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

**Comment**

C5.3

---

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

ISO 14064-1

Japan Ministry of the Environment, Law Concerning the Promotion of the Measures to Cope with Global Warming, Superseded by Revision of the Act on Promotion of Global Warming Countermeasures (2005 Amendment)

The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)

The Greenhouse Gas Protocol: Corporate Value Chain (Scope 3) Standard

C6. Emissions data

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C6.1

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**(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)**

1782281

**Start date**

<Not Applicable>

**End date**

<Not Applicable>

**Comment**

C6.2

---

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

**Row 1**

**Scope 2, location-based**

We are reporting a Scope 2, location-based figure

**Scope 2, market-based**

We are reporting a Scope 2, market-based figure

**Comment**

C6.3

---

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

**Reporting year**

**Scope 2, location-based**

2153236

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

1458113

**Start date**

<Not Applicable>

**End date**

<Not Applicable>

**Comment**

C6.4

---

**(C6.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, 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**

HFC

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

Scope 1

Scope 2 (location-based)

Scope 2 (market-based)

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

Emissions are not relevant

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

Emissions are not relevant

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

Emissions are not relevant

**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**

0.1

**Estimated percentage of total Scope 3 emissions this excluded source represents**

<Not Applicable>

**Explain why this source is excluded**

HFC emissions within Scope 1 and Scope 2 are excluded because emissions are minimal relative to CO2.

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

Calculated from HFC emitted from a part of one's own sites and multiply it by total CO2 emissions for proportional allotment

---

**Source of excluded emissions**

Some of nonproduction subsidiaries such as office/storages

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

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

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

Emissions are not relevant

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

Emissions are not relevant

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

Emissions are not relevant

**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**

3.3

**Estimated percentage of total Scope 3 emissions this excluded source represents**

<Not Applicable>

**Explain why this source is excluded**

Some of our non-production subsidiaries are excluded because emissions are minimal

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

Estimated from CO2 emissions per site for which data is available.

---

**Source of excluded emissions**

Some of our non-production subsidiaries such as small offices/storages, tire sensors and car parts such as light bulbs

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

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

Scope 3: Waste generated in operations

Scope 3: Use of sold products

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

<Not Applicable>

**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**

Emissions are not relevant

**Date of completion of acquisition or merger**

<Not Applicable>

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

<Not Applicable>

**Estimated percentage of total Scope 3 emissions this excluded source represents**

0.1

**Explain why this source is excluded**

Some of our non-production subsidiaries such as small offices/storages within Scope 3 Category 3 and 5, tire sensors and automobile parts which consume electricity within Scope 3 Category 11 are excluded because the amount of CO2 emission is a negligible amount compared to the total emission of Scope 3.

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

The percentage was estimated by dividing estimated CO2 emissions based on some assumptions by total Scope 3 emissions.

---

## 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)

11995404

### Emissions calculation methodology

Average data method

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

0

### Please explain

Calculated by multiplying the purchased amount of each raw material with CO2 emission factors for each raw material determined by Japan Rubber Manufacturers Association calculation methods.

## Capital goods

### Evaluation status

Relevant, calculated

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

1011100

### Emissions calculation methodology

Spend-based method

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

0

### Please explain

Calculated by multiplying the capital expenditures material with CO2 emission factors determined by Japanese Ministry of the Environment

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

### Evaluation status

Relevant, calculated

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

496370

### Emissions calculation methodology

Average data method

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

0

### Please explain

Calculated by multiplying the energy consumption with CO2 emission factors determined by DEFRA

## Upstream transportation and distribution

### Evaluation status

Relevant, calculated

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

653081

### Emissions calculation methodology

Average data method  
Distance-based method

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

0

### Please explain

[Ground transportation] Calculated by multiplying purchased amount of distribution weight with CO2 emission factors for the distribution determined by Japan Rubber Manufacturers Association calculation methods.

[Marine transportation] The result for 2008 is calculated based on the volume and distance of marine transportation with respect to the CO2 emission factors of the GHG protocol for shipment. It is calculated as a ratio of the total distribution weight for 2022 and 2008.

## Waste generated in operations

### Evaluation status

Relevant, calculated

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

147386

### Emissions calculation methodology

Waste-type-specific method

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

0

### Please explain

Calculated by multiplying the amount of waste generated with CO2 emission factors determined by Japanese Ministry of the Environment

## Business travel

### Evaluation status

Relevant, calculated

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

16852

### Emissions calculation methodology

Average data method

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

0

### Please explain

Calculated using Bridgestone's calculation method based on the "Tyre LCCO2 Calculation Guidelines Ver. 3.0.1" (The Japan Automobile Tyre Manufacturers Association, Inc), citing fuel consumption data from the International Council on Clean Transportation and Department for Environment, Food & Rural Affairs (DEFRA).

## Employee commuting

### Evaluation status

Relevant, calculated

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

59471

### Emissions calculation methodology

Average data method

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

0

### Please explain

Calculated by multiplying the amount of waste generated with CO2 emission factors determined by Japanese Ministry of the Environment

## Upstream leased assets

### Evaluation status

Not relevant, explanation provided

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

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

### Please explain

GHG emissions from Bridgestone's upstream leased assets are included in Scope 1 and 2, and are not subject to being calculated as Scope 3.

## Downstream transportation and distribution

### Evaluation status

Relevant, calculated

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

272478

### Emissions calculation methodology

Spend-based method  
Site-specific method

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

1

### Please explain

GHG per unit sales is calculated from GHG emitted from a part of one's own store and multiply it by total sales for proportional allotment

## Processing of sold products

### Evaluation status

Relevant, calculated

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

2574

### Emissions calculation methodology

Average data method

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

0

### Please explain

Calculate the power consumed during tire installation by multiplying installation power per tire by the number of tires sold.

