GB Auto - Climate Change 2023

C0. Introduction

C0.1

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

GB Corp is a leading automotive company in the Middle East and a non-bank financial services provider in Egypt with markets in Iraq and Egypt, with over 28,000 employees (2022). GB Corp's revenues (FY 2022) were 29,789 Million EGP. With a rich, and diversified business portfolio, GB Corp strives to embody excellence in every aspect of its business. With a diverse human capital which compiled years of experience in their field of expertise, GB Corp occupies a remarkable leadership in the markets it operates in.

The past year has been a major milestone in GB Corp's journey. A new brand, rapid digitalization and sustainability across the business lines mark out the year. We have chosen to rebrand us as GB Corp as a representation of who we are today. The unified entity encompasses GB Auto, GB Capital, GB Logistics, GB Ventures, GB Academy and the GB Foundation for Development as subsidiaries of GB Corp.

GB Auto, a market leader in Middle East and Africa, known for its service offerings. This includes manufacturing, assembly, distribution, and after-sales of different types of vehicles ranging from 2&3 wheelers, passenger cars, commercial vehicles, construction equipment and tires. GB Auto's portfolio of partners currently includes the leading global brands of 1) passenger cars: Hyundai, Mazda, GWM, Fabrika, Chery, Changan, 2) tires: Goodyear, Lassa, Yokohama, Westlake, Techking, Doublestar and Verde.

GB Capital is a non-bank financial services provider in Egypt. GB Logistics is an Integrated Service Provider (ISP) specialized in offering high-quality logistics services. GB Ventures is a specialized technology Venture Capital focused primarily on seed investments within the mobility ecosystem. GB Academy is outfitted to provide professional technical training that are tailored to customer needs. Finally, GB Foundation is a non-profit organization focused on bridging the gap between the vocational education and industry needs by applying international standards and accreditations.

2022 marks our third disclosure year to CDP's Climate Change questionnaire and reporting of our operational GHG emissions aligned with global standards such as the GHG Protocol. We published our seventh sustainability report and second GRI report, in accordance to the Global Reporting Initiative (GRI) Standards, Task Force on Climate-Related Financial Disclosures (TCFD), and the United Nations Sustainable Development Goals (UN SDGs). Our third Carbon Footprint Report disclose our 2022 GHG emissions as well as additional details related to the data disclosed in this questionnaire.

In 2022, we successfully phased out diesel entirely across all our manufacturing facilities and replaced it with natural gas, as part of our ongoing efforts to reduce our carbon footprint. Additionally, in terms of governance we have developed GB Corp ESG Strategy 2022-2025 covering 2030 Vision. We have recently launched four hybrid vehicle models. In addition, a partnership will facilitate the localization of Electric, Diesel and CNG buses to serve both the Public and Private transportation sectors in the Egyptian market.

Prima manufacturing plant started the operation of Solar PV in November 2022, currently supplying 1.5% of the plant's electricity consumption. Badr and Sadat plants are in the process of installing solar PV panels, scheduled for operation in 2024. Sadat manufacturing plant is in the process of installing a wastewater treatment system that treats wastewater discharged to be reused in the manufacturing process and for landscape irrigation.

We have also made significant steps on digitalization with a wide range of newly introduced digital tools and channels. One of our key achievements of GB Corp of the past year has been the Supplier Gate, a new efficient framework and digital tool for managing our supplier relations. The recently launched Forsa app providing people with greater financial flexibility and is now available across more than 4,000 stores.

During 2022, GB Corp contributed to COP27, hosted by Egypt, through a clean 100%-electric 30-bus fleet to reiterated its commitment to present solutions of a clean and sustainable future.

To enhance our ESG performance, we are presently working on creating an Environmental and Social Management System for all of GB Corp's operations. The goal is to develop a comprehensive Climate Change Risk Management System and incorporate it into our existing Group Risk Management Framework.

The boundaries included in this reporting period include facilities and sites across Egypt and Iraq. The facilities in Egypt include 5 factories, in addition to 58 service centers/showrooms, and 6 office buildings. The facilities in Iraq include 1 admin building, 35 showrooms and service centers, 5 warehouses and 4 outlets.

For further information, the links can be accessed as indicated below:

Website: https://gb-corporation.com/

Sustainability report: https://s3.amazonaws.com/resources.inktankir.com/gb/GB-Corp-SR22.pdf

C0.2

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

Reporting year

Start date
January 1 2022

End date
December 31 2022

Indicate if you are providing emissions data for past reporting years
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

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

C0.4

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

C0.5

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

C-TO0.7/C-TS0.7

(C-TO0.7/C-TS0.7) For which transport modes will you be providing data?
Light Duty Vehicles (LDV)
Heavy Duty Vehicles (HDV)
Marine
Aviation

C0.8

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

Indicate whether you are able to provide a unique identifier for your organization	Provide your unique identifier
Yes, a Ticker symbol	AUTO

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 CEO of GB Corp holds the responsibility of approving budgets for climate-related projects, as well as approving targets and future plans. This role is crucial in ensuring that the company remains committed to its sustainability goals and continues to prioritize climate-related initiatives in its operations. The CEO's oversight and approval of these budgets and plans demonstrate the company's dedication to sustainability and its accountability to its stakeholders.

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	Reviewing and guiding annual budgets Reviewing and guiding strategy Overseeing the setting of corporate targets Monitoring progress towards corporate targets Reviewing and guiding the risk management process	<Not Applicable>	The board of GB Corp is responsible for setting the company's overall strategy and action plan, which includes addressing climate-related matters and ensuring responsible environmental management practices. As part of this, the board oversees the company's risk management efforts to identify and mitigate risks associated with climate change, energy usage and regulatory changes related to emissions. In order to support these efforts, the board also approves budgets and business plans that prioritize sustainability and environmental responsibility. This may include allocating resources for initiatives such as energy efficiency upgrades and water conservation measures. To ensure that the company is making progress towards its environmental objectives, the board sets clear objectives and tracks progress over time. This includes regular assessments and reporting on the business' greenhouse gas emissions. GB Corp's Investor Relations Assistant Vice President regularly reports to the CEO on any climate-related matters or issues that may have arisen. In addition, the CEO and board hold an annual meeting to approve the company's TCFD and ESG reports and ensure that the company is meeting its commitments to sustainability and responsible environmental management.

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	To evaluate competence, we rely on past experience. For instance: 1. Thorough understanding of sustainability, energy efficiency, net zero initiatives, clean energy and renewable electricity options, and water scarcity. 2. The competencies required for strategic execution include facilitating the transition towards a low-carbon economy, mitigating risk, engaging stakeholders, and implementing climate-related vision and strategies. 3. Familiarity with international policies and industry best practices, including the GHG Protocol and UNFCCC. 4. Demonstrated experience and participation in large-scale international events related to climate change. The Chairman of GB Corp has demonstrated a strong dedication to sustainability initiatives and actions in recent years. Since 2016, he has been publishing annual sustainability reports to communicate the company's progress and sustainability performance. Additionally, the Group's Chairman has been committed to the UNGC principles since 2013. Furthermore, the CEO of GB Corp has been actively involved in the creation of the Group's first comprehensive materiality assessment, Sustainability Strategy 2022-2025 with 2030 Vision, as well as the Group's ESG Policy, which has been developed, approved, and disseminated to all subsidiaries and company departments during 2021, and applied throughout the business starting 2022. https://www.unglobalcompact.org/participation/report/cop/create-and-submit/active/46251	<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
Risk committee

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

Coverage of responsibilities
<Not Applicable>

Reporting line
Risk - CRO reporting line

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

Please explain
Both assessing and managing climate-related risks and opportunities
Ensures objective reporting on the company's performance, and focuses on financial operations and risk management.

Position or committee
Other committee, please specify (Group Manufacturing Officer)

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

Coverage of responsibilities
<Not Applicable>

Reporting line
Operations - COO reporting line

Frequency of reporting to the board on climate-related issues via this reporting line
More frequently than quarterly

Please explain
Both assessing and managing climate-related risks and opportunities
The Group's Manufacturing Officer identifies risks and regulations regularly with the responsible departments.

Position or committee
Other committee, please specify (Audit Committee)

Climate-related responsibilities of this position
Monitoring progress against climate-related corporate targets

Coverage of responsibilities
<Not Applicable>

Reporting line
CEO reporting line

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

Please explain
Assessing the achievement of our ESG targets as defined in our 2022-2025 Strategy with 2030 Vision.

Position or committee
Other, please specify (Investor Relations Assistant Vice President)

Climate-related responsibilities of this position
Managing public policy engagement that may impact the climate
Assessing climate-related risks and opportunities
Managing climate-related risks and opportunities

Coverage of responsibilities
<Not Applicable>

Reporting line
CEO reporting line

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

Please explain
Currently, the Investor Relations Assistant Vice President is the highest-ranking company officer responsible for climate-related matters. As such, the Investor Relations Assistant Vice President reports directly to the CEO during annual meetings and for any pressing issues that relate to water projects.

During these meetings, critical topics such as the progress made towards our 2022 climate goal, significant changes, and potential issues related to climate projects are discussed in detail. The Investor Relations Assistant Vice President serves as a key liaison between the company and its stakeholders, ensuring that the CEO is kept informed of any developments or concerns related to water usage and conservation.

Moreover, during the annual meetings, the Investor Relations Assistant Vice President also discusses the TCFD and ESG reports with the CEO to get his approval and ensure that our approach aligns with our goals and values.

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	All employees are strongly encouraged to take part in the sustainability advancement of the business, through workshops, discussions and competitions on behavioral patterns. Sustainability focal points are located at all offices/facilities to drive and monitor the implemented sustainability initiatives.

C1.3a

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

Entitled to incentive
All employees

Type of incentive
Non-monetary reward

Incentive(s)
Internal team/employee of the month/quarter/year recognition

Performance indicator(s)
Progress towards a climate-related target
Achievement of a climate-related target
Reduction in absolute emissions
Reduction in emissions intensity

Incentive plan(s) this incentive is linked to
This position does not have an incentive plan

Further details of incentive(s)
Cooperating and assisting with the compilation of the data and information needed to develop our annual carbon footprint report and GRI sustainability reports. Sustainability 'Champions' i.e. Focal points are located at all offices/facilities to drive and monitor the implemented sustainability initiatives, and collect the needed data for reporting, these focal points are recognized and hold a second title pertaining to corporate sustainability - related activities and participation.

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan
The efforts are contributing to our measuring and tracking of the data related to climate change, in order to be able to take proper climate actions. By this, we can have a clear overview of the organization, its progress and evaluate our performance against our reduction targets.

Entitled to incentive
All employees

Type of incentive
Non-monetary reward

Incentive(s)
Internal company award
Internal team/employee of the month/quarter/year recognition

Performance indicator(s)
Other (please specify) (Behavioral Change)

Incentive plan(s) this incentive is linked to
Not part of an existing incentive plan

Further details of incentive(s)
Every year we conduct a sustainability-themed campaign for all employees, related to a certain topic, such as savings in energy and/or water consumption. The winner is awarded and recognized internally in the company, and gets a prize for winning the competition.