## Use of sold products

### Evaluation status

Relevant, calculated

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

93029045

### Emissions calculation methodology

Methodology for direct use phase emissions, please specify (Calculated from our Tyre sales unit and CO2 emission per 1 tyre when it used based on "Tyre LCCO2 Calculation Guidelines Ver. 3.0.1" by The Japan Automobile Tyre Manufacturers Association, Inc.(JATMA) March 2021)

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

0

### Please explain

Calculated from our Tyre sales unit and CO2 emission per 1 tyre when it used based on "Tyre LCCO2 Calculation Guidelines Ver. 3.0.1" by The Japan Automobile Tyre Manufacturers Association, Inc., citing fuel consumption data from the International Council on Clean Transportation and other sources.

## End of life treatment of sold products

### Evaluation status

Relevant, calculated

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

1898249

### Emissions calculation methodology

Waste-type-specific method

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

0

### Please explain

Calculated by multiplying the purchased quantity of each raw material with CO2 emission factors determined by Japan Rubber Manufacturers Association calculation methods.

## 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

Bridgestone had no downstream leased assets in 2022.

## Franchises

### Evaluation status

Relevant, calculated

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

56667

### Emissions calculation methodology

Average data method  
Site-specific method

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

0

### Please explain

Calculate by multiplying CO2 emission per typical shop by the number of franchise shops

## Investments

### Evaluation status

Relevant, calculated

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

49322

### Emissions calculation methodology

Investment-specific method

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

0

### Please explain

Calculated using our share of equity multiplied by the Scope 1 and Scope 2 emissions of each investee company

**Other (upstream)**

**Evaluation status**

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

<Not Applicable>

**Emissions calculation methodology**

<Not Applicable>

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

<Not Applicable>

**Please explain**

**Other (downstream)**

**Evaluation status**

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

<Not Applicable>

**Emissions calculation methodology**

<Not Applicable>

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

<Not Applicable>

**Please explain**

**C6.7**

---

**(C6.7) Are carbon dioxide emissions from biogenic carbon relevant to your organization?**

Yes

**C6.7a**

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**(C6.7a) Provide the emissions from biogenic carbon relevant to your organization in metric tons CO2.**

	CO2 emissions from biogenic carbon (metric tons CO2)	Comment
Row 1	35290	

**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**

7.5e-7

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

3080622

**Metric denominator**

unit total revenue

**Metric denominator: Unit total**

4110070

**Scope 2 figure used**

Market-based

**% change from previous year**

28.2

**Direction of change**

Decreased

**Reason(s) for change**

Change in renewable energy consumption  
 Other emissions reduction activities  
 Divestment  
 Change in revenue

**Please explain**

The combined Scope 1 and 2 emissions\* were -9% versus the previous year, while the revenue was +27%.

<Scope1 and 2 emissions>

The Bridgestone Group continued its efforts to improve energy efficiency and introduce renewable energy sources. In 2022, one plant in India (Pune), and two plants for diversified products in China (Shenyang and Changzhou) switched to renewable energy sources for purchased electricity. In Japan, six tire and raw materials plants (Hofu, Tochigi, Nasu, Kurume, Amagi and Saga) transitioned all the electricity purchased to renewable energy sources and two chemical and industrial products plants (Seki and Kumamoto) have also began transitioning to renewable energy sources. Thai Bridgestone Co., Ltd. installed solar rooftop panels in the Nong Khae Plant in 2022. With the largest solar rooftop panel among the Bridgestone Group at a total capacity of 9.95 MWp, it is expected to generate a 97,500-ton reduction in total CO2 emissions over the next 15 years. Also, a large 9.2MW solar power system is in operation at the Burgos plant in Spain in 2022. Additionally, Bridgestone Corporation completed the transfer of our anti-vibration rubber business and chemical products solutions business in 2022.

<Revenue>

The favorable impacts of price, mix and volume offset almost all the unfavorable impacts of raw material and other costs inflation such as energy, labor and freight costs. Moreover, "expense and cost structure reformation" including improvement in genba operation at production sites supported profitability and the weak yen also contributed in part to profit growth.

\* The scope of "metric numerator" in this question are only manufacturing sites.

**C7. Emissions breakdowns**

**C7.1**

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

No

**C7.2**

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

Country/area/region	Scope 1 emissions (metric tons CO2e)
Americas	638190
Asia Pacific (or JAPA)	923091
Europe, the Middle East, Africa and Russia (EMEAR)	221000

**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)
Manufacturing plants	1703624
Others	78657

### 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)
Americas	684771	601858
Asia Pacific (or JAPA)	1057018	690820
Europe, the Middle East, Africa and Russia (EMEAR)	411446	165436