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan
By this initiative, we encourage all employees to changed behavior with regards to climate change. The changed behavior also affects other employees positively , with the aim to not only change for the sake of the competition but make a change on daily patterns where sustainability is a natural part of the mind-set and the consumption behavior.

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	3	Refers to the period within which quick-win actions are implemented, spanning the reporting year and the following two years.
Medium-term	3	15	The medium-term time horizon is addressed via the Strategic Planning process.
Long-term	15	30	The stated time period aligns with the time frame specified in the Science-based target criteria.

C2.1b

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

GB Corp has recently (during 2022) launched its revamped brand, aspiring to be more than just a provider of products and services. We want to enable solutions that bring value to people and promote sustainable practices. In our organization, we define "substantive impacts" as those that have the potential to affect our business activities, customer and employee experience in a positive and/or negative way. This could be due to climate-related risks and opportunities such as conditions or events, which could affect our operational costs, earnings and financial position.

To identify and assess climate-related risks, we use the two criteria:

- the severity of the impact on reputation, operating costs, and revenue, and

- the frequency with which the risk could arise

We regularly evaluate our operations to identify critical and emerging risks that could have a significant effect on GB Corp. Senior leaders discuss and address these risks and report them quarterly to the Risk Committee of the Board and the Board. We also prepare specific plans to mitigate these risks as well as emerging risks, monitor them regularly, and adjust accordingly as needed.

- Operational risks could arise from the absence of a critical supplier where no alternative suppliers are available.

- Financial risks could result from financial losses exceeding a certain threshold, which requires mitigation.

- Additionally, any risk or impact that has the potential to disrupt production and/or prevent access to markets or negatively affect more than 1% of net income is considered significant and requires attention.

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
Risk/opportunities-impact identification Process:

Risks and opportunities by climate-related aspects are integrated into management practices. The process of impact/risk-impact includes several sessions, such as scoping sessions, where climate related risks and opportunities are identified, assessed and responded to throughout the value chain. This is done by the Board of Directors, together with key stakeholders and GB Corp's internal experts and the company's sustainability consultants. Also, the financial, operational, strategic and legal risks of the business are assessed and monitored on a regular basis. The engaged report their practices on early determination of risks, measures to be taken regarding the detected risks, and management of the risks.

Once the risk/opportunity is identified, it's assessed using a typical impact assessment methodology taking into consideration impact probability of occurrence, intensity, spatial and temporal scale and sensitivity of receptors. Thereafter, the response is developed. This covers the planning phase of the response, monitoring and reporting process.

Management and Monitoring Plan:
The decarbonization action plan shall include the actions and measures , the roles and responsibilities besides performance indicators and objectively verifiable indicators. The objectively verifiable indicators are expected to be monitored following the frequency indicated in the plan. This shall be conducted by the different lines of businesses and supervised by the Sustainability Department and the CEO.

As a step in this, following 2020 and 2021, we have assessed our carbon footprint (FY2022). In 2020, GB Corp started to conduct it first GHG calculations and aims to do this on an annual basis and publishing information about its performance and progress towards the set targets in its annual Carbon Footprint report.

Continuing on to 2021, GB Corp accounts for the GHG emissions generated by its internal operations at its owned facilities. All the data collected and analyzed within this report follow the World Resources Institute Greenhouse Gas Protocol principles of relevance, completeness, consistency, transparency, and accuracy.

In 2022, with our recently launched revamped brand, we have been able to further expand our boundaries of operations to now include more facilities and enhanced data quality.

The operational boundaries included GHG emissions of our main activities, embracing direct emissions from controlled equipment and assets, emissions from purchased electricity, and selected indirect emissions resulting from our operations within Egypt and Iraq. The analysis and calculations were based on the Greenhouse Gas Protocol, the Intergovernmental Panel on Climate Change (IPCC) Guidelines for Greenhouse Gas Inventories, and the ISO 14064-1:2018 standards.

A decarbonization action plan is currently being developed covering operational, management and infrastructure aspects while also prioritizing the mitigation projects and measures according to their ease of implementation , financial indicators and positive environmental and social impacts.

The implementation of the plan is expected to begin in the upcoming years where we are currently assessing projects and actions to be taken, where some of them have already started its implantation, and will be monitored on a quarterly basis, and the progress against emission reduction targets will be published in the sustainability report, the annual carbon footprint as well as disclosed to internal and external stakeholders. This also includes training and capacity building plan targeting all departments in the company on climate change impacts, risks and opportunities, GHG calculations, decarbonization action plan among other ESG material topics. This is complemented by a continuous assessment of ESG performance and development of the annual sustainability report according to GRI standards, that will also be conducted on an annual basis.

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	Continuous monitoring is implemented to ensure compliance with the latest sustainability regulations, particularly those related to climate. The company takes measures to comply with relevant laws and regulations, as well as to identify any new emerging regulations. Efforts are being made to obtain ISO 50001 certification for all facilities, and the certification body confirmed the company's compliance with ISO 14001-2015 for environmental management.
Emerging regulation	Relevant, always included	Building upon the previous, we are planning to undertake a thorough review and evaluation of legal and regulatory compliance, with particular attention to new and emerging requirements related to managing climate-related concerns on a national and international level, including disclosing on sustainability performance. Such risks of emerging regulation could affect our business in several ways, where action could be critical. This review is in the process and is scheduled to be completed by 2023.
Technology	Relevant, always included	We commit to utilizing the power of technology and innovation to leverage better decisions, improve accessibility and efficiency, and generate novel solutions for a more sustainable future. This covers aspects of advanced technology of vehicles such as low-carbon and electric vehicles, and also digitization among our services. We aim to have 100% of eligible services digitized by 2025, and products with enhanced sustainability characteristics would be present in each product line by 2025. We're committed to using the power of technology and innovation to make better decisions, improve efficiency, and develop creative solutions to create a more sustainable future. - Our aim is to digitize all eligible services by 2025 and incorporate sustainability-enhancing features into every product line to help build a better world for everyone. - We're determined to leverage technology and innovation to make smarter decisions, improve access and efficiency, and come up with new and exciting solutions to advance sustainability. - Our goal is to embrace innovation and technology to drive better decision-making, streamline our operations, and develop fresh solutions that promote a more sustainable future. - We're passionate about utilizing technology and innovation to enable better decision-making, enhance accessibility and efficiency, and create innovative solutions that help to build a brighter, more sustainable future for us all.
Legal	Relevant, always included	Currently, there are no direct national laws related to climate change that affects our business, but there are national efforts made to promote sustainability within businesses such as energy and water reductions and renewable energy to be scaled up. There could be other laws affecting our business, such as import regulations etc. which we addressed by focusing more on local suppliers. However, we are aware that laws related to climate change that requires actions and emissions reductions become stricter over time. We take our environmental responsibilities seriously and comply with all local regulations at our manufacturing and business facilities. This includes submitting detailed environmental and health and safety records to ensure we're doing our part to protect the planet and our employees.
Market	Relevant, always included	At GB Corp, we continually strive to expand our market share while maintaining a competitive edge and delivering the highest level of customer satisfaction. We closely monitor global market trends and analyze their potential impacts on our business, taking into account factors such as the state of the global economy, import availability, market interest, and changing consumer behavior. We recognize that the future of the automotive industry lies in low-carbon and electric vehicles, as well as the digitization of all services. Therefore, we are working towards the emerging market trends, ensuring that we remain at the forefront of sustainable transportation solutions. As with regards to our partners, we are currently in the process of collaborating on gathering market insights, and staying up-to-date with regulatory developments to ensure a smooth transition towards sustainable mobility solutions, including low-carbon vehicles, for all customer segments.
Reputation	Relevant, always included	As a prominent player in the automotive industry across our operating countries, GB Corp is under intense public scrutiny. We have a responsibility to comply with market requirements, not least disclosing data on CDP, where an absence of this could result in significant damage to our reputation, affecting consumer preferences, stakeholder concerns, and public perception. Climate-related reputational risks are just one example of the broader range of climate change-related risks that we face. Since inception, GB Corp has established a highly regarded reputation with over six decades in the industry, thanks to our commitment to offering top-notch automotive services. We firmly believe that sustainability is key to achieving long-term business success. Incorporating a sustainability-focused corporate design not only boosts brand value but also meets consumer demands, attracts top talent, improves operational efficiency, and increases employee productivity. To ensure that we maintain the highest quality standards and effectively identify, assess, and mitigate financial and ESG (Environmental, Social, and Governance) risks, we're committed to creating internal systems and procedures. As part of this effort, we plan to integrate ESG factors into our Audit Committee Charter, Risk and Control Framework, and Internal Audit Manual by 2023. Although a large share of our business currently revolves around internal combustion engine vehicles, we recognize the growing trend towards hybrid, electric, and other sustainable options. That's why we invest in R&D to stay abreast of market needs. As a reputation risk could lead to changes in consumer preferences and potentially impact our market share and growth potential, we're fully committed to managing these risks effectively.
Acute physical	Relevant, sometimes included	Our manufacturing operations rely heavily on the upstream value chain for the materials and parts needed to produce automobiles. Extreme weather events such as heavy rain, floods, or sudden climate changes could halt our operations, affecting our business. Moreover, global economic changes and raw material shortages pose significant risks to pricing, delivery times, and supply chain disruptions. Our primary external suppliers are located in China, India, and Korea, and their operations may also be impacted by climate change-related events, such as recent flooding and heatwaves. To mitigate these risks, we're actively pursuing a strategy of diversifying our supplier base and developing more local supplier partnerships. We're working towards depending more on local suppliers, and currently, 90% of our suppliers are local.
Chronic physical	Relevant, sometimes included	Building on the previous, chronic physical risks can have both direct and indirect impacts on our production facilities and those of our suppliers. Long-term risks such as rising sea levels in coastal zones, which GB Corp rely on for imported vehicles/parts, and extreme weather events, as well as shifts in climate patterns such as changes in average temperatures or total annual precipitation, are all relevant factors that must be considered in our risk assessments and sustainability strategy, where we seek to enhance wastewater and material circularity with set actions according to the 2022-2030 plan. As part of this, we're exploring wastewater projects, such as installing a wastewater treatment system in one of our plants to treat discharged water for reuse in the manufacturing process and landscape irrigation. These efforts demonstrate our commitment to mitigating climate-related risks and promoting sustainability throughout our operations.

C2.3

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

Yes

C2.3a

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

Identifier

Risk 1

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Current regulation	Enhanced emissions-reporting obligations

Primary potential financial impact
Increased indirect (operating) costs

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

Company-specific description
In both our domestic and international jurisdictions of operation, we are subject to various mandates and regulations, such as GHG and CAFE standards, fuel economy regulations, and emissions levels for CO2 and other greenhouse gases. Compliance with these regulations is critical to how we conduct our business.

Current laws, regulations, and governmental policies regarding increased fuel economy requirements and reduced greenhouse gas emissions have a significant impact on our operations. Meeting these requirements may require additional costs and investments, as well as significant management resources, to maintain compliance with current regulatory restrictions related to climate change.