### 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 plants	2012230	1324132
Others	141005	133981

### C7.7

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

No

### C7.9

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

Decreased

### C7.9a

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

	Change in emissions (metric tons CO2e)	Direction of change in emissions	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	216197	Decreased	6.4	In 2022, one plant in India (Pune), and two plants for diversified products in China (Shenyang and Changzhou) switched to renewable energy sources for purchased electricity. In Japan, six tire and raw materials plants (Hofu, Tochigi, Nasu, Kurume, Amagi and Saga) transitioned all the electricity purchased to renewable energy sources. Thai Bridgestone Co., Ltd. installed solar rooftop panels in the Nong Khae Plant in 2022. With the largest solar rooftop panel among the Bridgestone Group at a total capacity of 9.95 MWp. These and others result in a total reduction of 216,197 tons of CO2 from 2022.  $(-216,197 / 3,386,613) * 100 = -6.4\%$ *Previous year(2021) Scope 1 + 2 emission was 3,386,613 tCO2e
Other emissions reduction activities	142896	Decreased	4.2	We are continuously developing the ability of the personnel to recognize and implement energy-saving opportunities. In Milestone 2030, we aim to improve our energy efficiency by 0.5% per year. We reduced 142,896 tonnes as a result of energy-saving activities in 2022.  $(-142,896 / 3,386,613) * 100 = -4.2\%$ *Previous year(2021) Scope 1 + 2 emission was 3,386,613 tCO2e
Divestment		<Not Applicable >		
Acquisitions		<Not Applicable >		
Mergers		<Not Applicable >		
Change in output	12741	Decreased	0.4	In 2022, tire production decreased slightly from the previous year. Therefore, the associated Scope 1 and 2 emissions decreased by 12,741 tonnes in 2022.  $(-12,741 / 3,386,613) * 100 = -0.4\%$ *Previous year(2021) Scope 1 + 2 emission was 3,386,613 tCO2e
Change in methodology	186317	Decreased	5.5	Electricity emission factors was updated to the latest figures. The values on the left were difference between Scope1 + 2(Market-based) emission in 2022 with the latest electricity emission factors and that with the factors of previous year.  $(-186,317 / 3,386,613) * 100 = -5.5\%$ *Previous year(2021) Scope 1 + 2 emission was 3,386,613 tCO2e *Introduction of renewable electricity written in the first column was excluded from this calculation
Change in boundary		<Not Applicable >		
Change in physical operating conditions		<Not Applicable >		
Unidentified		<Not Applicable >		
Other	252160	Increased	7.4	Due to changes in the composition of energy sources, impacts of located production variation, etc.  $(+252,160 / 3,386,613) * 100 = +7.4\%$ *Previous year(2021) Scope 1 + 2 emission was 3,386,613 tCO2e

**C7.9b**

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

Market-based

**C8. Energy**

**C8.1**

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

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

**C8.2**

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

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

**C8.2a**

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

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	LHV (lower heating value)	87419	7123368	7210787
Consumption of purchased or acquired electricity	<Not Applicable>	1188826	3823435	5012261
Consumption of purchased or acquired heat	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired steam	<Not Applicable>	0	308592	308592
Consumption of purchased or acquired cooling	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of self-generated non-fuel renewable energy	<Not Applicable>	29940	<Not Applicable>	29940
Total energy consumption	<Not Applicable>	1306185	11255395	12561581

**C8.2b**

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

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

**C8.2c**

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

**Sustainable biomass**

**Heating value**

LHV

**Total fuel MWh consumed by the organization**

0

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

0

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

0

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

0

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

<Not Applicable>

**MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**Comment**

**Other biomass**

**Heating value**

LHV

**Total fuel MWh consumed by the organization**

87419

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

0

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

0

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

87419

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

<Not Applicable>

**MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**Comment**

**Other renewable fuels (e.g. renewable hydrogen)**

**Heating value**

LHV

**Total fuel MWh consumed by the organization**

0

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

0

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

0

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

0

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

<Not Applicable>

**MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**Comment**

**Coal**

**Heating value**

LHV

**Total fuel MWh consumed by the organization**

109724

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

0

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

0

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

109724

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

<Not Applicable>

**MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**Comment**

**Oil**

**Heating value**

LHV

**Total fuel MWh consumed by the organization**

713539

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

209172

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

381351

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

123015

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

<Not Applicable>

**MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**Comment**

**Gas**

**Heating value**

LHV

**Total fuel MWh consumed by the organization**

6300105

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

0

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

1103800

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

3787100

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

<Not Applicable>

**MWh fuel consumed for self- cogeneration or self-trigeneration**

1409205

**Comment**

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

**Heating value**

LHV

**Total fuel MWh consumed by the organization**

0

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

0

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

0

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

0

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

<Not Applicable>

**MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**Comment**

**Total fuel****Heating value**

LHV

**Total fuel MWh consumed by the organization**

7210787

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

209172

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

1485152

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

4107258

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

&lt;Not Applicable&gt;

**MWh fuel consumed for self- cogeneration or self-trigeneration**

1409205

**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	730734	730734	29940	29940
Heat	1169717	1169717	0	0
Steam	3872733	3872733	69381	69381
Cooling	0	0	0	0

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

India

**Sourcing method**

Purchase from an on-site installation owned by a third party (on-site PPA)

**Energy carrier**

Electricity

**Low-carbon technology type**

Solar

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

4865

**Tracking instrument used**

Contract

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

India

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

Yes

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

2019

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

China

**Sourcing method**

Purchase from an on-site installation owned by a third party (on-site PPA)

**Energy carrier**

Electricity

**Low-carbon technology type**

Solar

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

3114

**Tracking instrument used**

Contract

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

China

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

Yes

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

2018

**Comment**

---

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

Thailand

**Sourcing method**

Purchase from an on-site installation owned by a third party (on-site PPA)

**Energy carrier**

Electricity

**Low-carbon technology type**

Solar

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

1302

**Tracking instrument used**

Contract

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

Thailand

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

Yes

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

2021

**Comment**

---

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

Thailand

**Sourcing method**

Purchase from an on-site installation owned by a third party (on-site PPA)

**Energy carrier**

Electricity

**Low-carbon technology type**

Solar

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

432

**Tracking instrument used**

Contract

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

Thailand

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

Yes

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

2022

**Comment**

---

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

Spain

**Sourcing method**

Purchase from an on-site installation owned by a third party (on-site PPA)

**Energy carrier**

Electricity

**Low-carbon technology type**

Solar

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

313

**Tracking instrument used**

Contract

---

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

Spain

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

Yes

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

2022

Comment

---

## C8.2g

---

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

Country/area

United States of America

Consumption of purchased electricity (MWh)

1506776

Consumption of self-generated electricity (MWh)

2279

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]

1509055

---

Country/area

Canada

Consumption of purchased electricity (MWh)

125038

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

125038

---

Country/area

Mexico

Consumption of purchased electricity (MWh)

145315

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

145315

---

Country/area

Costa Rica

Consumption of purchased electricity (MWh)

61000

Consumption of self-generated electricity (MWh)

33

---

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]

61033

---

Country/area

Argentina

Consumption of purchased electricity (MWh)

46435

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

46435

---

Country/area

Brazil

Consumption of purchased electricity (MWh)

272672

Consumption of self-generated electricity (MWh)

5

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]

272677

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Country/area

France

Consumption of purchased electricity (MWh)

0

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

0

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Country/area

Belgium

Consumption of purchased electricity (MWh)

14485

Consumption of self-generated electricity (MWh)

33

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

14518

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Country/area

Spain

Consumption of purchased electricity (MWh)

212334

Consumption of self-generated electricity (MWh)

313

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]

212647

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Country/area

Poland

Consumption of purchased electricity (MWh)

218118

Consumption of self-generated electricity (MWh)

9

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

105531

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

0

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

323658

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Country/area

Italy

Consumption of purchased electricity (MWh)

20391

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

20391

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Country/area

Hungary

Consumption of purchased electricity (MWh)

79717

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

79717

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**Country/area**

United Kingdom of Great Britain and Northern Ireland

**Consumption of purchased electricity (MWh)**

1059

**Consumption of self-generated electricity (MWh)**

0

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

<Not Applicable>

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

0

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

0

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

1059

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**Country/area**

Turkey

**Consumption of purchased electricity (MWh)**

272922

**Consumption of self-generated electricity (MWh)**

5581

**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]**

278503

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**Country/area**

South Africa

**Consumption of purchased electricity (MWh)**

48047

**Consumption of self-generated electricity (MWh)**

0

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

<Not Applicable>

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

0

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

0

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

48047

---

**Country/area**

Liberia

**Consumption of purchased electricity (MWh)**

0

**Consumption of self-generated electricity (MWh)**

19649

**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]**

19649

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**Country/area**

Thailand

**Consumption of purchased electricity (MWh)**

469943

**Consumption of self-generated electricity (MWh)**

1734

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

<Not Applicable>

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

86994

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

0

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

558671

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**Country/area**

Indonesia

**Consumption of purchased electricity (MWh)**

96887

**Consumption of self-generated electricity (MWh)**

0

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

<Not Applicable>

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

0

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

0

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

96887

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**Country/area**

Taiwan, China

**Consumption of purchased electricity (MWh)**

36735

**Consumption of self-generated electricity (MWh)**

0

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

<Not Applicable>

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

51062

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

0

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

87797

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**Country/area**

India

**Consumption of purchased electricity (MWh)**

145098

**Consumption of self-generated electricity (MWh)**

0

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

<Not Applicable>

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

0

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

0

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

145098

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**Country/area**

Australia

**Consumption of purchased electricity (MWh)**

6812

**Consumption of self-generated electricity (MWh)**

2

---



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]

6814

---

Country/area

Malaysia

Consumption of purchased electricity (MWh)

733

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

733

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Country/area

Philippines

Consumption of purchased electricity (MWh)

4822

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

4822

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Country/area

Viet Nam

Consumption of purchased electricity (MWh)

32350

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

32350

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Country/area

China

Consumption of purchased electricity (MWh)

300752

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

63789

---

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

0

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

364541

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Country/area

Singapore

Consumption of purchased electricity (MWh)

154

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

154

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Country/area

Japan

Consumption of purchased electricity (MWh)

886557

Consumption of self-generated electricity (MWh)

303

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]

886860

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Country/area

Russian Federation

Consumption of purchased electricity (MWh)

7108

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

7108

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## C9. Additional metrics

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### C9.1

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

## C10. Verification

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## C10.1

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

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

## C10.1a

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**(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**

Independent Assurance Report of 2022 data for Bridgestone.pdf

**Page/ section reference**

Please refer to the page 3 for the actual value

**Relevant standard**

ISO14064-3

**Proportion of reported emissions verified (%)**

100

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## C10.1b

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(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**

Independent Assurance Report of 2022 data for Bridgestone.pdf

**Page/ section reference**

Please refer to the page 3 for the actual value

**Relevant standard**

ISO14064-3

**Proportion of reported emissions verified (%)**

100

---

**Scope 2 approach**

Scope 2 market-based

**Verification or assurance cycle in place**

Annual process

**Status in the current reporting year**

Complete

**Type of verification or assurance**

Limited assurance

**Attach the statement**

Independent Assurance Report of 2022 data for Bridgestone.pdf

**Page/ section reference**

Please refer to the page 3 for the actual value

**Relevant standard**

ISO14064-3

**Proportion of reported emissions verified (%)**

100

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C10.1c

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

**Scope 3 category**

- Scope 3: Purchased goods and services
- Scope 3: Capital goods
- Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)
- Scope 3: Upstream transportation and distribution
- Scope 3: Waste generated in operations
- Scope 3: Business travel
- Scope 3: Employee commuting
- Scope 3: Investments
- Scope 3: Downstream transportation and distribution
- Scope 3: Processing of sold products
- Scope 3: Use of sold products
- Scope 3: End-of-life treatment of sold products
- Scope 3: Franchises

**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**

Independent Assurance Report of 2022 data for Bridgestone.pdf

**Page/section reference**

It is listed on the page 3 of the assurance statement

**Relevant standard**

ISO14064-3

**Proportion of reported emissions verified (%)**

100

**C10.2**

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

Yes

**C10.2a**

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

Disclosure module verification relates to	Data verified	Verification standard	Please explain
C8. Energy	Energy consumption	ISAE 3000	Total energy consumption, Energy consumption (fuel) including fuel from renewable sources, Energy consumption (purchased electricity) including electricity from renewable sources, Energy consumption (purchased steam), energy consumption (self-generated renewable electricity from non-fuel sources; solar, etc.)