Time horizon
Unknown

Likelihood
More likely than not

Magnitude of impact
Medium

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

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

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

Explanation of financial impact figure
N/A

Cost of response to risk

Description of response and explanation of cost calculation

Comment

Identifier
Risk 2

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

Risk type & Primary climate-related risk driver

Technology	Substitution of existing products and services with lower emissions options

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

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

Company-specific description
The global automotive industry is currently undergoing a major transformation due to the evolving regulatory landscape around fuel efficiency, greenhouse gas emissions, and other tailpipe emissions. This shift is driving the industry towards more sustainable and eco-friendly practices. Advances in technology, such as electrification and autonomous driving, are also shaping the future of the industry.

To remain competitive and ensure future success, it's crucial for us to stay ahead of these changes by offering innovative and attractive products that meet these evolving regulatory requirements and technological advancements. We must focus on developing sustainable and eco-friendly transportation solutions that meet the needs of our customers. By embracing these changes and investing in R&D to stay at the forefront of the industry, we can position ourselves for long-term success and growth.

Time horizon
Long-term

Likelihood
More likely than not

Magnitude of impact
Medium-high

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

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

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

Explanation of financial impact figure
N/A

Cost of response to risk

Description of response and explanation of cost calculation

Comment

Identifier
Risk 3

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

Risk type & Primary climate-related risk driver

Market	Uncertainty in market signals

Primary potential financial impact
Increased indirect (operating) costs

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

Company-specific description
Our manufacturing operations rely heavily on the upstream value chain for the materials and parts needed to produce automobiles. Several market concerns, such as global economic changes and raw material shortages pose significant risks to pricing, delivery times, and supply chain disruptions. We have our primary external suppliers located in China, India, and Korea, and their operations may as well be impacted by climate change-related events. Thereto, local regulations related to imports may affect our business.

To mitigate these risks, we're actively pursuing a strategy of diversifying our supplier base and developing more local supplier partnerships. We're working towards depending more on local suppliers, and currently, 90% of our suppliers are local.

Time horizon
Medium-term

Likelihood
More likely than not

Magnitude of impact
Medium-high

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

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

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

Explanation of financial impact figure
N/A

Cost of response to risk

Description of response and explanation of cost calculation

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
Markets

Primary climate-related opportunity driver
Other, please specify (Digitalization for low-carbon services to interact with our partners and customers)

Primary potential financial impact
Increased revenues through access to new and emerging markets

Company-specific description
We see great potential and opportunities of digitalization of our services. To achieve this goal, we're investing in our human capital and driving innovation and critical thinking to develop scalable IT solutions that align with our business goals and strategy. These solutions will improve the customer experience, streamline communication systems, and help us expand globally.

Our digital transformation is aimed at increasing operational efficiency, improving workflow, enhancing the public perception of our corporation, creating a better workplace environment, and delivering an exceptional customer experience. The past year has been a major milestone in our digital journey, with significant strides made in digitalizing the customer journey, from the first interaction with GB Corp to enhance sales and after-sales experience.

Time horizon
Short-term

Likelihood
Very likely

Magnitude of impact
Medium

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

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

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

Explanation of financial impact figure
N/A

Cost to realize opportunity

Strategy to realize opportunity and explanation of cost calculation

Comment

Identifier
Opp2

Where in the value chain does the opportunity occur?
Downstream

Opportunity type
Products and services

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

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

Company-specific description
Low emission technologies are constantly being encouraged through regulations that impose new standards or support sales through potential fiscal incentives. This is driven by the growing environmental consciousness among consumers, as climate change continues to generate new market opportunities.

Public and private companies are also becoming more conscious of the fuel efficiency and emissions of the vehicles they purchase, requesting low-carbon and electric vehicles. As a result, they're including environmental requirements in their fleet tenders, providing us with an opportunity to be at the forefront of this trend and expand our products and services.

By embracing low-emission technologies and focusing on sustainability, we can position ourselves as a leader in this emerging market. Our commitment to developing innovative, eco-friendly solutions will enable us to meet the changing needs of our customers while contributing to a more sustainable future. We're dedicated to driving positive change in the industry, and we're setting ways forward for the potential of growth and expansion in this area.

Time horizon
Medium-term

Likelihood
Virtually certain

Magnitude of impact
High

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

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

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

Explanation of financial impact figure
N/A

Cost to realize opportunity

Strategy to realize opportunity and explanation of cost calculation

Comment

Identifier
Opp3

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

Opportunity type
Resource efficiency

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

Primary potential financial impact
Reduced indirect (operating) costs

Company-specific description
GB Corp may be presented with competitive advantages if we're able to handle the likely increase in energy and fuel prices and taxes by reducing our energy consumption. As being located in Egypt and Iraq, we see great potential for implementing PV solar panels to our facilities, with extensive targets of renewable energy to cover our main electricity consumption. Thereto, we always see potential of energy efficiency and reduce any energy losses/inefficiencies, where we are regularly examining and assessing our facilities and plants to identify and address such matters. By doing so, we can identify cost savings where such investments which will be pay back in the long run.

GB Corp has the potential to gain a competitive edge if we can effectively manage the likely increase in energy and fuel prices and taxes by reducing our energy consumption. As we're located in Egypt and Iraq, we see great potential in implementing PV solar panels to power our facilities, with ambitious targets for renewable energy to cover the bulk of our electricity consumption.

In addition, we're always looking for opportunities to improve energy efficiency and reduce any energy losses and/or inefficiencies. We regularly examine and assess our facilities and plants to identify and address such issues. By doing so, we can identify cost savings and make investments that will pay off in the long run.

Our commitment to sustainability and energy efficiency through embracing renewable energy and prioritizing energy efficiency projects, not only helps us minimize our environmental impact but also makes us a more cost-effective and competitive player in the market.

Time horizon
Medium-term

Likelihood
Very likely

Magnitude of impact
Medium-high

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

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

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

Explanation of financial impact figure
N/A

Cost to realize opportunity

Strategy to realize opportunity and explanation of cost calculation

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

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

Publicly available climate transition plan

<Not Applicable>

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

<Not Applicable>

Description of feedback mechanism

<Not Applicable>

Frequency of feedback collection

<Not Applicable>

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

<Not Applicable>

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

- GB Corp first carbon footprint was in 2020 and continues to measure and monitor its carbon performance on an annual basis. After the assessment of CFP 2022, GB Corp is committed to reduction targets for scopes 1 and 2 emissions in line with the 1.5-DS, with a target of 45% reduction in Scope 1-2 emissions to be achieved by 2030.

- GB Corp has developed a comprehensive Group sustainability strategy 2022-2030, consisting of 4 pillars and 15 commitments, each aligned with one or more SDGs. The strategy outlines several targets provided in GB Corp's strategy and span different periods, reflecting the expected pace of change. We have also developed specific action plans and programs for particular areas of action to facilitate their achievement and generate more detailed guidelines on specific activities required to achieve them.

Regarding the Climate and Energy, the following targets and commitments have been set to be achieved:

• 45% Scope 1+2 emissions reduction by 2030 compared to 2022 base year
• Carbon-neutral business by 2040
• Conduct annual climate risk assessment
• 100% facilities certified according to ISO 50001
• 40% Improvement in the energy efficiency of manufacturing by 2023
• 75% Renewable energy across all manufacturing facilities by 2030
• 100% low-carbon fleet by 2030
• An inventory of all materials and chemicals used by 2023
• Develop a Waste Management System
• Annual circularity assessment of all manufacturing facilities
• 90% zero waste from operations by 2030
• 10% reduction in production water intensity by 2025
• Zero wastewater discharge by 2030
• 100% buildings certified green by 2030

The complete sustainability strategy is found in the SR 2022, with the targets, commitments, progress and 2022 performance description:
https://s3.amazonaws.com/resources.inktankir.com/gb/GB-Corp-SR22.pdf

- In addition, GB Corp is currently working on devising a climate transition plan that aligns with the 1.5-degree scenario. The plan aims to help achieve the science-based reduction targets set by the company within the next two years.

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	No, but we anticipate using qualitative and/or quantitative analysis in the next two years	Lack of internal resources	GB Corp did not adopt climate-related scenario analysis in the reporting year and the base year. The company focused on quantifying GHG emissions, conducting an ESG gap analysis, creating a group sustainability strategy, and designing a training and capacity-building program. However, GB Corp has plans to begin incorporating climate-related scenario analysis by 2023.

C3.3

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

	Have climate-related risks and opportunities influenced your strategy in this area?	Description of influence
Products and services	Yes	Our approach to products and services is guided by global sustainability strategies for 2030, including Egypt Vision 2030, the UN 2030 Agenda, and Egypt National Climate Change Strategy (NCCS) 2050, all of which aim to achieve a carbon-neutral future. These sustainability objectives shape our operations and initiatives outlined in our sustainability strategy, with a particular emphasis on enhancing energy efficiency, promoting the electrification of vehicles, and evaluating and transitioning to more sustainable materials in our products and services (as reported in C2.4a and 3.1) i) There has recently been a launch for several new hybrid vehicles to the market. To continue this transition, we collaborate with our partners considering regulatory development. Also, a partnership facilitates the localization of Electric, Diesel and CNG buses to serve both the Public and Private transportation sectors in the Egyptian market. Egypt's initiative to convert vehicles to compressed natural gas (CNG) has been at the forefront of GB Corp's portfolio strategy and sustainability agenda. In 2022, despite the supply shortage of CKD models on the market, GB Corp delivered 5,821 vehicles out of the yearly total 15,121 vehicles supplied through the initiative. To date, GB Corp has supplied 7,192 vehicles through this initiative in 2021 and 2022 capturing a market share of 30% of the CNG market. Another area of focus is extending the lifetime of our products through highest quality components and product safety. We are making sure that all parts are manufactured to the highest precision and quality standards, in order to guarantee that our vehicles continue to perform at maximum performance throughout their lifecycle. GB Corp is also providing high-quality repair and refurbishing services and spare parts to customers through its after-sales service centers, while its partnerships with independent automotive retailers and distribution channels allow comprehensive service to maximize the life time and ensure the ultimate quality of the vehicles. ii) Our aim is to progressively shift towards the sale of low-carbon vehicles and other sustainable mobility alternatives, achieving a 100% sustainable and low-carbon fleet by 2030. iii) We are exploring ways to support the development of EV charging infrastructure and participate in national efforts to promote sustainable mobility.
Supply chain and/or value chain	Evaluation in progress	Our sustainable strategy is aiming to take the entire value chain into account, assessing all suppliers to meet our requirements. i) Reduce scope 3 emissions by collaborating with our suppliers and implementing a reliable data collection and management system to enable the calculation of emissions across all scope 3 categories. We are aiming to identify the most critical activities related to our scope 3 emissions and by this set prioritization of actions to be taken. ii) The success of our company is reliant on a multifaceted supply chain and meticulous partner selection. With the fluctuations in the global economy and the scarcity of raw materials, pricing, delivery times, and customer satisfaction may be affected, underscoring the importance of supply chain resilience for the continuity of our business. (as reported in 2.2a). In 2022, we prioritized providing support to our manufacturing, GBL, and projects teams across various manufacturing projects and expansions in the dry port, Badr, and Sadat new plant. In light of the current global economic conditions, we shifted our focus to the local market, recognizing the challenges posed by supply chain delays and availability. However, it is crucial for our business units to comprehend and embrace this shift. In 2022, we worked with a total of 277 suppliers, with 90% of them being local suppliers. iii) All suppliers are assessed against GB Corp's supplier selection criteria which currently incorporates both social and environmental criteria aiming to simplify our supplier selection process to fulfill rigorous ESG criteria, including adhering to legal and regulatory requirements, upholding business ethics and integrity, safeguarding human rights, and demonstrating strong environmental performance. We prioritize partners who demonstrate a dedication to sustainability, transparency, and accountability, fostering long-term and trustworthy partnerships.
Investment in R&D	Evaluation in progress	GB Corp, leading in its business for the region, want to have a significant position in shaping the transformation towards a CO2 neutral future within mobility. In our R&D efforts, we place significant importance on identifying market needs, which includes recognizing the shift towards hybrid and electric vehicles, as well as other sustainable alternatives, driven by changing customer preferences and the emergence of sustainable brands. We aspire to leverage our research and development capabilities to enhance climate action throughout our business, utilizing our expertise to create innovative and sustainable solutions.
Operations	Yes	i) We see great potential for renewable energy use in our factories, being located in Egypt and Iraq with high peak sun hours throughout the year. Prima manufacturing facility has started the operation of its Solar PV station in November 2022, which currently supplies 1.5% of the facility's electricity consumption. Badr and Sadat plants are in the process of installing solar PV panels which are scheduled for operation in 2024. A target is set to be achieved by 2030, 75% to be renewable energy across all manufacturing facilities. ii) We see great opportunities in energy and other resource efficiency measures in buildings, where we will conduct an annual integrated assessment for gradual improvement, aiming to develop an inventory of all facilities and select some of them with the potential to acquire an EDGE or LEED certification. iii) We commit to making sustainability integral to every decision at GB Corp at every level. This would be achieved by raising awareness through establishing a corporate ESG program and training for employees. We are currently in the phase of developing and publishing internal guidelines for integrating sustainability into decision-making by 2023, and also conduct a thoroughly review of corporate policies, standards, instructions, plans and procedures for capacity to effectively manage material ESG topics. iv) As resources are limited, not least water resources with risks of water scarcity, we apply circular economy principles to improve operational efficiency, minimize waste and create safer, more sustainable, and durable operations without compromising on quality. Sadat manufacturing facility is in the process of installing a wastewater treatment system that treats wastewater discharged to be reused in the manufacturing process and for landscape irrigation. GB Corp is currently working on developing a waste management system across all its business sites and manufacturing facilities to commit to implementing circular economy principles at every value chain stage by minimizing throughput, creating material loops and cascading value.