**C11. Carbon pricing**

**C11.1**

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

Yes

**C11.1a**

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

- EU ETS
- Japan carbon tax

**C11.1b**

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

**EU ETS**

**% of Scope 1 emissions covered by the ETS**

5.6

**% of Scope 2 emissions covered by the ETS**

0

**Period start date**

December 1 2022

**Period end date**

December 31 2022

**Allowances allocated**

17930

**Allowances purchased**

0

**Verified Scope 1 emissions in metric tons CO2e**

101006

**Verified Scope 2 emissions in metric tons CO2e**

0

**Details of ownership**

Facilities we own and operate

**Comment**

**C11.1c**

(C11.1c) Complete the following table for each of the tax systems you are regulated by.

**Japan carbon tax**

**Period start date**

January 1 2022

**Period end date**

December 31 2022

**% of total Scope 1 emissions covered by tax**

28.6

**Total cost of tax paid**

147740888

**Comment**

% of emission covered by tax was calculated by Scope1 emission in Japan divided by global Scope1 emission.

And total cost of tax paid was calculated by Scope1 emission in Japan multiplied Japan Carbon tax rate (289yen/tCO2e)

\*In addition, the carbon tax indirectly affects electricity price in the Scope 2

**C11.1d**

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

As a strategy to comply with the EU ETS, the Japanese carbon tax and other regulated carbon pricing systems, Bridgestone aims to minimize the additional cost of CO2 emissions and achieve the Milestone 2030 "Reduce our absolute CO2 emissions (Scope 1 and 2) by 50% by 2030 (versus 2011)", by actively and steadily promoting the reduction of CO2 emissions on a global basis. To this end, we are promoting CO2 reduction through energy saving and renewable energy introduction.

One of the typical energy saving initiatives is introduction of highly efficient equipment. As example in 2018, Bridgestone's Turkish affiliate Brisa Bridgestone Sabancı Lastik Sanayi ve Ticaret A.Ş.(BRISA) established a new manufacturing facility for radial tires in Aksaray Province, Turkey with investment which amounted to 300 million USD. This new plant achieved 30% energy saving and contributes to our manufacturing with less CO2 emission.

We also expand the introduction of renewable energy while considering the local characteristics of each site. In 2022, one plant in India (Pune) and two plants in China (Shenyang and Changzhou) switched to renewable energy sources for purchased electricity, one plant (Nong Khae) installed rooftop solar panels with a total capacity of 9.95 MWp, and two plants (Shimonoseki and Kitakyushu) commenced solar power generation with a combined generation capacity of 5.8 MW based on a power purchase agreement.

As a result of these renewable energy introductions, we reduced CO2 emissions by 216,197 tonnes in 2022 compared to BAU case.

## C11.2

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

No

## C11.3

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

Yes

## C11.3a

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### (C11.3a) Provide details of how your organization uses an internal price on carbon.

#### Type of internal carbon price

Shadow price

#### How the price is determined

Alignment with the price of allowances under an Emissions Trading Scheme

Cost of required measures to achieve emissions reduction targets

Benchmarking against peers

#### Objective(s) for implementing this internal carbon price

Drive energy efficiency

Drive low-carbon investment

#### Scope(s) covered

Scope 1

Scope 2

Scope 3 (upstream)

Scope 3 (downstream)

#### Pricing approach used – spatial variance

Uniform

#### Pricing approach used – temporal variance

Static

#### Indicate how you expect the price to change over time

<Not Applicable>

#### Actual price(s) used – minimum (currency as specified in C0.4 per metric ton CO2e)

13200

#### Actual price(s) used – maximum (currency as specified in C0.4 per metric ton CO2e)

13200

#### Business decision-making processes this internal carbon price is applied to

Capital expenditure

Other, please specify (Brown Energy Purchasing)

#### Mandatory enforcement of this internal carbon price within these business decision-making processes

Yes, for some decision-making processes, please specify (When it is expected that the CO2 emission impact from the Capital expenditure, the business unit will calculate the return on investment (ROI) including the CO2 emission cost. It is used as a factor to support investment decision.)

#### Explain how this internal carbon price has contributed to the implementation of your organization's climate commitments and/or climate transition plan

Because the proportion of Bridgestone's CO2 emissions that are subject to EU-ETS with high carbon pricing is small, we have introduced internal carbon pricing for CO2 reduction since 2011. By utilizing internal carbon pricing, the impact of CO2 reduction/increase is taken into account as a factor in investment decision and is intended to promote investment toward carbon neutrality, our long-term environmental vision toward 2050. Carbon price of CO2 emission cost is set accordingly considering business characteristics and regional situations of each business unit, however the common default value for reference is updated once a year. When it is expected that the CO2 emission impact from the investment, the business unit will calculate the return on investment (ROI) including the CO2 emission cost due to carbon pricing and use it as the basis for making decision on investment profitability. Common internal carbon price is set accordingly considering market price of CO2 emission cost such as EU-ETS and other factors and reviewed once a year. In 2022, the price was updated to \$100\*1 per tonne of CO2 and the scope of application was extended from Scope 1, 2 to Scope 1, 2, 3. Internal carbon pricing is embedded in the standard process of evaluation of profitability on investment. Quantitative changes in CO2 emissions by the investment are calculated and the impact of CO2 emission cost based on internal carbon price is included in the calculation of return on investment (ROI) and it is used as the basis for making decision on investment. The internal carbon pricing has been applied to a variety of investments such as introduction of energy-efficient equipment, self-generation system by renewable energy for CO2 reduction, etc. and also applied to a brown energy procurement.