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 Capital expenditures	- We are planning to increase our renewable energy for electricity generation across our factories to reduce direct operations costs from consumption of fossil-based electricity from the national grid. This project has already been initiated with one of our plants and we have set a plan for the coming years for further implementations. For this project, we are making investments in clean energy, with the intention to get energy cost savings in the future. - Part of our selling products include electric buses and CNG vehicles, which contributes positively to our revenues, as well as our market presence and contribution to the national agenda in light of the shift to a low-carbon economy. We are driving this forward with the intention to be of the market leaders within low-carbon vehicles. Low-carbon vehicles is in alignment with Egypt's six-phase plan to convert the engines of 2,262 diesel-powered Public Transport Authority buses to operate on natural gas, making the most economic use of the country's booming natural gas production, and safeguarding the natural environment. This plan came in the form of a cooperation protocol signed between the Ministries of Local Development, Petroleum and Mineral Resources along with the Public Transport Authority in Cairo and Alexandria as of the Fiscal Year (FY) 2021-2022. We are expecting to see its effects in the upcoming few years with an increased share of revenue from low-carbon vehicles.

C3.5

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

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

C4. Targets and performance

C4.1

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

C4.1a

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

Target reference number
Abs 1

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

Target ambition
1.5°C aligned

Year target was set
2022

Target coverage
Company-wide

Scope(s)
Scope 1
Scope 2

Scope 2 accounting method
Location-based

Scope 3 category(ies)
<Not Applicable>

Base year
2022

Base year Scope 1 emissions covered by target (metric tons CO2e)
17469

Base year Scope 2 emissions covered by target (metric tons CO2e)
12186

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)
29655

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 (%)
45

Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]
16310.25

Scope 1 emissions in reporting year covered by target (metric tons CO2e)
17469

Scope 2 emissions in reporting year covered by target (metric tons CO2e)
12186

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)
29655

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

% of target achieved relative to base year [auto-calculated]
0

Target status in reporting year
New

Please explain target coverage and identify any exclusions
Our organization has set an ambitious target that covers 100% of Scope 1 and Scope 2 greenhouse gas (GHG) emissions emanating from our manufacturing and non-manufacturing operations, including office buildings, service centers, and showrooms, in Egypt and Iraq.

Due to the improvement in our data quality and the change in our base year, we set a new reduction target in the year 2022 for Scopes 1 and 2 that aligns with the 1.5 degrees scenario and made in accordance with the Absolute Contraction Approach with a target year of 2030.

Our current emissions target does not include Scope 3 emissions. Although we recognize the importance of accounting for Scope 3 emissions, we are currently working on developing a more comprehensive data collection system that will enable us to collect this data with greater accuracy and reliability. With this in mind, we are aiming to including Scope 3 emissions targets in our future emissions targets within the next few years.

Plan for achieving target, and progress made to the end of the reporting year
As of November 2022, the solar PV plant project at our Prima facility has commenced operations, with an initial capacity of 20% (equivalent to 0.5 MWp) of its total capacity of 2.468 MWp. During the last two months of 2022, the solar facility generated approximately 150 MWh of energy, which resulted in the avoidance of 69 mtCO2e. As the solar PV plant reaches its full capacity in 2023, we anticipate that it will contribute to the avoidance of 1,720 mtCO2e emissions under Scope 2. This is equivalent to 14% of 2022 baseline Scope 2 emissions.

In addition to our solar PV plant in Prima facility, we are also installing solar PV panels in El Sadat and Badr facilities. These two facilities will have overall capacities of 1.5 MWp and 0.419 MWp, respectively, and are expected to commence operations in the second half of 2023. We anticipate that these solar plants will help in avoiding approximately 1,400 mtCO2e, which correspond to approximately 11% of 2022 baseline Scope 2 emissions.

Our ongoing commitment to environmental sustainability is further reflected in our project of phasing out diesel from our manufacturing processes, which we initiated in 2019 with a goal to complete by the end of 2023. We are proud to announce that in 2022 we successfully phased out diesel completely from our manufacturing processes and transitioned to natural gas. This achievement has placed us ahead of schedule and is a significant milestone in our efforts to achieve our reduction targets.

Our organization is also planning to install a wastewater treatment plant in El Sadat facility. This plant will have a capacity of 25 m3/hour and will be utilized to treat discharged liquids containing paint materials. The plant will include a desalination unit to remove any remaining impurities. This high-quality treated water will then be reused in our manufacturing processes, thereby promoting responsible water usage and contributing to our overall sustainability goals. As of 2022, we have successfully completed 80% of the wastewater treatment plant installation.

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

C4.2

(C4.2) Did you have any other climate-related targets that were active in the reporting year?
Target(s) to increase low-carbon energy consumption or production
Net-zero target(s)

C4.2a

(C4.2a) Provide details of your target(s) to increase low-carbon energy consumption or production.

Target reference number
Low 1

Year target was set
2021

Target coverage
Company-wide

Target type: energy carrier
Electricity

Target type: activity
Consumption

Target type: energy source
Renewable energy source(s) only

Base year
2021

Consumption or production of selected energy carrier in base year (MWh)
30519

% share of low-carbon or renewable energy in base year
0

Target year
2030

% share of low-carbon or renewable energy in target year
75

% share of low-carbon or renewable energy in reporting year
0.6

% of target achieved relative to base year [auto-calculated]
0.8

Target status in reporting year
Underway

Is this target part of an emissions target?
Yes, this target is an essential component of our decarbonization plan, which aims to elevate the share of renewable and zero-carbon Scope 2 energy utilized across our plants. This will in turn help us achieve our absolute CO2 emissions reduction target of 45% by the year 2030, which is described in question C4.1a.

Is this target part of an overarching initiative?
No, it's not part of an overarching initiative

Please explain target coverage and identify any exclusions
With 2021 as the baseline year, we have a goal to achieve 75% renewable energy across our manufacturing facilities by the year 2030. This includes all our manufacturing facilities in Egypt. This doesn't apply on the office buildings, service centers, and showrooms.

Plan for achieving target, and progress made to the end of the reporting year
Since 2021, we have been taking significant actions towards achieving our target of 75% renewable energy by 2030. One of our major initiatives was the implementation of a solar PV plant project in Prima facility, with a total capacity of 2.468 MWp. This system commenced operations in the last couple of months of 2022, with an initial capacity of 0.5 MWp. During this period, the plant generated 150 MWh of energy, resulting in the avoidance of 69 mtCO2e.

We anticipate that the plant will operate at full capacity in 2023 and contribute significantly to our efforts to reduce emissions. Specifically, it is projected that the plant will generate 4,000 MWh of energy annually, which will contribute to the avoidance of 1,720 mtCO2e.

In addition to the Prima facility, GB Corp is currently installing solar PV panels in El Sadat and Badr facilities, with capacities of 1.5 MWp and 0.419 MWp, respectively. These two plants are expected to commence operations in June 2023. According to the design of these plants, we anticipate that they will generate 2,475 MWh and 700 MWh annually, respectively. This will contribute to the avoidance of approximately 1,400 mtCO2e when they start operating at their maximum capacity.

List the actions which contributed most to achieving this target
<Not Applicable>

C4.2c

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

Target reference number
NZ1

Target coverage
Company-wide

Absolute/intensity emission target(s) linked to this net-zero target
Abs1

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
At GB Corp, we are committed to promoting sustainability and reducing our carbon footprint. As part of our efforts to achieve this, we have set an aspirational goal of being carbon-neutral across all of our operations by 2050.

To work towards this goal, we have established a reduction target for our Scope 1 and 2 emissions. By 2030, we aim to reduce our emissions by 45% in line with the 1.5°C scenario. This target represents our first step towards achieving our ultimate end net-zero goal.

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

Planned milestones and/or near-term investments for neutralization at target year
<Not Applicable>

Planned actions to mitigate emissions beyond your value chain (optional)
Our organization is currently working on examining the feasibility of neutralizing emissions that are outside of our value chain. Although we are still exploring various possibilities, we are aiming to develope a comprehensive plan in the near future to achieve our net-zero goals. Our focus remains on implementing innovative and effective measures that minimize our environmental impact and support a sustainable future.

It's important to note that our existing targets do not cover Scope 3 emissions. Nevertheless, we understand the significance of incorporating these emissions into our sustainability initiatives. With this in mind, we are actively working on creating a robust system for collecting data that can provide sufficient and accurate information to establish Scope 3 emission targets in the upcoming years.