\*1: The 13,200 yen reported in the "Actual price(s) used" above is the \$100 multiplied by 132 yen/\$, which is the exchange rate for the fiscal year 2022 in the Consolidated Financial Statements for FY2022.

## C12. Engagement

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### C12.1

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

Yes, our suppliers

Yes, other partners in the value chain

**C12.1a**

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

**Type of engagement**

Engagement & incentivization (changing supplier behavior)

**Details of engagement**

Provide training, support, and best practices on how to set science-based targets

**% of suppliers by number**

100

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

100

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

83

**Rationale for the coverage of your engagement**

Bridgestone Group's Global Sustainable Procurement Policy includes "set the science-based targets (SBTs)" as preferred practices for suppliers. The Policy is applicable to all points of our various supply chains. We target suppliers in Scope 3 category 1 for the engagement requesting the establishment of the SBTs because they represent 83% of supplier-related Scope 3 emissions as reported in C6.5 and have an impact on our Scope 3 emissions reduction.

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

The threshold for our success is the achievement of our target approved by SBTi: "92% of its suppliers by emissions covering Scope 3 category 1 will have science-based targets (SBTs) by 2026". We estimated the number of suppliers that would need to have SBTs to achieve this target and found that it would be 23% of the total number of suppliers.

To achieve this target of 92%, we distributed our Global Sustainable Procurement Policy, which includes "set the science-based targets" as preferred practices, to all suppliers and required all Level 1 and 2 suppliers\* to sign a policy receipt acknowledgement. For several years, the Bridgestone Group has held annual conferences for suppliers to ensure full understanding of the Sustainable Procurement Policy in multiple regions in which it operates. At the 2022 conferences, we have emphasized and reminded the suppliers that we expect their cooperation in setting the science-based targets or equivalent. We have been making these engagements continuously with suppliers since 2021 when we published the version 2.0 of our Global Procurement Policy, including several synthetic rubber and rubber chemical suppliers that have set their science-based targets in 2022.

As of March 2023, around 20% of the suppliers by emissions covering Scope 3 category 1 have set the science-based targets.

\*Level 1 suppliers: direct material suppliers providing materials used in final products

Level 2 suppliers: direct material suppliers that providing products and services that directly enable production

**Comment**

**C12.1d**

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

Bridgestone Americas, Inc. (Bridgestone) replaces carbon black, which is one of the raw materials for tires, with recovered carbon black (rCB), which is obtained by thermally decomposing End-of-Life (EOL) tires, commercializes tires using this, and sells it in the United States market from 2019.

rCB is made by Delta Energy Group LLC, which has a partnership with Bridgestone. The move to at-scale commercialization of the company's rCB, Delta-Energy Group's proprietary rCB product recovered from EOL tires, marks a significant milestone in achieving Bridgestone Group's long-term environmental vision of targeting 100% sustainable materials – and contributing to globally agreed target (towards carbon neutral society) – by the year 2050 and beyond. The process by Delta-Energy Group to extract materials reduces 81% CO2 emission per ton as compared to new carbon black.

Bridgestone began evaluating Delta-Energy's materials in 2007 and became an equity partner in late 2014. Since that time, the use of the company's rCB as a partial replacement for new carbon black in new tires has undergone extensive testing to ensure compliance with the high standards and superior quality and performance for which Bridgestone tires are known. In 2020, Bridgestone purchased over 1,200 metric tons of rCB, the equivalent of approximately 380,000 end-of-life tires, resulting in the reduction of approximately 1,900 metric tons of CO2 emissions. Annually, the company targets to increase the use of rCB to 6,800 metric tons and reduce the equivalent of over 10,800 metric tons of CO2 emissions. Through the partnership with Delta-Energy, Bridgestone will divert millions of EOL tires annually into new products that will give them a new life.

In Japan, Bridgestone and ENEOS Corporation launched a joint research and development project aimed at the successful development of "chemical recycling technologies that enable precise pyrolysis of used tires in 2022. In this joint project, we will engage in demonstration projects that achieve high-yield production of chemical products, such as butadiene, a raw material used in synthetic rubber. The large-scale demonstrations will be advanced toward 2030 with the goal of achieving mass production and swift commercialization.

**C12.2**

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

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

## C12.2a

**(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 science-based emissions reduction target

**Description of this climate related requirement**

Bridgestone Group's Global Sustainable Procurement Policy includes "set the science-based targets (SBTs)" as preferred practices for suppliers. The Policy is applicable to all points (100%) of our various supply chains.

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

100

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

18

**Mechanisms for monitoring compliance with this climate-related requirement**

Certification  
Supplier self-assessment  
Supplier scorecard or rating

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

Retain and engage

**Climate-related requirement**

Climate-related disclosure through a non-public platform

**Description of this climate related requirement**

To better understand the strengths and vulnerabilities of suppliers, the Group worked with EcoVadis to conduct enhanced environmental, social and governance (ESG) risk assessments of the Group's new and existing major, Tier 1 tire material suppliers. Consistent with the sustainable procurement policy, the ESG issues assessed include energy consumption, water, biodiversity, pollution, waste, customer safety, industrial safety, labor practices, human rights, corruption, bribery, fraud, money laundering, and sustainable procurement. The Bridgestone Group's goal is 95% or more of its spend basis for the Group's direct material suppliers will have completed an EcoVadis enhanced ESG risk assessment by the end of 2023. As of March 2023, 97% of those has completed the EcoVadis assessment.

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

100

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

97

**Mechanisms for monitoring compliance with this climate-related requirement**

Supplier self-assessment  
Supplier scorecard or rating

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

Retain and engage

## C12.3

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

**Row 1**

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

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

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

Yes

**Attach commitment or position statement(s)**

Bridgestone Environmental Management Policy.pdf

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

The Bridgestone Group is promoting co-creation with stakeholders by encouraging open innovation in technology, business models and design, and combining technologies in various fields. For climate change action, the Group is also working with other organizations and businesses to accelerate carbon neutral initiatives.

**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>

## C12.3b

**(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 (Japan Climate Change Initiative (JCI))

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

Consistent

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

Yes, we publicly promoted their current position

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

The JCI, as non-state actors such as companies and local governments, pledge to stand at the forefront of global challenges in order to realize the decarbonized society envisioned by the Paris Agreement.

In April 2021, Bridgestone endorsed a message by JCI calling for the government of Japan to set ambitious greenhouse gas emission reduction targets to realize the goals of the Paris Agreement. The message, which calls for a 2030 reduction target of "going beyond 45% - aiming for a 50% emission reduction", was delivered as an open letter to Japan's Prime Minister, Foreign Minister, Minister of Economy, Trade and Industry, and Minister of the Environment, and published by various media outlets.

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

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

<Not Applicable>

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

Yes, we have evaluated, and it is aligned

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**Trade association**

Other, please specify (The Japan Rubber Manufacturers Association (JRMA))

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

Consistent

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

Yes, we publicly promoted their current position

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

JRMA has been set as a trade association's target for 2030 in line with the national policy calling for the ongoing reduction of CO2. Based on the targets of industry groups including JRMA, Japan's reduction targets submitted to COP21 were drawn up.

Every year, they give a follow-up report on the reduction status to the government and steadily promoted activities to reduce the emission. According to the follow-up report which they issued in October 2022, their CO2 emission in 2021 was 70.6% vs 2013.

At the Environmental Committee, Bridgestone leads industry activities and summarizes the opinions as the chairperson.

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

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

<Not Applicable>

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

Yes, we have evaluated, and it is aligned

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**Trade association**

Other, please specify (The Japan Automobile Tyre Manufacturers Association, Inc. (JATMA))

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

Consistent

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

Yes, we publicly promoted their current position

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

JATMA is one of the major tire industry associations in the world, and has established the Tire Labelling System in 2010, and has been contributing to increase the ratio of "Fuel Efficient Tires" in the market. (In the lifecycle of tire, CO2 emission in usage stage consists of more than 80%)

In 2015, JATMA compiled and announced the benefits of CO2 emission reduction through reduced rolling resistance of passenger car tires from 2006 to 2012.

In 2022, JATMA issued a report on the contribution of rolling resistance coefficient (RRC) of tires for CO2 reduction. According to the report, CO2 emission per tire has been reduced by 15.9% in 2020, compared to 2006.

Our employees have participated in various committees and presented our opinions. At the Environmental Committee, Bridgestone leads industry activities and summarizes the opinions as the chairperson.

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

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

<Not Applicable>

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

Yes, we have evaluated, and it is aligned

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C12.4

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

**Publication**

In mainstream reports

**Status**

Complete

**Attach the document**

Annual Securities Report\_2022 (Japanese).pdf

**Page/Section reference**

Bridgestone's Annual Securities Report is issued in Japanese as required by the Financial Instruments and Exchange Act.

Governance: page 50-51

Strategy: page 14-17

Risks & opportunities: page 18 and 20

Emission target: page 15

**Content elements**

Governance

Strategy

Risks & opportunities

Emission targets

**Comment**

Bridgestone publishes the English version of its Annual Securities Report below

[https://www.bridgestone.com/ir/library/securities\\_report/](https://www.bridgestone.com/ir/library/securities_report/)

**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	Task Force on Climate-related Financial Disclosures (TCFD) Task Force on Nature-related Financial Disclosures (TNFD) World Business Council for Sustainable Development (WBCSD)	<p>&lt;TCFD&gt; The Bridgestone Group supports the Task Force on Climate-related Financial Disclosure (TCFD) and recognizes climate-related risks and opportunities identified in accordance with the framework of the TCFD recommendations, and is working to reflect and disclose this information in its business strategies. The Group also participates in the TCFD Consortium in Japan.</p> <p>&lt;TNFD&gt; The Bridgestone Group has been participating in the TNFD (Task Force for Nature-related Financial Disclosure) Forum since March 2022, where it recognizes risks and opportunities related to its impact and dependence on nature, and is currently assessing multiple nature-related scenarios in light of global trends toward nature-positive practices.</p> <p>&lt;WBCSD&gt; The Bridgestone Group is working collaboratively with 10 other leading tire companies that represent around 65 percent of the world's tire manufacturing capacity through the global Tire Industry Project (TIP) is operated under the World Business Council for Sustainable Development (WBCSD). The members including Bridgestone are also building on the existing body of knowledge to address the life-cycle impact of tires. Every two years the CEOs of member companies meet to review the progress and set a forward-looking agenda for new and continuing work.</p>