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		
To be implemented*	2	1400
Implementation commenced*	1	1720
Implemented*	1	2248
Not to be implemented		

C4.3b

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

Initiative category & Initiative type

Low-carbon energy consumption	Solar PV

Estimated annual CO2e savings (metric tonnes CO2e)
69

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

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
157500

Investment required (unit currency – as specified in C0.4)
25000000

Payback period
4-10 years

Estimated lifetime of the initiative
21-30 years

Comment
As a means of achieving our emissions reduction targets, our company has embarked on implementing three solar PV panel projects across three of our manufacturing facilities. The first of these projects, located at our Prima factory with an investment of 25,000,000 EGP, began operations within the last two months of 2022 with an initial capacity of 0.5 MWp. During the two months operations, the plant generated 150 MWh The total designed capacity of this project is 2.468 MWp. Upon reaching full capacity, this project is expected to generate approximately 4,000 MWh per year, resulting in a reduction of emissions equivalent to 1,720 mtCO2e.

The amount of annual monetary savings is calculated by multiplying the 150 MWh generated in 2022 by the price of electricity in Egypt which is 1.05 EGP/kWh.

The remaining two projects, located at our EL Sadat and Badr factories, are still in the process of implementation.

Initiative category & Initiative type

Low-carbon energy consumption	Other, please specify (Replacing diesel fuel with CNG (Natural Gas))

Estimated annual CO2e savings (metric tonnes CO2e)
187

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

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
486295

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

Payback period
<1 year

Estimated lifetime of the initiative
6-10 years

Comment
As part of our efforts towards reducing our carbon emissions, we launched an initiative in 2019 to phase out diesel from our manufacturing processes and replace it with CNG (natural gas). We are proud to announce that as of 2022, we have successfully achieved this target and completely phased out diesel from our manufacturing processes.

In 2021, our company successfully phased out diesel from our Prima factory, leading to an estimated emissions reduction of 2,060 mtCO2e. This figure was calculated by converting the energy generated in the factory from natural gas into MWh, and then determining the amount of diesel fuel required to produce the same amount of energy. The total amount of diesel fuel was then multiplied by its corresponding emission factor from DEFRA to arrive at the emissions reduction figure of 2,060 mtCO2e.

In 2022, we utilized the same methodology to calculate emissions savings, which amounted to 187 mtCO2e.

This initiative is not only serving the climate by reducing GHG emissions, but it is also promoting cleaner and healthier environment. CNG is a more environmentally friendly fuel source than diesel, as it emits less air pollutants such as unburned hydrocarbons (UHC), carbon monoxide (CO), nitrogen oxides (NOx), sulfur oxides (SOx), and PM (particulate matter).

C4.3c

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

Method	Comment
Dedicated budget for energy efficiency	Our company is fully committed to facilitating the transition to a sustainable and renewable energy future. To achieve this, we have implemented the following measures: -Complete phasing out of diesel fuel from all our facilities, which has been replaced with natural gas. -Planning to achieve 75% renewable energy across all our manufacturing facilities by 2030. -Commenced solar PV system operations at our Prima facility, with an initial capacity of 0.5 MWp. -Planned the installation of solar PV systems at our El Sadat and Badr manufacturing facilities by January 2023, which will supply 25% and 70% of the facilities' annual energy needs, respectively.

C4.5

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

Yes

C4.5a

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

Level of aggregation

Product or service

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

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

Type of product(s) or service(s)

Road	Other, please specify (Compressed Natural Gas (CNG) vehicles)

Description of product(s) or service(s)

In recent years, there has been a growing global awareness of the need to shift towards more sustainable mobility solutions. As part of this effort, the Egyptian government has launched a presidential initiative to promote the use of Compressed Natural Gas (CNG) vehicles as a replacement for petrol-fuel vehicles.

CNG vehicles offer several benefits over traditional petrol-fueled vehicles. One of the key benefits is that CNG emits significantly less pollution directly than petrol or oil when combusted. This includes emissions of unburned hydrocarbons (UHC), carbon monoxide (CO), nitrogen oxides (NOX), sulfur oxides (SOx), and particulate matter (PM).

At GB Corp, we support the shift towards more sustainable mobility solutions and are proud to be part of this initiative. We are committed to promoting sustainable practices across all areas of our operations and believe that this initiative is a positive step towards a cleaner, healthier, and more sustainable future for all.

GB Corp's current CNG vehicle portfolio includes the Accent RB and Elantra HD as well as the Chery Arrizo 5 and Tiggo 3. A total of 5,821 units of CNG passenger cars were sold in FY 2022.

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

No

Methodology used to calculate avoided emissions

<Not Applicable>

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

<Not Applicable>

Functional unit used

<Not Applicable>

Reference product/service or baseline scenario used

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

Explain your calculation of avoided emissions, including any assumptions

<Not Applicable>

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

Level of aggregation

Product or service

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

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

Type of product(s) or service(s)

Road	Other, please specify (Electric Buses)

Description of product(s) or service(s)
GB Corp has delivered 30 electric buses to COP27 - Climate Change Conference in Sharm El Sheikh. We pride ourselves on manufacturing and assembling our electric buses in Egypt, at our manufacturing facility in Ain El Sokhna, Egypt.

Electric buses offer several benefits over traditional diesel-fueled buses, including significantly lower emissions of greenhouse gases and air pollutants.

Have you estimated the avoided emissions of this low-carbon product(s) or service(s)
No

Methodology used to calculate avoided emissions
<Not Applicable>

Life cycle stage(s) covered for the low-carbon product(s) or services(s)
<Not Applicable>

Functional unit used
<Not Applicable>

Reference product/service or baseline scenario used
<Not Applicable>

Life cycle stage(s) covered for the reference product/service or baseline scenario
<Not Applicable>

Estimated avoided emissions (metric tons CO2e per functional unit) compared to reference product/service or baseline scenario
<Not Applicable>

Explain your calculation of avoided emissions, including any assumptions
<Not Applicable>

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

C5. Emissions methodology

C5.1

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

C5.1a

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

Row 1

Has there been a structural change?
No

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

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

C5.1b

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

	Change(s) in methodology, boundary, and/or reporting year definition?	Details of methodology, boundary, and/or reporting year definition change(s)
Row 1	Yes, a change in methodology Yes, a change in boundary	In 2022, we have added additional boundaries to our assessment, while also significantly improved the quality of Scope 1 and 3 data. These two factors have played a pivotal role in enhancing the accuracy and reliability of the 2022 assessment, making it our new base year.

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	No, because we do not have the data yet and plan to recalculate next year	<Not Applicable>	To ensure a more accurate comparison with upcoming years, we have updated the base year to cover the period from January 2022 to December 2022, which represents the current reporting period. This change was necessitated by the expansion in boundaries included in our assessment and the enhancement in data quality, which helped us identify and address data gaps in the previous reporting years. By setting the new base year to 2022, we hope to provide a more reliable benchmark for evaluating future progress. However, it's worth noting that some activities haven't changed significantly from previous years. Therefore, we will describe the Y-O-Y progress for these activities in our 2022 Carbon Footprint Report, which is scheduled to be published in Q3-Q4 2023.	No

C5.2

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

Scope 1

Base year start
January 1 2022

Base year end
December 31 2022

Base year emissions (metric tons CO2e)
17469

Comment
The value being reported encompasses a comprehensive assessment of emissions arising from various sources within our operations. Specifically, it takes into account the emissions generated from the consumption of non-renewable fuels at our facilities, as well as fuel consumed by vehicles owned by the company. Additionally, the value also includes an assessment of emissions from purchased refrigerants/refrigerants leakage.

Scope 2 (location-based)

Base year start
January 1 2022

Base year end
December 31 2022

Base year emissions (metric tons CO2e)
12186

Comment
We are reporting a Scope 2, location-based figure. Scope 2 emissions include only emissions from the purchased electricity.

Scope 2 (market-based)

Base year start

Base year end

Base year emissions (metric tons CO2e)

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

Scope 3 category 1: Purchased goods and services

Base year start
January 1 2022

Base year end
December 31 2022

Base year emissions (metric tons CO2e)
88

Comment
The aggregated consumption of our purchased goods was multiplied by sector specific cradle-to-gate emission factor obtained from DEFRA (UK Government GHG Conversion Factor). This activity also include the emissions related to water use, which is calculated using a country specific emission factor.

Scope 3 category 2: Capital goods

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment
Capital goods operational emissions related to fuel use and electricity use during operations are reported under Scope 1 and 2. However, at this time, we have not calculated scope 3 capital goods emissions. This is due to the fact that such an assessment involves a substantial amount of data that we do not currently possess. Nevertheless, we are actively working on developing a robust data collection and management system to facilitate the calculation of these emissions. We anticipate that this system will be implemented within the next two years, enabling us to provide an accurate figure for our Scope 3 capital goods emissions.

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

Base year start
January 1 2022

Base year end
December 31 2022

Base year emissions (metric tons CO2e)
3656

Comment
We have conducted a thorough assessment of our emissions, which includes calculating the Well-To-Tank (WTT) emissions from stationary (on-site fuel burning) and mobile (fuel burned in owned vehicles) combustion. To ensure accuracy, we used sector and fuel-specific WTT emission factors obtained from DEFRA, the UK Government GHG Conversion Factor.

Scope 3 category 4: Upstream transportation and distribution

Base year start
January 1 2022

Base year end
December 31 2022

Base year emissions (metric tons CO2e)
10.936

Comment
Only emissions resulting from GB Corp's raw materials maritime imports have been calculated. The emission factor per t.km (tonne.km) for this mode of transportation was obtained from DEFRA (UK Government GHG Conversion Factors). This category includes both Well-To-Tank (WTT) and Tank-To-Wheel (TTW) emissions.

It is important to note that emissions resulting from other upstream transportation and distribution, such as the transportation of raw materials from the ports to GB Corp's factories and warehouse, have been accounted for under Scope 1 emissions. This is because these activities are carried out using the company-owned vehicles.

Scope 3 category 5: Waste generated in operations

Base year start
January 1 2022

Base year end
December 31 2022

Base year emissions (metric tons CO2e)
6472

Comment
Emissions resulting from waste are calculated using specific methodologies and emission factors obtained from DEFRA (UK Government GHG Conversion Factors), which are tailored to each type of waste generated and its final disposal method (landfilled or recycled). These emission factors are inclusive of all stages of waste management, from collection to transportation, and the final disposal (“gate to grave”) stage.

In addition, emissions resulting from wastewater collection, transportation, and distribution are also accounted for under this activity.

Scope 3 category 6: Business travel

Base year start
January 1 2022

Base year end
December 31 2022

Base year emissions (metric tons CO2e)
616

Comment
The emissions reported for this activity include those resulting from business air travel. These emissions were calculated using a methodology that involves multiplying the total distance traveled per passenger for each flight category (domestic, short haul, and long haul) by the corresponding sector and fuel-specific emission factor. The emission factors used in these calculations were obtained from DEFRA (UK Government GHG Conversion Factors). This category includes both Well-To-Tank (WTT) and Tank-To-Wheel (TTW) emissions.

Furthermore, emissions arising from employee stays at hotels are also taken into account under this activity. These emissions are calculated by multiplying the number of stays in each country by the corresponding emission factor, which has also been obtained from DEFRA (UK Government GHG Conversion Factors).

Scope 3 category 7: Employee commuting

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment
Data related to employees commuting via personal vehicles or public transportation was not available for reporting this category's emissions. However, GB Corp is currently in the process of developing a data collection and management system that will aggregate this information. This system will enable us to calculate the emissions resulting from employee commuting in the upcoming years. This category includes both Well-To-Tank (WTT) and Tank-To-Wheel (TTW) emissions.

Scope 3 category 8: Upstream leased assets

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

No data was available to compute the emissions for this category. However, GB Corp is currently developing a data collection and management system to aggregate such information. This system will enable us to calculate emissions for this category in the upcoming years.

Scope 3 category 9: Downstream transportation and distribution

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Emissions from downstream transportation are calculated under Scope 1, as the transportation of the final products from the factories to the warehouses, and/or show rooms takes place using GB Corp's owned fleet. This category includes both Well-To-Tank (WTT) and Tank-To-Wheel (TTW) emissions.

Scope 3 category 10: Processing of sold products

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

GB Corp does not produce any intermediate products.

Scope 3 category 11: Use of sold products

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

No data was available to compute the emissions for this category. However, GB Corp is currently developing a data collection and management system to aggregate such information. This system will enable us to calculate emissions for this category in the upcoming years.

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

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

No data was available to compute the emissions for this category. However, GB Corp is currently developing a data collection and management system to aggregate such information. This system will enable us to calculate emissions for this category in the upcoming years.

Scope 3 category 13: Downstream leased assets

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

No data was available to compute the emissions for this category. However, GB Corp is currently developing a data collection and management system to aggregate such information. This system will enable us to calculate emissions for this category in the upcoming years.

Scope 3 category 14: Franchises

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

GB Corp does not franchise any of its operations.

Scope 3 category 15: Investments

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

We are currently in the process of developing and integrating an Environmental and Social Management System within our business strategy, which will include specific ESG criteria within our investment efforts and decisions. We are currently seeking to consider both financial return and sound social/environmental practices, and align our investment criteria with our sustainability priorities. We expect to be able to report this category's emissions in the upcoming 3 years.

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.

Defra Environmental Reporting Guidelines: Including streamlined energy and carbon reporting guidance, 2019
IPCC Guidelines for National Greenhouse Gas Inventories, 2006
ISO 14064-1
The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)
The Greenhouse Gas Protocol: Scope 2 Guidance
The Greenhouse Gas Protocol: Corporate Value Chain (Scope 3) Standard

C6. Emissions data

C6.1

(C6.1) What were your organization's gross global Scope 1 emissions in metric tons CO2e?

Reporting year

Gross global Scope 1 emissions (metric tons CO2e)
17469

Start date
<Not Applicable>

End date
<Not Applicable>

Comment
The emissions reported under Scope 1 includes stationary combustion fueled by diesel and natural gas, mobile combustion, and fugitive emissions resulting from refrigerants leakage.

For mobile and stationary combustion, emissions are calculated by multiplying the total amount of fuel consumed by the corresponding emission factor retrieved from UK Government GHG Conversion Factors for Company Reporting (DEFRA UK).

For refrigerants leakage, emissions are calculated by multiplying the amount of recharged refrigerants from each type by the corresponding emission factor retrieved from UK Government GHG Conversion Factors for Company Reporting (DEFRA UK).

C6.2

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

Row 1

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

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

Comment
Location-based Scope 2 electricity emissions are tracked or estimated for GB Corp's facilities. Emission factor is obtained from the national grid, and is calculated using the CDM methodology.

C6.3

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

Reporting year

Scope 2, location-based
12186

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

Start date
<Not Applicable>

End date
<Not Applicable>

Comment
Our Scope 2 emissions include the emissions resulting from the consumption of purchased electricity from the national grid. To calculate such emissions, the country specific emission factor has been multiplied by the electricity consumption in each facility we operate.

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
Stationary combustion of natural gas in GQ Iraq facilities.

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

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

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

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

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

Date of completion of acquisition or merger
<Not Applicable>

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

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

Explain why this source is excluded
We have excluded this source from our Scope 1 emissions due data unavailability.

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

---

Source of excluded emissions
Purchased electricity in selected facilities: We have excluded purchased electricity from certain facilities, including two warehouses related to GQ Iraq in Baghdad and Al Najaf, as well as service centers and showrooms in Al Basra, Al Najaf, Al Bayaa, Al Mahmoudya, Karbla, and the Bajaj building in Iraq, and the spare parts outlet in Baghdad, and Iraq service center.

Scope(s) or Scope 3 category(ies)
Scope 2 (location-based)

Relevance of Scope 1 emissions from this source
<Not Applicable>

Relevance of location-based Scope 2 emissions from this source
Emissions are relevant but not yet calculated

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

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

Date of completion of acquisition or merger
<Not Applicable>

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

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

Explain why this source is excluded
We have excluded this source from our Scope 2 emissions due to challenges in data acquisitions and data unavailability.

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

---

Source of excluded emissions
Water consumption in selected facilities: Due to data unavailability, we have not included emissions from water consumption in the following facilities: Commercial Vehicles (CV) service center in Alexandria, Assiut, Sohag, and CV Bosch service center, as well as Passenger Cars (PC) showroom in Luxor, in addition to 2&3 Wheelers service centers and showrooms in Belkas, Sinbalawein, Damanhour, Faraskour, Kafr Shoukr, Samanoud, Ard el lewa, Tanta, Abo Rawash. Furthermore, due to data unavailability, we have also excluded water emissions from Iraq office buildings and Iraq service center.

Scope(s) or Scope 3 category(ies)
Scope 3: Purchased goods and services

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 relevant but not yet calculated

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

Explain why this source is excluded
We have excluded this source from our Scope 3 emissions due to challenges in data acquisitions and data unavailability.

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

---

C6.5

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

Purchased goods and services

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
88

Emissions calculation methodology
Average data method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
At present, we do not have access to data from our third-party contractors or other suppliers.

The reported figure includes emissions from paper consumption and consumables such as face masks, gloves, and uniforms.

Emissions are calculated by multiplying the total amount of materials purchased per materials type by the corresponding material emission factor retrieved from UK Government GHG Conversion Factors for Company Reporting (DEFRA UK).

Capital goods

Evaluation status
Relevant, not yet calculated

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
We have identified capital goods operational emissions related to fuel use and electricity use during operations, which are reported under Scope 1 and 2. However, we have yet to calculate Scope 3 capital goods emissions due to the large amount of data involved, which we do not currently have access to.

To address this data gap, GB Corp is currently working on developing a data collection and management system that will allow us to more accurately track and report our emissions from capital goods. We expect to be able to provide a figure for capital goods emissions within the next few years as we continue to improve our data collection and reporting practices.

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

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
3656

Emissions calculation methodology
Average data method
Fuel-based method
Distance-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
We do not currently have access to data from our third-party contractors or other suppliers.

To capture the maximum climate impacts of transportation, we have calculated Well-To-Tank (WTT) emissions as part of our comprehensive carbon footprint assessment. WTT emissions related to fuel directly consumed by GB Corp fall under Scope 3 (indirect emissions). This includes WTT emissions from on-site fuel burning and owned vehicles.

To calculate WTT emissions accurately, we used sector and fuel-specific emission factors obtained from DEFRA (UK Government GHG Conversion Factor). By accounting for WTT emissions, we can better understand the indirect impact of our transportation activities on the environment and take steps to reduce our carbon footprint.

Upstream transportation and distribution

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
10936

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
We do not currently have access to data from our third-party contractors or other suppliers.

We are calculating emissions resulting from GB Corp's products maritime imports as part of our comprehensive carbon footprint assessment. Specifically, we have used an emission factor per tonne-kilometer (t.km) for this mode of transportation, obtained from DEFRA (UK Government GHG Conversion Factors) for Container Ship Average, to calculate these emissions accurately. Emissions in this category include both Well-To-Tank (WTT) and Tank-To-Wheel (TTW) emissions.

It's worth noting that emissions resulting from other upstream transportation and distribution, such as the transportation of products from the ports to GB Corp's factories and warehouse, were accounted for under Scope 1 emissions. This is because these activities take place using company-owned vehicles, and as such, the emissions are considered direct emissions.

Waste generated in operations

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
6472

Emissions calculation methodology
Waste-type-specific method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
We do not currently have access to data from our third-party contractors or other suppliers.

We have calculated emissions from waste as part of our carbon footprint assessment. Specifically, we have used methodologies and emission factors from DEFRA (UK Government GHG Conversion Factors) that are specific to each type of waste generated and its fate, whether it is landfilled or recycled. The emission factors take into account the collection, transportation, and landfill emissions, covering the entire 'gate to grave' process.

As part of our ongoing efforts to reduce our environmental impact, we are currently in the process of developing a comprehensive waste management plan to be implemented across all GB Corp's facilities. This plan will help us identify our actual and potential waste streams and evaluate recycling and reuse alternatives. Additionally, we will investigate various waste collection strategies, including locations and criteria for waste management sites.

Business travel

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
616

Emissions calculation methodology
Distance-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
We do not currently have access to data from our third-party contractors or other suppliers.

We have included emissions arising from business air travel in our carbon footprint assessment. These emissions were calculated by multiplying the total distance travelled per passenger for each flight category (domestic, short haul, and long haul) by the corresponding emission factor. Emissions in this category include both Well-To-Tank (WTT) and Tank-To-Wheel (TTW) emissions.

To calculate these emissions accurately, we used sector and fuel-specific emission factors obtained from DEFRA (UK Government GHG Conversion Factors). By accounting for emissions from business air travel, we can better understand the impact of our travel activities on the environment and take steps to reduce our carbon footprint.

In addition to business air travel emissions, we have calculated hotel stay related emissions by multiplying the number if nights per country by the corresponding emission factor taken from DEFRA (UK Government GHG Conversion Factors).

Employee commuting

Evaluation status
Relevant, not yet calculated

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
At present, we do not have access to data related to employee commuting via their personal vehicles or by public transportation. However, we recognize the importance of accounting for the impact of employee commuting on our carbon footprint and are committed to addressing this data gap.

To that end, GB Corp is currently in the process of developing a data collection and management system that will enable us to aggregate this data and calculate emissions from employee commuting in the future. We understand the importance of accurate and comprehensive data in driving sustainability initiatives, and we remain committed to improving our data collection and reporting practices to provide a more complete view of our environmental impact.

Upstream leased assets

Evaluation status
Not evaluated

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

Emissions calculation methodology
<Not Applicable>

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

Please explain
No data was available to enable the assessment of of this category's emissions. In response, GB Corp is currently in the process of developing a robust data collection and management system that will aggregate the required data to enable the calculation of this category's emissions in the upcoming years if found to be relevant to the business.

Downstream transportation and distribution

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
Downstream transportation emissions are accounted for under Scope 1, as the transportation of the final products from the factories to the warehouses, and/or showrooms takes place using GB Corp's owned fleet.

Processing of sold products

Evaluation status
Not relevant, explanation provided

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

Emissions calculation methodology
<Not Applicable>

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

Please explain
GB Corp does not produce any intermediate products.

Use of sold products

Evaluation status
Relevant, not yet calculated

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
Data is currently not available to enable calculating this category's emissions. However, we expect to be able to provide this value in the upcoming years.

End of life treatment of sold products

Evaluation status
Relevant, not yet calculated

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
Data is currently not available to enable calculating this category's emissions. We are currently developing an end-of-life vehicles recycling scheme, which will be introduced by 2025.