**C15. Biodiversity**

**C15.1**

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

	Board-level oversight and/or executive management-level responsibility for biodiversity-related issues	Description of oversight and objectives relating to biodiversity	Scope of board-level oversight
Row 1	Yes, both board-level oversight and executive management-level responsibility	<p>The highest-level committee associated with the Bridgestone Group global business execution is the Global Executive Committee (Global EXCO). Members of the Global EXCO are nominated from full-time corporate officers by the Global CEO/Joint Global COO. Reporting to the Global EXCO, Bridgestone has the Global Sustainability Committee (GSC) that is comprised of executive officers and professionals responsible for Sustainability and representatives of Strategic Business Units (SBUs) and functions. Sustainability is led holistically and globally by the GSC with working groups of cross-functional, cross-regional leaders responsible for operationalizing the Bridgestone Group's sustainability framework. Under the GSC, Bridgestone has 6 working groups. Each working group comprised of members from corresponding functions or related areas in each SBU and report to the GSC. Among the 6-working groups, the "Environment Working Group" summarize and report results related to biodiversity, and proposes strategies to the GSC, taking into account the latest social trends that might represent environmental risks/opportunities. Then, the GSC reports to the Global EXCO for decision making on important issues. Under this structure, the Global EXCO receives quarterly reports from the GSC on plans and progress in addressing climate-related issues and the Global CEO makes decisions on key biodiversity issues with Global EXCO members.</p> <p>Situation and progress of mid-term strategy related to sustainability are reported quarterly.</p>	<Not Applicable>

## C15.2

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

	Indicate whether your organization made a public commitment or endorsed any initiatives related to biodiversity	Biodiversity-related public commitments	Initiatives endorsed
Row 1	Yes, we have made public commitments and publicly endorsed initiatives related to biodiversity	Commitment to Net Positive Gain Commitment to No Net Loss Adoption of the mitigation hierarchy approach Commitment to not explore or develop in legally designated protected areas Commitment to no conversion of High Conservation Value areas Commitment to secure Free, Prior and Informed Consent (FPIC) of Indigenous Peoples	Other, please specify (Business for Nature, Global Platform for Sustainable Natural Rubber (GPSNR))

## C15.3

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

#### Impacts on biodiversity

##### Indicate whether your organization undertakes this type of assessment

Yes

##### Value chain stage(s) covered

Direct operations  
 Upstream  
 Downstream

##### Portfolio activity

<Not Applicable>

##### Tools and methods to assess impacts and/or dependencies on biodiversity

ENCORE tool  
 Other, please specify (Business & Biodiversity Interrelationship Map released by the Japan Business Initiative for Biodiversity (JBIB))

##### Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)

We create a diagram showing the interrelationships and to identify the impacts and dependencies in our value chain based on the Business & Biodiversity Interrelationship Map® released by the Japan Business Initiative for Biodiversity (JBIB) and the ENCORE tool. The diagram is available on the following webpage: <https://www.bridgestone.com/responsibilities/environment/nature/index.html>

Additionally, we evaluate the general dependence and impact of its tire business within the value chain using the ENCORE tool. In the latest ENCORE evaluation conducted in 2023, we concluded that the significance of land use in the raw material procurement stage was very high. It also concluded that the significance of the impact from use of water resources and waste discharge was high in the tire manufacturing stage. In addition, in the value chain as a whole, it concluded that the significance of the impact from greenhouse gas emissions, use of water resources, emissions into the air, water, and soil, and waste discharge was high.

#### Dependencies on biodiversity

##### Indicate whether your organization undertakes this type of assessment

Yes

##### Value chain stage(s) covered

Direct operations  
 Upstream  
 Downstream

##### Portfolio activity

<Not Applicable>

##### Tools and methods to assess impacts and/or dependencies on biodiversity

ENCORE tool  
 Other, please specify (Business & Biodiversity Interrelationship Map released by the Japan Business Initiative for Biodiversity (JBIB))

##### Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)

We create a diagram showing the interrelationships and to identify the impacts and dependencies in our value chain based on the Business & Biodiversity Interrelationship Map® released by the Japan Business Initiative for Biodiversity (JBIB) and the ENCORE tool. The diagram is available on the following webpage: <https://www.bridgestone.com/responsibilities/environment/nature/index.html>

Additionally, we evaluate the general dependence and impact of its tire business within the value chain using the ENCORE tool. In the latest ENCORE evaluation conducted in 2023, the Group concluded that the significance of services that maintain and regulate the climate, healthy soil, and pollination within ecosystems during the raw material procurement stage and services that control soil erosion, disease, and flooding is very high in terms of dependency. In addition, it concluded that the significance of dependence on water provisioning services was high in the tire and raw material manufacturing stages.

## C15.4

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

Yes

C15.4a

(C15.4a) Provide details of your organization’s activities in the reporting year located in or near to biodiversity -sensitive areas.

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 Land/water management Species management Education & awareness 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	Pressure indicators Response 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
In voluntary sustainability report or other voluntary communications	Content of biodiversity-related policies or commitments Governance Impacts on biodiversity Details on biodiversity indicators Influence on public policy and lobbying Risks and opportunities Biodiversity strategy	2023 Integrated Report.pdf (page: 4, 52-57, 70-73, 84-85, 88-91, 108-109) Global Sustainable Procurement Policy_V2.0.pdf (page: 20-22)
In mainstream financial reports	Governance Risks and opportunities	Annual Securities Report_2022 (Japanese) (page: 18, 20, 50-51)

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	Executive Director, Corporate Sustainability	Environment/Sustainability manager