Downstream leased assets

Evaluation status
Not evaluated

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

Emissions calculation methodology
<Not Applicable>

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

Please explain
No data was available to enable the assessment of of this category's emissions. In response, GB Corp is currently in the process of developing a robust data collection and management system that will aggregate the required data to enable the calculation of this category's emissions in the upcoming years if found to be relevant to the business.

Franchises

Evaluation status
Not relevant, explanation provided

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

Emissions calculation methodology
<Not Applicable>

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

Please explain
GB Corp does not franchise any of its operations.

Investments

Evaluation status
Relevant, not yet calculated

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

Emissions calculation methodology
<Not Applicable>

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

Please explain
This is GB Corp's third disclosure year. We are currently in the process of developing and integrating an Environmental and Social Management System within our business strategy, which will include specific ESG criteria within our investment efforts and decisions.
We are currently seeking to consider both financial return and sound social/environmental practices, and align our investment criteria with our sustainability priorities. We expect to be able to report this category's emissions in the coming 2 years.

Other (upstream)

Evaluation status
Not evaluated

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

Emissions calculation methodology
<Not Applicable>

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

Please explain

Other (downstream)

Evaluation status
Not evaluated

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

Emissions calculation methodology
<Not Applicable>

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

Please explain

C6.7

(C6.7) Are carbon dioxide emissions from biogenic carbon relevant to your organization?
No

C6.10

(C6.10) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.

Intensity figure
1.2

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)
29655

Metric denominator
unit total revenue

Metric denominator: Unit total
24705000000

Scope 2 figure used
Location-based

% change from previous year
14

Direction of change
Decreased

Reason(s) for change
Other, please specify (Energy efficiency measures)

Please explain
This revenue excludes MNT Halan as it is not part of our reporting boundaries.

Scope 1 and 2 emissions were reduced by 30% due to multiple factors (energy reduction measures, phasing out diesel at our Badr and Polo factories and switching to natural gas as an energy source, and starting a campaign across all our business lines to reduce the consumption of electricity across all GB locations and facilities).

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)
Egypt	15474
Iraq	1995

C7.3

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

C7.3c

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

Activity	Scope 1 emissions (metric tons CO2e)
Stationary Combustion:- Emissions resulting from the combustion of diesel fuel and natural gas on-site.	3279
Mobile Combustion:- Emissions resulting from the combustion of diesel and petrol fuels by owned vehicles including distribution fleet and employees transportation.	11840
Fugitive Emissions:- Emissions from fluids used in refrigeration for cooling. As of the year 2021, GB Corp consumed R-22, R-410, and HFC-134a.	2350

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

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

	Gross Scope 1 emissions, metric tons CO2e	Net Scope 1 emissions , metric tons CO2e	Comment
Cement production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Chemicals production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Coal production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Electric utility activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Metals and mining production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (upstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (midstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (downstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Steel production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport OEM activities	2731	<Not Applicable>	The reported value represent Scope 1 emissions in GB Corp five manufacturing facilities in Egypt including the following activities; stationary combustion, mobile combustion and refrigerants leakage.
Transport services activities	<Not Applicable>	<Not Applicable>	<Not Applicable>

C7.5

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

Country/area/region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Egypt *This includes emissions from purchased electricity in GB Corp premises in Egypt which include manufacturing plants, service centers, showroom and admin buildings.*	11582	
Iraq *This includes emissions from purchased electricity in GB Corp premises in Iraq which include service centers, showrooms, and an admin building.*	604	

C7.6

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

By business division

C7.6a

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

Business division	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Service Centers and Showrooms (Egypt) As GB Corp has a large number of service centers and showrooms in Egypt, purchased electricity emissions from these facilities account for 48% of electricity emissions in 2022.	5917	
Factories There are a total of five factories: 1) El Sadat Palnt 2) Badr Plant 3) Prima Plant 4) CITI Factory 5) Polo Factory. Factories has a share of 39% of GB Corp's purchased electricity emissions in 2022. Prima plant is the largest facility contributing to purchased electricity emissions with a percentage of 28%.	4809	
Administrative Buildings There are a total of six admin buildings: 1) GB Lease 2)GB Haram + Drive 3) GB Raseedy 4) GB Capital, 5) GB Lease + Mashroey 6) Prima admin building	856	
Service Centers and Admin building (Iraq)	604	

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

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

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

	Scope 2, location-based, metric tons CO2e	Scope 2, market-based (if applicable), metric tons CO2e	Comment
Cement production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Chemicals production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Coal production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Metals and mining production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (upstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (midstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (downstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Steel production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport OEM activities	4809		The reported value includes purchased electricity emissions from GB Corp's manufacturing plants.
Transport services activities	<Not Applicable>	<Not Applicable>	<Not Applicable>

C-TO7.8

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

Activity
Light Duty Vehicles (LDV)

Emissions intensity figure

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

Metric denominator
Please select

Metric denominator: Unit total

% change from previous year

Vehicle unit sales in reporting year

Vehicle lifetime in years

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

Load factor

Please explain the changes, and relevant standards/methodologies used
We are currently unable to report this metric as we don't have the data that will help us to do so. However, we are actively working on enhancing our GHG quantification capabilities and further developing our ESG data management system, which includes a carbon footprint management system. We aim to achieve this within the next two years, with the goal of collecting and managing the required activity metrics necessary to quantify such emissions in accordance with internationally recognized standards such as the GHG Protocol Corporate Value Chain (Scope 3) Accounting & Reporting Standard.

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	69	Decreased	0.16	In the last two months of 2022, our solar PV panel project in prima plant has commenced operations. During these two months, we have successfully avoided 69 mtCO2e. The emissions value percentage is calculated as follows: (difference in avoided emissions between 2021 and 2022 / Scope 1+2 emissions in 2021) * 100 = (69 / 42,318) * 100= 0.16%
Other emissions reduction activities	819	Decreased	1.9	In 2022, GB Corp has successfully shifted from diesel to natural gas at all of its 5 reporting manufacturing plants. The reduction in emissions from this shift is calculate as follows: (Diesel emissions in 2021+Natural gas emissions in 2021) - (Diesel emissions in 2022 + natural gas emissions in 2022) = 4,098 - 3,279 = 819. The emissions value percentage is calculated as follows: (difference in emissions between 2021 and 2022 / Scope 1+2 emissions in 2021) *100 = (819 / 42,318) * 100= 1.9%
Divestment		<Not Applicable>		
Acquisitions		<Not Applicable>		
Mergers		<Not Applicable>		
Change in output		<Not Applicable>		
Change in methodology		<Not Applicable>		
Change in boundary		<Not Applicable>		
Change in physical operating conditions		<Not Applicable>		
Unidentified		<Not Applicable>		
Other	7481	Decreased	17.7	As we have received more refined and accurate data, we discovered that there was an additional 3,421 mtCO2e in our 2021 refrigerants leakage emissions calculation that should not have been included. In addition, our refrigerants leakage has decreased in 2022, resulting in a reduction of 4,060 mtCO2e. This reduction was calculated by subtracting the refrigerant leakage emissions in 2022 from the refrigerant leakage emissions in 2021 (after removing the amount that should not have been included in the 2021 emissions calculation): 9,831 mtCO2e - 3,421 mtCO2e - 2,350 mtCO2e = 4,060 mtCO2e. Therefore, the total emissions that were reduced in 2022 amounted to 7,481 mtCO2e. To calculate the reduction percentage, we used the formula: (Difference in emissions between the two years / total Scope 1+2 emissions in 2021) * 100 = (7,481 / 42,318) * 100 = 17.7%.

C7.9b

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

Location-based

C8. Energy

C8.1

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

More than 15% but less than or equal to 20%

C8.2

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

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

C8.2a

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

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	LHV (lower heating value)	0	54627	54627
Consumption of purchased or acquired electricity	<Not Applicable>	0	25809	25809
Consumption of purchased or acquired heat	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired steam	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired cooling	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of self-generated non-fuel renewable energy	<Not Applicable>	150	<Not Applicable>	150
Total energy consumption	<Not Applicable>	150	80436	80586

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	No
Consumption of fuel for the generation of cooling	No
Consumption of fuel for co-generation or tri-generation	No

C8.2c

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

Sustainable biomass

Heating value
Unable to confirm heating value

Total fuel MWh consumed by the organization
0

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
<Not Applicable>

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

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

Comment

Other biomass

Heating value
Unable to confirm heating value

Total fuel MWh consumed by the organization
0

MWh fuel consumed for self-generation of electricity
0

MWh fuel consumed for self-generation of heat
0

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

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

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

Comment

Other renewable fuels (e.g. renewable hydrogen)

Heating value
Unable to confirm heating value

Total fuel MWh consumed by the organization
0

MWh fuel consumed for self-generation of electricity
0

MWh fuel consumed for self-generation of heat
0

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

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

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

Comment

Coal

Heating value
Unable to confirm heating value

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
<Not Applicable>

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

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

Comment

Oil

Heating value
LHV

Total fuel MWh consumed by the organization
44314

MWh fuel consumed for self-generation of electricity
4764

MWh fuel consumed for self-generation of heat
39550

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

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

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

Comment
Our energy consumption figures encompass both the diesel burned on-site in generators and the diesel and petrol consumed by GB Corp owned vehicles.

Gas

Heating value
LHV

Total fuel MWh consumed by the organization
10314

MWh fuel consumed for self-generation of electricity
0

MWh fuel consumed for self-generation of heat
10314

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

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

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

Comment
The energy consumption from Natural Gas increased by 21% in 2022 compared to 2021 as Badr and Polo factories have successfully phased out diesel from their operations and replaced it with natural gas.

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

Heating value
Unable to confirm heating value

Total fuel MWh consumed by the organization
0

MWh fuel consumed for self-generation of electricity
0

MWh fuel consumed for self-generation of heat
0

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

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

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

Comment

Total fuel

Heating value
LHV

Total fuel MWh consumed by the organization
54628

MWh fuel consumed for self-generation of electricity
4764

MWh fuel consumed for self-generation of heat
49864

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

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

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

Comment
The total fuel MWh consumed takes into account the amount of natural gas and diesel burned on-site, as well as the diesel and petrol consumed by GB Corp owned vehicles.

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	150	150	150	150
Heat				
Steam				
Cooling				

C8.2g

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

Country/area
Egypt

Consumption of purchased electricity (MWh)
25249

Consumption of self-generated electricity (MWh)
150

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]
25399

Country/area
Iraq

Consumption of purchased electricity (MWh)
559

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]
559

C-TO8.5

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

Activity
Light Duty Vehicles (LDV)

Metric figure
0.316

Metric numerator
tCO2e

Metric denominator
Production: Vehicle

Metric numerator: Unit total
6579

Metric denominator: Unit total
20813

% change from previous year

Please explain
For the first time, we are disclosing our Scope 1+2 intensity for three of our manufacturing facilities which are Prima, Badr, and EL Sadat per number of produced vehicles. The intensity is calculated as follows: total absolute Scope 1+Scope 2 for the selected manufacturing facilities (Prima, Badr, and El Sadat Plants) / the number of produced light duty vehicles = 6,579/20,813= 0.316

C9. Additional metrics

C9.1

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

Description
Energy usage

Metric value
0.99

Metric numerator
Total energy consumed in manufacturing facilities

Metric denominator (intensity metric only)
Number of Light duty vehicles produced

% change from previous year

Direction of change
<Not Applicable>

Please explain
For the first year, we are disclosing total energy consumed in three of our manufacturing facilities which are Prima, Badr, and El Sadat per number of produced cars. Energy consumption include energy from electricity used , natural gas and diesel burnt on site.

The intensity figure is calculated as follows: Energy consumption in selected manufacturing facilities/ Number of produced cars = 20,617/20,813 = 0.99 (MWh/car)

C-TO9.3/C-TS9.3

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

Activity
Light Duty Vehicles (LDV)

Metric
Fleet adoption

Technology
Other, please specify (Compressed Natural Gas (CNG))

Metric figure
5821

Metric unit
Units

Explanation
Egypt's push to convert vehicles into compressed natural gas (CNG) ones has played a significant role in GB Corp's portfolio expansion strategy and sustainability agenda.

As part of this initiative, GB Corp successfully delivered 5,821 CNG vehicles out of the total 15,121 vehicles delivered in the initiative in 2022. This represents a remarkable increase of 325% from the previous year, highlighting GB Corp's commitment to advancing environmentally-friendly solutions for transportation. By transitioning to CNG vehicles, GB Corp is contributing to the reduction of greenhouse gas emissions as natural gas emits less greenhouse gases compared to diesel and petrol.

To date, GB Corp has supplied 7,191 vehicles (1,370 in 2021 and 5,821 in 2022) through this initiative in 2021 and 2022 capturing a market share of 30% of the CNG market. GB Corp’s current CNG vehicle portfolio includes the Accent RB and Elantra HD as well as the Chery Arrizo 5 and Tiggo 3.

Activity
Heavy Duty Vehicles (HDV)

Metric
Sales

Technology
Battery electric vehicle (BEV)

Metric figure
30

Metric unit
Units

Explanation
GB Corp's commitment to sustainable development and environmental responsibility is reflected in the company's latest achievement - the delivery of 30 electric buses to the COP27 Climate Change Conference in Sharm El Sheikh, in line with Egypt's vision 2030 for Sustainable Development. GB Corp takes great pride in manufacturing and assembling its electric buses in Egypt, at the company's state-of-the-art manufacturing facility in Ain El Sokhna. By producing these eco-friendly vehicles domestically, GB Corp not only supports the growth of the local economy but also contributes to the reduction of greenhouse gas emissions, which is a critical element in achieving a more sustainable future..

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

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

	Investment in low-carbon R&D	Comment
Row 1	Yes	GB Corp has been investing in doing feasibility studies and market research to enter new low-carbon market. The research has been focused on key areas of research, including vehicle electrification, batteries, and the conversion of vehicles from diesel to compressed natural gas (CNG). GB Corp's commitment to innovation in sustainable transportation has been demonstrated through its sale of 30 electric buses in 2022, which were utilized during the COP27 conference in Sharm El-Sheikh. Moreover, GB Corp has made significant contributions to Egypt's presidential initiative, which seeks to convert vehicles into CNG ones. In 2021, the company supplied the market with 1,370 CNG vehicles, and this figure increased to 5,821 in 2022, highlighting GB Corp's role in promoting eco-friendly transportation solutions and reducing greenhouse gas emissions. Currently, GB Corp is investigating the potential of entering the market of electric 2&3 wheelers. This is still under research.

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

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

Activity
Heavy Duty Vehicles (HDV)

Technology area
Battery electric vehicle

Stage of development in the reporting year
Full/commercial-scale demonstration

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

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

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

Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan
Investment in low-carbon technologies in transportation is considered as part of GB Corp's sustainability strategy and climate transition plan. GB Corp are investing in research and development (R&D), engineering, and manufacturing to advance the adoption of low-carbon technologies in transportation. Over the past years, we have made progress in our R&D efforts, particularly in the area of battery electric vehicles. Our investments in R&D have enabled us to produce electric buses, which have become an new part of our product portfolio. In 2022, GB Corp successfully produced and sold 30 electric buses, reflecting our commitment to promoting sustainable transportation solutions.

Activity
Light Duty Vehicles (LDV)

Technology area
Other, please specify (Converting vehicles to CNG ones)

Stage of development in the reporting year
Full/commercial-scale demonstration

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

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

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

Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan
GB Corp has been actively involved in research and development (R&D) aimed at converting vehicles to compressed natural gas (CNG). We recognize the potential of CNG vehicles in reducing the carbon footprint of transportation and promoting sustainable mobility. As of 2022, GB Corp has successfully converted 7,192 vehicles to CNG, with 1,370 conversions in 2021 and a significant increase to 5,822 conversions in 2022. These achievements reflect our commitment to advancing low-carbon technologies and promoting sustainable transportation solutions.

C10. Verification

C10.1

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

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

C10.1a

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

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
Quality Assurance Statement- GB Corp- 2022- Carbon Footprint.pdf
GB-Auto-CFP-2020-2021-Report.pdf

Page/ section reference
Attached the Limited Assurance statement for GB Corp's 2022 Carbon Footprint calculations. The 2022 report is expected to be published in Q3-Q4 2023. The 2021 Carbon Footprint report is attached for reference.

Relevant standard
ISO14064-1

Proportion of reported emissions verified (%)
100

C10.1b

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

Scope 2 approach
Scope 2 location-based

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
Quality Assurance Statement- GB Corp- 2022- Carbon Footprint.pdf
GB-Auto-CFP-2020-2021-Report.pdf

Page/ section reference
Attached the Limited Assurance statement for GB Corp's 2022 Carbon Footprint calculations. The 2022 report is expected to be published in Q3-Q4 2023. The 2021 Carbon Footprint report is attached for reference.

Relevant standard
ISO14064-1

Proportion of reported emissions verified (%)
100

C10.1c

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

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

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
Quality Assurance Statement- GB Corp- 2022- Carbon Footprint.pdf
GB-Auto-CFP-2020-2021-Report.pdf

Page/section reference
Attached the Limited Assurance statement for GB Corp's 2022 Carbon Footprint calculations. The 2022 report is expected to be published in Q3-Q4 2023. The 2021 Carbon Footprint report is attached for reference.

Relevant standard
IS)14064-1

Proportion of reported emissions verified (%)
100

C10.2

(C10.2) Do you verify any climate-related information reported in your CDP disclosure other than the emissions figures reported in C6.1, C6.3, and C6.5?
No, but we are actively considering verifying within the next two years

C11. Carbon pricing

C11.1

(C11.1) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?
No, and we do not anticipate being regulated in the next three years

C11.2

(C11.2) Has your organization canceled any project-based carbon credits within the reporting year?
No

C11.3

(C11.3) Does your organization use an internal price on carbon?
No, and we do not currently anticipate doing so in the next two years

C12. Engagement

C12.1

(C12.1) Do you engage with your value chain on climate-related issues?
Yes, our customers/clients

C12.1b

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

Type of engagement & Details of engagement

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

% of customers by number

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

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

At our company, we recognize that our customers have a significant impact on the environment, and we strive to help them make better choices to reduce their environmental footprint. Through our streamlined Customer Relationships Management system and frequent interactions with customers, we provide guidance on sustainable mobility choices and solutions. This includes assisting with vehicle selection, preventative maintenance, driving patterns, and vehicle recycling and reuse. We believe that by empowering our customers to make more sustainable choices, we can collectively contribute to a more sustainable future.

Impact of engagement, including measures of success

We are committed to providing our customers with the tools and resources they need to make more sustainable choices. While we do not currently have the requested quantitative data, we are actively working to collect this information and plan to have it available within the upcoming years. Our goal is to better understand our customers' needs and preferences so that we can tailor our efforts to promote sustainable mobility solutions effectively.

To connect with our customers, we plan to utilize various means, such as social media, website tips, live conversations, and newsletters. Through these channels, we will provide our customers with the information they need to make informed decisions and take actions that support sustainability.

C12.2

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

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

C12.3

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

Row 1

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

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

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

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

Attach commitment or position statement(s)

<Not Applicable>

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

We aim to streamline our supplier selection process to ensure that our partners meet stringent ESG criteria. These criteria include legal and regulatory compliance, business ethics and integrity, protection of human rights, and environmental performance. We believe that prioritizing partners based on their commitment to sustainability, transparency, and accountability is essential to building lasting and trustful collaborations. By working with suppliers who share our values and commitment to sustainability, we can create a positive impact on the environment and society while simultaneously promoting our business objectives.

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 (British Egyptian Business Association (BEBA))

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

Has your organization attempted to influence their position in the reporting year?
No, we did not attempt to influence their position

Describe how your organization's position is consistent with or differs from the trade association's position, and any actions taken to influence their position
<Not Applicable>

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

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

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?
No, we have not evaluated

C12.4

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

Publication
In voluntary sustainability report

Status
Complete

Attach the document
GB-Corp-SR22.pdf

Page/Section reference
Chapter: Sustainability Fundamentals (pg. 17-26)
Chapter: Liveable Planet (pg. 76-86)
Annexes (pg. 91-92)

Content elements
Governance
Strategy
Emissions figures
Emission targets
Other metrics

Comment

Publication
Other, please specify (Carbon Footprint Report)

Status
Underway – previous year attached

Attach the document
GB-Auto-CFP-2020-2021-Report.pdf

Page/Section reference
Our report provides a comprehensive overview of GB Corp's Carbon Footprint (CFP) for the year 2022, including detailed information about our activities. We have included our reduction targets, GHG reduction plan, and our contribution towards promoting a sustainable environment.

We anticipate publishing the GB Corp CFP 2022 report in Q4 of 2023. However, we have attached our previous CFP reports for 2020-2021 as a point of reference.

Content elements
Emissions figures
Emission targets
Other metrics

Comment

C12.5

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

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

C15. Biodiversity

C15.1

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

	Board-level oversight and/or executive management-level responsibility for biodiversity-related issues	Description of oversight and objectives relating to biodiversity	Scope of board-level oversight
Row 1	No, but we plan to have both within the next two years	<Not Applicable>	<Not Applicable>

C15.2

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

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

C15.3

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

Impacts on biodiversity

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

Value chain stage(s) covered
<Not Applicable>

Portfolio activity
<Not Applicable>

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

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

Dependencies on biodiversity

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

Value chain stage(s) covered
<Not Applicable>

Portfolio activity
<Not Applicable>

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

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

C15.4

(C15.4) Does your organization have activities located in or near to biodiversity- sensitive areas in the reporting year?
Not assessed

C15.5

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

	Have you taken any actions in the reporting period to progress your biodiversity-related commitments?	Type of action taken to progress biodiversity- related commitments
Row 1	No, we are not taking any actions to progress our biodiversity-related commitments, but we plan to within the next two years	<Not Applicable>

C15.6

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

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
Row 1	No, we do not use indicators, but plan to within the next two years	Please select

C15.7

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

Report type	Content elements	Attach the document and indicate where in the document the relevant biodiversity information is located
No publications	<Not Applicable>	<Not Applicable>

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	Investor Relations Senior Manager	Other, please specify (Investor Relations Senior Manager)

Submit your response

In which language are you submitting your response?

English

Please confirm how your response should be handled by CDP

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

Please confirm below

I have read and accept the applicable Terms